The Colonist.

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THE SEMI-WEEKLY COLONIST

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THE REAL ESTATE MARKET.

While there has been considerable activity in the real estate market during the last few weeks, there is no reason for an inflation of prices. Little or no speculative buying is taking place, most of the purchasers being in the field either for homes or investments. Whether or not a speculative movement will strike Victoria, we do not profess to know, but are rather inclined to think it will not. Speculative buyers are likely to wait until Prince Rupert is put on the market, when there will be a rush to that point and fortunes will be made and lost, probably, just as they have been in other new railway termini. The prices being paid for local real estate are as a rule only the fair market value. Many things determine what this is, and what may be true of one locality may not be true of another. In the selection of homes or building sites, purchasers are influenced by a great variety of considerations, some of which can hardly be expressed in terms of value, and yet may lead them to give high prices for a particular piece of property which strikes their fancy. Farming land is selling for about what it is worth as farming land—that is, what a man can afford to pay for it who expects to make his living on it. If owners are content to sell at figures which can be so described, there is not much difficulty in finding purchasers, although it would be a mistake to suppose that they are yet more in number than the available places. These observations are made because there is just a little danger that the sales reported in the papers may lead owners of land to imagine that the time is at hand when high prices will prevail. All that there is any good reason to expect is a steady, and probably increasing, demand for good land at reasonable prices from people who either want to settle on the land themselves or who think they can make a profit by subdividing large holdings into small farms.

A SUGGESTED EXCHANGE.

Frequent references have been made in these columns to the tract of 3,500,000 acres, which the Dominion government has a right to select out of the land belonging to the province in the Peace River Valley, and the opinion has been expressed that this selection will work a hardship upon British Columbia, by depriving the government of the revenue from the sale of the land, while imposing upon it the obligation of providing the public works that will be rendered necessary by the settlement of the country. A suggestion has been made to the Colonist on this subject, which we commend to the consideration of both governments and the public generally. We do not pretend to have thoroughly examined into it, or to have reached a fixed conclusion upon it, but it seems worth investigation.

The suggestion is as follows: There are about one thousand Indian reservations in British Columbia, varying in size from a few acres to thirty thousand. As long as any Indians, belonging to the tribes occupying the several reservations, are living, the control of the land is vested in the Dominion government, with a reversionary right vested in the province. The value of a reversion, which is to fall in at some indefinite date in the future, is not very easy to estimate; yet the fact that such a right is outstanding makes the present handling of the property a matter of some difficulty. If at any time an occasion arises, when it is in the public interest that the Dominion government shall dispose of an Indian reservation, or a portion of one, a good title cannot be given without the provincial government being a party to the transaction, and it is quite possible that the two governments may not always see eye to eye on the proper method of dealing with any particular reservation. Therefore, while the actual value of the provincial reversion may be small, it is very desirable from the federal point of view that it should be extinguished. It is very clear that something will have to be done with many of the reservations, which at present are of no use to the Indians, and will be less so as time goes on. The proposal is that the provincial government shall exchange its reversion in the reservations for the 3,500,000 acres in the Peace River Valley. Such an exchange would relieve both governments from what must prove sources of embarrassment. It would relieve the province of burdens incident to the development of lands belonging to the Dominion; it would relieve the Dominion of the necessity of consulting the province in regard to the disposition of the Indian reservations.

We repeat that this is a suggestion merely. It may be open to objections. There is no doubt but that the Dominion would be yielding up something of greater immediate value than it would receive in return; but matters vital to the interests of a province ought not to be approached in a trafficking spirit. On the other hand, the reversionary rights of the province may some day be worth a very great deal of money, so that there is no way of deciding which of the governments would, in the long run, get the best of the bargain.

A LITTLE KNOWN REGION.

The country around the head of Portland Canal and the upper waters of the Naas, and between these localities and the lower part of the Stikine river, is almost a terra incognita. Taking the boundary of Southeastern Alaska as a base, and measuring eastward to the line surveyed several years ago, and explored several years ago, by the officers of the Department of Railways, in search of a line for a road to the Yukon, there is an area of between 25,000 and 30,000 square miles, of which very little is really known. There are large areas where no white man has ever been, and where, as far as is known, no Indian has ever penetrated, although it is probable that the wandering Tahltans may have visited most parts of it. For all practical purposes, it is as much unknown as the other side of the moon. We know it is there, and that is about all we do know. The maps indicate rivers, but it is the easiest thing possible to draw crooked lines on a sheet of paper. If you do not like the way in which the rivers are represented as running in this part of the province, all you have to do is to rub them out and put others in where you would prefer to have them. If a lake or two would make you like the country better, do not hesitate to put them in. There is some likelihood that they are there, for at the head of the Naas river there is a splendid sheet of water, which no cartographer has yet laid down.

But while absolutely nothing is known of the region, there is no reason to suppose that it is valueless. On the contrary, the evidence all points the other way. The Naas valley is a fine country, easily reached, and much of it is fit for cultivation. There is an open, park-like region in the interior, and as far as it has been examined, it promises well for what lies beyond. There are well authenticated reports of gold discoveries there, but how rich the ground remains to be demonstrated. From the head of Portland Canal, a valley leads into the interior. It is not so wide a valley as that of the Naas, but what it is like after it has been followed thirty miles or more no one can say. There are many promising mineral indications as far as prospectors have gone. The Stikine has tributaries flowing in from the south and rising in the same region. Gold has been washed from the sands of some of them, but prospectors have not gone very far.

This region is apparently not of such average elevation as unfits it for settlement, where there is land suitable for cultivation. The winters are pretty cold, but not excessively so, not nearly as severe as on the prairies, nor as prolonged as in the vicinity of Montreal. This reference is of course only to the borders of the unexplored area, but there is no reason for supposing that conditions change very materially in the interior. It is well known that further from the coast, that is around the headwater of the Dease, the winters are by no means too severe for horses to remain out of doors all the year round, where the ground is sufficiently open to permit the winds to blow away some of the snow. There are men in Victoria who tell of their experience with pack animals there, and it bears out what we have just said. Hence we may infer that in the unexplored region referred to climatic conditions will not be found exceptionally arduous. It also seems improbable that the snowfall is very heavy, because the mountain ranges along the coast are likely to deprive the clouds of their burdens.

This area might well repay examination. We do not suggest that the government should explore it, because there is sufficient land, the qualities of which are known, to occupy the attention of the department for the present. But it is a region into which active young men might find it worth their while to venture. It is probably a paradise of big game. One man, who went in some sixty or seventy miles by way of the Naas, speaks of grizzlies by scores. In short, the country is one where venturesome young fellows might spend a summer with advantage.

OUR FOREST REVENUE.

Among the charges most freely made against British Columbia administrations the most frequent is that they have wasted the natural resources of the province. Ex post facto wisdom is cheap. Any one can be wise after the event, and although in the light of things as we see them now, it may be clear enough that, if some of the old timber leases had not been granted, the land included in them could be disposed of now more profitably, yet we venture to say that no one anticipated such a thing at the time the leases were issued; and it is noteworthy that many of them are now falling in, which shows that so far as the areas included in them is concerned, the province has not only not lost anything, but is in funds to the amount paid in rentals. But whatever charge may be laid against previous administrations for not anticipating the prospective increase in value of timber lands, none can be made against the present administration. Under the law as it stands today, and we invite the attention of the Toronto Globe especially to this, timber lands can only be obtained under licenses. These licenses are renewable for twenty-one years; but the licensee must pay on each renewal such rental and such royalty as the legislature may see fit to impose. For example, a man now holds a timber license for a square mile. He must pay $140.00 a year for it, and if he cuts the timber he must pay 50 cents a thousand superficial feet for what he cuts. If the legislature sees fit at the next session, or at any time during the twenty-one years, to raise the license fee or the royalty or both, the licensee must pay them, or give up his tract. This provision in the law, credit for which is due to the Hon. R. F. Green, is said by timber buyers to greatly interfere with speculation; but this we do not imagine will greatly disturb the government or the legislature, although it may disconcert those excellent Eastern people, who suppose that the administration of the affairs of this province is one prolonged potlatch, that is, if they know what that means.

HUDSON BAY LAND.

The Hudson Bay Company is a private corporation and has a perfect right to handle its property in the way that most commends itself to its directors. We would like to submit, however, to the consideration of the gentlemen in charge of its interests if the time has not come when the property owned by the company in the vicinity of Victoria should be put upon the market. What we have in mind just now is the land in the Esquimalt peninsula, which is very well fitted for residential purposes. It would perhaps be a mistake for the company in any event to sell the whole of the vacant area there. A portion of it with a sea frontage ought to be reserved for public uses, but such a reservation would greatly enhance the value of the remainder. The greater part of the tract, used by the Work Point garrison as a golf links, ought never to be cut up into small lots. It is a place of unique beauty and should be dedicated to public uses. If this were done, and the remainder of the vacant area were placed upon the market in good-sized lots, say not less than half an acre each, there would be built up there one of the finest residential localities in the country.

As has been said above, the Hudson Bay Company is a private concern, and hence no one has a right to dictate to it; but it is also in a sense a public enterprise, that is to say it acquired privileges, which no other corporation has ever enjoyed, and it has been closely associated with the history of this province and especially with Victoria. For this reason we feel free to make the above suggestions. The Company cannot be expected to have sentiments, and yet it may possibly be that the directors may be influenced by the long and intimate association of Victoria with its interests to consider a plan whereby it can add to the prosperity of this city and demonstrate the sagacity of its officers, who selected this point as their Pacific Coast headquarters, and at the same time make a good profit for their shareholders.

WEATHER CONDITIONS.

A recent arrival in Victoria said that the advantages of living in a country, where there is enough rain for crops, might be offset by the loss of time by reason of wet days, when work cannot be done in the fields. Anyone who forms his opinion of Vancouver Island weather by the experience of the last two weeks would be fully justified in concluding that this criticism applies to this part of British Columbia; but he would be in error. It can be fairly claimed that there is no part of Canada where there is less loss of time for out of door employment than here. It has so happened that our rain seems to have come almost all at once. This sometimes happens. The fall of 1891 was much like the present in this respect, and a great deal of damage was done to the lowlands here and in the states of Washington and Oregon by high water. The winter months were, however, exceptionally fine. On the whole there was very little lost time in 1891 because of wet weather. Every one will remember the snowfall of 1893, that is every one who was in this part of the world. It was a pretty serious affair while it lasted, in the way of interruption of traffic. It was preceded by three weeks of weather like that of yesterday, except that there was no wind and there were very light frosts at night. After the snowfall ceased, we had a long period of exceedingly fine weather. It was during that snowfall that zero temperature was recorded at several points along the Coast for the first time since meterological observations had been taken, and it has never been recorded since. Since 1893 we have had no snow worth mentioning, and since 1891 there have been no fall rains like those that we have just been experiencing. Therefore it would be a great mistake to judge of the amount of time likely to be lost in field labor by the weather of November of this year; just as it would hardly be wise to anticipate that every winter hereafter will be as beautiful as the last three have been. Victoria and vicinity, we wish to remind newcomers, do not claim to be like the Garden of Eden in the matter of climate. There are times when even a garment of fig leaves would be rather airy for out-of-door wear. All we say is that, taking one year with another, we have more days when a farmer can profitably work in the fields than occur in any other part of Canada, and we would not fear comparison with any part of the United States.

A FEW KIND WORDS.

We are glad to see that our evening contemporary is perceiving the error of its ways, and as evidence of its changed frame of mind has refreshed its memory by referring to its files. There have been some very excellent things in the columns of our contemporary, which will bear republication. It quoted a letter last night in which its correspondent suggested that a non-partisan commission should be appointed to investigate the system of provincial administration in order to see if it might not be reformed and placed upon a more economical basis. In adopting this suggestion, which we assume it does, the Times gives evidence of returning sanity. The system of administration in force in this province is the growth of years and arises out of conditions of a very exceptional nature. It is more than probable that changes could be advantageously made, but the subject is a large and difficult one. The members of a government have not the time to investigate the subject, and they would be more or less hampered in suggesting changes. In a great area like British Columbia, with a small and scattered population, it was impossible to adopt the same system of administration that had been developed in the older and more populous provinces in the East; but it may be that on impartial investigation a way may be found by which the lessons learned in those provinces can to some extent be advantageously adopted here.

But our contemporary has not yet gone as far as we could desire. The Colonist was not at all curious as to views of any particular private citizen on the principal question of the day, or on this interesting subject. They may or may not be of any value. What it wished to ascertain is if the Times, in opposing the claims of the province for better terms and playing into the hands of our eastern opponents, has the sanction of the Hon. William Templeman, minister of inland revenue. This is important, because Mr. Templeman is not a private citizen. He is a member of the Dominion Cabinet and the recognized head of the Liberal party in British Columbia. If he were in private life his views might be interesting, but yet not of any greater importance than those of any other private individual. In such a case he might, if he were a small man, resent the introduction of his name without warrant into a political controversy; but he probably would simply regard it as a "Smart Aleck" piece of business. As a public man he will recognize the fairness of the proposition that the public are entitled to know whether or not the Times is speaking for him in its coarse attacks upon the provincial ministry and its hostility to the just claims of the province.

A LITTLE HISTORY.

A biography of Lord Durham, who was governor-general of Canada at the most critical period in the history of British North America, has lately been published, and has directed attention anew to the efforts made in the past to bring about the assimilation of the English and French people of Canada. The problem presented nearly a century and a half ago, when the victory of Wolfe secured the northern half of this continent to the British crown, was not unlike that created in England by the successful invasion of William the Norman. He brought with him Normans, who shortly after became assimilated with the Anglo-Saxon inhabitants, so that no very long time elapsed after the conquest until the two had become one people. The conditions were reversed in British North America. Here we had a resident French, really Norman-French, population, and, after the suspension of hostilities, a peaceful invasion of Anglo-Saxons; but although many years have passed, the line of demarcation between the two races is as clear and distinct as ever.

A passing reference to the cause of this difference between the outcome of conditions similar in their constituent parts may not be without interest. General Murray, who administered the affairs of Quebec after its capitulation, naturally sought to establish British institutions, and his efforts met with a great deal of success. The peasant, artizan and mercantile classes welcomed the change, which promised stability of law and equal justice. It was resented by the clergy and by many of the seigneurs. After several years spent in fruitless discussion, a committee was appointed by the Imperial House of Commons to investigate the complaints of the seigneurs. The evidence given is rather odd reading nowadays. The substance of the grievance was that, to use the language of one of the witnesses, whom we quote from memory: "It is insufferable that the business affairs and personal conduct of men of quality should be passed upon by such people as merchants, carpenters and shoemakers." By this we are to understand that it was not a question of dual language which was a matter of complaint, nor the rights of the church, but chiefly the British institution of trial by jury. The evidence of the complainants was heard in full; the other side was hardly listened to. General Murray insisted that the very great majority of the people were fully satisfied with the new order of things, that they were rapidly learning the English language, and that they had the utmost confidence in the newly-established courts. One of the most prominent seigneurs, representing a number of his class, attended before the committee to testify to the truth of General Murray's contentions. He was unable to give his evidence on the day of his arrival, because there was not time. The next day Lord North, who was prime minister, had to go to a garden party, and it was necessary for the committee to rise on the following day, so that the case for British institutions was never properly presented, which led Edmund Burke to say in the House of Commons: "It may be that the fate of a nation has been jeopardized, because my Lord North could not forego the pleasure of attending a fete champetre."

It is not, however, likely that it was Lord North's desire to spend a pleasant afternoon, which led to the summary disposition of the Quebec question. He was not a great statesman, but he was not foolish. He had his political methods, which many of his contemporaries justified, although others condemned them. The true reason of his willingness to assent to the demands of the French clergy and the majority of the seigneurs was his desire to keep Quebec from uniting with the discontented people of what is now the United States. The English colonists, especially in New England, were becoming very restive under King George's assertion of absolutism. Between them and the French a good deal of bad blood had been engendered by the long years of border war; nevertheless, with the English colonists threatening rebellion, it would not have been very difficult to have induced the people of Quebec to throw in their lot with them, and, as matters turned out, this would have meant the end of British dominion in the Western Hemisphere. Quebec must be kept loyal to its new sovereign, and as the most potent influence in the country at that time, as today, was the church, Lord North sought, and sought successfully, to secure its influence on behalf of the British crown. We know now, in fact it was known not very long after the passage of the Quebec Act, that the same results would have been achieved by the surrender of less. There was no need to have assented to the dual language system, nor to the perpetuation of the customs of Paris as the law of Quebec; and it has been these things, not the influence of the clergy, that have been most potent in keeping the two races apart.

AN APPEAL.

By a recent accident, the details of which are well known to Colonist readers, a number of the members of the former crew of H. M. S. Shearwater, while on their way home, met with losses in money, wearing apparel and other things, which to men in their positions are serious, although the individual losses may not be very large in many cases. The people of Victoria have only the most kindly feelings towards the gallant fellows who man His Majesty's ships, and there will be a great deal of sympathy not only with those who suffered injury, but with those who were unfortunate in the manner mentioned above. This is as it ought to be. The bluejackets have done many things to render the people of this city grateful to them. We recall just now the willing service rendered by a them a year or two ago, when the city was threatened by a fire that got beyond control. They were at hand, and did splendid work in many ways. On scores of other occasions they have manifested their readiness to assist the civilians by every means in their power. Now the opportunity is afforded us to show that we appreciate what they have done for us in the past, and we suggest that a purse ought to be raised to be distributed among the men who have met with losses. We understand that about fifty of them lost practically everything they had. While it is not to be expected that the people of Victoria will make it all up to them, something might be done as a practical expression of our sympathy and good will. Our suggestion is that a purse shall be subscribed and the amount be telegraphed to the proper quarter in England, to be distributed among the men on their arrival there, so that they will have a little pocket money on getting home. The Colonist will be glad to receive subscriptions, and will itself give $50 as its contribution to a fund, which will be worth more for the good feeling which it will engender than all it will cost.

Special attention is directed to the case of the five or six men now in the hospital at Kamloops, some of whom may be detained there for a long period. Inquiries ought to be made as to their condition, and if they require anything to be done for them, it should be at once provided.

THE GRAND TRUNK PACIFIC.

It is announced that construction will be begun on the Grand Trunk Pacific Railway from its western terminus some time next summer. We sincerely hope that this is true. The company has until 1911 to complete its road, and there was reason to believe that an extension might be asked for. This is not a statement made for political purposes, but simply one of fact. Every one will be gratified if the news is correct.

It is quite possible that circumstances have arisen during the last year which lead the company to be more anxious to have their line speedily built across British Columbia than they were at the outset. When the enterprise was first projected, its object was simply to provide a means of tapping the traffic to be developed in the prairie region, the transcontinental feature of the project being included as an afterthought. It is to the credit of the Ottawa government that it declined to assist the railway except as a transcontinental road; but those who followed the debates in the House of Commons must have been impressed by the fact that the British Columbia end of the line was not regarded with any particular favor by the company, and that the government in granting aid towards it looked upon the assistance as another item to be debited to British Columbia. It has been the habit of the East to debit this province with every expenditure necessary to make the Dominion a transcontinental area. Over and over again, we have been told that we have no right to expect better treatment than we have received in the matter of public works, because the Canadian Pacific, where it runs through this province, cost such a large sum. So also we were told that the exceptional assistance demanded by the Grand Trunk Pacific afforded another proof that British Columbia was an expensive sister in the family group. It is an open secret that the company was in no hurry about building the western part of the line.

But British Columbia, in common with the whole of Canada, stands better in every one's opinion than it did three years ago. It no longer is looked at askance by railway men. It is no longer regarded as a sea of mountains, useless for the most part for all practical purposes, as a country in which easy railway gradients cannot be obtained, as one in which there would be a maximum of cost of railways with a minimum of earning capacity. The Grand Trunk Pacific people have also very good ground for anticipating that if they are not very prompt in entering the field, other companies may get ahead of them, and to be the first on the ground is a great advantage. Therefore we can readily understand that construction may be gegun on the line at an earlier date than was anticipated. If a beginning is made at the western end next year, it is quite possible, if labor is available, that the whole line from Winnipeg to the Coast may be in operation by 1910.

NEEDLESS ALARM.

It has not perhaps occurred to the average Canadian that he and his country are rapidly becoming "Americanized," but the London Standard says so, and we suppose that settles it. Every now and then some British writer awakens to the fact that there is a part of the Empire beyond the seas, and he at once becomes animated with the proverbial zeal of a new convert. Two or three years ago some of these excellent people found out that the British Empire really exists, and in the space of a few months we had all manner of projects launched, whereby the Imperial fabric could be preserved. Self-constituted missionaries went out to preach the gospel of Imperialism, and we were told of the things we ought to do and the things we ought not to do, if order that the Empire might not at once fall to pieces. These people did not realize that the glorious fabric had grown up through long years of neglect and years when the word "Colonial" was such a badge of inferiority that men were quick to repudiate it. The anxiety has taken a new shape, and now the danger is that we shall be "Americanized," whatever that may mean. The fear is groundless. Canada stood the shock of the Alaska Boundary award without abating her loyalty one iota, and we assume that the surrender of the rights of the people of Newfoundland will not weaken sensibly the Imperial tie. We are in the Empire because of sacrifices made by our forefathers, and a few more sacrifices will not drive us out.

At the same time, it is possible for Canada to be made more British, and for Britain to be made more Canadian, when is only another way of saying that the relations of these parts of the Empire could easily be made closer. The Standard thinks that "a close and systematic interchange of news" would have an excellent effect. This is very true. To many people in Canada the United Kingdom is, in respect to its news and its current affairs, little different from a foreign land. In Victoria and vicinity a very large proportion of the population either were British born or their fathers were; but elsewhere in the Dominion the proportion of such people is small. There are millions of instances where the ancestors of Canadians have been in America for from a century and a half to three centuries. The wonder is not that these people have so little interest in things British, as that they have any interest in them at all. On the other hand, they have many close connections with the United States; they have friends and relatives there; they go there when they wish to take holidays; the United States papers are read by them frequently. Hence, so far as news is concerned, it will be exceedingly difficult to supplant the American with British. Yet more might be made of British news, and doubtless there are scores of things occurring all the time with which the Canadian people would be glad to be made familiar, and which would strengthen their interest in the old land.

The Standard makes another point, when it says that the creation of a community of commercial interest between the two countries is desirable. The British people have been slow in discovering the possibilities of Canada. The Americans, being nearer, have got a little the start. But there is no reason why they should keep it, and there is much that can be done—there is much that is being done—to bring about a more satisfactory condition of things.

ARABLE LAND.

The change that has recently come about in public opinion as to what is arable land in British Columbia is very remarkable. Not very long ago the only areas that would be so classed were open prairie or lightly timbered river bottoms. Eight or ten years ago it was generally thought that there was little or no land fit for cultivation in the vicinity of Victoria. Now we know that there is little that is unfit, and what is true of this locality is, in a measure, true of other parts of Vancouver Island and of regions on the Mainland, not heretofore considered at all in connection with agriculture.

This is an exceedingly satisfactory condition of things, because, after all has been said, the only permanent basis of the prosperity of any country is agriculture. Even those lands which are rich in other resources are never fully prosperous if they have no farming land, or what they have is unused. The amount of money which has been sent out of this province for commodities, which can be produced on the soil of the country, runs into many millions. This has all been lost, for the people to whom we have been sending it have not sent back to us for many things. It is true that California, which has sold us most of our imported farm products, has also been our best customer for coal; but California did not buy our coal because we bought her farm products, nor did we buy her farm products because she bought our coal. Each purchased from the other because it was impossible to buy to as good advantage anywhere else. If we produced every article consumed in this province, California would buy just as much of our coal, and the province would be so much the richer, because of the money kept at home and circulated among the farmers. For these and many other reasons it is a subject for congratulation that British Columbia is being rediscovered, so to speak. It was known as a land for miners and lumbermen. Now it is becoming known as a land for farmers and fruit growers.

It is suggested in London that the resignation of Sir Mortimer Durand, British Ambassador at Washington, was due to the adoption of the Newfoundland modus vivendi by the Imperial government. Sir Mortimer is a strong Imperialist.

Events are going to move very rapidly in British Columbia in the next five years. The winter of our discontent is about over, in a business way. Now if we can get our relations with the Dominion placed upon an equitable footing, all will be well.

The British ministry has announced that it does not propose to permit its armament either on land or sea to fall below the highest standard necessary for the defence of the Empire. They regret the necessity of this, but say that until a general disarmament is agreed upon, it will be impossible to abate preparations for war.

A despatch from Vancouver yesterday announced that two Hindus had committed a very serious offence in that city. Considering that we have had a very great many of them in the province now for a considerable period, it is not a matter of surprise if some of them violate the laws. The experience of Victorians is to the effect that they behave themselves. We do not want to have them come here, but let us do justice to those who have come.

Yellow Head Pass is to be used by both the Grand Trunk Pacific and the Canadian Northern. If the shade of Marcus Smith ever "revisits these glimpses of the moon" it must take a lot of satisfaction at the manner in which his judgment, formed thirty years ago, has been justified by the most up-to-date engineers. It is specially interesting to Victorians to know that Mr. Smith always insisted that the proper line for a transcontinental railway was by way of Bute Inlet and Seymour Narrows to Esquimalt, or some other port on the ocean front of Vancouver Island. It is quite on the cards that the shade aforesaid may have another opportunity to congratulate itself upon having had so far-seeing an original.

The floods in the valley between Seattle and Tacoma are a very serious drawback to that part of the Puget Sound country, and must materially lessen the value of land. Every few years, even in years when there is no very great rainfall, floods occur. An unusually hot summer will melt the snow in the mountains and a flood will result. There is no certainty when high water may be expected. The mountains are near the coast, hence the water courses are short. The low lands are really deposits of silt swept down from the mountains in bygone centuries. White river is so called because its waters are almost milk-white in color, owing to the amount of glacial mud which they carry. Then, also, the precipitation on the western slope of the Cascade is very great, far more than we have anywhere in British Columbia, unless it be on the West Coast of this Island. This precipitation is usually in the form of snow, and warm rains or warm winds or unusually warm sunshine for a long period will melt the snow, with the result that many square miles of fertile land are overflowed. The elevation of this land above the sea is so slight that the water cannot run off rapidly, and is backed up by the tides. There seems to be no remedy for this unfortunate combination of circumstances.

IT WILL DO GOOD.

The $3,000,000 that goes in increased subsidies to the provinces will get closer to the people and do more good to the people than any other portion of the federal revenue except that which is already paid back to the provinces.—Toronto Telegram.

DOG MEDICINES

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Free 'Bus. Free Baths.

The Sprott-Shaw BUSINESS University
VANCOUVER, B. C.
336 HASTINGS ST., W.
Offers a Choice of 2 to 4 Positions.
To every graduate. Students always in Great Demand.
Commercial, Pitman and Gregg Shorthand, Telegraphy, Typewriting (on the six standard makes of machines), and Languages, taught by competent specialists.
H. J. SPROTT, B. A., Principal.
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CORRIG COLLEGE.
Beacon Hill Park, VICTORIA, B. C.
Select High-Class BOARDING College for BOYS of 8 to 15 years. Refinements of well-appointed Gentleman's home in lovely BEACON HILL PARK. Number limited. Outdoor sports. Prepared for Business' life or Professions' or University Examinations. Fees inclusive and strictly moderate. L. D. Phone, Victoria, A743.
Principal, J. W. CHURCH, M. A.

We Carry a Full Line of
ATKINS' CELEBRATED
Cross Cut and Hand Saws.
The HICKMAN TYE HARDWARE Co., Ltd.
32-34 Yates Street
Victoria, B. C., Agents.
'Phone 59 P. O. Drawer 613

The Friend of Miner and Pioneer.
For thirty years miners and pioneers have known the merits of
Hirst's Pain Exterminator
For Insect Bites, Sprains, Swellings or Pains of any sort, it is unexcelled.
Relieves pain instantly. 25c. a bottle, at all dealers.
Try Hirst's Little Liver Pills. They prevent constipation and relieve all forms of biliousness. Ask your dealer or send us direct 25c. in stamps. A souvenir water color sketch free.
THE F. F. DALLEY CO., Limited
Hamilton, Ont. 169

RAW FURS
Otter, Marten and all raw furs wanted. Write for special price list and instructions for shipping direct to us.
M. J. JEWETT
REDWOOD, NEW YORK, U. S. A.

NOTICE.
NOTICE is hereby given that, 60 days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase the following described land, situated at Lion Point, Portland Canal:
Commencing at a post placed at the S.W. corner of lot 467, and marked "A.H.P.'s N.W. Corner," thence along the Southern boundary of lot 467 to the S.E. corner of said lot, thence South 40 chains, thence West 40 chains, thence North 40 chains, to the shore of Portland Canal, thence along the shore in an Easterly direction to point of commencement.
Stewart, B.C., Sept. 14, 1906.
ARTHUR H. PIGOTT,
618 Per Wm. Pigott, Agent.

BRUSHES
For the Teeth
For the Hair
For the Hands
For the Nails
For the Bath
For the Clothes
For the Hat
A large variety of styles and prices, excellent values, all of them. Glad to show them whether purchase is made or not.
SEE WINDOW DISPLAY.
CYRUS H. BOWES
Chemist,
98 GOVERNMENT ST.,
Near Yates Street.

Ask for Amherst solid le
wear.

West Coast Needs.—At th
ular weekly meeting of the
city council a motion was
dorsing the action of the
council in urging on the fe
ernment the necessity of
additional life-saving facilit
west coast of Vancouver Isla

Recovers Lost Money.—A
classified advertisements app
the Colonist yesterday was
effect that a rubber tobacco
taining $85, had been lost.
the owner, Jimmy Peter, had
ing pouch returned to him,
been found by Charlie Laver
naimo.

Revisits Old Home.—The
minster Columbian in its issu
nesday last says: "Todd Aik
mer New Westminsterite, is
for the first time in 16 years.
istered at the Guichon from
Nevada, and is en route hom
toria. Mr. Aikman, accompa
L. Edmunds, was calling on
friends yesterday. His fath
Aikman, filled the position of
tities in New Westminster
time prior to 1890, when he
Victoria."

Seeks Missing Brother—Mr
H. Hanley, of 63 Burbank st
Hartlepool, Eng., is anxious
tain the whereabouts of he
William James Lewis, wh
scribed as aged 52, 5 feet
high, has sailor and girl ta
arm, Union Jack on breast,
man, very dark. Last hea
year ago last April. His ad
was the Coach and Horses
quimalt, B. C.

Nanaimo Prosperous.—In
with Victoria, Nanaimo is
stimulus of good times. Th
says: "Business in Nanaim
ing to reports of merchants a
gaged in trade of all lines is
at the present time, last Sat
a particularly good one. Mor
business house made a reco
on that day for the year. T
every reason to expect a
through the winter of at l
good times."

WILL ASK OTTAWA FOR A FREE

New Westminster Board Petitions Ottawa for tomary Grant

At a meeting of the New
ster Board of Trade on
evening last, J. D. Taylor in
resolution to be forwarded t
minion government, asking for
which would enable the Fra
bridge to be freed of the tol
ent charged for passengers a
which recited the amounts g
several bridges in other parts
minion. The resolution was

"Whereas, it has been the
the government of Canada to
sidies in aid of the constru
bridges;

"And whereas, the followi
subsidies have been granted
last ten years: $10,000 for
over the St. Lawrence at Cote
000 for a bridge across Ri
Prairies; $15,000 for a bridge
Mary's river; $500,000 to as
building and enlarging the
bridge! $52,500 for a bridge
Ottawa river at Hawkesbur
for a bridge and viaduct ove
ouge river; $35,000 for a br
the Richelieu river at Sorel; $
a bridge over the St. Franco
Ottawa; guarantee of the pri
of $6,678,200 and interest the
per cent for fifty years in
bridge over the St. Lawrence
Quebec;

"And whereas, the projec
company then proposing to a
railway and traffic bridge a
by the government of British
over the Fraser river at New
ster were encouraged to expe
al subsidy to be paid to them
al upon their acquiring said b

Therefore this board of tra
respectfully petitions the gove
Canada to grant to the people
Columbia as represented by th
ment of the province, the bu
owners of the bridge at New
ster, a substantial subsidy to
fraying the cost of said brid
end that the tolls now imposed
hicular and passenger traffic m
moved in consideration of th
of the subsidy hereby granted

In support of the motion,
said that when a subsidy was
before, the press reports pl
amount at $300,000. This
would be worth $12,000 a yea
to the provincial government.
tolls collected on the bridge
stated recently to be less th
so it was a plain business pro
far as the provincial governm
concerned. The province must
get the $12,000, or even the
half the $300,000, in preferen
lecting the tolls. The reso
said, was opportune, as the fe
liament was soon to convene
demands of British Columbia
than it received would be disc
fore this discussion came on
well to have the request for
subsidy in the hands of the go
The motion was opportune als
of the local movement to hav
removed.

The resolution was seconde
Nelson and carried.

THE LATE C. M. BEEC

Death in Vancouver of Nephe Great Temperance Refor

The death occurred at Van
Wednesday afternoon of C. M
assistant general manager of
Columbia Mills, Lumber & Tr
Ltd. Deceased who was in his
was a native of Fort Wayne,
was a nephew of Dr. Henry Wa
and also of Mrs. Harriet Beech
The deceased was a B. A. and
Bowdoin College, Maine, but ear
on a commercial career. Thoug
the United States, he removed
minion when very young and ma
details of the lumber business