

The Liquidator (loquitor)—"Ad"

IMPORTANT CIVIC WORK IN PROGRESS

**FOURTEEN MILES OF
PERMANENT SIDEWALK**

**A New Landing at Point Ellice—
ag Extensions—The Rock
Bay Roadway.**

According to present calculations, the year 1904 will be a permanent era in the city of Victoria. Within stretches of the concrete already laid a great deal more to be put down, estimated that not far short of 100 miles of walk will be built this year. This is a very modest approximation that laid down since the year began.

that in contemplation for the rest of the season. The magnitude of the work can be gleaned when it is known that Victoria's permanent sidewalk for this year will exceed that of Vancouver by just 50 per cent, because the Terminal City had a lot of work on Victoria, while the people of Vancouver were making up their minds as to the desirability of initiating such a program of progressiveness. It needed but a few streets to be improved, however, to demonstrate to Victoria that what

ed the operations of the railways in Australia when I was there. They are government railways. They produced no argument to my mind that governments can own and operate railways as well as they can be done by individuals." Alas! we are driven to the uncharitable conclusion that, once and for all, the tariff will satisfy the discordant element of the Tory party. The tariff is just what they gave the country, yet it is not satisfactory. When the government proposed to extend the Intercolonial a few miles they called and rallied and said state ownership and state control were failures. Now they gnash their teeth because a policy they viciously denounced last year is not applied to thousands of miles of railway which must populate the country along its route before it can be made pay! Never in the history of Canada have the people asked to listen to such inconsistent statements, to follow a party into such a labyrinth of contradictions.

of the Conservative newspapers continued to ignore their leader's alleged declaration in favor of government ownership. The Toronto World leads a horde of minor organs in the demand that the party shall earn for itself the extraordinary title of the Radical-Conservative party in lieu of Liberal-Conservative party. It says that is the only chance to win, evidently believing that the hasty declaration of the leader has alienated the sympathies of all Conservatives who prefer to feel solid ground under their feet.³⁸ The latest proclamation from the radical section is that "Conservative organs of the Hamilton Scimitar's class

cannot, of course, be expected to see much of value to the average citizen in the adoption of the principle of public ownership in the handling of public utilities. The pleasing thing about the situation from the Conservative point of view is that the *Montreal Star*, the *Toronto Mail*, *Montreal Gazette* and *Toronto Citizen* and *Empire* have practically no journalistic followers in the party.¹ Think of our staid old contemporary the *Colonist* being yoked in company with such a red radical as the *Toronto World*! Its unique connection with the McBride-Hartman family government makes it an unsuitable ally in the principles which are usually considered inherent in sound Conservatism.

The leaders of the Tory party cavil at the increase of expenditure in the several departments of federal government. The hypocritical Grits maintained when they were in opposition that they could have conducted the affairs of the country on a much smaller expenditure of money. Now that the business of many departments has been reduced, it is not doubted, it is held that the Liberals should redeem their pledges and keep the expenditure below what was necessary in conducting less than half the amount of business. The Toronto News, which is by no means friendly to the government, has recently indulged in such criticism. It says few men whose incomes double refuse to increase their expenditure. In the seven years between 1895-6 and 1902-3 the income of the Dominion of Canada increased by 80 per cent, and its expenditure by 40 per cent.

Let the city dweller no longer look with scorn upon the unassuming man from the country. He is not only the freer

and most independent; in some cases he is acquiring the wealth that perisheth as well as laying up rich stores of that which is more precious—health of body and mind. Does anyone want to know the chief cause of Canada's great and apparently irrepressible prosperity? A correspondent of the London Financial News has discovered it, although its source was more than suspected before. He says that in the last quarter of the century Manitoba has become solid financially, and is, without doubt, the wealthiest, per person, of any country on the face of the globe.

ment from the first. He had received letters asking for appointments, which he sent or to the department. Col. Smart, (the commanding officer) of the wards submitted to him a list of proposed appointments. He knew most of them personally, and in many cases he saw the names of well known Conservatives of the district. Among the names were John Gibson, nephew of Senator Baker, and himself as Conservatives and as Democrats. He was to be the major, nephew of Senator G. H. Baker, to be senior captain, son of Senator Baker; Thomas Gibson, grand-nephew of Senator Baker. To appoint all these men would be an instance of political preferment which the people would believe meant turning the regiment into a political organization. Two other regiments in the district had been Tory organizations, and no Liberal could get any but a subordinate position in them. It was not he that was guilty of political preferment, but the gentlemen who were responsible for those recommendations, and he had the right to protest against them. Of these men he endorsed John Gibson, as a graduate of the military school, and had the military qualifications, and provided

sional Lieut. Baker, who had been in the camp one year. In regard to Dr. Pickell and T. R. Pickell, he did not believe they had the military qualifications for the positions to which they were to be appointed. He had pointed out that it would be more fitting to appoint Lieut. Holland, V.C., a South African veteran, as major than Mr. Russell, a prominent Liberal without experience, and put the latter in a subordinate position. He also welcomed Capt. Carr, a well known Conservative, to the list of officers. He had also recommended Surgeon-Major MacDonald, another well known Conservative politician in the county, for the highest

submitted has evidently been the result of a political intention, and bore no resemblance to a family composition. Mr. Pickens was a member of the same family as the late John and Willie, expressing extreme satisfaction at his part in the organization of the regiment. He then quoted several of the correspondence showing that D. P. Pickens had been struck off his appointment as lieutenant and withdrawn his application for a letter to Colonel Stuart, and that he had not been able to come to the States. Mr. Pickens was then asked if he had any other relatives in the county. Mr. Pickens replied that only one name he had heard of was in the county, and that was Capt. Guy Carter, a well known Conservative and cavalry officer in the county. Mr. Pickens then stated that he had no other relatives in the county.

Fisher concluded by saying he left himself to the judgment of the country as to whether he had done anything to interfere with the justice of the trial of the Canadian or anything that was inconsistent with the dignity of a public man.

Sir Wilfrid Laurier, who replied briefly to the remarks of Mr. Borden, referred to the debate as occasioned by the trial of the Canadian, as a "Dundonald." He thought it preferable at that moment not to push further discussion of the consequences which might flow from the trial of the Canadian. "Not that I should have any hesitation in my own mind," he added, "or that of any other man, to say that the mind of anybody; but it is preferable, in a matter of this gravity, that we should proceed with prudence and deliberation, and not be hurried away by good motives, and be bore a very honorable name. He had no desire to object in any way to the trial of the Dundonald as a soldier, but he perhaps would not be offensive if he said it was

not the first time a good soldier may have been a bad politician. But, however, take counsel when organizing a regiment. He was a stranger, and when he went to the eastern townships he had no friends. He was a stranger in a strange land. It was evident he fell into the hands of certain parties who represented rather a small family compact. The list he made was a list of the friends of the Conservatives. He heartily agreed that in militia matters there should be no politics, but this regiment was to be organized on a political basis. He was a politician. He submitted that a regiment should be officered, so far as possible, from both parties. He recalled that he had been consulted by the Conservatives, and he had consulted everybody. Was Mr. Fisher to be debared from offering advice because he was Minister of Agriculture?

O.P.R., which might compel the Dominion government to veto the bill which repudiated his former act, he did not know what to do about it. He had no money in the east Kootenay lands and so he decided to do nothing. He determined to let all claimants help themselves, and fight for their rights; afterwards. That is practically his confession. And it is an excuse worthy of the man and of the government of which he is the distinguished agent.

The attempt on the part of the organ in this city to place the responsibility for the delay in arriving at a decision to do nothing upon the back of the Dominion government is simply amusing. It arouses any feelings at all, they are of contempt for the ineptitude of the plea, not of indignation at its dishonesty, because no one expects to gather figs from thorns. I doubt the Premier hoped that the Ottawa government might perchance veto the repudiation bill and enable him to escape from his sorry dilemma. But there was never the slightest hope of that. The timid opportunist knew it; but it furnished him with an excuse to temporarily keep off those who were confessedly attacking him from all

The final decision of the government means that justice is denied to all concerned because justice could not be meted out without offering some of the friends of the government. Whatever is of value in the Southeast Kootenay lands will eventually pass into the possession of parties of strong resources, able to wage an expensive legal battle. The hardy prospector will find himself in the same position as the original owners of the property: the people. It will pass from him to those and future generations will call no blessed asses.

FOSTERING BRITISH

SENTIMENT.

To the Editor:—You may be aware that an opinion has been expressed, that to obtain a reduction in the postal rates upon English magazines sent to Canada. Two years ago Mr. Wentworth Sarel, of Vancouver, stirred people up about it, and Mr. Cooper, of the Canadian Magazine, and myself have been hammering the matter many years. It is generally said that it is worth England's while to educate her own colonial children through her magazines and newspapers, and that it is a very important function to the States, which are not always unbiased in their presentation of English news. Looking at the matter from the point of view of the English Society of Authors, through our

energetic secretary, Mr. Thuring, have brought this matter before the chambers of commerce, and the Canadian Association, the Postmaster-General, Mr. Joseph Chamberlain and lately before Mr. Alcock. In consequence of the last letter from the secretary of the English society I learn that the agitation is being renewed, and in my last letter from Mr. Thuring, who is the Canadian Secretary of Authors, he tells me that Sir Gilbert Parker, M.P., has just written to him asking for the assistance of the society to be reduced, but not on newspapers."

"So we shall win one important point. If you do not know how important or how necessary it is to have a free circulation of English magazines, and therefore the advertising and sale of British books, ask for statistics from our friends in the States. They will, I have no need, lend me a hand in our crusade. Canada owes Mr. Herbert Thuring and me a great deal of money, and I don't let you run further into this debt, but give them the weight of Western public opinion to help them."

The Times is pleased to give Captain Wolley's important announcement all the publicity in its power. We hope his expectations will be realized. We have repeatedly called attention to the possible effect upon the sentiments of the rising generation of "Canadians of the great floods of American "literature" of all grades, from the yellow daily newspapers up, with which this country is so well supplied. We now confess we had long abandoned the agitation as absolutely hopeless of result. We thought the last word had been said for a considerable

ed the operations of the railways in Australia when I was there. They are government railways. They produced no argument to my mind that governments can own and operate railways as well as they can be done by individuals." Alas! we are driven to the undesirable conclusion that office, and nothing but office, will satisfy the discordant elements of the Tory party. The tariff is just what they gave the country, yet it is not satisfactory. When the government proposed to extend the Intercolonial a few miles they cavilled and nallied and said state ownership had failed, a failure, now they gnash their teeth because a policy they viciously denounced last year is not applied to thousands of miles of railway which must populate the country along its route before it can be made pay! Never in the history of Canada have the people asked to listen to such incoherent statements, to follow a party into such a labyrinth of contradictions.


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A political cartoon by J. B. Johnson. In the foreground, a man in a suit and hat, representing a creditor, stands looking down at a document. Behind him, a group of men in hats, representing miners, are protesting. One man holds a sign that reads "WE ARE THE INSURED CREDITORS OF THE LEMORA MINE". The background shows a rocky, mountainous landscape.



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of walk will be built this year, this is a very modest approach that laid down since the year that in contemplation for the of the season. The amount of work can be gleaned when that Victoria's permanent sidewalk this year will exceed that in Vancouver. The city will, of course the Terminal City had on Victoria, while the people are making up their minds the desirability of initiating such progressiveness. It needed the streets to be improved, he demonstrate that Victoria is a nice thing were municipally people to live and build fine City Engineers Corp., and on the permanent sidewalk yesterday, gave a general outline of the old plank walks must go. On Yates street, from the bridge to Cadboro Bay road, about 1000 Fort street, north side, and on the north side of the Oak Bay Junction; in all

feet.
On Cook street, west side,
to Parkington streets, and
Fort to Richardson streets, a
ly 3,900 feet.
Bedcher street, from Cook
streets, about 1,000 feet.
King's road, from Douglas
streets, about 800 feet.
Hillside avenue, from
Fourth streets, 1,400 feet.
Pandora street, from Doug
Mr. Drury's residence, at th
that street.
Langley street, west side,
street to the court house.
Johnson street, south side
ernment to Douglas streets.
Cormorant street, from Hill
Store to Government streets.
Government street, from


Mr. Topp stated that he now engaged in the laying out and the improvement would be just as soon as possible. The city engineer is a very just now, for there are more improvements in progress than witnessed for some time. It is the construction of a city harbor front adjoining the abutment of the new Point structure, which is largely out of the way of the former Point Ellice bridge, 100 feet. It will have a tide

attached and will be specially adapted for the use of the launchers. The public will be able to land from a stairway at the abutment of the new bridge.

The new Rock Bay roadway across the harbor, beneath the staging built for the tram of course the road is far from only the width of the street but in time will be widened of 40 feet, so that sidewalk and car track may be provided.

As for the new bridge abutment for the James Bay bridge, little now to be done. There has been about all laid, and the touches to the bridge are being made.

Mr. Topp believes that the sewerage pipes will be laid about a mile and a half of has been done since the permitted extension of the sewerage extension this work is in progress on Van



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