The Colonist.

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THE DAILY COLONIST.

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PROGRESS HAS BEGUN.

It has long been understood and appreciated that Vancouver Island is, so far as the metallurgical industry is concerned, the pivotal point on the Pacific Coast of North America. There is not a metallurgist of any eminence on the continent who has ever given his attention to the question of smelting on the Pacific Coast, but has recognized the paramount superiority of Vancouver Island as a smelting centre. The reason is so apparent that he who runs may read. Vancouver Island has the fuel and the fluxes, has deep sea transportation to and from all points, and any number of land-locked harbors. There have been certain causes which have militated against the establishment of this industry on Vancouver Island. One of these was that metal producers in the protected market of the United States were under no inducement to ship ore out of the United States for treatment; while, possessing a monopoly of the United States ore, the smelting companies there were able to attract scattered lots from British Columbia, Old Mexico and South America, on terms with which British Columbia could not compete. Another reason was that while Vancouver Island was geographically central, the northern portion of the seaboard had given no indications of being an ore-producing country. A third reason was that while fuel and fluxes existed on Vancouver Island in abundance, there was no local supply of ore to form a smelting base. We have been talking about superb prospects and magnificent mineral resources for a long time past, some years, in fact. But superb prospects and magnificent resources will not feed a furnace which eats up several hundred tons of rock every day. Within the last year and a half these conditions which prevented Vancouver Island from taking its destined place as a metallurgical centre have been changed. The United States is choked with metal, and is spending more anxiety at present in reducing the output at home than in increasing it abroad. Alaska and the Northwest and Northern British Columbia are giving indications of a large available supply of metalliferous ore. Most important of all, a local supply of ore to serve as a base to the industry has been developed. There are some people who say that we will have a furnace capacity of 500 tons daily in operation at Crofton and Ladysmith by next fall, and that the Mount Sicker mines are incapable of a steady production of 500 tons a day. They argue in this way simply because they understand the question neither as it affects the country nor, we are sorry to say, as it affects themselves. Our coal and lumber ships come to British Columbia in ballast. There are thousands of tons of good South American and Alaskan pebbles lying at the bottom of our harbors. It will not be difficult to substitute ore for that ballast, and that ore will give exactly what is necessary for satisfactory commerce, a bulky freight coming in to balance a bulky freight going out. It is an absolutely sober statement of fact that within a few years the mineral resources not merely of the Coast of British Columbia, but of Mexico and South America will be made tributary to the industry of Vancouver Island. The process by which this is to be done is already in operation, its outcome is logical and inevitable. This will have a reciprocally stimulative effect upon the development of our own mineral resources. It will cause a large investment of capital and the growth of a population interested in and dependent on mining and metallurgy. A very similar problem, with an ultimately similar solution, confronts us in relation to the smelting of iron ore and the manufacture of pig iron and steel. There is, however, a difference. We can enter every market in the world, except that of the United States, with our copper, silver, lead and their various products, while with pig iron and steel, we have only the Pacific Ocean market. But that is ours beyond the shadow of a doubt, provided we do not permit it to slip through our hands. Here, then, we have one process of industrial development actually begun and visible before our eyes, while another is capable of initiatory development within a comparatively short time. What it all means to the people living on Vancouver Island at the present time is this, that we had best either quit talking about our resources altogether, or welcome and encourage specific instances of their development. The resources must belong in the long run to those who have the energy, courage and faith necessary to develop them.

A VERY STRANGE ACT.

It is not easy to criticize what is not perfectly understood. And we fail altogether to understand the action of the Imperial government in forcibly detaining Mr. Cartwright in South Africa. Mr. Cartwright is a most objectionable person, it is true. He charged Lord Kitchener with having ordered a massacre of prisoners should any be taken in an engagement with Dewet. For this he underwent a year in prison, which served him right. But now that he is a free man, who has not committed any fresh offence, he has exactly the same rights and privileges as any other individual. One of these rights and privileges is to go where he pleases, provided it is not forbidden to everyone as well as to himself. It may be desirable from some point of view to keep a person of his character under the surveillance of martial law, but it is also perfectly legitimate on his part to endeavor to escape from being under martial law. And there is no form of authority, martial or otherwise, under British institutions, which ought to be able to make one law for Mr. Cartwright, and another for other people. The great and puissant government of Great Britain has been placed in the position of seeming to be afraid of this viperous individual Cartwright. There is no question at all that the government has been placed in a false position, that Lords Milner and Kitchener have committed a huge mistake. If the government did not back them up in it at the present stage of proceedings in South Africa, pro-Boers, Little Englanders and other pestilent fry would raise a howl of joy, and the prestige of the government's representatives in South Africa would be seriously lowered. The compulsion under which the government lay was no doubt thoroughly understood by the parliamentary majority, which did what no parliamentary majority has done for many a generation, justified a serious infringement of the personal liberty of an unoffending, if not inoffensive, subject. We do not doubt but that Lords Milner and Kitchener will, in private, receive one of the severest wiggings ever administrated for misbehavior. Mr. Cartwright was not previously a dangerous person, any more than that blatant brawler Wilkes was, but the government has made him a dangerous person by giving him a real grievance in an unjustifiable infringement of his personal liberty. The extent to which this has occurred is noticeable not merely from the tone of the opposition speakers, but from the expressions of opinion which found vent from the government benches also.

A POSSIBILITY.

The imposition of an import duty on wheat by the British government without any discrimination in favor of the Colonies was an Imperial disappointment; but it also contains an Imperial possibility. The responses made to the home government upon the question of Imperial defence were not altogether satisfactory. Some Colonial governments, including our own, declined to discuss the question at the conference. In deference to the public opinion of their own countries, they will be obliged to raise the question of a preference to Colonial wheat. No one has ever, to our knowledge, accused the Right Honorable Joseph Chamberlain of being a fool. A fool he must have been if he did not realize to the last iota, the feeling which would find expression in the Colonies, and fool he must also have been if he did not realize that the imposition of a duty on wheat without a Colonial preference was likely to subvert all he has been accomplishing for many years. And a fool he is not. In addition to not being a fool, the Right Honorable Joseph has a great love of dramatic climax and of spectacular effect. Second only of English statesmen to Disraeli, he knows their political value. This habit of mind is visible in his precision of dress, his eyeglass and his inevitable orchid, not to speak of his manner, studied to affectation. Is it not just possible that he is proposing to make the subject of a preference in wheat introduce the discussion of Imperial defence, and its hopes of effecting a reciprocal arrangement, which will be the greatest coup of the Coronation, popular in both Great Britain and the Colonies, and a fitting climax to the laborious and brilliant career of the Right Honorable Joseph himself? This policy would be in accordance with his character and methods, and not out of harmony with the personal ambition which has been his effective spur in a noble and dignified career. The fact that an Autumn Session will be held may have reference only to the reconstruction of South Africa, but it may have reference also to this great first step in Imperial consolidation. This is only a speculation, of course, but it is one which appears to be warranted by the trend of Imperial policy.

WHAT DOES CANADA MEAN?

The Chicago Inter-Ocean asks this question, being gravely concerned that the Canadian militia is to be increased to an effective strength of 100,000 rifles, and that the head of the force is to be Major-General Lord Dundonald, whom it describes as "one of the few successful cavalry leaders of the British army in South Africa." To do the Inter-Ocean justice, it refers to the matter more to emphasize the anti-military attitude of the Democratic party as dangerous to the prestige of the United States, although its references to Canada, as if we were boiling over with rage against our neighbors, and seething with concealed hostility, are somewhat absurd. This is part of what it says:

The Canadian forces are to be reorganized under the direction of Major-General Lord Dundonald, one of the few successful cavalry leaders of the British army in South Africa. He has seen service in India and Egypt as well as in South Africa, and won conspicuous mention by his cavalry dashes in Natal in the first year of the war, and his ride into Ladysmith. He is a descendant of the famous Admiral Cochrane, who destroyed Napoleon's fleet in the Basque roads in 1809, and who won great distinction as the creator and commander of the Chilian fleet in the wars with Spain in 1818.

Gen. Dundonald comes of fighting stock and he has lived up to the traditions of his family. He comes from successful campaigns in South Africa to the chief command of the Canadian army, at a time when the dispute over the Alaska boundary has reached an acute stage and when the Democrats in congress, with Gen. Miles as an ally, are doing their utmost to cripple and demoralize the American army.

Dundonald comes to give a new military spirit to Canada just as the Democratic leaders in congress and the anti-expansionists have entered upon a crusade to weaken and destroy the military spirit that has made our army the best of its size in the world.

Such remarks appeal to us as slightly hysterical in a paper of the recognized standing of the Inter-Ocean.

RURAL FREE DELIVERY.

Mr. W. W. Southin, the postmaster at Ladysmith, has drawn our attention to the question of the free delivery of mails in rural districts and to an article of his on the subject which we reproduce with great pleasure. We confess never to have thought of the matter. But Mr. Southin is perfectly right both as to the justice and expediency of making a new departure along the lines he suggests. Not only however has he written to the papers on the subject, but he has been in communication with the Postmaster-General in relation to it. This is what Hon. Mr. Mulock says in reply to Mr. Southin: "The question of rural free delivery is engaging the deepest attention of the Department, and the experiments of the United States postoffice in that direction are very closely watched." Mr. Mulock has undoubtedly acquired a reputation as Postmaster-General which is independent of, and superior to that enjoyed by the government of which he is a member. It is true that he has occasionally carried economy to the verge of injustice towards postoffice employees, an intolerable thing for a rich country like Canada to stoop to; but he has certainly shown a grasp of postal problems and a willingness to make improvements which is as rare as it is commendable. We hope that he will not be slow to adopt the businesslike proposal which comes to him from British Columbia. We know how rural free delivery stimulates the business of the enterprising merchant, and it is evident from the experience of the United States that it has the same effect on postoffice business.

A NEW PRODUCT.

Yesterday the first pig lead ever made in Canada was produced at the C. P. R. refinery at Trail. We understand that the plant at Trail is only an experimental one, whose construction was undertaken with a view of seeing whether the British Columbia producer of lead could not be relieved to some extent from the intolerable conditions imposed on him by the United States Smelting Trust. It is to be hoped that the experiment will prove a success, and that the home market will be secured for one of the most important products of British Columbia, one also which is produced nowhere else in the Dominion. The unfair incidence of the tariff as it affects British Columbia cannot be more strikingly shown than in the duties imposed on the products of lead. The people of British Columbia are under a heavy tariff in everything they consume, but have little or no protection on anything they produce. We produce enough lead ore to provide the whole Canadian market with pigiead, lead pipe, shot, white lead, red lead, and all other products of lead, and still have a surplus for export. Yet our mines are drained of their ore upon ruinous terms to the producer, in order to feed foreign industry, which re-exports the product to Canada. For instance, Canada imports about 8,000 tons of white lead per annum from Germany at a duty of 5 per cent. Last year the St. Eugene mine sent about the half of that to Antwerp in the form of ore, and no doubt much that was smelted and refined in San Francisco in bond was sent to Germany also, there to be manufactured into white lead and sent back to Canada. There should be no need of that. If there was an adequate duty on white lead coming into Canada there would be white lead and paint works in the East and active mines in the West at a huge saving to the country. Through the short sighted ideas of the Dominion government the largest and richest silver lead mine in North America save one, the Silver King mine in Utah, is lying idle today. This is not politics, it is common sense.

MAIL SUBSIDIES.

It is a pleasure for once to deal with something which touches on politics but is not political. We refer to the duty of every public body and representative institution to hold up the hands of Senator Templeman in his endeavors to secure better postal facilities between British Columbia ports and the Yukon, and also between Victoria and the West Coast of Vancouver Island by means of steamboat subsidies to be granted by the Dominion government. We had occasion a few days ago to refer to the ultimate relation between business and the postoffice as illustrated by the dear magazine postage between Canada and Great Britain as compared with the cheap magazine postage between Canada and the United States. When the question of facility of transportation enters into the discussion that relation becomes still more important and vital to the business interests of the community. The difficulties under which Canadian boats plying to the Yukon, as compared with American boats, labor are very real and very obvious. The Canadian bottom can take freight only to one American port while the American boat can take a mixed cargo for all American ports and collect return freight in the same way. This disadvantage in transportation has militated very severely against Victoria and Vancouver, and through them, Eastern Canadian cities in securing their due share of the Yukon trade. A mail subsidy will certainly help to mitigate the effects of this discrimination, and have a most beneficial influence in improving the commercial relations between the two sections of Canada, an influence which will be increased by the better mail service thus procurable. The position of the West Coast of Vancouver Island is rather different, but nevertheless it is one wherein a mail subsidy will have even a more directly favorable result. This portion of the Island is in its initial stages of development. It has not yet provided a local trade sufficient to maintain a first class steamer service. At the same time, through not having a first class steamer service its development is retarded. At such a juncture a mail subsidy is exactly what is required to secure a better service and thus more rapidly bring about the time when no subsidy will be necessary. If Senator Templeman requires any assistance in pressing these considerations home upon the Dominion government it should certainly be accorded him by every one interested in the fostering of the trade and commerce of British Columbia seaports.

MR. McPHILLIPS' POSITION.

If our memory serves us right, there was a public meeting held about a year ago in this city, at which a resolution was passed instructing the city members in the legislature to support the V. V. & E. as promoted by Mr. Bodwell. Mr. McPhillips, K. C., the junior member for Victoria, accepted the dictates of this meeting and shaped his conduct in the House in accordance therewith. It is well known that this particular assemblage was packed and manipulated by the promotors of the V. V. & E., and that it represented but a modest fraction of the Victoria electorate. Yet Mr. McPhillips at that time was willing to accept its instructions as representing the will of his constituents. We will take for granted that Mr. McPhillips in so interpreting them acted conscientiously and with the sole desire of carrying out, so far as he could, the wishes of the people who elected him. What do we now find? Mr. McPhillips is one of the most uncompromising opponents of the government in the matter of the Canadian Northern subsidy. Although elected to support the present administration, he was willing last session, at the instance of a packed public meeting, to oppose the government, if necessary, to carry out the wishes of that meeting. This session he is found in opposition to the government, and at the recent by-election in Victoria an earnest advocate of the candidature of Mr. Bodwell. The latter gentleman was defeated, although in the field for six months, as against his opponent's fortnight's campaign. If ever a constituency instructed its members as to their course in the House, this was a notable instance. It was not a packed meeting with a small percentage of the voters present, who gave an expression of opinion, but the majority of the electors of Victoria in a hardly fought contest and by ballot. Their decision had no element of uncertainty about it. It was altogether final and incapable of being misunderstood. If Mr. McPhillips was still acting upon the principle he accepted last year, he certainly could have no hesitation as to his course this year. He has the verdict of a majority of the electorate to aid him. To be consistent he should have at once announced his intention of supporting the government in the matter of the Canadian Northern, for this was really the sole question at issue in the Bodwell-Prior election. Has he obeyed the instruction of his constituents? No. He is still to be found in bitter opposition to the proposal. He is eager to defeat the government on the question, and embroil the country to its discredit and disadvantage. Every business man knows how disastrous the defeat of the government would be at the present time. If we are to regard Mr. McPhillips as having been honest and sincere in his assertions and conduct last year, what must we conclude with regard to his present course? Was he then acting in behalf and on the instruction of his constituents? And, if so, how can he now square his course in the light of the recent election verdict? Either Mr. McPhillips last year was dishonest and deceitful, or else, if sincere, this year he has placed himself above any regard for the wishes of the people who elected him, and for prejudice or self-interest is pursuing a course contrary to their desires as expressed through the ballot. Perhaps Mr. McPhillips is still of opinion that the finding of a public meeting is a better verdict. If so, it is quite open to him to call one, explain his position and seek a further instruction in the matter of the Canadian Northern. Where the interests of the province are so vitally concerned, it might not be an unwise move to call a meeting for the purpose of having the members for Victoria in the House place their views on the Canadian Northern before the public so soon as the measure is laid on the table. At any rate the Victoria public are anxious to learn where Mr. McPhillips is on the question, and we would suggest to him to make them known in concise and unmistakable terms.

As a Cure For Piles

Dr. Chase's Ointment Never Disappoints—It Has Won World-wide Fame on Account of Its Magical Control Over the Most Severe Cases of Itching, Bleeding and Protruding Piles.

Doctors may tell you that nothing short of a surgical operation will cure piles. In this they are mistaken, as we can prove in a host of cases where Dr. Chase's ointment has been used. It is not infrequent that people tell us that Dr. Chase's Ointment has succeeded in effecting a cure after operations had failed. There is too much risk in a surgical operation, too much suffering, and too much expense. If you take the advice of scores and hundreds of your friends and neighbors, you will avoid operations and resort to the use of Dr. Chase's Ointment. It will relieve you almost at once. It will thoroughly cure you in a remarkably short time.

Mr. J. Wolfe, Arnprior, Ont., states: "I have used Dr. Chase's Ointment for piles, and can assure the public that there was never anything on the market to equal it. I was disappointed time and time again when trying remedies for the ailment, and you can scarcely imagine my gratitude when I found that Dr. Chase's Ointment was an effective and thorough cure for this ailment. From the first application this magical ointment gave me relief, and a few boxes perfectly cured me. Since being cured of piles I always keep Dr. Chase's Ointment in the house, and find it useful in scores of ways, as a treatment for every form of itching skin, chaffing, and skin irritations."

Dr. Chase's Ointment is indeed useful in scores of ways, as Mr. Wolfe says, and people who once made the acquaintance of Dr. Chase's Ointment are loth to be without it in the house. For pimples, blackheads, eczema, salt rheum, chapped hands and face, chilblains and each and every form of raw, itching or chafed skin, it is an incomparable treatment. It is especially recommended as a cure for piles, because it is, so far as we know, the only actual and guaranteed cure for every form of this wretched and loathsome disease. 60 cents a box, at all dealers, or Edmanson, Bates & Co., Toronto.

DR. A. W. CHASE'S CATARRH CURE ... 25c.

is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat and permanently cures Catarrh and Hay Fever. Blower free. All dealers, or Dr. A. W. Chase Medicine Co., Toronto and Buffalo.

DAN GROSVENOR SAYS:

"Peruna is an Excellent Spring Catarrh Remedy---I am as Well as Ever."

HON. DAN. A. GROSVENOR, OF THE FAMOUS OHIO FAMILY.

Hon. Dan. A. Grosvenor, Deputy Auditor for the War Department, in a letter written from Washington, D. C., says:

"Allow me to express my gratitude to you for the benefit derived from one bottle of Peruna. One week has brought wonderful changes and I am now as well as ever. Besides being one of the very best spring tonics it is an excellent catarrh remedy."---

DAN. A. GROSVENOR.

In a recent letter he says:

"I consider Peruna really more meritorious than I did when I wrote you last. I receive numerous letters from acquaintances all over the country asking me if my certificate is genuine. I invariably answer, yes."---Dan. A. Grosvenor.

A County Commissioner's Letter.

Hon. John Williams, County Commissioner, of 517 West Second street, Duluth, Minn., says the following in regard to Peruna:

"As a remedy for catarrh I can cheerfully recommend Peruna. I know what it is to suffer from that terrible disease and I feel that it is my duty to speak a good word for the tonic that brought me immediate relief. Peruna cured me of a bad case of catarrh and I know it will cure any other sufferer from that disease."—John Williams.

Miss Mattie L. Guild, President Illinois Young People's Christian Temperance Union, in a recent letter from Chicago, Ill., says:

"I doubt if Peruna has a rival in all the remedies recommended to-day for catarrh of the system. A remedy that will cure catarrh of the stomach will cure the same condition of the mucous membrane anywhere. I have found it the best remedy I have ever tried for catarrh, and believing it worthy my endorsement I gladly accord it.--Mattie L. Guild.

A Congressman's Letter.

Hon. W. P. Brownlow, Congressman from Tennessee, writes from Washington, D. C., the following:

"I have suffered from catarrh of the stomach for several years, and for the past twelve months was in an exceedingly critical condition. My attention was called to your Peruna, and I began to use it, and my improvement was noticeable after the first three days. I have taken three bottles of the medicine and I feel satisfied that I am now almost, if not permanently, cured. In connection with the Peruna, I have used your Manalin for biliousness and torpid liver. I regard it as the best medicine for this purpose that I have ever used. Having been benefited so much myself, I give you this statement, that others may be likewise benefited."—W. P. Brownlow, M. C., Jonesboro, Tenn.

Mrs. Elmer Fleming, orator of Reservoir Council No. 168, Northwestern Legion of Honor, of Minneapolis, Minn., writes from 2535 Polk street, N. E.:

Mrs. Elmer Fleming, Minneapolis, Minn.

"I have been troubled all my life with catarrh in my head. I took Peruna for about three months, and now think I am permanently cured. I believe that for catarrh in all its forms Peruna is the medicine of the age. It cures when all other remedies fail. I can heartily recommend Peruna as a catarrh remedy."—Mrs. Elmer Fleming.

Treat Catarrh in Spring.

The spring is the time to treat catarrh. Cold, wet winter weather often retards a cure of catarrh. If a course of Peruna is taken during the early spring months the cure will be prompt and permanent. There can be no failures if Peruna is taken intelligently during the favorable weather of spring.

As a systemic catarrh remedy Peruna eradicates catarrh from the system wherever it may be located. It cures catarrh of the stomach or bowels with the same certainty as catarrh of the head.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice gratis.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, Ohio.

BRITISH MACHINERY.

In the United States it is accepted as axiomatic that Great Britain cannot be compared with the United States in the manufacture of machinery. Any proof to the contrary presented is met by a bland reassertion of the original proposition, a prerogative hitherto recognized as the exclusive possession of the haughty Briton himself. The comparative merits of English and American locomotives have received an exhaustive test in Egypt by Lord Cromer under instructions from the Imperial government. The conclusions arrived at in the lengthy correspondence brought down in the House of Commons are thus summarized by the London Daily News:

The subject divides itself into four sections—(1) price, (2) time required for construction, (3) quality, including cost of repairs, etc., (4) the consumption of coal. Under the first of these heads, the comparison is not seriously against us. Indeed, the English firms were able to tender below the American limit. The latter, however, owing to the advantage of standardization of type in America, quoted 19 per cent. below the British price for engines of a slightly different type from that specified. Broadly speaking, however, it seems that in the matter of cost there is not a great deal to choose between engines of British and American make. It is far otherwise when we come to the question of time. The expedition with which the Americans are able to execute orders has almost a suggestion of magic in it, and it in this respect that they leave the English manufacturer at a standstill.

"On two occasions to which reference is made, when British and American firms entered into competition, the former offered to complete orders in 48 and in 90 weeks respectively. The American offers, on the other hand, were for delivery in 18 and 35 weeks if the Egyptian designs were followed, or in 12 and 30 weeks if certain changes in the designs were allowed. The latter condition is, of course, also explained by the standardization of type. But, putting that aside, the comparison between 18 weeks and 48 and 35 weeks and 90 is sufficiently startling. Another illustration mentioned by Major Johnstone shows that in a further case in which the only American firm that competed offered twenty engines in 12 weeks, while the shortest time offered by a European firm was 48 weeks, exactly four times as long.

"It is to the point of expedition that attention should be directed. The notorious superiority of the Americans in this respect, whether due to the methods of the employer or to the different attitude of the employed, is a point which has been constantly brought home to us, but never in a more flagrant way than in the present case. In respect of quality, English workmanship easily holds its own, and in one particular we have an advantage which almost balances our loss in the matter of time. The American engines are, as coal-consumers, enormously more costly than the English engines. The contrast in this case is as overwhelmingly in favor of England as the contrast in rapidity of execution is in favor of America. Trials made with both goods and passenger engines show that in the case of the former the American consumed 25.4 per cent. more coal than the British engines, while the latter were drawing 14.2 per cent. more load. In the case of the passenger engines the American consumed 50 per cent. more than the British with the same average load. The latter difference being capitalized adds £400 to the cost of the American engine as against the British.

This does not look as though the advantages were all on the side of the American locomotives by any means.

The Saunders' Grocery Co. ask the public to do only one thing, which is, to compare the quality and prices of their goods with those of others, and they will be satisfied with the result. The quality of their goods is the very highest, and they claim that their prices are the lowest that such goods can be sold at.

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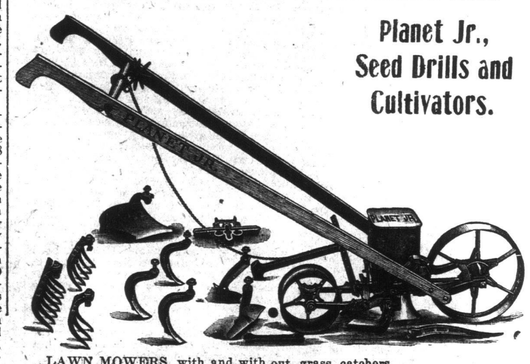

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