

"DON'T BE A CLAM."

A CLAM DON'T KNOW MUCH. You can't learn them. All they do know is that they are unhappy at low tide. There are two classes of people in this world—those who believe in Co-operation and those who don't.

Who are the Successful, and Who Become Rich?

You have often heard it said there is one opportunity in every man's career, if he but see and grasp the opportunity. We believe this and far more; we believe there are many opportunities in every man's career; we believe those who are quick to see and grasp these opportunities are the successful ones; we believe that these same successful ones become rich. If you remain blind to every opportunity, you will never succeed. You don't want a house to fall on you or an earthquake shock to arouse your senses to action, or are you waiting in vain hope of some legacy from England? If so, you are a failure; you can't be successful. But if you see the opportunities offered by the Canadian Co-operative Supply Company, take hold with a will; you are sure to be pleased. With thanks to our many customers for their liberal support, we cordially invite all to join our Clubs, with the assurance that it will open pleasant and lasting relations to the mutual advantage and interest of both. Yours very truly,

THE CANADIAN CO-OPERATIVE SUPPLY COMPANY,

NO. 60 YATES ST., VICTORIA.

P. J. NOLAN, Manager.

We are the original inaugurators of Low Prices,

THE TIRELESS TOILERS FOR TRADE.

A QUESTION OF POLICY.

In spite of what the Vancouver World and other journals locally interested in depreciating Victoria may have said, the fact of the steamship San Pedro having been wrecked so near to port can, in no sense, be regarded as in any way detracting from the safety of this harbor. As is well understood by seagoing men, the channel and approaches are so well defined that it can only be by utter ignorance or errors of judgment that, outside of what may be termed an utterly unforeseeable casualty, dangers can exist. As to the whys and the wherefores of the present accident the official inquiry will, no doubt, bring out the facts and if, as has been hinted, a short cut was taken for the purpose of saving time, it will be for those concerned to explain and make out the best case possible. Meantime it will be well for those who have a fancy for and are interested in running down Victoria to refrain from passing their strictures until they are in possession of all the facts.

Not unnaturally this disaster has brought prominently to the front the question of the relations between ourselves and the United States on the subject of dealing with vessels that have come to grief not in waters whose ownership is

disputed; but in those where the best facilities for affording relief or of handling the wrecks were to be most easily had in a country to which they did not appertain. In connection with this matter many a good vessel and thousands of dollars worth of cargo have been lost, while only in a few cases have special arrangements been made with the authorities to enable foreign wreckers to be brought into requisition. Because it was not understood that in British Columbia there were facilities for carrying out this kind of business certain enterprising Americans—among them Capt. Whitelaw, of San Francisco—have, upon occasions come across the line, and made considerable money out of the salvages which were effected, but this was only by special acts of grace and favor on the part of the Federal authorities.

However, it is now known that in the steamer Mascotte, owned in Victoria, with all the facilities at her disposal, there is little, if any, need to obtain American help in order to deal with vessels which have become disabled and have foundered in our waters. Nevertheless, possibly because of his ignorance in this matter, or perhaps, because he commanded a vessel owned in the United States, Captain Hewitt of the San Pedro, has used his utmost endeavors to obtain

permission to have American help. In doing so, he utterly ignored two facts, that there had been no loss of time in bringing to his attention, viz., that local parties were prepared to guarantee to raise the vessel and restore her to her former condition for a fixed sum, and that under circumstances like these the Government of his own country would upon no conditions make exceptions in favor of foreigners; and was, in fact, informed that he might hire and use free of duty appliances to raise the sunken vessel which cannot be obtained here. Meantime, the San Pedro lies under water, and anything that is perishable on board her is incurring additional damage. For all this, no doubt, there are those who will be disposed to hold the port of Victoria responsible. But it must be remembered that the Pedro was not coming here; that this was not her port of destination, and the responsibility, if any, of her going out of her course lay with the captain and pilot.

There are no lives in jeopardy on board the San Pedro, so that there is not this incentive to any extraordinary action or concession, and now if for the sake of sentiment or of reducing expense—which we do not believe—the owners are ready to risk the entire loss of their vessel, it is their own look-out. Foreigners are largely interested in the Union Mines, because of the money there is in them; they use their