The Colonist.

TUESDAY, AUGUST 30, 1904.

The Colonist Printing & Publishing Company, Limited Liability.

No. 27 Broad Street, Victoria, B. C.

A. G. SARGISON, Managing Director.

THE DAILY COLONIST

Delivered by carrier at 20 cents per week, or mailed, postpaid, to any part of Canada (except the city) United Kingdom and the United States, at the following rates:

One year	$5 00
Six months	2 50
Three months	1 25

SEMI-WEEKLY COLONIST

One year	$1 00
Six months	50
Three months	25

Sent postpaid to Canada, United Kingdom and United States.

THE VISIT OF THE MEDICOS.

About 250 members of the Canadian Medical Association, which has been holding its annual convention in the city of Vancouver, have visited Victoria. They have been warmly welcomed by the local members of the medical fraternity and the citizens generally. The hospitalities extended to them were of the usual order in cases where bodies of representative men coming to the Province and the city are concerned. The Provincial Government, the Mayor of Victoria and the Tourist Association joined in the reception, and we believe that everything reasonable was done to make the stay of the visitors as pleasant as possible. Every opportunity was afforded, which time permitted, to see the city of Victoria and its immediate surroundings, the attractions of which were duly appreciated. The official reception by the Government in the Government buildings last evening was well attended by representative citizens. A great many persons in the city were known to the medical men in their former homes in the Eastern part of Canada, and naturally mutual pleasure was experienced in renewing old acquaintances, a fact which added much to the interest which the visitors felt in coming to Victoria, most of them for the first time. Altogether the benefits and pleasures incident to the occasion were reciprocal, and much good must result from the favorable impressions carried away by our guests, who will be always welcome back.

SOME CONSIDERATIONS RE A TERMINUS.

It is understood that a special committee appointed for the purpose have prepared to be submitted to Mr. Hays upon his arrival in Vancouver a memorial with respect to certain matters affecting the selection of a terminus of the Grand Trunk Pacific on the Pacific Coast. No doubt a good many facts have been set forth with respect to the advantages to be derived from at least one of terminii being located between the 48th and 51st parallel in order to secure a share of the carrying trade that at present exists, and that is likely to increase in rapid progression during the next twenty-five years. Of course, the directorate of the Grand Trunk Pacific being business men and railway experts know their own business best. They have no doubt paid a great deal of attention to the conditions which exist on this coast, and in the matter of through traffic and general transportation possibly do not require any suggestions as to the best point at which to secure the most favorable conditions. Nevertheless there are matters of a local character to which their attention may not have been called, or which would not come within their own unaided observations. We referred yesterday to several considerations which would affect the selection of a more southerly terminus than the one which is generally supposed to be in contemplation. Apart from the question of foreign traffic altogether, there are certain of such considerations that might be dealt with specifically.

Two things in the way of international traffic affect the situation in a peculiar way, the importance of which has not been sufficiently dwelt upon. The great future resource of British Columbia in its relation to the Northwest is fruit growing. The industry is developing in a manner which few persons realize. Another fact which is not sufficiently understood is that the present Northwest market for our fruit is not Winnipeg, but the country about Calgary, as far east as Regina and as far north as Edmonton. In other words it is the country which will be tributary in a special sense to the Grand Trunk Pacific if it pierces the Rocky mountains through Yellowhead Pass. The Edmonton country in particular will be our nearest and best market. When fully developed it will take a tremendous quantity of both fruit and lumber. It is the country which the Grand Trunk Pacific with a southern terminus will best serve with our products of whatever nature. In regard to the trade of that country it would outdistance the C. P. R. in point of competition for service and rates. That, we think, is a statement which will not be contradicted. In our opinion it is a most important factor in the situation, more especially when we consider the country north and east of Edmonton, which stands in the practically the same relation to this portion of the coast. By the time the Grand Trunk Pacific is built to the western terminus, say in six or eight years, if not in five, the fruit industry on Vancouver Island and the New Westminster district will be sufficient to ensure without any reasonable doubt from one to two cars daily throughout the fruit season, with the probability of very much larger shipments later on. Then again the lumber trade will offer large traffic daily. This is a traffic that would not be available for a railway with a terminus on the northern coast; but would go by way of the C. P. R. exclusively. In addition to that is the incidental local traffic in other lines, such as lime, cement, canned salmon from our traps, paper, refined products of the mines, etc., etc. Of return freight we have not yet considered the possibilities of the flour trade to the Orient. So far, California, Oregon and Washington have monopolized that; but with direct connection with the wheat fields of the Edmonton country we could import wheat and grind it here. The advantage we would have over the southern wheat fields in that respect is the quality of the wheat. That has not heretofore entered into the C. P. R. business on account of the long haul from Manitoba, but it is certain to come. Such a trade could be carried on at Port Simpson, but not so advantageously as here. We believe the subject of purely interprovincial trade to be developed from this point is well worthy of the consideration of the management of the Grand Trunk Pacific, and as they are after business we believe it will have their serious consideration.

A QUESTION OF HOSPITALITY.

The mention of a matter which some days ago appeared in the Vancouver Province in connection with the Board of Trade excursion to which the Hon. Mr. Prefontaine and his party were invited, has just been brought to our attention. We quote the article in full, as follows. The article says:

The hospitality of the Victoria Board of Trade is of a truly wonderful order, said a Vancouverite who returned at noon today from the capital. It is not, however, the continued, of a variety likely to excite the envy of other communities on this coast. The brand of generosity of the Victoria board is peculiar to the insular city, and may it ever remain so. It is not generally known in Vancouver that a slight was put upon Burrard's representative in the Dominion Parliament by the Victorians, but such is a fact. It would be charitable to assume that it was the result of neglect, but the facts render that view hardly tenable. On Wednesday last Mr. R. G. Macpherson left this city a member of the party of Hon. Mr. Prefontaine. The next day the Minister of Marine was invited by the Victoria Board of Trade to an excursion on the steamer Princess Victoria. All his party, with the exception of Mr. Macpherson, were invited. The plea of oversight can hardly be allowed. The matter is a small one, and coming from the quarter it does, should not cause more than a feeling of regret that a British Columbia city should adopt such tactics.

The circumstances in connection with the foregoing have been represented to us as follows: An invitation was sent to the Hon. Raymond Prefontaine in Ottawa, which invitation included himself and party. It was not known at the time who would form his party; but, as usual in such cases, the Minister had the right to ask whom he chose to accompany him on board. No tickets of invitation were sent to any other members of parliament than Messrs. Riley, Earle and Ralph Smith, the latter being representative of the district outside of Victoria, and very much interested in the purpose of the excursion. It is understood that Mr. R. G. Macpherson and Mr. Kelly came over with Hon. Mr. Prefontaine from Vancouver. At the time, however, that fact was not known to the members of the committee who had charge of the invitations, which, by the way, had all been previously issued, and other members of the Board of Trade who may have been aware would probably conclude, if they thought about it at all, that Mr. Macpherson had been invited. His name, therefore, was never considered by any one, so that it was neither due to a "slight" nor to "neglect." Mr. Prefontaine, had he desired Mr. Macpherson to accompany him on the excursion as a member of his party, which he apparently was from Vancouver, had a perfect right to invite him, and, considering it from the etiquette point of view, it must be assumed that he did not desire him to accompany him on that particular occasion, or otherwise the invitation would have been extended. We are assured by those who had charge of the issuing of tickets that if the fact of Mr. Macpherson being in town and without an invitation from the Minister with whom he came to Victoria had been brought to their attention, they would have been only too glad to have shown him that courtesy. It is to be regretted that Mr. Macpherson or Mr. Kelly should have felt slighted. It is not the reputation of Victorians, in a public capacity at least, to be inhospitable, and on this particular it was farthest from their desire. In the circumstances, therefore, we do not see what ground there is for complaint, and certainly the remarks of the Province are as uncalled for as they are in bad taste. They are not justified by anything in the past experience of public men in so far as their treatment by the citizens of Victoria is concerned, and can have but one result and that is to unnecessarily stir up bad feeling where none should exist.

THE SCOTTISH ECCLESIASTICAL CRISIS.

In connection with the decision of the House of Lords in the United Free Church of Scotland case, which has created such a sensation, especially in Scotch church circles, we have received a manifesto of the Scottish Home Rule Association addressed to the people of Scotland. As our readers are aware, the decision deprives the Free Church of the control of property amounting in value to about five million pounds and hands over what represents, to use the exact language of the manifesto, "the pious accumulations of 67 years to 24 ministers, for the most part the poorest and most ignorant of all our pastors." The manifesto remarks that the decision throws out in bold relief the degraded condition of unhappy Scotland under the incorporating union of 1707," and it further remarks that "this union which was passed in spite of the protest of the people of Scotland by a few bribed traitors, was never meant to be kept by England, and she soon let the Scots know what their English rulers could do to them." This and much more of the same kind, is laid before the people of Scotland for their consideration. In fact they use a phrase which appears to be epidemic and in that particular application to have originated at Ottawa. It refers to the English people as "foreigners." In reviewing the facts of the case it says that "a fraction of the most narrow minded and bigoted of the Free Church have set themselves to defy the irresistible ties of modern religious thought, a silent, far-reaching reformation, which will rejuvenate religion in Scotland. The majority after years of patient toil trying to convince those bigots of the necessity of a change, and the waste of energy in the divisions where no real difference in doctrine and discipline was apparent, at last decline to be further dictated to by this small irreconcilable body, and entered into a Presbyterian union with their brethren and became the United Free Church of Scotland. The small body evoked the law, and the highest courts in Scotland decided against them unanimously, for the Court of Session is both a Court of Law and of Equity. This court, moreover, was manned by Scottish judges, who knew the whole case in all its bearings. The small body carries their case 400 miles away from the country and pleads before foreign judges—five are Englishmen, one is Irish, and one Scotch, but none are Presbyterian. This foreign court upsets the unanimous judgment of the highest courts in Scotland, and that on an exclusively Scottish question. The people who would tamely submit to such injustice are unworthy of any form of freedom."

It is evident that the Scottish framers of the manifesto in question have not lost the use of the language which characterized their theological discussions of several centuries ago, and it is also evident that a very old question is to be revived in Scotland in a very energetic fashion. One would imagine that the Law Lords in Westminster Hall would decide the question upon the legal merits of the case apart from any question of nationality or religion, but it would appear that whatever the merits of the case are, the defeated party in Scotland, which represents, of course, the great majority of the churches, think that, to have had justice, the majority of the judges should have been Presbyterian and Scotchmen. This was in order that the case might have been surrounded by the proper local atmosphere which it seems was absent. We can hardly conceive in this country how it is that a qualified judge could be influenced in questions of law by considerations of either nationality or religion, but, of course, it may be true that the lack of a local or historical knowledge of the case would account for English judges taking a view opposed to the decisions of the Scottish courts. At this distance it is very difficult to understand the question in all its bearings. The Scottish Home Rule Association thinks the remedy for all such situations as those arising out of the peculiar relations of the union of 1707 lies in a measure of Home Rule similar perhaps to what we have in Canada, in which local matters and matters affecting private rights would be exclusively relegated to local parliaments in England, Ireland, Scotland and Wales. No doubt that is the true solution of the political situation in Great Britain. It has always been regarded as anomalous, if not preposterous, that in a House of Commons with 905 representatives, weighed down with the responsibilities of the affairs of a great Empire, should have also to deal with the most trivial matters affecting local interests in all parts of the country. The manifesto states specifically that the remedy is "to go back to the proposals of our patriotic ancestors in the Parliament of 1707, Fletcher of Saltoun, Lockhard of Carnwath, and Lord Belhaven, who earnestly desired a union with England on federal lines, the same as is now advocated under the modern phrase, 'Home Rule All Round.' There is no feeling in Scotland antagonistic to England. What we feel would be good for us would be equally good for the other component parts of the United Kingdom." This is very good doctrine, although in view of the sentiments previously quoted, the alleged lack of antagonism to England might be questioned. The decision of the Law Lords is certainly one which justifies the spirited and universal discussion to which it has given rise. There is a unanimity of opinion, whatever may be the strictly legal aspect of the case, that the effect is absurd and anomalous. It also opens wide the door to questions which most people would like to see forever closed. If it should become a precedent, as it undoubtedly must, many other interesting cases are likely to arise as a consequence. The Speaker, in commenting on the case, says: "It is not surprising that this decision has made a good many persons curious as to the nature of the trust deeds of some English religious societies. For the moment all the efforts of the Free Churchman to liberalize their theology and adjust their position to circumstances are penalized, and the House of Lords, overruling native decisions, has fortified and established what some persons will have been aware would probably conclude, if they thought about it at all, that Mr. Macpherson had been invited. His name, therefore, was never considered by any one, so that it was neither due to a "slight" nor to "neglect." Mr. Prefontaine, had he desired Mr. Macpherson to accompany him on the excursion as a member of his party, which he apparently was from Vancouver, had a perfect right to invite him, and, considering it from the etiquette point of view, it must be assumed that he did not desire him to accompany him on that particular occasion, or otherwise the invitation would have been extended. We are assured by those who had charge of the issuing of tickets that if the fact of Mr. Macpherson being in town and without an invitation from the Minister with whom he came to Victoria had been brought to their attention, they would have been only too glad to have shown him that courtesy. It is to be regretted that Mr. Macpherson or Mr. Kelly should have felt slighted. It is not the reputation of Victorians, in a public capacity at least, to be inhospitable, and on this particular it was farthest from their desire. In the circumstances, therefore, we do not see what ground there is for complaint, and certainly the remarks of the Province are as uncalled for as they are in bad taste. They are not justified by anything in the past experience of public men in so far as their treatment by the citizens of Victoria is concerned, and can have but one result and that is to unnecessarily stir up bad feeling where none should exist.

CANADIAN MERCHANT MARINE.

The days of the wooden ships are not yet over although it looked for a time as though they were soon to depart. In the list of shipping for 1903, just issued by the Canadian Department of Marine and Fisheries, there is an interesting table in which the story of the wooden ship is told. The figures are not carried further back than 1874 so that it is impossible to institute a comparison with the old days when ship building was one of the principal industries of the maritime coast. In 1874, however, there were 6,930 ships with a total tonnage of 1,158,383. In 1879 the number of ships had increased to 7,471, and the tonnage to 1,333,000. Since then there has been a steady decline until the year 1898, when the number of ships was 6,434 and the tonnage 693,782. The actual number of ships has increased, but the tonnage has been slightly reduced since that time. In 1903 there were 7,020 ships on the registered list with a tonnage of 683,147. Estimating the value of the ships at $30 per ton, which is perhaps rather conservative, the total capital represented is $20,494,000. New vessels in British Columbia are estimated in value at about $100 per ton.

The Provinces chiefly affected by the decline are New Brunswick and Nova Scotia. Port after port which formerly figured in the registered shipping has ceased to build. Here and there, adds an Eastern exchange, there are reminders of what used to be. The "Canada," of Windsor, N. S., still contributes 1,227 tons to the total registered tonnage. It is probably well up to, if not the largest wooden ship afloat. There are also in the Maritime Provinces a considerable number of vessels of over 1,000 tons, but most of them date from the "eighties," and as they are sold or broken up no new craft take their places. It is unnecessary to add that iron and steel have replaced wood for building large vessels and those parts that have only wood to depend upon have had to drop out of the ship building business. It will only be, says the Montreal Gazette, when Canadians are able to use steel as effectively as they once used wood that the old state of affairs can be restored. The wood is, and will continue to be, a building material for the smaller class of ships for coasting, fishing, etc. The building of steel and iron boats will no doubt be an industry of the future on the Pacific coast. There will be products, not depending upon swift despatch, which can be carried most cheaply in sailing vessels, and the latter for many years to come, if not for all time, will remain a factor in the shipping trade. For instance, coal, canned salmon, lumber, pig iron, steel ingots, pig lead, pulp and paper, blister copper, and other heavy articles will be the exports from British Columbia, which probably for a long time to come can be carried long distances to best advantage in sailing vessels. Indeed, for this purpose wooden bottoms, until the iron and steel industry is inaugurated on a large scale, will serve a purpose. The use of steel is already bringing Ontario well forward among the ship building Provinces, it having turned out for the Great Lakes trade an aggregate of over 3,000 tons. It is interesting to note that in the new shipping added to the Dominion last year British Columbia stood third in the number of vessels and in the amount of tonnage. The table is as follows:

	No.	Tonnage.
Nova Scotia	135	12,907
Ontario	71	10,719
New Brunswick	24	1,703
Quebec	31	1,079
British Columbia	56	3,048
Prince Edward Island	6	171
Manitoba	5	248

At $50 per ton the estimated value of new ships would amount to about $1,500,000. Since 1894 British Columbia has begun to stand well up in the list. In that year she was sixth; in 1896 she was fourth; in 1898 first, both in regard to number of vessels and tonnage; in 1899 third; in 1900 fourth; in 1901 second, in 1902 third. Owing to the increased cost of labor on this coast the actual expenditure in British Columbia is much greater than in the Maritime Provinces.

THE TERMS OF PEACE.

It is interesting to note in connection with the present Japanese-Russian war that when Japan gained a decisive victory over China, Russia stepped in and dictated the terms of peace, which deprived Japan of the legitimate fruits of her success. It is pointed out that the interference of Russia did not enure to China's advantage but rather to Russia's, for in the guise of a friend Russia immediately helped herself to what Japan would have taken and was entitled to take. The lease of Port Arthur was Russia's reward for interfering and acting as a friend to China at that critical time. The present war is the logical outcome of Russia's acts at that time, and the results may be regarded as an illustration of the nemesis of fate. Already a good deal of discussion has arisen as to the terms of peace that will be decided upon at the close of the war. In an article written by Dr. Kan Jin Tomizu, professor of law of the University of Tokio, he states that the terms Japan will insist upon when her victory over Russia is complete, will be the cession to Japan of the railway south from Harbin to Port Arthur, the cession of Russia's leasehold to Port Arthur and Dalny to Japan, the return of Seghalien island to Japan, the abandonment of Eastern Siberia, as far west as Lake Baikal and a cash indemnity of $500,000,000. No doubt the writer in question fairly outlines what will be the Japanese demands, but if the war be protracted for say a year longer the amount of indemnity claimed would naturally be very much larger. Such a settlement would give Russia a terrible set-back in her long-cherished plans of extension of Empire and would make Japan the first power in the Orient, and with Great Britain and the United States, one of the three leading powers of the world. Russia would be cut off from commercial prominence in the Orient, to which she aspired, and her advance to southern Asia would be checked by Great Britain. She would thus be hemmed in on all sides upon territory which she at present possesses which in all conscience is extensive enough and important enough to merit the entire attention of the Russian Government. The task of civilizing her people and developing her immense latent resources should be sufficient for the next fifty years to satisfy the ambition of even a very great power. By close attention to her internal affairs, and the consequent increase of wealth, she could again come forth and contest with Japan for commercial supremacy on the Pacific Ocean with much better hopes of success. Japan, by reason of her insular position, cannot hope to greatly increase her present power, unless by absorbing China, which is a feat she in all probability would not be permitted to perform even if she had the capacity.

GOLD MINING A LOSS TO THE WORLD.

No less an authority than Leonard Courtney contributes an article to the August number of the Nineteenth Century, in which he claims that all gold discoveries nowadays are useless, or practically so, and that the world suffers a loss by gold mining operations. He doesn't deny that the lucky finder of a rich gold mine is not better off, financially, than the man who doesn't find one; but he contends that the average of benefit is not made higher, but rather reduced. His contention is that if the labor and capital employed in the gold fields were employed to make the things we eat and wear and otherwise use, we would all be much better off. Of course, he is sensible enough to admit that a certain amount of gold is useful for the fine arts, and in other ways as a commodity. Beyond this limit, however, production, he holds, simply serves to alter the relative value of gold as compared with other commodities—in other words, to raise the value of prices. This, he admits, is a matter of importance to debtors and creditors, but is of no benefit to the general public.

From a purely statistical point of view, Mr. Courtney believes gold mining is an actual loss to the world, as the total discoveries, taking into account the expenditure and the many failures, do not equal the outlay involved. The proposition may be stated in another way, which will be familiar to our readers, that for every dollar taken out of the ground, there is more than a dollar put in. The Portland Oregonian takes up the cudgels in behalf of the gold seekers, and says:

Whose loss? Mr. Courtney forgets to put on the gain side of the ledger the enormous profit to the tradesmen who fit out men who venture into newly-discovered gold fields, to the manufacturer, the transportation lines, to him who raises food for man and beast. Admitting that only one adventurer in one hundred who fought his way through White Horse Pass in 1897 to the frozen Klondike brought back as much gold as he spent getting in, was the disaster to the ninety-nine a loss to the world, or did millions simply change hands? Some folk go so far as to say this latest gold discovery was a National boon because it made the United States quit talking about hard times, which occasionally is a sovereign remedy for depressions. Let Mr. Bryan bear testimony concerning the influence of Klondike gold on restoring the country to financial sanity. Perhaps Seattle, where in a few months poverty was transformed to affluence, may be able to suggest collateral gains large enough to offset this "net loss to the world."

Discontinue gold mining in Eastern and Southern Oregon. Will it stop any "loss" that this state is sustaining under present conditions? Is Colorado, with an active population of half a million, a drain on the country? Does Northern California suffer? Or British Columbia, Idaho, Arizona, Utah and New Mexico? What will the country say to the man who proposes to shut up its gold mines in order to stop a "loss to the world?" Imagine England's attitude if Joe Chamberlain went on the stump advocating the abandonment of Australia's gold fields. What would have been the fate of the Oregon pioneers who came prior to 1849 if gold discovery in California had not furnished them with a circulating medium? And what would have been the fate of Oregon?

Mr. James J. Jenson, Olds, Alta., N. W. T., writes: "I have been troubled considerably with lame back, which I suppose came from derangements of the kidneys, and I have never been able to find a treatment that was so prompt and effective in curing this ailment as Dr. Chase's Kidney-Liver Pills. At two different times in my life this preparation has entirely cured me of this trouble and of late years I have found it unnecessary to use any medicine whatever. I feel it my duty to add this statement to the many others which I see in commendation of this excellent medicine."

Dr. Chase's Kidney-Liver Pills, one pill a dose, 25 cents a box, all dealers, or Edmanson, Bates & Company, Toronto. To protect you against imitations the portrait and signature of Dr. A. W. Chase, the famous receipt book author, are on every box.

FARMER'S EXCHANGE

ADVERTISEMENTS UNDER THIS HEAD ONE CENT PER WORD EACH ISSUE, NO ADVETISEMENT TAKEN FOR LESS THAN 25 CENTS.

POULTRY AND LIVESTOCK.

FOR SALE—Cow, half Jersey, fresh on 27th August. Apply I. Holms, West Saanich road, eight miles from city. au28

FOR SALE—Good collie pups, pedigree prize winners. Apply W. Worth, Porter's Pier, Esquimalt. au27

FOR SALE CHEAP—A1 Jersey heifer calf, express or delivery wagon, buggy harness, and sulky. Apply at 113 Gov. St., room 5. au26

FOR SALE—Bay team good roadsters; price reasonable. Apply F. Hewett, Metchosin. au26

FOR SALE—Irish setter puppies by Mickey Green; also Irish setter bitch, good hunter. Apply evenings, except Saturday or Sunday, Wm. H. Peter, Harriet road, off Burnside. au24

FOR SALE—Five 3-year-old heifers in full milk. Apply Loveland, Lake District, Victoria, B. C. au20

FOR SALE—Pure bred Shropshire rams and ewes, of best breeding. John Campbell stock. Apply Geo. Heatherbell, Colwood P. O. au5

FOR SALE—White Australian Cockatoo, 9 months old; magnificent specimen; just beginning to talk; will sell at actual cost. Apply Montana R[illegible], Outer Wharf. "u4

FOR SALE—Fresh calved cow with second calf. A. G. Snelling, Royal Oak. au4

FOR SALE—Three English setter pups, 4 months old. Apply 39 Quadra street. 1y19

SUNBURN
—USE—
Viola Cream 25c

A gentle and nourishing Face Cream for softening and preserving the skin, removing Tan, Sunburn, Spots and Affections of the Skin. This preparation can be relied upon not to produce a growth of hair. AN EXCELLENT SKIN FOOD.

CYRUS H. BOWES
CHEMIST,
98 Government Street, near Yates Street. Phones 425 and 450. Victoria, B.C.

THE RAILWAY COMMISSION.

The new railway commission that will have charge of the construction of the eastern section of the transcontinental railway is now completed. This commission will have in charge the expenditure of a sum between $75,000,000 and $100,000,000. The question naturally arises as to whether the personnel of this commission is of such a character as to assure the country that this expenditure will be wisely made. One would suppose that a "practical government" in appointing a body invested with such large responsibilities, would look around for men with expert knowledge and at least some reasonable amount of practical experience in railway building. Not one of the commission as appointed, has had the slightest experience in this line, nor is any one of them prominent in the business world. F. B. Wade, M. P., of Annapolis, is a lawyer, about whom nobody knew until he obtained a seat in the House of Commons. Since then, so far as has come to light, he has not distinguished himself in any way above the common, at all events not in such a way as to qualify him for the position. Alfred Bruner, as an exchange aptly puts it, appears to have made his first dash in public notice with his present appointment. C. A. Young is the brother of Senator Finlay Young, which seems to be the main qualification that gentleman possesses, so far, at least, as the general public have any means of ascertaining. Robert Reed, of London, Ontario, we are informed is a politician whose chief claim to the position seems to have been that he has rendered assistance to the Hon. Charles Hyman, a politician of pull and prominence in Western Ontario. It is written that "Out of the mouths of babes and sucklings hast thou ordained strength," and it seems to us that the country is at present left to the lucky chance of having this illustrated in the service of the commission. But the attendant risks are certainly very great.

FROM THE BRITISH COLONIST 1859.

Monday, August 29.

The memorial of the British inhabitants of Victoria to Her Majesty's government in relation to San Juan has been very numerously signed, considering the limited time between the meeting and the sailing of the Forward. Over 200 signatures were attached to it up to Saturday afternoon, when it was placed in the hands of His Excellency the Governor to be forwarded to England. Had it been circulated through the town and country, the number of signatures would have been largely increased. Want of space induces us to defer its publication until our next issue.

We have time and again referred to the necessity for disarming the Indians. Yesterday over at the Songish village an occurrence took place showing the danger which is incurred by allowing savages to have firearms in their possession. Two gentlemen passing one of their houses saw an Indian threatening to shoot a squaw. They attempted to stop him, when the savage snapped a revolver, first at one and then at the other, but it failing to go off, he instantly decamped.

Much anxiety has been expressed by the wives and friends of those who left here under Major Gossett on the Island Queen, for Queen Charlotte's Island, as to the safety and the success of the expedition, inasmuch as a man-of-war was sent up with the expedition for their protection. The boundary dispute, which caused the detention of all the fleet here, having subsided, we learn that the government will despatch a man-of-war to Queen Charlotte forthwith.

USES NO MORE MEDICINE

Since He Was Cured of Lame Back and Kidney Disease by Dr. Chase's Kidney-Liver Pills.

Mr. James J. Jenson, Olds, Alta., N. W. T., writes: "I have been troubled considerably with lame back, which I suppose came from derangements of the kidneys, and I have never been able to find a treatment that was so prompt and effective in curing this ailment as Dr. Chase's Kidney-Liver Pills. At two different times in my life this preparation has entirely cured me of this trouble and of late years I have found it unnecessary to use any medicine whatever. I feel it my duty to add this statement to the many others which I see in commendation of this excellent medicine."

Dr. Chase's Kidney-Liver Pills, one pill a dose, 25 cents a box, all dealers, or Edmanson, Bates & Company, Toronto. To protect you against imitations the portrait and signature of Dr. A. W. Chase, the famous receipt book author, are on every box.

PROVINCIAL EXHIBITION
—AT—
VICTORIA, B.C.
Sept. 27, 28, 29, 30 and Oct. 1st '04

SPECIAL EXCURSION RATES.

Large Premiums, Numerous and Valuable Special Prices. Write for Prize List and Make Your Entries Early.

A SPLENDID MARKET FOR STOCK.

3 DAYS—HORSE RACING—3 DAYS
GRAND SPECTACULAR DISPLAY
BY THE
NAVY AND ARMY

Field Gun Competition by the Navy; Physical Drill by the Royal Garrison Artillery; Obstacle Race by the Navy; Tug-of-War; Football, Amateur Boxing; Children's Sports.

NOVEL ATTRACTIONS AFTERNOON AND EVENING.

G. H. BARNARD, Mayor and President.
ROBT. H. SWINERTON, Secretary.

—USE—
Elaterite Roofing

Fire Proof, Water Proof, Won't Rust, Wont Rot. Samples and Particulars Upon Application.

The Hickman - Tye Hardware Co., Ltd
32 and 34 Yates Street, Victoria, B. C.
Telephone 59. P. O. Drawer 613

MARRY THE GIRL

And we will supply you with the Groceries. BARGAINS every time you come into the Store. POPULAR is not the word for our great, and MOST UNIQUE BARGAIN LISTS every week, and the MAGNITUDE OF OUR OFFERINGS IMPRESS EVERYBODY, as the most minute details are thoroughly carried out MAIL ORDER SHOPPING HERE, is satisfactory shopping, as we are now in a position to supply you with EVERYTHING you need in all lines of trade.

Should you desire to change any of the items enumerated below for the same value in our Wine Department we will be most pleased.

LIST NO. 1.

1 Sack Flour, any brand	$1.40
10 lbs B. C. Granulated Sugar	.70
1 Tin 12-oz. Royal, Schilling's or Price's Baking Powder	.35
5 lbs S. White or Bayou Beans	.25
1 bot. Mellor's Sauce; or 1 bot. Rowatt's Pickles	.25
2½ lbs OUR BEST CEYLON TEA	.75
1 Tin Ramsay's or Smith's Cream Soda Crackers, or 2 Tins Pineapple	.25
7 lb sack B. & K. Rolled Oats, or 1 Tin Baker's Cocoa or 1 tin Ralston Cocoa	.30
2 lbs Our Best 40c. Coffee, 10 lbs Sago or Tapioca	.60
2 Pkts Washing Starch and Corn Starch, or 6 cakes Santa Claus, Eclipse, White Swan or Comfort Soap	.25
1 Pkt Seeded Raisins or Cleaned Currants	.10
1 Pkt Mixed Pickling Spice	.10
1 Pkt Force, Orange Meat or Malta Vita	.15
	$5.00

LIST NO. 2.

1 Sack Flour, any brand	$1.40
20 lb sack B. C. Granulated Sugar	1.05
3 lbs Cow Brand Soda or 1 bot. Pickles or 1 bot. Sauce	.25
1 Tin 12-oz. Schilling's Royal, or Price's Baking Powder	.35
5 lbs S. White or Bayou Beans	.25
5 lbs Our Best Ceylon Tea	1.50
1 Tin Ramsay's or Smith's Cream Sodas, or 3 Tins Sardines	.25
1 Sack B. & K. Rolled Oats, 22½ pounds, or 5 pounds of EACH Rice, Sago and Tapioca	.90
1 Pkt Mixed Candied Peel, or 1 Tin C. & B. Marmalade	.15
3 lbs FINEST CANADIAN CHEESE	.50
3 lbs OUR BEST Moca and Java regular 40c. Coffee	.90
3 Pkt Corn Starch and 3 Pkts Washing Starch	.50
6 Doz. Clothespins or 2 Pkts English Smoking Tobacco	.25
5 Pkts Seeded Raisins or 5 lbs Cleaned Currants	.50
1 bot. Extract of Lemon or Vanilla, 8 oz.	.50
1 Pint bot. Best Tomato Catsup	.15
2 Pkt Force, Malta Vita or Orange Meat	.25
1 Pkt Mixed Pickling Spice	.10
6 Bars Santa Claus, Eclipse, White Swan or Comfort Soap	.25
	$10.00

A MONTH'S SUPPLY FOR A LITTLE MONEY.

Connoisseurs say that our Consello Oporto is the finest grade of Port ever offered to the Public for the money, quarts 50c each. For Invalids it is Invaluable.

Did you get the FREE Can of Milk we sent you? If not write for it.

Do not forget to write for our Catalogue even if you do not intend to buy just now. It will be ready for you this week. No trouble too great to please our Mail Order Patrons.

Carne's Cash Grocery
P.O. Box 329. VICTORIA, B. C. Tel. 586.

LOCA

FROM TUESDAY'S DAILY.

Flour Again Jumps.—Flour too other jump yesterday 20c per b bringing the price of the best Hu ian now up to $6.20. This is a l rate than has been quoted here years. Uncertainty as to wheat conditions and the great demand flour in the Orient are given as re for the phenomenal rise.

Railway Conference.—Yesterday ternoon at the City hall represents of the Board of Trade, the City Co and the Tourist Association held a ference on the question of what to take to advance the interests Victoria and Vancouver island in nection with the building of the G Trunk Pacific railway. The me was strictly private, a resolution passed determining to make no s ment for publication until plans been further advanced.

Railway Commission.—The counc the Board of Trade has in hand matter of the preparation of a mem for presentation to the railway com sion appointed by the Ottawa gov ment, which meets here next week. A. G. Blair, chairman of the com sion, and party are due to arriv Vancouver today, and the first sittin the board is expected to be held at Terminal City on Monday. A coup days will finish the business there then the commission will come to toria, probably arriving on Thursda

Eagles' Convention. — The Nort Pacific has announced a special r trip rate to Baltimore on the occa of the meeting of the grand lodge Fraternal Order of Eagles, which venes in that city on September and continues six days. The r trip rate will be $88.75. The date sale will be September 5th, 6th 7th. The going limit on all tickets this territory is fixed as September Return tickets to points west of cago will be good for ninety days f the date of sale. Already consider enquiry has been made at the local ices by Eagles who expect to att the grand lodge, and it is expected a large delegation will go to the timore gathering.

Ladysmith Notes. — The fine brick building, the first of its kind Ladysmith, which has been erected Mr. Geo. Williams, Nanaimo, is ne completed and will soon be ready occupation. The building is a very stantial one and certainly an ornam to the city. The fine workmanship reflects great credit on the contrac Mr. D. Nicholson of Ladysmith. Mr. Little, superintendent of the Welling Colliery Company, came up from toria on the noon train and spent a hours in Ladysmith. Police Constal Cassidy returned from Harrison Springs yesterday morning and looks the better for his vacation.

A Warning.—Most of the farmers property owners in the vicinity of C Chares in the vicinity of Cobble Hill and Mill Bay in the So Cowichan district, are posting noti in conspicuous places about their la warning hunters from trespassing shooting on their premises. This is d with a view to stopping as far as p sible the wholesale slaughter of ga by parties who go out prepared a equipped to slaughter everything sight, even domestic fowl, and retu with the boast that they "had brous in 175 birds, besides many left on t ground which they considered too sm to pack home." Besides this, the far ers say that by adopting stringe measures in this direction they hope greatly lessen the danger to their pro erty by fire caused by hunters wilful and carelessly setting fires, as well fire caused by accident from shootin also by lighting cigarettes. Many far ers having large quantities of wood s as well as their barns full of produ with but little or no insurance who ca not afford loss and take this step to l sen as far as possible this risk, whi they intend to carry out to the letter.

FROM WEDNESDAY'S DAILY.

New Oats.—The market is now w supplied with new oats, which ma their first appearance on Wednesda Prices are close—from $24 to $25 p ton, and there is a general impressi that these figures will not long quoted, as the yield is somewhat di appointing. Before threshing co mences it was supposed to be above t average.

Pulp Men Back.—Among the passe gers on the Danube which arrived fro the north yesterday morning was Ma ager Williams of the Bella Coola Pul Mill Company. He proceeded to S attle. The company has been conduc ing a number of surveys of their tim ber limits in the north, but have no suspended work until early sprin Capt. Gidley of the launch Kootenay which has been employed in the wor also came south on the Danube.

Surveyed Coal Lands.—Among the passengers on the Danube to Port Simpson from Hazelton were J. H. Gray, C. E., and party of eight. Mr. Gray has just completed an extensive surve of coal lands on the Telkwa river. H has now gone to Tuck's inlet with John Stinson to make a survey of lands fo the latter there. On his return he wi go to Kitimaat to lay out the nucleu of a townsite for C. W. D. Clifford, M P. P., and his associates.

Ravenous Wolves.—Word was re ceived by the Danube which arrive from the north yesterday morning tha wolves are very numerous on Portlan canal. R. J. Rainy, a rancher at th mouth of the Bear river, had eigh horses devoured in one night last wi ter, and has since had most of his her of cattle carried away by these ravenous brutes. During the two nights th Danube was on the canal the howlin of the wolves ashore could be distinc ly heard.

Desire a Conference.—At Calgary o Thursday when Hon. Mr. Prefontain minister of marine and fisheries, passe through on his way east to Ottawa, l stated that he had received a wire fro Ottawa, informing him that the gov ernment had received a note from M John Hay, secretary of state for th United States, asking for a conferenc upon the questions at issue between th fishermen of the United States an Canada. Mr. Prefontaine was ver much pleased with the information.

Labor Day.—Indications are that th Labor Day demonstration on Septembe 5th will be the biggest and most succes ful event of the kind ever held in th history of the province. Communica tions have been received from Nanaim and Ladysmith announcing that the di ferent unions of those cities would b well represented in the parade. Fo their accommodation a special excursio train, to leave the Coal City early i the morning, has been arranged, and i expected to bring hundreds down fro up the line. This, together with the ex cursions from Vancouver and mainlan points, should swell the crowd of visi tors to thousands.

Piles To prove to you that Dr. Chase's Ointment is a certain and absolute cure for each and every form of itching, bleeding and protruding piles the manufacturers have guaranteed it. See testimonials in the daily press and ask your neighbors what they think of it. You can use it and get your money back if not cured. 60c a box, at all dealers or EDMANSON, BATES