

FARMERS AND MARKETS.

The farmers of British Columbia, as the producers of the real necessities of life, are anxious to be put in proper relationship with the great and ever-increasing body of consumers of the province. There is a feeling among this important class that to a certain extent their interests have been neglected and too much attention given to other sources of wealth. At any rate, it is a fact that progress to be satisfactory must be symmetrical. We shall never receive the full measure of benefit from the products of our mines and smelters while we have to import the greater part of the food which the operators of these valuable industries consume. The deputation which is down from the mainland to interview the government on this subject appears to be in a position to discuss the matter in all its bearings. Its members know that while it is of great importance, that railways should be constructed as a means of communication, the responsibility of the government does not end there. The question of regulation of rates is as important a factor in the problem of effective transportation as that of floating of bonds for the construction of the road. There are railways in British Columbia to-day which have come very far from effecting the object for which they were originally intended because their charges are so exorbitant as to strangle enterprise and development in the territory which they traverse. For that reason British Columbia, which should be the most progressive province in the Dominion, is in some respects the most stagnant. Yet we hear people talk of the evil results which would follow our being placed under the dominion of Jim Hill. In the state of Washington, the resources of which do not compare with those of British Columbia, progress has been rapid probably for more reasons than one, but the chief one is that the transportation charges are vastly more reasonable than they are here. The officers of our roads have but one object in view, and a very commendable one it is from their standpoint. They want to earn money for their shareholders, but in their earnest striving after dividends they lose sight of the future—the possibilities of increased production and a greater volume of traffic. These conditions will of course be met in the usual way. The railway men know their business and the roads must be made to pay their way. But the railways of Canada have been heavily subsidised by the people, and if they fail to accomplish the object for which they are built, surely the state has the right to inquire the reason why. There is a movement under way at the present time to demand an inquiry into these things. It is gathering force, and the time will soon come when it will be impossible to ignore its existence. The province of Manitoba has taken steps to free itself from the weight which has retarded its progress, and yet Manitoba has been treated generously in the matter of railway rates compared with British Columbia. On the lines of the Northern Pacific which are to be acquired by the province and transferred to Messrs. Mackenzie & Mann for operation the government will fix the rates and shoulder the deficit if there be any. That seems fair. If some such arrangement could be made with the management of all the lines operating in British Columbia we are satisfied that the face of nature would soon be transformed, and before many years there would be no complaint of the large amount of foreign farm produce imported for the purpose of feeding our population. If the freight and passenger rates were cut in two there might be a deficit in operation for a year or two, but the ensuing development would soon put an end to that, and the railway managers would have an object lesson as to the true end for which their property was endowed.

The gentlemen from the Mainland are wise in their generation. The experience of the past has not been thrown away upon them. No government, provincial or federal, should grant subsidies to railways without the power to fix rates, and we hope if the undertaking they are in favor of is gone on with the ministers will take their advice and retain power to control charges.

THE SEALING INDUSTRY.

We sympathize most deeply with Professor David Starr Jordan. After inventing a branding machine with which he hoped to drive the Canadian sealers out of the business, he is forced to confess that his device is a failure. The only purpose it has served is that of inflicting torture on a few helpless seals and rendering a dozen or so of skins taken annually by the Victoria schooners of little value. This good friend of the sealing men does not say so directly, but we suppose he admits tacitly at last that he and his countrymen were wrong when they maintained that pelagic sealing was not a legitimate business, and also that they were merely bluffing when they advanced the proposition that Behring Sea was a mare clausum. If that had gone down the next thing would have been a claim of proprietary rights in animals which navigate almost from one extremity of the great ocean to the other. As our enterprising neighbors cannot herd them, fence them in nor in any other way keep them for any length of time on the islands which they prey upon, they claim to be their homes, they belong, like whales, or any other animals that make their homes upon the deep, to whoever can take them from

their native element. We publish a statement of the case from the Professor's and the United States point of view in another column. It is interesting as setting forth the hopes our neighbors entertain as to the future of sealing and the remarkably good thing there would be in it for them if the Canadians' business could be extinguished. It is a subject, we believe, on which Victorians feel rather sore because of wrongs, personal and pecuniary, which they had to endure in the past and for which it was impossible to render adequate compensation. As to some of the statements contained in the article of Professor Jordan relating to the effect of the operations of our fleet upon seal life there are doubtless many men in Victoria capable of stating the case from the Canadian point of view, and an opinion from them would be interesting at this time.

It is said to be possible that the Joint High Commission may be called together again shortly. An arrangement might be arrived at for the purchase of the fleet operating from Victoria, but it is scarcely conceivable that the government of the Dominion would enter into an agreement to prohibit any citizen of the country from embarking in what has been adjudged to be a legitimate business, nor is it likely that the restrictions upon our sealers will be made more severe after the expiration of the term of existence of the present regulations. So that Professor Jordan and the government he represents may make up their minds that if monopoly is the only cause which will produce the effect he paints so glowingly this industry, which he claims should belong exclusively to Uncle Sam, will continue to languish for some time.

RAILWAYS AND COAL MINES.

The interview with Mr. W. M. Brewer printed in another column of the Times is especially apropos at the present time. In it is presented in concise form the value of the resources of the southern part of the province and the measures necessary to make them of practical value to the coast cities particularly and to British Columbia generally. It is interesting to know that in the opinion of such an authority we have lost much in the past from the lack of direct rail communication with the most highly developed mining region of the province, and his statement as to the important works which are proceeding there at present and the great things that are promised in the future shows how necessary it is that we should banish our unaccountable apathy and energetically urge upon the provincial government how imperative it is that encouragement should be given of such a nature as to secure the construction of the line which not only the business men but the farmers of the coast are petitioning for. No sophistries of railway or other interested magnates can obscure the fact that the business of that region of proved riches and great promise in regard to population by reason of proximity rightfully belongs to the merchants of the coast if they are enterprising enough to take advantage of their opportunities and offer inducements equal to those of their Eastern rivals. To secure all these things it is not only necessary that a railway shall be built, but that the government shall retain such control of its rates as to ensure that it shall carry out the purposes for which it is to be built. The statements of Mr. Brewer on this and another point of interest are worthy of repeating here. He says:

"In order to form an intelligent idea of the future possibilities of the Similkameen and Boundary Creek districts it is necessary for one to make a personal visit and examine the mines and smelters there. From that he will, more especially if he is versed in mining and smelting, realize the importance which these districts possess to-day and the extent of their possibilities. He will also be forcibly reminded of the absolute necessity of direct railroad communication between the coast and these districts, if the coast cities desire to reap the benefit of the trade which will centre there in the future. He will also be very forcibly reminded of the lack of enterprise which has been shown in the past by the citizens of Victoria and Vancouver, and the various governments of British Columbia in having permitted this trade to enrich Eastern Canada and Spokane."

We have several times referred to the absurdity of the arguments which are being advanced on behalf of the C. P. R. in connection with the proposal to construct a railway from the Crow's Nest mines over the international boundary into the markets of the United States. The Crow's Nest coal is conceded to be the best mined in the West, there is a great demand for it, and why in the name of common sense there should be any obstacle placed in the way of supplying that demand in the most economical and direct way is something no fellow can understand, unless he is silly enough to believe the stories of a probable coal famine in a province so richly endowed with that valuable commodity as British Columbia is. Besides, the railways and other industries of the United States can get all the coal they need at the present time by simply paying the freight rates demanded by the C. P. R., and if at any time there should appear to be any danger of a shortage it is in the power of the government to provide a remedy without even appealing to the patriotism of the great railway corporation and urging it to cease from denuding our coal fields. Here

is Mr. Brewer's opinion on this point: "The cry which has gone out from Mr. Houston and others relative to the danger which threatens the smelting interests of British Columbia, provided Jim Hill should acquire control of the Crow's Nest coal fields, is, to use a vulgar expression, 'Tommy Rot.' But suppose that any real danger actually existed; then direct communication between these strips and the coast would place Vancouver Island coke in competition with the Crow's Nest coke, and it could, by means of this railroad communication, be laid down at Grand Forks or Greenwood at the same price which the smelters now there pay for the Crow's Nest Pass coke, to wit, \$8 per ton.

"The stand may be taken by some that because Vancouver Island coke carries 15 per cent. of ash, as against 10 per cent. of ash in Crow's Nest coke, it would be the former for the former to compete with the latter. This is, of course, a fact, but I am figuring on the ground that actual danger of embarrassment of the British Columbia smelting enterprises would follow the acquisition of the control of the Crow's Nest Pass coal field by Jim Hill and his associates, and attempting to show where, if the citizens of the coast had shown the proper enterprise and obtained direct railroad communication, it would be impossible for the management of the Crow's Nest coal fields to embarrass the smelting interests of British Columbia to any great extent."

SOMEWHAT PERPLEXING.

There are so many important projects on foot at the present time which depend for their successful development upon the generosity of the public that it seems inevitable that some of them must fall to the ground without substantial assistance from the provincial government or the city council. We take it for granted that the example of Manitoba, Ontario and the Dominion will be followed and a goodly sum voted at the coming session for a statue to the Queen, to be erected on the government grounds in front of the Parliament buildings. This monument, to be a worthy one in all respects of the lady whose memory it will perpetuate, is likely to cost in the neighborhood of \$25,000, and if the provincial administration cannot see its way to contribute such an amount, the rest should be made up by the people of British Columbia.

Then there is the Paardeberg memorial to be provided for, the case of the widows and orphans at Cumberland which cannot be neglected, and the celebration of the 24th of May drawing near, which we take, for granted, will be declared a public holiday for all time, and which should be celebrated this year with a heartiness which never entered into it before. If the Mayor and his advisers can devise a way of overcoming the difficulty which is sure to be encountered in raising funds large in proportion to the importance of these various projects they will merit the thanks of the community.

The following from the Cardiff Mail is of interest as showing the light in which one of the products of British Columbia is regarded in Great Britain: "Of its class, the pine imported from British Columbia may, without hesitation, be described as the finest timber in the world. About a month ago Messrs. Robinson, David & Co. (Limited), imported into Cardiff a cargo of this remarkable Canadian product. Some of it is in logs measuring from 80 feet to 100 feet long, square sawn running up to 36 inches on each face. The peculiarity of the timber consists in its absolute freedom from knots, sap, shakes, and other defects. A good deal of the timber has been converted—sawn into planks and quarters—and is marvellous to see a board 80 feet long by three feet wide without a single knot to mar its perfect beauty. The wood is straight-grained, and though the fibre is strong, it is easy to work, and capable of being used for the finest joinery purposes. Some of the timber has been specially cut on the quarter, and is peculiarly adapted for ship's deck planks, as by this means of saving the edge of the wood is always on the surface, thus making a tougher flooring, and one less liable to wear in use. The excellence of wood like the Canadian pine for the construction of ships' hulls is well known. The freight alone upon the cargo imported by Messrs. Robinson, David & Co. for bringing it from Vancouver to Cardiff was nearly \$7,000, and the cargo itself, which took nearly six months to convey from port to port and two months to unload, amounted in value to over \$21,000. It will thus be seen what a very considerable operation the opening out of this new business involves. Already a considerable portion of the timber has been distributed, having been purchased, not only for use in Wales, but in London, Glasgow, Liverpool, Southampton, Dover, Bristol, Birmingham, the Midlands Counties, and the West of England. Mr. Lascelles Carr, editor of the Western Mail, and Mr. W. Griffiths, the agent in South Wales for the Canadian government, were invited a day or two ago to inspect specimens of the Columbian pine in the yards and timber ponds of Messrs. Robinson, David & Co., where they met Mr. Gellibrand, the local agent of the exporters. The inspection was of special interest to these gentlemen, as Mr. Lascelles Carr and Mr. Griffiths have arranged to take a trip to Canada in the course of the next fortnight, and in their travels they intend to visit the actual district whence this timber is derived."

The statement of Premier Ross of Ontario that the prohibitionists have nothing to hope for until by electing members to the legislature they demonstrate the strength of the prohibition sentiment in the country is manly and timely. Politicians in the past have

been given to too much hedging on this question. There could be no more demoralizing thing for Ontario or any other province than a law on the statute books prohibiting the sale of liquor without a public sentiment sufficiently solid behind it to render its thorough enforcement practicable. The temperance sentiment in Canada is steadily growing, and advocates of the cause cannot afford to take any chances likely to result in demoralization such as exists in some of the states of the American union.

The money, or its equivalent, originally forwarded to the Victorians in South Africa has been received by Col. Gregory, and will be distributed to those left of the contingent without delay. Considering the large amount of extra work that must have been imposed upon the Militia Department by the unusual experience of taking part in a foreign war for the first time, it is apparent that not much time was lost in attending to the claims of our men after the circumstances of the case had been called to the attention of the Minister.

The world has been furnished with another illustration of the independence of party of the British members of Parliament. In its foreign policy the government is as strong as ever, but there seem to be divisions of opinion in its following upon domestic questions. If it were to go to the country to-morrow on the same issues there would be little change in the relative strength of the parties.

Andrew Carnegie has received \$25,000,000 in part payment for his stock in the Homestead steel works. Now why does he hesitate about handing over to Librarian Goward \$100,000 to build and equip a new library for Victoria. The Pittsburgh ironmaster and millionaire has passed the allotted span of life, and he may pass away any day with the sin upon his soul of dying a millionaire. He should proceed to scatter with a prodigal hand.

Quebec, which seemed to be rapidly travelling the road to bankruptcy under Conservative rule, is now accumulating surpluses at a gratifying rate. British Columbia is the only province of Canada that does not pay its way. We suppose no change in this respect may be looked for until the means of communication in some measure meet the necessities of the case.

Mr. Garden has passed through some vicissitudes since he last sat in his comfortable chair across the bay. He has probably profited by his experience. Mr. Garden is no doubt popular enough in the Terminal City to win against all forces except a united Liberal party.

Parliaments and legislatures are in session and the most sweet voice of the charter-monger is heard in the lobby. He should be compelled to give some tangible evidence of the bona fides of his intentions.

It is extraordinary the facility with which business is transacted in the House of Commons at Ottawa when the men who talked much and said little have been relegated to their proper station in life.

HELLO, SALT SPRING!

Construction of Telephonic Communication Between Gulf Islands and Duncan Will Commence at Once.

Work will commence at once on the installation of the telephonic and cable connection between Salt Spring Island in the Gulf and Vancouver Island, instructions to this effect having just been issued by the Dominion department of public works.

The line will start from Edward Lee's store between Ganges Harbor and Burgoyne Bay; it will extend thence to Burgoyne Bay across the bay by cable and thence along the road via Maple Bay to Duncan station on the E. & N. railway.

The distance from Lee's store to Burgoyne Bay is two miles, and across the narrows, three-quarters of a mile. At this point there are 122 fathoms of water, and the wind or tidal currents would not affect the cable at that depth. The distance from the Vancouver Island shore to Duncan is between five and eight miles, so that the entire distance of communication, including the cable, would not be more than ten miles. It is altogether probable that the line will be ready in April.

That the inhabitants of the island will heartily appreciate this work goes without saying. It will be the means of giving them direct communication with the outside world. Formerly when the settlers were desirous of communicating with Victoria they had either to go across the Gulf in the Ironclad, or row or sail across if their business was urgent, or wait for the steamer City of Nanaimo. In a short while they will be enabled to communicate hourly with Victoria, if they want to, and the inestimable value of the system is at once patent to all who have any idea of the inconvenience experienced by them in this respect in the past.

Several years ago the settlers there determined upon having better communication between the different points on the island. They immediately set to work, and in a short time had a telephone line between Veuvius Bay and Burgoyne Bay, a distance somewhere in the neighborhood of nine miles. The system already there has three central stations. With the completion of the projected line there will be communication directly between Veuvius Bay and Duncan, and thence to Victoria. It virtually brings the ranchers of this beautiful island within hailing distance of their Victoria market.

Dominion News Notes

Death of Rev. J. P. McEwen, Superintendent of Baptist Home Missions.

Trustees of Scott & Tate, Detroit, Must Pay Succession Duties.

Toronto, Feb. 18.—Rev. J. P. McEwen, superintendent of Baptist home missions in Ontario and Quebec, died suddenly of cerebral congestion early on Saturday morning.

Suffering From Smallpox. J. B. Eager, western representative of Doeck & Co., wooden ware merchants, with headquarters at Winnipeg, was removed to the smallpox hospital yesterday suffering from that disease. He is supposed to have contracted the disease while en route East.

Must Pay Succession Duties. Court of Appeals to-day sustained the judgment of the lower courts compelling the trustees of Scott & Tate, Detroit, to pay \$45,040 succession dues on \$900,000 which Scott, who was a millionaire tobacco manufacturer, of Detroit, had in the Ontario banks at the time of his death.

Granted a Charter. Spanish River Pulp Company, with a capital of \$1,500,000, has received a charter from the Ontario legislature. Two or three members of parliament are on the directorate, and it is expected the company will conduct operations on the same scale as the Clergue organization.

Press Gallery. Ottawa, Feb. 18.—The press gallery of the House of Commons has elected the following officers: President, P. M. Sauvalle, Montreal; vice-president, R. J. Hartley, Montreal; secretary, J. B. Har-kin, Ottawa; executive committee, Messrs. H. R. Holmden, W. Mackenzie, Ottawa, and J. T. Clark and F. R. McNamara, Toronto.

Horses Have Typhoid. The department of agriculture has issued a bulletin prepared by Dr. McEachern which says the horses reported from the West as suffering from influenza are suffering from typhoid fever.

Ex-Warden Dead. Kingston, Feb. 18.—Ex-Warden La-kin, Kingston penitentiary, died this afternoon.

Died From Injuries. Quebec, Feb. 18.—Jos. Hndon, late Intercolonial railway agent at Trois Pistoles, died yesterday morning as a result of burns received while endeavoring to rescue his mother-in-law who perished in a fire which destroyed the station about a week ago.

Door Factory Destroyed. Meaford, Feb. 18.—Sparling's sash and door factory was destroyed by fire here yesterday morning. The loss is \$6,000; insurance \$2,700.

Block Gutter. Deseronto, Feb. 18.—The Baker block, occupied by J. J. Kerr, dry goods, Hall & Stuart, tailors, H. Kellars, saddlery, and the upper portion of Naylor's opera house, was destroyed by fire early yesterday morning. The loss is unknown.

Result of Quarrel. Winnipeg, Feb. 18.—John McCray is dead as a result of injuries received in a quarrel at Dinorvic with William Watson, the latter pulling a gun. Watson is under arrest at Rat Portage.

Portrait of Major Arnold. At a public meeting of citizens held to-night, a life-size oil portrait of the late Major Arnold, who fell in the battle of Paardeberg, was presented to the city by the Winnipeg Operative Society as a memorial. Speeches were made by several prominent citizens.

Senator Almon Dead. Halifax, Feb. 18.—Senator Almon (Conservative) died to-night.

William John Almon was of United Empire Loyalist stock, and was son of Hon. Wm. Almon, of Nova Scotia. Born in Halifax in 1816, he was educated at King's College, Windsor, and afterwards passed his studies at Edinburgh and Glasgow, taking his M. D. degree in 1838. He sat for Halifax in the House of Commons as a Conservative from 1872 until the dissolution in 1874, and was called to the senate in 1879.

Toronto, Feb. 20.—At a meeting of the Grand Council, Royal Templars of Temperance, Ontario, last night, Premier Ross said there could be no prohibition law in Ontario till the people, by returning an overwhelming number of representatives pledged to prohibition and by supporting them by public sentiment, made it certain the government

Liberal Returned Unopposed. Woodstock, N. B., Feb. 20.—S. B. Appleby, Liberal, was elected by acclamation yesterday in Carleton county.

Suicide in a Barn. St. John, N. B., Feb. 20.—Robert W. Connor, of this city, agent for the Consumers Cordage Co., committed suicide yesterday morning in a barn attached to his house.

W. F. MACLEAN'S PROPOSAL. Suggested That the Railways in Canada Be Nationalized.

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Mr. Maclean of East York submitted a motion to adjourn the House, in order to call attention to the reported formation of a railway trust in the United States, and suggested that the railways in Canada be nationalized by the government to prevent their control by the syndicate. Mr. Maclean said that the G. T. R. and C. P. R. are now

THE GRIPPE. We don't know the origin of it. Doctors are puzzled about it. If care is taken, it can generally be cured without serious results.

Stay in the house; go to bed; consult your doctor, and after the acute stage, take SCOTT'S EMULSION of Cod Liver Oil. It will renew your strength and prevent Pneumonia or Bronchitis.

Send for trial bottle free. SCOTT & BOWNE, Toronto, Canada.

Our Chilblain Liniment

CURES—25c. By Mail to Any Address, 30c.

CYRUS H. BOWES, CHEMIST, 93 Government Street, Near Yates Street. VICTORIA, B. C.

Agents Wanted

To sell high grade fruit trees and fruit bushes, ornamental trees, flowering shrubs, roses, hedging, vines, etc., all of which is sent out under government certificate for cleanliness and freedom from disease, for

THE FONTHILL NURSERIES

We have the largest nurseries in Canada, 800 acres, and can therefore best assortment of stock.

STEADY EMPLOYMENT TO WORKERS. And good pay weekly. All supplies free.

We are sole agents for Dr. Mole's celebrated Caterpillar, which protects the caterpillar. Highest testimonials. Our agents cover their expenses by carrying this as a side line. It is demanded. Write at once for terms.

Stone & Wellington, Toronto.

VITALLETS FOR MEN AND WOMEN. VITALLETS FOR NERVE STRENGTH AND BLOOD HEALTH.	FREE TO MEN AND WOMEN. VITALLETS FOR NERVE STRENGTH AND BLOOD HEALTH.	VITALLETS FOR MEN AND WOMEN. VITALLETS FOR NERVE STRENGTH AND BLOOD HEALTH.
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Any of the symptoms mentioned above? Then take VITALLETS and you will get well. Free treatment sent prepaid by mail. Do not delay but order now. MALYDOR MFG. CO., Box 7510, Lancaster, Ohio.

SPRING

The Trade are invited to call and inspect our many and varied lines of Spring Goods, which we offer at prices that cannot be beaten.

J. Piercy & Co., VICTORIA, B. C. WHOLESALE DRYGOODS

A WINNER

In sporting circles is not always the favorite; with us it is different. We are making a drive just now with one "DIXIE" blend of OREYON TEA, sold in one pound packages at 35 CENTS.

A full line of Teas and Coffee. CURE BLEND TEA 30c. lb. GOLDEN BLEND TEA 40c. lb. DIXIE BLEND COFFEE 40c. lb. CALIFORNIA NEW GRASS BUTTER.

Dixie H. Ross & Co., CASH GROCERS.

granting prohibition would not be overthrown.

Prof. Smith's Views. In view of the Delphic marriage case now engaging the attention of the Superior court, Montreal, Prof. Goldwin Smith in the Sun to-day denounces the marriage and divorce laws of Canada, and demands that the civil power shall require of all persons marrying in Canada a civil marriage which shall be regarded as binding in all civil courts, no matter what action the church courts may take. Divorce in the same way, he urges, ought to be in the jurisdiction of the state so far as its legal validity and consequences are concerned. He concludes that divorce by the Senate is preposterous, and belongs to bygone days.

Senator Price's Will. The late Senator Price, of Quebec, had bank and other stocks in the province of Ontario worth \$42,000. The will was probated in the courts here yesterday.

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owned and controlled antagonized Canada, with its ports, canals, and fast Atlantic service. He believed it would cost more to extend the I. C. R. across the continent than to acquire the C. P. R. which could be done for \$50,000,000. He would be willing to pay a man like Charles M. Hays \$100,000 a year if necessary to administer the railways absolutely for the benefit of the people.

In replying, Sir Wilfrid Laurier said that he did not want to be offensive, but if Mr. Maclean had been serious in bringing the question before the people he had not taken the best method of directing the attention of the House to the question of Canada. He mentioned the government by the C. P. R. was worthy of some notice, and urged that the House adhere as closely as possible to the question of Canada. He mentioned the government by the C. P. R. was worthy of some notice, and urged that the House adhere as closely as possible to the question of Canada.

PURCHASING STEAMERS. New York, Feb. 19.—At the annual meeting of the American Steel & Wire Company the purchase of the American Steamship Company for \$5,620,000 was authorized. The statement was made that the steamship company, with only a part of the fleet in operation, had earned last year over \$300,000.

The Annual Dinner

Yorkshiremen of Victoria Together and Spend a Social Evening.

Speechmaking and Songsters Were Elected For Ensuing Year.

At the Victoria Cafe yesterday evening a very pleasant evening was held by the Yorkshire Society of Victoria. The occasion was the annual dinner of the society, which was attended by about fifty, who had gathered for their native good fellowship from the time the dinner was held in the room adjoining the Victoria Cafe.

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