

COMMERCIAL TREATIES

Some of the newspapers of the east are clamoring for Canada to make its own commercial treaties. They contend that the Dominion in its commercial relations with foreign countries should not be hampered by any consideration for the interests, political or commercial, of the mother country. The plain English of the matter is these agitators desire Canada to be, as far as its commerce is concerned, an independent nation. This is all very fine, but they should remember that if the Dominion desires to retain the powers of independence it must undertake the burden and the responsibilities of independence. At present foreign nations look upon Canada as part of the British Empire and they hold the Government of Great Britain responsible for the acts of Canadian authorities. When a dispute arises between the United States and Canada relative to the fisheries, complaints of the policy of the Canadian Government and the acts of Canadian authorities were not made to the Government of Ottawa but to the Imperial Government. Great Britain was held responsible for a policy and its results which, it is more than probable, its Government did not approve. It was Great Britain and not Canada that appointed plenipotentiaries to negotiate a new treaty, and it was Great Britain who looked ugly enough at one time, had produced rupture between the two countries, Great Britain and not Canada would have to bear the responsibility and the burden of the war. This being the case it does not seem very reasonable for Canadians who do not contribute directly or indirectly one single dollar to the Imperial Treasury to demand the right, wholly independent of Great Britain, to make commercial treaties with foreign countries. We have seen that under the present existing things if a dispute should arise as to the carrying out of any treaty which Canada might make, Great Britain would have to shoulder the responsibility and see Canada safely out of the difficulty. If she did not do so and left Canada to settle her dispute as best she could, and if when the dispute led to war, as disputes between nations, apparently trifling at first, are apt to do, Great Britain should choose to say, as parents sometimes do to willful, disobedient children, "You have made your own treaty, now its consequences befall you."

It is not reasonable that she should be allowed to bear the consequences of her own act. It is clear that the demand for power to negotiate her own commercial treaties on the part of Canada is tantamount to a request for permission to sever her connection with Great Britain. Let those who make the demand bear the burden as they may, and to avoid the legal consequences of the stand they take, their demand means independence, neither more nor less. The demand resolves itself into this: Do the people of Canada want to become independent? Are they prepared to take upon themselves the burden of the consequences of independence? If they do not pine for independence, and if they believe they are not in a position adequately to maintain their independence if they were cut off from the mother country, then the drift that is said in Canada about the power to negotiate commercial treaties is a business of making trade arrangements with foreign countries, is not badly off by any means. The Imperial Government in all matters of commerce with foreign nations has with very great consideration. It has seen Canada raise a protective wall between herself and Great Britain without a word even of protest. While Great Britain allows the products of Canada, raw and manufactured, to enter her ports free of duty, Canadian authorities permit British products to be landed on her shores without paying an exceedingly heavy tax. Yet Great Britain has uttered no official complaint of the want of reciprocity on the part of the Dominion of Canada. Then, when Great Britain makes a commercial treaty with a foreign nation, Canada is asked if she wishes to be included in its provisions. Nothing could be fairer or more liberal than this. When Canada desires to make special trade arrangements with any foreign country, Great Britain, so far from objecting, has always been ready to do all in her power to carry out such an arrangement, does all she can to further it. Canadian plenipotentiaries are appointed to conduct the negotiations, and British diplomats are instructed to give them all the assistance in their power. In drawing up such treaties, Canadian interests are also considered. Great Britain gains nothing by the Reciprocity Treaty between Canada and the United States. In fact, some of its provisions might be regarded as hostile to her interests. Then the interests of Canada were all guarded and intelligently and effectively furthered by the Treaty of Washington. In the Fishery Treaty, which was negotiated in Washington City last summer, the interests of Canada rather than those of Great Britain were the objects of the solicitude of the British negotiators. If Imperial interests were alone considered the treaty would be, in many respects, different from what it was. But Sir Charles Tupper was allowed to have his own way, and the only difficulties in the negotiation were those between Canada and the United States. If Mr. Chamberlain had remained at home it is questionable if the American negotiators could have been prevailed upon to consent to a treaty more favorable to Canadian interests than the one to which they attached their signatures.

It was thought that Canada might be able to make an arrangement favorable to her interests with Spain. Whenever this was known to the Imperial Government, Sir Charles Tupper was sent to Madrid with full powers to negotiate a treaty to be considered best suited to the interests

THE MINORITY VICTORIOUS.

It would appear by the returns of the presidential election that in the country in which the people boast that they are sovereign, a minority and not a majority of the people rule. What we showed a few days ago could take place as a presidential election in the United States has taken place. The candidate for whom the majority of the people's votes has been cast has been rejected, and the candidate of the minority will on the 4th of March next occupy the presidential chair. A statement which has been very carefully prepared shows that 5,569,990 votes were polled for Mr. Cleveland and 5,490,401 for the rejected candidate. It will perhaps be said that there were frauds in the election, but the returns are so clear that there were, but all the frauds were not on one side. Unhappily purity of election is not more common in the United States than it is in Canada. The amount of money expended by both parties during the election was enormous. Much of it was not spent in buying votes. United States politicians do not attempt to deny that bribery was extensively practised. If the purchased votes, and those that were obtained on false promises, and the dishonest returns were struck off both lists, it is more than likely that the result would be very nearly the same proportion as is shown by the statement given above. The returns show that New York was, after all, the pivot state, since seven thousand votes in that state taken from Harrison and given to Cleveland would have given the latter a second term. It is idle now to speculate upon what the result would have been if the vote had been honest on both sides, but the returns show that no matter how the election is conducted, the President elected is necessarily the choice of the majority of the people.

A PROMISING PROSPECT.

The Montreal Star advances holding an Oriental Exhibition in Montreal in the summer of 1897. It was first proposed to have a World's Exhibition in Montreal at that date, which is the 25th anniversary of the founding of the city, but this was considered too big a thing for Montreal at its present stage of growth. An exhibition of the products of China, Japan, the Malay peninsula, Borneo, Burma, and, we suppose, India would be newer and more attractive. It would besides give the trade with the east by means of the Canadian Pacific route a fresh impetus. It is a novel one, and would likely do very much to advance the ends proposed. The projectors are determined to make the Oriental Exhibition worthy of Canada and of the East. The Star which advocates the scheme with the vigor for which it has become celebrated says: "It is in this world while to attempt an Oriental Exhibition unless the enterprise is undertaken with a determination to have a show on a magnificent scale. The affair should be big enough to create an interest throughout the civilized world, and the main object to be kept in view is to bring into the Dominion of Montreal a million of the number of thousands of visitors to Canada at a time of year most favorable for seeing, not the exhibition only, but the country." We trust that the project will be carried to a successful issue. We believe that it will be to the interest of every part of the Dominion to aid Montreal in this enterprise. British Columbia is peculiarly interested in any movement calculated to stimulate the trade with eastern countries by Canada's transcontinental route. It should not be the last to show its appreciation of Montreal's exertions in this direction.

NO PLEBISCITE.

The legal advisers of the Northwest Council are of opinion that it has not the power to order a plebiscite to be taken on the question of license of prohibition. It would have been as well if the "experts" has given their opinion before legislative action was taken on the matter. However it is perhaps better late than never. Plebiscites, whether constitutional or not, are not according to the traditions of Anglo-Saxon legislation. The representatives of the people have always been ready to take upon themselves the responsibility of accepting or rejecting a measure without appealing to the people in a special manner. They regard themselves as something more than delegates who must go to the people for instruction as often as there is anything unusual to be done. This fear of incurring responsibility displayed by the Northwest representatives is rather un-English and un-Canadian. If the plebiscite would decide nothing legally they would have, after it was taken, to act upon their own responsibility. They might find, too, the plebiscite an inconvenient precedent in the future when prompt and independent action might be required. We can see why the Northwest Legislature did not act in the matter within its known and defined powers. Prohibition had been tried in the Northwest and had been a failure. Why could they not have passed a license act containing a local option clause? Then those parts of the country that approved of the license system could have it, and those parts that want prohibition could refuse license places for the sale of intoxicating drinks. This system has been adopted in other places and has met with tolerable success, and why could it not be adopted in the Northwest Territories? That the country would have prohibition to fall back upon. That question could, in the usual constitutional way, be made an issue at a general election, and the Legislature would be almost sure to act in accordance with the decision arrived at at the polls. The plebiscite is a roundabout way of effecting the same purpose, and it does appear to be a very singular device for a legislature just members to know their own minds and the will of their constituents on a burning question of such importance.

THE AMERICAN NAVY.

A few years ago the Americans had literally no navy. The Secretary of the Navy says in his report, "In March 1885 the United States had no vessel of war which could have kept the seas for one week against any first-rate naval power, and was dependent upon English armaments for the forging of guns, for armor, and for secondary batteries." Nevertheless the United States navy has become a power of which the world takes notice. It is a bad state for a nation of six millions, with a large extent of seaboard on which are rich and populous cities, to be in the power of the navy of another nation. The reader of the articles in this issue will be struck by the estimation of the "freedom" of the seas, and the fact that the United States navy is a danger to the Dominion which ought by some means or other to be averted. If the United States navy is to be a menace to the Dominion, it is in the manner of the United States navy that the Dominion should be a danger to the Dominion. The reader of the articles in this issue will be struck by the estimation of the "freedom" of the seas, and the fact that the United States navy is a danger to the Dominion which ought by some means or other to be averted. If the United States navy is to be a menace to the Dominion, it is in the manner of the United States navy that the Dominion should be a danger to the Dominion.

THE NIMBLE PLAN.

The Germans have committed pretty much the same blunders in the Samoan Islands as they have in Eastern Africa. Their insolence and their disregard of the rights of the natives have caused them to be cordially hated as well as feared. A little over a year ago a squadron of five German men-of-war appeared at Samoa. The sovereign of the Islands was King Malietoa, who does not appear to have been a bad kind of man. The Germans quarrelled with the natives and the German consul demanded \$12,000 as compensation for coconuts alleged to have been stolen. The German commander was accompanied by a large force of troops, and \$1,000 damages for injury done to a German sailor. As the King was not in a position to comply with these demands, even if they were just, he asked for time to consult with his chiefs. But the German commander was impatient, and declared war against Samoa without any further preliminaries. Eight hundred men were landed at Apia and proceeded to search the Samoan houses and to treat the foreign residents of the place with indignity. They insulted some of the Samoan women and the sea-serpent the insult. Malietoa, with his followers, took to the woods and was followed by the Germans, but they could not capture him. The invaders then burned one of the principal towns of the Islands, and down the coast they went, and took the same course. They also took the side of Tamasese, who had rebelled against Malietoa. The King, seeing that he could not make headway against the Germans, gave himself up and was exiled by the new masters of the Islands to the Chamberlain. The German consul then demanded the island of Samoa, and the German Government had to be satisfied with the island of Samoa, and the German Government had to be satisfied with the island of Samoa.

THE GRAND TRUNK SEEKING THE PACIFIC—WHAT SHOULD BE DONE TO SUBSIDIZE THE COMPANY?

To the Editor:—I was struck, and to a large extent pleased, with the tone of an editorial in your paper of Friday respecting the probability of the Grand Trunk seeking the Pacific (Idaho) route for the Red River Valley and the Manitoba Central railways, at Yellowknife, etc. The adoption of that route would undoubtedly mean the selection of Esquimaux as the terminus. The project outlined opens the door to great possibilities. The great fertile central belt known as the Chiloquois plains would be rendered accessible to settlers, and the problem of a railway to Cariboo, which engages Mr. Barnett's attention just now, would be solved; the trade of the Orient and the great eastern lands from 12 to 24 hours in advance of any other route, and Victoria and Esquimaux would immediately become large and thriving commercial centers. No doubt, sir, as you remark, the city of Victoria would be situated near a transcontinental line that might make its terminus here; but the question of the route altogether or municipal authorities. The provincial government, which has done much to liberalize donations of land, ought to be equally generous in dealing with the new company—and as a preliminary step all Government lands lying between Comox and Seymour Narrows, and Blue Inlet and the Summit of the Rocky Mountains, should be sold to the company at a low price. The crossing difficulty cannot be a drawback railway competition in Manitoba. The company will be a second transcontinental line to the demands of justice and an enlightened public opinion. From Winnipeg the Manitoba Central has been built a distance of 400 miles towards the Rocky Mountains. That road runs through the heart of the Northwest. The line it traverses was originally selected for the Canada Pacific, but was abandoned for the present line, which is a shorter route. The Manitoba Central enjoys a valuable land franchise from the Dominion Government. This franchise is a valuable asset. The Grand Trunk are both anxious to acquire the line. The object of the C. P. R. is to build a second transcontinental line from the Pacific to the Atlantic. The Manitoba Central, with its land grant, possesses the most valuable franchise in the Northwest. The Grand Trunk is anxious to reach this coast for the purpose of developing and settling the territory. The line is a valuable asset. The Grand Trunk is anxious to reach this coast for the purpose of developing and settling the territory. The line is a valuable asset. The Grand Trunk is anxious to reach this coast for the purpose of developing and settling the territory. The line is a valuable asset.

OUR FISHERY RESOURCES.

At the convention of salmon canner proprietors and their representatives, recently held in this city, which brought together a large and most influential gathering of those interested in this leading industry of the province, the discussion of the fisheries was not confined to the questions of salmon fishing and packing alone. The meeting took a broad view of the fishery resources generally of the province, and realizing fully the importance of developing the enormous resources of our coast, it was decided to form an Association of salmon canner proprietors and others interested in catching, preserving, and shipping fish, for the purpose of assisting in the prosecution, development, and regulation of the general fishery interests of the province, and Association to be called "The British Columbia Fishery Association."

A BIG REDUCTION.

The proceedings of the Irish Land Commission, which has been sitting in London, and which has been very different from the bargains made between free agents elsewhere. The commissioners very often decide that the rents agreed upon between the landlord and tenant are too high and they order a reduction. This is a very different from the bargains made between free agents elsewhere. The commissioners very often decide that the rents agreed upon between the landlord and tenant are too high and they order a reduction. This is a very different from the bargains made between free agents elsewhere. The commissioners very often decide that the rents agreed upon between the landlord and tenant are too high and they order a reduction. This is a very different from the bargains made between free agents elsewhere.

SOWING DISCORD.

The Toronto Mail has been taken to task by Le Press on Montreal for its attack on the French Canadians as a people. The Mail denies advocating a combination against the French Canadian minority; it says: "The French Canadians are here to stay and no one in his right mind would dream of expelling them from this province, or against their ideals as a separate and distinct people, or against their natural or irremediable fact of their existence." Yet what the Mail declares is a combination against the French Canadian minority; it says: "The French Canadians are here to stay and no one in his right mind would dream of expelling them from this province, or against their ideals as a separate and distinct people, or against their natural or irremediable fact of their existence."

PUBLIC SQUARES.

Our public spirited correspondent "Pioneer" discusses a subject of great importance to the citizens of Victoria. Public squares have long been a desideratum in our city. It is a city without squares and parks is little better than a prison for its inhabitants. The life is more than meat or wages, or even business, and the life of the inhabitant is more than a mere struggle for existence. Public squares have long been a desideratum in our city. It is a city without squares and parks is little better than a prison for its inhabitants. The life is more than meat or wages, or even business, and the life of the inhabitant is more than a mere struggle for existence.

THE GRAND TRUNK SEEKING THE PACIFIC—WHAT SHOULD BE DONE TO SUBSIDIZE THE COMPANY?

To the Editor:—I was struck, and to a large extent pleased, with the tone of an editorial in your paper of Friday respecting the probability of the Grand Trunk seeking the Pacific (Idaho) route for the Red River Valley and the Manitoba Central railways, at Yellowknife, etc. The adoption of that route would undoubtedly mean the selection of Esquimaux as the terminus. The project outlined opens the door to great possibilities. The great fertile central belt known as the Chiloquois plains would be rendered accessible to settlers, and the problem of a railway to Cariboo, which engages Mr. Barnett's attention just now, would be solved; the trade of the Orient and the great eastern lands from 12 to 24 hours in advance of any other route, and Victoria and Esquimaux would immediately become large and thriving commercial centers. No doubt, sir, as you remark, the city of Victoria would be situated near a transcontinental line that might make its terminus here; but the question of the route altogether or municipal authorities. The provincial government, which has done much to liberalize donations of land, ought to be equally generous in dealing with the new company—and as a preliminary step all Government lands lying between Comox and Seymour Narrows, and Blue Inlet and the Summit of the Rocky Mountains, should be sold to the company at a low price. The crossing difficulty cannot be a drawback railway competition in Manitoba. The company will be a second transcontinental line to the demands of justice and an enlightened public opinion. From Winnipeg the Manitoba Central has been built a distance of 400 miles towards the Rocky Mountains. That road runs through the heart of the Northwest. The line it traverses was originally selected for the Canada Pacific, but was abandoned for the present line, which is a shorter route. The Manitoba Central enjoys a valuable land franchise from the Dominion Government. This franchise is a valuable asset. The Grand Trunk are both anxious to acquire the line. The object of the C. P. R. is to build a second transcontinental line from the Pacific to the Atlantic. The Manitoba Central, with its land grant, possesses the most valuable franchise in the Northwest. The Grand Trunk is anxious to reach this coast for the purpose of developing and settling the territory. The line is a valuable asset. The Grand Trunk is anxious to reach this coast for the purpose of developing and settling the territory. The line is a valuable asset.

OUR FISHERY RESOURCES.

At the convention of salmon canner proprietors and their representatives, recently held in this city, which brought together a large and most influential gathering of those interested in this leading industry of the province, the discussion of the fisheries was not confined to the questions of salmon fishing and packing alone. The meeting took a broad view of the fishery resources generally of the province, and realizing fully the importance of developing the enormous resources of our coast, it was decided to form an Association of salmon canner proprietors and others interested in catching, preserving, and shipping fish, for the purpose of assisting in the prosecution, development, and regulation of the general fishery interests of the province, and Association to be called "The British Columbia Fishery Association."

A BIG REDUCTION.

The proceedings of the Irish Land Commission, which has been sitting in London, and which has been very different from the bargains made between free agents elsewhere. The commissioners very often decide that the rents agreed upon between the landlord and tenant are too high and they order a reduction. This is a very different from the bargains made between free agents elsewhere. The commissioners very often decide that the rents agreed upon between the landlord and tenant are too high and they order a reduction. This is a very different from the bargains made between free agents elsewhere.

SOWING DISCORD.

The Toronto Mail has been taken to task by Le Press on Montreal for its attack on the French Canadians as a people. The Mail denies advocating a combination against the French Canadian minority; it says: "The French Canadians are here to stay and no one in his right mind would dream of expelling them from this province, or against their ideals as a separate and distinct people, or against their natural or irremediable fact of their existence." Yet what the Mail declares is a combination against the French Canadian minority; it says: "The French Canadians are here to stay and no one in his right mind would dream of expelling them from this province, or against their ideals as a separate and distinct people, or against their natural or irremediable fact of their existence."

PUBLIC SQUARES.

Our public spirited correspondent "Pioneer" discusses a subject of great importance to the citizens of Victoria. Public squares have long been a desideratum in our city. It is a city without squares and parks is little better than a prison for its inhabitants. The life is more than meat or wages, or even business, and the life of the inhabitant is more than a mere struggle for existence. Public squares have long been a desideratum in our city. It is a city without squares and parks is little better than a prison for its inhabitants. The life is more than meat or wages, or even business, and the life of the inhabitant is more than a mere struggle for existence.

THE GRAND TRUNK SEEKING THE PACIFIC—WHAT SHOULD BE DONE TO SUBSIDIZE THE COMPANY?

To the Editor:—I was struck, and to a large extent pleased, with the tone of an editorial in your paper of Friday respecting the probability of the Grand Trunk seeking the Pacific (Idaho) route for the Red River Valley and the Manitoba Central railways, at Yellowknife, etc. The adoption of that route would undoubtedly mean the selection of Esquimaux as the terminus. The project outlined opens the door to great possibilities. The great fertile central belt known as the Chiloquois plains would be rendered accessible to settlers, and the problem of a railway to Cariboo, which engages Mr. Barnett's attention just now, would be solved; the trade of the Orient and the great eastern lands from 12 to 24 hours in advance of any other route, and Victoria and Esquimaux would immediately become large and thriving commercial centers. No doubt, sir, as you remark, the city of Victoria would be situated near a transcontinental line that might make its terminus here; but the question of the route altogether or municipal authorities. The provincial government, which has done much to liberalize donations of land, ought to be equally generous in dealing with the new company—and as a preliminary step all Government lands lying between Comox and Seymour Narrows, and Blue Inlet and the Summit of the Rocky Mountains, should be sold to the company at a low price. The crossing difficulty cannot be a drawback railway competition in Manitoba. The company will be a second transcontinental line to the demands of justice and an enlightened public opinion. From Winnipeg the Manitoba Central has been built a distance of 400 miles towards the Rocky Mountains. That road runs through the heart of the Northwest. The line it traverses was originally selected for the Canada Pacific, but was abandoned for the present line, which is a shorter route. The Manitoba Central enjoys a valuable land franchise from the Dominion Government. This franchise is a valuable asset. The Grand Trunk are both anxious to acquire the line. The object of the C. P. R. is to build a second transcontinental line from the Pacific to the Atlantic. The Manitoba Central, with its land grant, possesses the most valuable franchise in the Northwest. The Grand Trunk is anxious to reach this coast for the purpose of developing and settling the territory. The line is a valuable asset. The Grand Trunk is anxious to reach this coast for the purpose of developing and settling the territory. The line is a valuable asset.

OUR FISHERY RESOURCES.

At the convention of salmon canner proprietors and their representatives, recently held in this city, which brought together a large and most influential gathering of those interested in this leading industry of the province, the discussion of the fisheries was not confined to the questions of salmon fishing and packing alone. The meeting took a broad view of the fishery resources generally of the province, and realizing fully the importance of developing the enormous resources of our coast, it was decided to form an Association of salmon canner proprietors and others interested in catching, preserving, and shipping fish, for the purpose of assisting in the prosecution, development, and regulation of the general fishery interests of the province, and Association to be called "The British Columbia Fishery Association."

A BIG REDUCTION.

The proceedings of the Irish Land Commission, which has been sitting in London, and which has been very different from the bargains made between free agents elsewhere. The commissioners very often decide that the rents agreed upon between the landlord and tenant are too high and they order a reduction. This is a very different from the bargains made between free agents elsewhere. The commissioners very often decide that the rents agreed upon between the landlord and tenant are too high and they order a reduction. This is a very different from the bargains made between free agents elsewhere.

SOWING DISCORD.

The Toronto Mail has been taken to task by Le Press on Montreal for its attack on the French Canadians as a people. The Mail denies advocating a combination against the French Canadian minority; it says: "The French Canadians are here to stay and no one in his right mind would dream of expelling them from this province, or against their ideals as a separate and distinct people, or against their natural or irremediable fact of their existence." Yet what the Mail declares is a combination against the French Canadian minority; it says: "The French Canadians are here to stay and no one in his right mind would dream of expelling them from this province, or against their ideals as a separate and distinct people, or against their natural or irremediable fact of their existence."

PUBLIC SQUARES.

Our public spirited correspondent "Pioneer" discusses a subject of great importance to the citizens of Victoria. Public squares have long been a desideratum in our city. It is a city without squares and parks is little better than a prison for its inhabitants. The life is more than meat or wages, or even business, and the life of the inhabitant is more than a mere struggle for existence. Public squares have long been a desideratum in our city. It is a city without squares and parks is little better than a prison for its inhabitants. The life is more than meat or wages, or even business, and the life of the inhabitant is more than a mere struggle for existence.

THE GRAND TRUNK SEEKING THE PACIFIC—WHAT SHOULD BE DONE TO SUBSIDIZE THE COMPANY?

To the Editor:—I was struck, and to a large extent pleased, with the tone of an editorial in your paper of Friday respecting the probability of the Grand Trunk seeking the Pacific (Idaho) route for the Red River Valley and the Manitoba Central railways, at Yellowknife, etc. The adoption of that route would undoubtedly mean the selection of Esquimaux as the terminus. The project outlined opens the door to great possibilities. The great fertile central belt known as the Chiloquois plains would be rendered accessible to settlers, and the problem of a railway to Cariboo, which engages Mr. Barnett's attention just now, would be solved; the trade of the Orient and the great eastern lands from 12 to 24 hours in advance of any other route, and Victoria and Esquimaux would immediately become large and thriving commercial centers. No doubt, sir, as you remark, the city of Victoria would be situated near a transcontinental line that might make its terminus here; but the question of the route altogether or municipal authorities. The provincial government, which has done much to liberalize donations of land, ought to be equally generous in dealing with the new company—and as a preliminary step all Government lands lying between Comox and Seymour Narrows, and Blue Inlet and the Summit of the Rocky Mountains, should be sold to the company at a low price. The crossing difficulty cannot be a drawback railway competition in Manitoba. The company will be a second transcontinental line to the demands of justice and an enlightened public opinion. From Winnipeg the Manitoba Central has been built a distance of 400 miles towards the Rocky Mountains. That road runs through the heart of the Northwest. The line it traverses was originally selected for the Canada Pacific, but was abandoned for the present line, which is a shorter route. The Manitoba Central enjoys a valuable land franchise from the Dominion Government. This franchise is a valuable asset. The Grand Trunk are both anxious to acquire the line. The object of the C. P. R. is to build a second transcontinental line from the Pacific to the Atlantic. The Manitoba Central, with its land grant, possesses the most valuable franchise in the Northwest. The Grand Trunk is anxious to reach this coast for the purpose of developing and settling the territory. The line is a valuable asset. The Grand Trunk is anxious to reach this coast for the purpose of developing and settling the territory. The line is a valuable asset.

OUR FISHERY RESOURCES.

At the convention of salmon canner proprietors and their representatives, recently held in this city, which brought together a large and most influential gathering of those interested in this leading industry of the province, the discussion of the fisheries was not confined to the questions of salmon fishing and packing alone. The meeting took a broad view of the fishery resources generally of the province, and realizing fully the importance of developing the enormous resources of our coast, it was decided to form an Association of salmon canner proprietors and others interested in catching, preserving, and shipping fish, for the purpose of assisting in the prosecution, development, and regulation of the general fishery interests of the province, and Association to be called "The British Columbia Fishery Association."

A BIG REDUCTION.

The proceedings of the Irish Land Commission, which has been sitting in London, and which has been very different from the bargains made between free agents elsewhere. The commissioners very often decide that the rents agreed upon between the landlord and tenant are too high and they order a reduction. This is a very different from the bargains made between free agents elsewhere. The commissioners very often decide that the rents agreed upon between the landlord and tenant are too high and they order a reduction. This is a very different from the bargains made between free agents elsewhere.

SOWING DISCORD.

The Toronto Mail has been taken to task by Le Press on Montreal for its attack on the French Canadians as a people. The Mail denies advocating a combination against the French Canadian minority; it says: "The French Canadians are here to stay and no one in his right mind would dream of expelling them from this province, or against their ideals as a separate and distinct people, or against their natural or irremediable fact of their existence." Yet what the Mail declares is a combination against the French Canadian minority; it says: "The French Canadians are here to stay and no one in his right mind would dream of expelling them from this province, or against their ideals as a separate and distinct people, or against their natural or irremediable fact of their existence."

PUBLIC SQUARES.

Our public spirited correspondent "Pioneer" discusses a subject of great importance to the citizens of Victoria. Public squares have long been a desideratum in our city. It is a city without squares and parks is little better than a prison for its inhabitants. The life is more than meat or wages, or even business, and the life of the inhabitant is more than a mere struggle for existence. Public squares have long been a desideratum in our city. It is a city without squares and parks is little better than a prison for its inhabitants. The life is more than meat or wages, or even business, and the life of the inhabitant is more than a mere struggle for existence.

THE GRAND TRUNK SEEKING THE PACIFIC—WHAT SHOULD BE DONE TO SUBSIDIZE THE COMPANY?

To the Editor:—I was struck, and to a large extent pleased, with the tone of an editorial in your paper of Friday respecting the probability of the Grand Trunk seeking the Pacific (Idaho) route for the Red River Valley and the Manitoba Central railways, at Yellowknife, etc. The adoption of that route would undoubtedly mean the selection of Esquimaux as the terminus. The project outlined opens the door to great possibilities. The great fertile central belt known as the Chiloquois plains would be rendered accessible to settlers, and the problem of a railway to Cariboo, which engages Mr. Barnett's attention just now, would be solved; the trade of the Orient and the great eastern lands from 12 to 24 hours in advance of any other route, and Victoria and Esquimaux would immediately become large and thriving commercial centers. No doubt, sir, as you remark, the city of Victoria would be situated near a transcontinental line that might make its terminus here; but the question of the route altogether or municipal authorities. The provincial government, which has done much to liberalize donations of land, ought to be equally generous in dealing with the new company—and as a preliminary step all Government lands lying between Comox and Seymour Narrows, and Blue Inlet and the Summit of the Rocky Mountains, should be sold to the company at a low price. The crossing difficulty cannot be a drawback railway competition in Manitoba. The company will be a second transcontinental line to the demands of justice and an enlightened public opinion. From Winnipeg the Manitoba Central has been built a distance of 400 miles towards the Rocky Mountains. That road runs through the heart of the Northwest. The line it traverses was originally selected for the Canada Pacific, but was abandoned for the present line, which is a shorter route. The Manitoba Central enjoys a valuable land franchise from the Dominion Government. This franchise is a valuable asset. The Grand Trunk are both anxious to acquire the line. The object of the C. P. R. is to build a second transcontinental line from the Pacific to the Atlantic. The Manitoba Central, with its land grant, possesses the most valuable franchise in the Northwest. The Grand Trunk is anxious to reach this coast for the purpose of developing and settling the territory. The line is a valuable asset. The Grand Trunk is anxious to reach this coast for the purpose of developing and settling the territory. The line is a valuable asset.

OUR FISHERY RESOURCES.

At the convention of salmon canner proprietors and their representatives, recently held in this city, which brought together a large and most influential gathering of those interested in this leading industry of the province, the discussion of the fisheries was not confined to the questions of salmon fishing and packing alone. The meeting took a broad view of the fishery resources generally of the province, and realizing fully the importance of developing the enormous resources of our coast, it was decided to form an Association of salmon canner proprietors and others interested in catching, preserving, and shipping fish, for the purpose of assisting in the prosecution, development, and regulation of the general fishery interests of the province, and Association to be called "The British Columbia Fishery Association."

A BIG REDUCTION.

The proceedings of the Irish Land Commission, which has been sitting in London, and which has been very different from the bargains made between free agents elsewhere. The commissioners very often decide that the rents agreed upon between the landlord and tenant are too high and they order a reduction. This is a very different from the bargains made between free agents elsewhere. The commissioners very often decide that the rents agreed upon between the landlord and tenant are too high and they order a reduction. This is a very different from the bargains made between free agents elsewhere.

SOWING DISCORD.

The Toronto Mail has been taken to task by Le Press on Montreal for its attack on the French Canadians as a people. The Mail denies advocating a combination against the French Canadian minority; it says: "The French Canadians are here to stay and no one in his right mind would dream of expelling them from this province, or against their ideals as a separate and distinct people, or against their natural or irremediable fact of their existence." Yet what the Mail declares is a combination against the French Canadian minority; it says: "The French Canadians are here to stay and no one in his right mind would dream of expelling them from this province, or against their ideals as a separate and distinct people, or against their natural or irremediable fact of their existence."

PUBLIC SQUARES.

Our public spirited correspondent "Pioneer" discusses a subject of great importance to the citizens of Victoria. Public squares have long been a desideratum in our city. It is a city without squares and parks is little better than a prison for its inhabitants. The life is more than meat or wages, or even business, and the life of the inhabitant is more than a mere struggle for existence. Public squares have long been a desideratum in our city. It is a city without squares and parks is little better than a prison for its inhabitants. The life is more than meat or wages, or even business, and the life of the inhabitant is more than a mere struggle for existence.

THE GRAND TRUNK SEEKING THE PACIFIC—WHAT SHOULD BE DONE TO SUBSIDIZE THE COMPANY?

To the Editor:—I was struck, and to a large extent pleased, with the tone of an editorial in your paper of Friday respecting the probability of the Grand Trunk seeking the Pacific (Idaho) route for the Red River Valley and the Manitoba Central railways, at Yellowknife, etc. The adoption of that route would undoubtedly mean the selection of Esquimaux as the terminus. The project outlined opens the door to great possibilities. The great fertile central belt known as the Chiloquois plains would be rendered accessible to settlers, and the problem of a railway to Cariboo, which engages Mr. Barnett's attention just now, would be solved; the trade of the Orient and the great eastern lands from 12 to 24 hours in advance of any other route, and Victoria and Esquimaux would immediately become large and thriving commercial centers. No doubt, sir, as you remark, the city of Victoria would be situated near a transcontinental line that might make its terminus here; but the question of the route altogether or municipal authorities. The provincial government, which has done much to liberalize donations of land, ought to be equally generous in dealing with the new company—and as a preliminary step all Government lands lying between Comox and Seymour Narrows, and Blue Inlet and the Summit of the Rocky Mountains, should be sold to the company at a low price. The crossing difficulty cannot be a drawback railway competition in Manitoba. The company will be a second transcontinental line to the demands of justice and an enlightened public opinion. From Winnipeg the Manitoba Central has been built a distance of 400 miles towards the Rocky Mountains. That road runs through the heart of the Northwest. The line it traverses was originally selected for the Canada Pacific, but was abandoned for the present line, which is a shorter route. The Manitoba Central enjoys a valuable land franchise from the Dominion Government. This franchise is a valuable asset. The Grand Trunk are both anxious to acquire the line. The object of the C. P. R. is to build a second transcontinental line from the Pacific to the Atlantic. The Manitoba Central, with its land grant, possesses the most valuable franchise in the Northwest. The Grand Trunk is anxious to reach this coast for the purpose of developing and settling the territory. The line is a valuable asset. The Grand Trunk is anxious to reach this coast for the purpose of developing and settling the territory. The line is a valuable asset.

OUR FISHERY RESOURCES.

At the convention of salmon canner proprietors and their representatives, recently held in this city, which brought together a large and most influential gathering of those interested in this leading industry of the province, the discussion of the fisheries was not confined to the questions of salmon fishing and packing alone. The meeting took a broad view of the fishery resources generally of the province, and realizing fully the importance of developing the enormous resources of our coast, it was decided to form an Association of salmon canner proprietors and others interested in catching, preserving, and shipping fish, for the purpose of assisting in the prosecution, development, and regulation of the general fishery interests of the province, and Association to be called "The British Columbia Fishery Association."

A BIG REDUCTION.

The proceedings of the Irish Land Commission, which has been sitting in London, and which has been very different from the bargains made between free agents elsewhere. The commissioners very often decide that the rents agreed upon between the landlord and tenant are too high and they order a reduction. This is a very different from the bargains made between free agents elsewhere. The commissioners very often decide that the rents agreed upon between the landlord and tenant are too high and they order a reduction. This is a very different from the bargains made between free agents elsewhere.

SOWING DISCORD.

The Toronto Mail has been taken to task by Le Press on Montreal for its attack on the French Canadians as a people. The Mail denies advocating a combination against the French Canadian minority; it says: "The French Canadians are here to stay and no one in his right mind would dream of expelling them from this province, or against their ideals as a separate and distinct people, or against their natural or irremediable fact of their existence." Yet what the Mail declares is a combination against the French Canadian minority; it says: "The French Canadians are here to stay and no one in his right mind would dream of expelling them from this province, or against their ideals as a separate and distinct people, or against their natural or irremediable fact of their existence."

PUBLIC SQUARES.

Our public spirited correspondent "Pioneer" discusses a subject of great importance to the citizens of Victoria. Public squares have long been a desideratum in our city. It is a city without squares and parks is little better than a prison for its inhabitants. The life is more than meat or wages, or even business, and the life of the inhabitant is more than a mere struggle for existence. Public squares have long been a desideratum in our city. It is a city without squares and parks is little better than a prison for its inhabitants. The life is more than meat or wages, or even business, and the life of the inhabitant is more than a mere struggle for existence.

THE GRAND TRUNK SEEKING THE PACIFIC—WHAT SHOULD BE DONE TO SUBSIDIZE THE COMPANY?

To the Editor:—I was struck, and to a large extent pleased, with the tone of an editorial in your paper of Friday respecting the probability of the Grand Trunk seeking the Pacific (Idaho) route for the Red River Valley and the Manitoba Central railways, at Yellowknife, etc. The adoption of that route would undoubtedly mean the selection of Esquimaux as the terminus. The project outlined opens the door to great possibilities. The great fertile central belt known as the Chiloquois plains would be rendered accessible to settlers, and the problem of a railway to Cariboo, which engages Mr. Barnett's attention just now, would be solved; the trade of the Orient and the great eastern lands from 12 to 24 hours in advance of any other route, and Victoria and Esquimaux would immediately become large and thriving commercial centers. No doubt, sir, as you remark, the city of Victoria would be situated near a transcontinental line that might make its terminus here; but the question of the route altogether or municipal authorities. The provincial government, which has done much to liberalize donations of land, ought to be equally