The Colonist.

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THE DAILY COLONIST

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VICTORIA AND ESQUIMALT.

A number of papers are quoting what a Victoria correspondent wired to Saturday Night, of Toronto, about the loss to Victoria arising out of the closing of the Esquimalt naval station by the Imperial authorities. It is stated that $15,000,000 was spent annually by the British Government in the up keep of the Pacific squadron and Esquimalt, and that $1,000,000 was spent by the fleet in Victoria annually. The correspondent in question says "it has been an awful blow to the pretty capital of British Columbia." As a matter of fact, the "blow" has not been felt to any appreciable extent; and the prospects of expenditure at Esquimalt by the Dominion Government will more than make up for any loss that has temporarily resulted. The people of Victoria are not worrying about it in the least.

DEFEAT OF THE EARLES BILL.

As our readers are aware, the Earles bill, providing for a closed season during the years 1906 and 1908, has been defeated in the Washington Legislature.

How little chance this bill had of passing may be gathered from the report in the newspapers, in which it is said: "The bill was read, a motion was made indefinitely to postpone, and it was carried without debate or roll call. The supporters of the bill found last night that they were hopelessly beaten and decided to make no further attempt to save it.'

We gather from the same report, however, that the defeat of the Earles bill does not wholly dispose of the possibility of salmon protection on Puget Sound. The Megler bill, which has passed the House, prescribes a closed period of thirty-six hours at the end of each week in all seasons, and it specifies a manner in which traps shall be raised during that season. The independent packers, who defeated the Earles bill, are confident that this measure for the thirty-six hours closed season each week will be reciprocated on the Canadian side.

The defeat of the bill in question has been a great disappointment to its promoters on both sides of the line, but the provision for a closed season which has been passed as a substitute in the Washington Legislature, is an important step in advance and is one beneficial result of the fight that has been made.

A DOMINION LAND DEAL.

The New Westminster Columbian has unearthed a land scandal in which Mr. T. W. Paterson, M.P.P., is prominently mixed up. It accuses the Dominion Government of selling him fifty acres of the southern terminus of the New Westminster bridge, at $10.10 an acre. It gives the following as particulars: "Nominally, this land was sold by 'public auction.' Really, it was a private sale, on terms arranged beforehand. The property is worth easily $75 per acre. Adjoining land less favorably situated, because not so close to the bridge, is advertised as for sale at a bargain at from $75 to $100 per acre. Yet the department put the upset price of $10 per acre on the property, and to warn the public to keep away had the map marked "proposed to be sold to T. W. Paterson." No auctioneer was engaged, the Dominion Lands Agent being instructed to conduct the sale himself, which he did in the privacy of his office upstairs in the post office building. There were a few bills put up to announce the sale, one inside the post office, one inside a stable on the property to be sold, and another about four miles up the Yale road."

MR. HAULTAIN ON THE SITUATION.

Premier Haultain, of the Northwest Territories, has given the Toronto Globe a long interview on the question of Separate Schools in the Northwest. He is distinctly and absolutely opposed to Sir Wilfrid's educational clauses. Mr. Haultain feels sorely the helpless position in which the Territories are placed. They are neither in Confederation nor out at the present time, and are at the mercy of the Dominion Government completely. It is a case of taking the terms offered by the Dominion Government. When British Columbia and Prince Edward Island, for instance, went into Confederation, they went in as contracting parties. The union was in the nature of a treaty. They could have stayed out if they did not care to accept the terms.

Mr. Haultain says: "The principle involved is one of Provincial rights. We asked to be made a Province, with the powers of a Province. We did not ask to be a Province, with a large number of restrictions involved in our constitutional act. That may be only sentiment, but I consider it is more than sentiment. And, while Sir Wilfrid Laurier dwelt largely on the conditions in Ontario and Quebec, there is no analogy. Upper and Lower Canada voluntarily agreed to the Confederation compact, subject to the special condition about separate schools. There is a vast difference between Upper and Lower Canada going voluntarily into Confederation with certain conditions attached, and our being created into a Province with those conditions attached."

And again in conclusion:

"So far as I am concerned, I do not think there is anything in Sir Wilfrid's argument. I should be perfectly willing that in the system which we have, or in any system which I can conceive would exist in the West, there would be no discrimination made against any school with regard to financial arrangements or anything else. But there again is an infringement of the Provincial right. They might carry that out a great deal further. They might adopt another arrangement and say that in the shape of hospitals and the expenditure for many other purposes the same principle should be adopted as the law imposes. I do not think it is desirable that the Federal Government should attach to the Provincial constitution general or specific regulations with regard to fairness, justice, honesty and good faith. These very desirable qualities must be assumed to exist if the people of the West are fit to govern themselves."

FREE PILOTAGE FOR VICTORIA.

The recommendation of the committee on trade, commerce and transportation of the Board of Trade was strongly and unanimously in favor of free pilotage in Victoria. It appears from the report made that about 1,100 vessels annually enter the port of Victoria from sea. Of this number about 100 are docked by pilots. There are five pilots engaged to do this work, the average earnings of which are $15,000 per annum. It also appears that a ship that called here for lumber paid $150.82 in fees. This, in addition to the excess of stevedoring charges, increased the rate of freight on lumber to Mexican ports by $1 and $2 over similar shipments from Puget Sound. We assume that these statements are correct. If so, there can be but one conclusion, and that is that the pilotage fees collected at Victoria are not only an unnecessary imposition but a real injury to this city.

From the report in question we glean the following:

"In reply to your committee's inquiry we are informed that 'there is no compulsory pilotage on Puget Sound. Any vessel can enter or depart from any of the ports on Puget Sound without any pilot whatever, if the master or owner so elect. . . . A compulsory pilotage bill was presented to the legislature at Olympia during the present session, but was promptly killed, as it was realized that compulsory pilotage would only be an unnecessary burden on Puget Sound shipping, and detrimental to the interests, not only of the vessels and their owners, but to the community at large, and beneficial to only a very few.'"

If compulsory pilotage is unnecessary on Puget Sound, it is certainly unnecessary here and we trust to see the committee's report put into effect.

TERRITORIAL POPULATION.

On account of the separate school discussion, statistics as to the religious denominations in the Northwest will be interesting. The London Free Press states that the last general census furnishes no accurate clew to the general sectarian divisions, the population having nearly quadrupled since it was taken. The population of the Territories in 1901 was 160,800. It is assumed now to be 500,000. By the census of 1901 the people were thus religiously classified in round numbers:

Roman Catholics	30,000
Auglican	25,000
Presbyterians	28,000
Methodists	22,000
Baptists	5,000
Mennonites	4,000
Doukhobors	9,000
Greek Church	7,000
Lutherans	12,000
Mormons	3,000
Pagans	5,000

Eight denominations are mentioned having less than 1,000 each, and over 4,000 were enumerated as of various sects and unspecified.

The Winnipeg Telegram, speaking of Hon. Clifford Sifton's resignation, has this to say: "The effect on Mr. Sifton himself is more problematical. If he makes one speech and then lies down, as Mr. Blair did, he has only hastened his own ruin. He is desperately in need, at the present time, of something to rehabilitate him as a man who can be tolerated in public life. He can never aspire to a position of command. He has grasped at his last opportunity to be recognized as a man who is not insensible to some of the higher qualities of a public servant. What will he do with it?"

BRITISH COLUMBIA AND THE NORTHWEST.

The discussion of the Autonomy Bill in the Dominion Parliament will afford an opportunity to our British Columbia representatives to make a strong plea for the cause of the Province, which has been presented to the Dominion Government. There never was a better opportunity and probably there will not be so good a one again. The bringing in of two new Provinces upon the financial terms proposed enables a comparison to be made, not only as to the actual nature of the terms, but as to conditions which do now exist and those which existed at the time British Columbia joined the sisterhood of the Provinces in 1871. We have read carefully Sir Wilfrid Laurier's speech in introducing the measure and can honestly share, in some measure at least, in the admiration of his followers for an effort, which was undoubtedly worthy of his reputation as an orator and as a statesman. In many ways he fortified his position well and his reasons were clearly and forcibly enunciated. Sir Wilfrid appreciated to the full the importance of the occasion, the like of which cannot again occur in our history. Even should Newfoundland some time in the future decide to cast in her lot with us, the significance of the event could not compare with the admission into Confederation of two great Provinces like Alberta and Saskatchewan—great in extent, great in possibilities of population and agricultural wealth and development. The other unorganized territories of Canada, though extensive in area, cannot ever add much to our population, and possibly but little to our material resources. The Prime Minister, therefore, realized that he was practically rounding off Confederation. In all substantial respects it will be complete when the formalities of admitting the two Provinces in question have been complied with. Few will be inclined to take exception to the presentment of the case made by Sir Wilfrid. It was dignified, comprehensive, lucid, and, in the main, historically accurate. There are matters, incident to the merits of the measure, upon which there are and will be differences of opinion, and these include the provision for separate schools, the financial terms and the non-recognition of the claims of Manitoba for the extension of its boundaries westward. These are apart, however, from the Premier's main treatment of his subject. Indeed, upon the question of separate schools the difference of opinion is likely to be so great as to dwarf, in comparison, all other aspects of the question of provincial autonomy.

However, for our purpose, we propose to consider the relation of British Columbia in its position in Confederation to that of the new Provinces if admitted upon the financial terms proposed. If we may be permitted to indulge in metaphor, this Province was cradled in adversity and its twin sisters are being cradled in opulence and the full sunburst of prosperity. There were dark days for British Columbia when it first saw light as a Province. It was suffering a reaction from the inflation of an earlier mining boom, its trade and important industries were stagnant, it was peculiarly isolated. Its entrance into Confederation upon the terms arranged was bitterly opposed by an important section of the Canadian people as imposing an intolerable burden upon Eastern Canada, and but grudgingly welcomed by another. In the minds of the statesmen of the day the only justification for its admission on any terms was the fulfillment of a sentiment of an united and completed Dominion, for which the price to be paid was a heavy one. Many were the gloomy predictions of Eastern politicians about the West forever dragging upon the heels of progress in the East. The folly of a sentiment which meant bankruptcy to Canada was fully dwelt upon. There were no acclamations of delight, no throat-swelling enthusiasm, no ardent anticipations, when its advent into Confederation was made known by the First Minister, as was the case when the nativity of Alberta and Saskatchewan was announced by Sir Wilfrid Laurier the other day. We need not go into history. British Columbia gave up its Customs and Inland revenues and its Colonial Sovereignty to the Dominion, and for thirteen years was in Confederation without enjoying the benefits of Confederation. On that account we make no complaint. It was part of the disadvantages of a westerly position, which have remained with us, to a greater or lesser extent, to the present day.

The new Provinces come into life with every advantage of position, of time and opportunity. The West today from being the "bete noir" of Canadian statesmen and the threatened millstone of Canadian progress, has become the brightest star of Canadian hopes. It has made the Canadian Pacific Railway the greatest factor in national development and rendered other trans-continental lines possible and necessary. It has opened the highway to trans-Pacific commerce. It has become the richest mart for the wares of Eastern Canada. It has immensely increased the revenues of the Federal Treasury. It has stimulated the ambition and exalted the status of Canadians. It has recast the destiny of the Dominion. In this happy fruition, to which Sir Wilfrid points with pride in stately and eloquent periods, British Columbia has been a primal and important factor. Without it all these things would not have been. The rewards are falling full upon the new Provinces, which start in life in the hey-day of our Canadian prosperity, fully equipped, pulsing with activity and buoyant with hopes. No one less than the people of British Columbia begrudge them their rich endowment from the Dominion; but where they have reaped we have sown.

Comparisons have already several times been made as to the terms to be enjoyed by these new Provinces and those under which we exist, modified by physical conditions affecting the cost of administration. We have pointed to their level, compact areas of agricultural lands ready for the plough and capable of supporting millions of a population; to the efforts of the Dominion in inducing immigration to fill up their vacant lands without cost to their Governments; to the ease of supplying communication and the lack of physical obstacles to development; to the fact of almost immediate transportation facilities provided by three trans-continental railways, unburdened by local responsibility or conditions of local aid; and to the ample subsidies, nearly five times in amount those granted to British Columbia. Such considerations argue not less for the Northwest, but more for this Province; and the opportunity presents itself for our representatives to press them home when the measure for provincial autonomy is properly before Parliament.

LETTERS TO THE EDITOR.

SUBMITTED AS EXAMPLES.

Sir—In the International number of the Mining Magazine, published last January, there are some unusually interesting articles written by experts, and there are two in particular which ought to be carefully considered by all the members of our legislature.

These articles show the mineral production of two countries, which, like British Columbia, are not yet large factors in the production of copper, and yet have immense possibilities. They also show the methods adopted by the legislatures of those countries to attract capital for their mining industries.

The first article to which I allude is entitled, "Mining in Bolivia," by D. H. Bradley, Jr., who tells us at page 43:

"The immense deposits of copper in Bolivia have rendered that branch of the mining industry profitable for many years, with no apparent diminution of the supply. Copper occurs native, as a sulphide, usually carrying gold, and as a carbonate. Bolivia's great copper district begins south of Lake Titicaca, and extends over the vast plateau between the coast and the eastern mountain range. At Corocoro, just south of the lake, extensive mining operations have been in progress for a number of years. Here the veins of native copper are of immense size; though already worked to a depth of more than 1,200 feet, they appear to improve with depth. These veins are well defined and close together; along their length they have been worked for over a mile and can be traced for miles in either direction."

So much for the resources of Bolivia, with respect to copper alone. The policy of the government is thus described by Mr. Bradley:

"The Bolivian government is quite stable and revolutions are of infrequent occurrence. The policy of the country toward foreign investors is extremely liberal, and every assistance is given them in the development of the natural resources. Instead of taxing prospectors to the utmost limit, all mining machinery is allowed to enter free of duty, and only a small tax is imposed on the exportation of tin, copper, gold and silver. The mining laws allow foreigners to hold claims on equal terms with citizens of the country.

Bolivian mines offer immense opportunities for investments paying 25 per cent. premium within three or four years. Careful preliminary investigation should be made, however, and a reasonable degree of patience exercised. In nearly every instance, considerable expenditure must be made before any returns can be looked for. The cost of development, however, is not excessive, for labor is many times cheaper than in this country."

The second article to which I would draw attention is entitled, "Gold and Copper Mining in Peru," by Enrique Larosa. And again I omit the references to gold and silver, and refer only to what is said of copper.

The author says, at page 54: "Important copper deposits occur both in the coast region and in the Sierra. The most important copper districts are Cerro de Pasco, Yauli, and Huarochiri. The first named is the chief producer, and at the present time is attracting the attention of the entire mining world. More than half of the mines of Cerro de Pasco have been acquired by the Cerro de Pasco Mining Company of New York. The company has constructed a railway 85 miles long, and is establishing an immense smelter which will have a daily capacity of 1,000 tons. The work of preparation for operations on a large scale has been in progress for two years. No less than 5,000 tons of copper a month, 60,000 tons a year, will be produced by this company in the near future. This will surpass the combined production of Spain and Portugal, and amount to several times the entire output of Chili. If the production of the rest of the district and also of Yauli and Huraochili be added, Peru will become the second copper producer of the world."

The attitude of the government of Peru towards the mining industry is shown by the following extract:

"The mining code of Peru contains the most liberal laws. According to provisions in effect since 1901, any person, native or foreign, may acquire proprietary rights in Peru. All that is required is a brief petition setting forth the number of claims desired, which may be from one to sixty; the size of a claim is 200 meters long by 100 wide, containing about five acres. Claims covering deposits of coal, gold, platinum and tin are double, that is ten acres. The only duty required is $15 a year, and the law specifies that new duties may not be imposed prior to 1915.

"The importation of every kind of apparatus and machinery for work in mines is exempt of all duty, including machinery and materials used in the construction of railroads."

It may not be amiss to point out that the position of a gold miner is radically different from that of a copper miner.

The former produces an article of fixed value, not liable to be depreciated by any over-production.

The latter produces an article of fluctuating value, the price of which is based upon the ratio of production.

Both are alike in this, that the miner cannot, as in other industries or trades, shift any of his burdens of taxation on to the shoulders of his customers.

This fact alone ought to influence any government strongly against imposing unnecessary burdens upon the mining industry.

Copper being subject to fluctuating values, the element of competition enters largely into the consideration of those who invest in it. On page 26 of the above magazine, a list is given of the largest producing countries in the world as regards the principal metals. The United States is there shown to produce more than half of the copper of the world. South America comes only fourth on the list; Canada is not mentioned at all. We are just commencing business, so to speak. Now bearing in mind the strictly commercial nature of our copper business, what policy ought we to follow in our efforts to compete with others who have already an established business? Is it sound policy to make our goods as expensive as possible by increasing the cost of their production? Surely not. Yet that is the policy which has been adopted by our legislature for the last eight years. And with what results? The mining industry has been crushed, almost to death. But there is something more which stares us in the face. Other countries, under wisen rule, make their laws just to the mine owner and also as liberal as possible to foreign capitalists.

Such countries not only attract mine owners and capitalists, who recognize that they are given at least a chance of operating at a profit, but they naturally attract the best working miners.

We have, by our unwise legislative restrictions, rendered it almost impossible to mine at a profit, and we have driven out nearly all the prospectors who swarmed over our mountains eight years ago. We have also lost hundreds of good miners who have been compelled to leave our country by the closing down of mine after mine. And finally we have effectually discouraged the capitalist from sinking any more money in our mines.

But we need not despair. We still have our magnificent mineral lands almost untouched.

Let us imitate the sensible tactics of Bolivia and Peru, and throw open our mineral lands on liberal terms, and I do not doubt our mining industry will soon advance by leaps and bounds.

A. C. GALT.

Rossland, March 3, 1905.

A RAILWAY POLICY.

Sir—It is alleged that the provincial government is unable to reckon upon Socialist support in any comprehensive railway policy involving land subsidies, and hence that, if any plan is submitted to the House, it will be a meagre one and will involve either direct or indirect financial obligations. I do not write to object to these. Doubtless there are proposed railways, which can be better assisted in that way than in any other. I mean better from a public point of view. But if Mr. McBride thinks that the province cannot afford any very large obligations of that kind, I for one would not be disposed to condemn him. British Columbia has no spare cash, and must be cautious about incurring too many indirect liabilities. But we have plenty of land, and if railway construction can be secured by moderate land subsidies under reasonable restrictions, what better use can we make of what some people are fond of calling "the heritage of our children"? I think I express the opinion of the great majority of people of British Columbia, when I say that it would be good policy to use this "heritage" so that we, who are now living, can get some good out of it. It will be there for our children after we are gone, and if it is given to railway companies in moderate areas and under proper provision as to taxes, it will make this province a much better place for those children than it is for the present generation of men.

If it is true that the government would give land subsidies, if it were not for fear of losing the Socialist support, I submit that the Liberals ought to come to the rescue of the province by strengthening the hands of the government in carrying out a comprehensive policy. It is one thing to make capital out of the fact that a small Socialist element can "hold up" the government; it is another thing to permit them to arrest the development of the province. I submit to the Liberal members of the House that they have a responsibility resting upon them at this juncture, scarcely less weighty than that which rests upon the ministry.

CHARLES H. LUGRIN.

G. T. P. CONSTRUCTION.

Sir—For the past few weeks there has been, in our daily papers, a good deal of controversy regarding the Grand Trunk Pacific, especially in reference to the land grants, for which the railway are supposed to be asking.

The organs of the Conservative party say that the railway should receive no grant whatever from the province, as promises were made before the last Dominion elections that the British Columbia end of the Grand Trunk Pacific would be commenced simultaneously with the Eastern end, and therefore British Columbia should not, on this account, grant anything.

The fact remains, however, that there is no such binding clause in the agreement between the Grand Trunk Pacific and the Dominion government, and that it is entirely optional with the railway whether they commence construction on the Pacific coast at once or delay it for three or four years.

Mr. Morse, the vice-president and general manager of the Grand Trunk Pacific, tells us that it will be far more economical to build from east to west, and that unless some aid is given the railway by the British Columbia government, this will be the policy for him to pursue.

Now, sir, it seems to me that the merchants of Victoria, and the people of British Columbia generally, should endeavor to induce their representatives in parliament to see that the government make some kind of arrangement with the railway company, whereby construction would commence on the Pacific coast. The impetus it would give trade generally would be simply wonderful, and, in my opinion, the government is making a big mistake unless something is done this session to bring about this object.

It is stated on good authority that the wholesale merchants of Montreal, Toronto, and Winnipeg are only too anxious to see the road built from east to west, as it would simply mean that all the construction supplies required in such a big undertaking would be furnished by them, and the merchants in Victoria and Vancouver would get little or none of the business.

As this is a matter of such vital importance to British Columbia, I think our Board of Trade should call a meeting of its members to discuss the situation, as no doubt a resolution passed by this body would strengthen the hands of our legislators.

In my opinion, Mr. Editor, it will be a big mistake if the government allow the vice-president of the Grand Trunk Pacific to leave Victoria without coming to some satisfactory arrangement.

MERCHANT.

Victoria, March 7, 1905.

STILL ANOTHER.

I, with many others, have read with interest Mr. Sucklin's letter in your Sunday issue, and his suggestions re advertising more extensively and in greater volume are very good. I may mention here that during a trip East last spring, at no point, not even at Vancouver, nor in the best hotels in Winnipeg, Toronto, London, or Hamilton, nor on the trains, other than the railroad folders, did I see any evidence that there is such place as Victoria, or any tourist literature bearing on this point. I believe that for good results in this direction there could be nothing more effective than good advertising in the local papers of the principal towns and cities from Calgary to Montreal. Advertisements in large type that could not fail to catch the eye. Distribute these so that readers of both sides of politics would be sure to see them, as many Liberals will not read a Conservative paper, and vice versa; but everyone reads some paper or other now-a-days, and in this way Victoria would get into every home. Change these advertisements every month, or oftener. It will cost money to do this, but it will pay. The man that has a good selling article keeps advertising, advertising, advertising, until the public catches on, and then he still keeps advertising. Why should not our city apply the same methods to advertise its advantages. Still another matter; don't you think it is about time that the present menagerie at our park was done away with, and a more up-to-date affair took its place? Surely with the opportunities there are to get a good collection of birds and beasts from every part of the continent, we should be ashamed of ourselves, and make some effort to add a really interesting feature to our park. Just fancy the disgust of a traveler who is looking for something of interest, to find two or three eagles and the same number of owls, blue-jays and magpies, a solitary vulture, and a score or two of rabbits, guinea pigs and squirrels. I would add a word for the bears. If I were one I fancy I would argue that if I must be penned up, there is no reason why I must be kept in two dismal holes in the ground in preference to two airy double cages, where I could see the light and other beauties of God's world, to say nothing of the pretty children who every day would come to see me. If we must keep these animals in captivity, let us make their surroundings as comfortable and pleasant as possible.

A. L.

Victoria, B. C., March 7, 1905.

HOW TO ADVERTISE THE CITY.

Sir—One cannot but be struck with the businesslike suggestions of Mr. Suckling of Toronto in regard to advertising Victoria as the "finest residential city on the continent." And he thinks this kind of advertising should be specially pushed in Manitoba and the Northwest Territories. Following out this idea, why not take a leaf out of the patent medicine man's book and obtain testimonials from those Manitobans and others who have given the climate a fair trial? Many of those who have come among us during the last year or two are well known and highly respected in the localities they left, and their testimony that they found the enjoyments of life greatly enhanced by the change to Victoria would be accepted as valuable information by those who contemplate moving to a milder climate, but have not decided where to go. Obtain the testimonials and use them in the right places.

H. M.

IN HONOR OF THE DOMINION.

Sir—One of the largest and finest battleships that is now being built for the Imperial navy in a class of ships, and including the Commonwealth, Africa, and New Zealand, is, out of compliment to Canada, to be called the Dominion. In England it has been customary of late years when battleships have been named after certain counties or districts, for a popular subscription of one shilling each to be taken up, chiefly by the newspapers of such district, and a presentation for a ship's library, or such other furnishings as may seem desirable for the use of the ship's company, has been made. As the Dominion is, I think, the first first-class battleship to be named after this country, it seems to me that it would be an appropriate and pleasant incident for the leading newspapers in each of the principal cities to take up a contribution of twenty-five cents each from its readers.

I now write to ask if you would undertake this in your local district. It has been represented to me by friends in England who are interested in the growth of the Imperial idea, that such a contribution on the part of Canadians would be highly appreciated. Mr. D. R. Wilkie, general manager of the Imperial Bank, has kindly consented to act as treasurer of the fund.

HENRY DERVOEUX.

Toronto, March 1, 1905.

[In accordance with the foregoing suggestion The Colonist will be pleased to receive and forward subscriptions.—Ed.]

MINING AT EXTENSION.

Sir—As there is so much talk about the hours worked by coal miners, and Mr. Hawthornthwaite's amendment to the coal mines present laws, I would like to give a fair statement of how we work at the Extension mines.

Ever since the coal mines were first opened by Dunsmuir & Sons on this Island the working hours were from 7 to 3. And, now, at this mine, where a very long tunnel runs under the mountain into the vein of coal cut out of the solid rock, there are two tracks, so that the electric motors can pass each other. Over head are electric wires, the same as are on your streets. The main tunnel is about one mile long, at the end of which branches off two levels, on which the motor runs for coal. This has been driven at a very great expense.

We will take the day shift. In the mornings the motor enters the tunnel with about 75 cars loaded with miners. At 10 to 7 the men have to go fully two miles before getting to their place of work, carrying powder, picks and drills. Most of the men can not commence work before 7:30.

Then they cannot work after 2:30, as they have to make the same distance back to the outside again. Hence there is not over 7 hours' work. But remember, if they can get cars they are working for life.

Same men have very dangerous places, as some day they might have to work nine hours to make their place safe for the next day.

Would it be right to pass an act to make any man pay a fine of $100 or go to jail for two months for making his place safe?

It is no use me giving lots of reasons why an act of that kind should not pass.

But I want to say this, we have a number of mines here, and there are about 26 bosses of different kinds, and there is not one who ever asked a man to work eight hours, unless he considered it was necessary. And then he was paid extra.

We have here some of the best men from all parts of Great Britain and the United States, and I have never heard one complaint with regard to the length of hours underground for this company. We all know of bosses who have been discharged by this company for mistreating men.

Mr. Hawthornthwaite told the M.P.P. that the reason he wanted the law amended now was because they had an American camp operating in the mines at Nanaimo. Now, sir, I want to ask the law-makers if it is right for them to pass an act to inflict a penalty upon the Extension company and miners because Nanaimo men have got their hearts' desire—an American company on the Island? How long is it since the Nanaimo miners had a grand banquet on the Green in Nanaimo to celebrate their agreement with the above company, and the Nanaimo papers were full of the grand things that were going to be done? I really think we have good laws, and they should stand as they are. I know that the legislators of this province are thinking men—men we can trust to do right. Hence they can not pass the act.

JOHN HAIGH.

Extension, March 5.

GAME LAWS FROM A FARMER'S POINT OF VIEW.

Sir—We notice that the game laws are to be re-adjusted. As a farmer, we would like to state a few facts in regard to game, as it affects the settler. Deer, pheasants and willow grouse are a bane to many a farmer's life. There is hardly any crop that they do not attack. In some districts more fruit trees have been destroyed or injured by deer and willow grouse than by all insect and other pests combined. Whole patches of potatoes, turnips and vegetables are often completely ruined by the pheasants, or deer, and grain crops fare little better.

Some farming operations have to be restricted on account of the game, greatly to the settler's loss and progress.

After his crops have all been destroyed, the farmer finds he has a horde of city and country poachers to contend with. Not a season passes but some farmer has one of his valuable beasts shot. Stealing fruit and vegetables, and occasionally a fat fowl to help out their bill of fare, is quite a common practice with poachers.

Shooting game out of season is the rule, not the exception, with poachers.

The farmer cannot leave his place for any length of time without having his gates and fences pulled down, his house broken into and wrecked and carted away piecemeal.

Game and civilization do not harmonize. If the government decide in favor of game, then let the settler's interests in that game have the same police protection as his sheep-fold and fowl-yard.

It costs the farmer more to raise deer and pheasants than it does to raise sheep and fowls. Game wardens have been suggested, which would mean more officials, more expense and more taxes for the already over-burdened settler.

We would suggest that no shooting be allowed on the public roads. This shooting is becoming a danger and a nuisance. Dogs are sent into protected lands, where the poacher himself dare not venture, and when any birds fly across the road they are shot at. Horses are frightened and the lives of people endangered, especially where the roads are crooked and lined with firs and tall bracken.

Instead of one policeman being expected to put down lawlessness and enforce the laws in several districts, let his salary, horse hire and any other expenses connected with his office, be divided by fifty and the quotient divided by the number of districts to be policed. Let that number of settlers in each district be appointed to act as policemen in their own district at a salary of fifty dollars a year, in addition to all fines collected. Also that every farmer have the privilege of having sworn in any number of policemen he may desire to police his own lands, the farmer to bear the expense, but all fines to be paid over to him.

We might call this the "ounce of prevention" system. We have no doubt that with so many policemen the lawless inclined would hesitate about breaking the laws, and our farmer police could attend to their farms without much interruption.

A number of blood hounds or some other breed with "good noses" should also be kept and trained to find the lost and follow up the culprit.

FARMER.

BORN.

FORDE—At Revelstoke, on February 25, the wife of J. P. Forde, of a daughter.

GARESCHE—At 38 Cadbora Bay road, on the 2nd inst., the wife of Arthur J. Garesche, of a daughter.

GARDINER—In this city, on the 3rd inst., the wife of W. W. Gardiner, of a son.

SCHWABE—On Sunday, March 5, the wife of Vincent Hamilton Schwabe, of a son.

DWYER—At Tyee station, E. & N. Ry., on Sunday, 5th March, 1905, the wife of William M. Dwyer, of a daughter.

MARRIED.

SEWARD-MILLER—On the 1st of March, 1905, at Christ Church Cathedral, Victoria, B. C., Thomas W. Seward of Lytton, to Grace, eldest daughter of the late John George Miller, of Toronto.

THOM-WILSON—On the 7th inst., by the Rev. Dr. Campbell, Andrew Thom to Kathleen Clark Wilson of Spittalfield, Surrey, England.

BURKE-SCOTT—On February 28, 1905, at Trinity Church, Seattle, by the Rev. Mr. Arnold, E. J. Burke of Seattle, Wash., to Josephine E. Scott, of Victoria, B. C.

WORLOCK-LUCAS—On the 3rd March, at Seattle, Montague Rainer Clifton Worlock, to Beatrice Mary Lucas, both of Victoria, B. C.

DIED.

HEATHFIELD—On March 1, 1905, May Towland, eldest daughter of Mrs. Heathfield, No. 6 Scoresby street.

McARTHUR—At Vancouver, on February 25, Welwyn A. McArthur; aged 21 years.

McMARTIN—At New Westminster, on February 27, John J. McMartin; aged 27 years.

SMITH—At Kamloops, on February 28, A. F. Smith; aged 79 years.

DESLAURIER—At Kamloops, on February 28, Edward Deslaurier; aged 80 years.

POULTRY AND LIVESTOCK.

WANTED—Horse and buggy; trial required. P. O. Box 362 City. mr9

WANTED—Good sound, quiet buggy horse. Apply C. Chislett, Tolmie avenue. mr8

FOR SALE—Eggs from pure bred stock; Buff Orpingtons and Brown Leghorns, 13 per setting—$1.50. Barred Plymouth Rock, 13 per setting—$1.00. At 57½ Superior street. mr8

FOR SALE—A fresh goat and kid. Address Box 246 Colonist office. mr8

ADARE POULTRY FARM—Wm. Baylis, Ross Bay, Fairfield Road, Victoria, B. C. Choice eggs for setting, from pure bred and vigorous stock. Barred Plymouth Rocks, from first prize birds; S. C. Black Minorcas; S. C. Brown Leghorns; Toulouse geese; Pekin ducks. All eggs tested before shipping and warranted from choice matings. Orders taken at Brown & Cooper's, Government street, or by post card to P. O. Box 580, Victoria, B. C. ¼mar3

VICTORIA POULTRY YARDS—Buff Orpingtons, White Wyandottes and White Leghorns; 16 prizes at last Victoria show; birds; guaranteed fertile eggs; "live eggs," and day old chicks for sale. Speed Bros. take orders. r5

FOR SALE—Buff Orpingtons' eggs, from prize winners at Victoria show, price per setting, $2.00 and $1.00. Apply James Wood, 127 North Park street, or 125 Johnson street. mr5

FOR SALE—Eggs from hens guaranteed to lay not less than 200 eggs each per year; White, Brown, Black Leghorns, White, Buff, Barred Rocks, $1.00 per setting. Mrs. Edith Stewart, Chemainus.

FOR SALE—Orpingtons, prize stock, Black $5 per 15; White $2 setting; Buff, prize pen, $3; utility pens, $1; two good tricos for sale. Pekin duck eggs, $1 dozen. Miss Turner, Cadboro Bay road. Tel. B337. f28

FOR SALE—Single comb Rhode Island Red and Silver Laced Wyandottes' eggs for hatching, from prize winning stock, $2.50 per setting; fertility guaranteed. Geo. C. Anderson, Savoy Cigar Store. f28

FOR SALE—Hackney stallion, bred by Sir G. Greenall, Warrington, Eng.; Clyde mare and several work horses; Jersey, Guernsey and Shorthorn bulls; Berkshire pigs; B. Orpington eggs. G. H. Hadwen, Duncans. f26

FOR SALE—(Cyphus) incubator and brooder, once used, or will exchange as part payment for good fresh cow. Palmer, Garbally road. f26

LOST.

LOST—From Parsons Bridge, a young Jersey cow; may have calf with her. Apply No. 9 North Park street. Reward. f26

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