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THE QUEEN.

Yesterday Her Gracious Majesty Queen Victoria entered upon her seventy-ninth year. She was born at Kensington Palace, May 24, 1819. Her father was Edward, Duke of Kent, fourth son of George III., and her mother Victoria Mary Louise, daughter of Francis, Duke of Saxe-Coburg-Saalfeld. Her father died when she was eight months old, and she was reared in semi-seclusion by her mother. Probably to this fact the elevated tone of her life and the purity of her court were largely due, for Edward, Duke of Kent, was a man of by no means austere morality, and if he had lived there is no doubt that the surroundings of the young princess would have been very different from what they were.

Only those who are familiar with the history of the courts of Europe during the last century and the early part of the present one can form any adequate idea of the influence of Victoria's example in moulding English life. In 1851 Tennyson wrote of her:

"Her court was pure; her life serene;
God gave her peace; her land reposed;
A thousand claims to reverence closed
In her as Mother, Wife and Queen."

The record of peace was not long unbroken, but peace and prosperity at home, and Imperial expansion abroad, have marked her long and illustrious life. The years of her infancy belong to history. When she was born, Napoleon was still chafing in exile in St. Helena, and in every seaport of the British Isles one might meet the heroes of the Nile and Trafalgar. Thousands of those who took part in the French revolution were still living, and not a few of the leaders of the American colonies in their successful struggle for independence. The world was only beginning to adjust itself to the new conditions which arose out of the social, educational, moral and political revolutions, which had their birth in the eighteenth century. In the nearly four score years which have passed since the little Princess first saw light in Kensington Palace, almost everything that we have in mind when we speak of modern civilization has been developed. For sixty years of this remarkable period the Queen's personal influence has been a potent factor, socially, morally and politically, and it is impossible to say what its effect in these respects may not have been upon the material progress of mankind. The ruler of the most progressive and most aggressive of nations, she proved herself fully equal to the many exigencies of her position. It requires no effort of the imagination to picture what the condition of the United Kingdom, and if of the United Kingdom, then of Europe and the world, would have been if Victoria had not felt in a degree, for which we look in vain for a parallel, the many-sided responsibility of sovereignty. A woman of strong likes and dislikes, as a queen she has known how to keep her personal feelings in abeyance during the frequent changes in her political entourage. How potent this quality of self-effacement has been can be better understood if we stop to think of what a power the royal name and the royal pleasure are to confer with even in these most democratic of days. But this self-effacement has only been as to personal preferences. The Queen has never hesitated to assert the influence of her strong personality, of her thoroughly British common sense, of her innate love of justice, truth and righteousness. When a timid maiden receiving notice of the tremendous burden laid upon her by the death of her uncle, William IV., she asked the Archbishop of Canterbury to pray for her, she uttered almost by inspiration the guiding

principle of her life—a sense of responsibility under God to the people who acknowledged her as Queen. If we lose sight of this fact, we fail to read the great lesson of this long life, which has been crowned with so much glory and honor, but with nothing so conspicuous as the esteem of the world and the loyal love of the hundreds of millions, who yesterday begirt the earth with prayer that her life may be spared for many another anniversary.

Not the least remarkable feature of this royal life has been her widowhood. She was only forty-two years of age when the Prince Consort died. That is to say almost half her life has been spent in widowhood. There would have been nothing surprising if she had sought another husband; but, with what we can see now was the highest wisdom, she chose another course the history of her Empire might have been very different. Her life as a widow has been spotless, even in "that fierce light that beats about a throne." In some mysterious way "that divinity that doth hedge a king" has surrounded her, to the happiness of her people, to the glory of her Empire and to the advancement of Christian civilization.

And so we say once more "God Save the Queen." Long may she reign! Long may she keep

Broad-based upon her people's will,
"Our ocean-empire with her boundless homes."

TOLL ROADS.

Speaking of toll roads the Kootenay Mail complains that the Colonist wants to draw the public into a discussion before taking a decided stand. We plead guilty, and, odd as it may seem to the Mail, are not ashamed of it. All people pass through the really stage of existence, when they think they know everything and have not sense enough to consult others upon things of public interest, and some people never get over it. But the Colonist has reached that period of development when it is not ashamed to deal with the public in a spirit of absolute frankness. It has said in plain English that it does not like the idea of toll roads as a general proposition, but as roads are needed more rapidly than the Province can afford to build them, and in places where it may be that the government would not be warranted in building them, it has thought best to propose toll roads as a means of temporarily meeting the exigencies of the case. There is a law on the statute book providing for such roads, but it has not been acted upon in a long time. From several sections of the Province requests have come for permission to build such roads, and it is very desirable that there should be an expression of public opinion on the subject. The Mail thinks the idea is "antiquated."

So it is; so is a pack train; but even antiquated things may be very much better than nothing at all. The question is not what we would like to have but what we can get. We propose a few questions to the Mail.

Is it desirable that the government should build a road to every mining camp or group of claims?

Is it desirable to permit private individuals to build roads for their own convenience?

If private individuals build roads for their own convenience ought not other persons desiring to use them pay for the privilege of so doing?

Is it better to have no road at all than a toll road?

Can the provincial revenues stand the expense necessary to build every road needed during the next few years in the mining regions?

We frankly admit that we would like to know just how people regard these questions, and if this is a crime we are criminal. But we fancy that people, who have a modicum of good sense will agree with us that it is desirable to have a general expression of opinion on questions of this nature before acting upon them.

INEXCUSABLE NEGLECT.

On May 10 Col. Prior asked the following question in the House of Commons:

Is it the intention of the government to appoint a telegraph operator as postmaster at Esquimalt, B.C.?

Replied the Postmaster-General: "The matter referred to has never been before this department."

This is certainly a rather remarkable thing, not so much because of the gravity of the matter involved, but as illustrative of the absolute hollowness of the promises which some Ministers of the Crown make in their peregrinations around the country. Hon. Mr. Davies, Minister of Marine and Fisheries, was in Victoria in December last, and was presented with an address by the Board of Trade, in which several matters of importance were brought under his notice. One of them was that now under consideration. We quote from the address:

The existing postal arrangements with Esquimalt are not satisfactory, the mails now being held at Victoria and the Admiralty is consequently obliged to employ special messengers in order to receive his despatches on good time.

There is no telegraph nearer than Victoria, and this, too, is exceedingly inconvenient, and does not meet with the requirements of such an important naval station as Esquimalt.

It would be a small matter for the

Dominion government to station at Esquimalt a postmaster who is also a telegraph operator, and by arranging for the dispatch of the admiralty mail bag promptly on arrival at Victoria, the second inconvenience complained of would be overcome, as it may be mentioned incidentally that if the telegraph operator is provided the line will be extended to Esquimalt by the Canadian Pacific Telegraph Company without delay.

It being felt that the improved postal and telegraph arrangements with Esquimalt are strictly Federal matters, this board would therefore ask you to kindly bring them before the proper authorities and to use your best endeavors in getting these recommendations carried out without delay.

In reply Mr. Davies said that he would also lay before the Postmaster-General, Mr. Mulock, the suggestions as to mail and telegraph facilities at Esquimalt, and urge him to take such steps as would carry them out."

Five months have passed since Mr. Davies made this promise, but if the Postmaster-General's statement is to be accepted, and we believe it is, he has not yet found time to carry out. It has hitherto been our impression that when Ministers of the Crown visited different parts of the country, they did so for the purpose of learning what the needs of the several localities are, and that when notified of anything being required they at least went through the form of acting upon the notification. Mr. Davies has certainly in this case shown that the rule does not apply to him. We can understand how a minister might forget some of the numerous requests preferred by political supporters in a casual way, but not how he could overlook a formal request made to him in writing by an important representative non-political organization. The contrast between the neglect shown in this matter and the dispatch with which certain official heads were taken off and at least one important public department was removed from Victoria is very noticeable.

Our Hawaiian exchanges fully corroborate the remarks of Marquis Ito, published exclusively in the Colonist, as to the status of the dispute between the Japanese government and the authorities at Honolulu. The cruiser Nanawa with a special commissioner arrived at the Hawaiian capital on May 6th and by this time it is probable that negotiations for a peaceful termination of the difficulty are well under way. The Japanese minister said on the arrival of the cruiser: "One thing I want the people to understand is that Japan is here for peace." He was, however, very firm in his expression of opinion as to the course which the Hawaiian administration will take. His remarks on this subject had just a suggestion of threat in them. Nevertheless he was careful to say that Japan was not for war and recognized that in one sense Hawaii is the ward of the United States. We gather from the Hawaiian papers that there is little probability of any serious resistance being made to the claims of Japan and that the disposition is to let the construction of the treaty as it affects immigrants be settled by ordinary diplomatic methods. There is naturally a great deal of interest taken in the question, which divides public attention with the prospective abrogation of the reciprocity treaty with the United States, but the discussion is for the most part in the best of temper.

Every person who goes into Alaska, Yukon or Northern British Columbia during the next three months ought not to keep his own eyes open for Andrew's balloon, but should expect every one else to do so. The intrepid adventurer expects to be ready to start by June 22 and will get away from Spitzbergen as soon after that date as a strong southerly wind occurs. Last year favoring winds occurred during July and August, but the balloon was not ready and so a start could not be made. It is quite impossible to tell where the balloon will descend, and steps have been taken to notify the people in all circumstances as to the look-out for it.

An impression prevails that Prof. Andree expects to reach America, but he has not said anything more than that he hopes to do so. If he should go due north from his starting point and then due south on the same meridian he would pass through Behring Strait; but this is hardly probable.

We print a letter to-day in regard to "Cariboo the Golden." There is much in what our correspondent says about the desirability of giving more attention to Cariboo; but this does not in any way detract from the importance of the Yukon and its certain development.

The most striking thing about this Northwest Coast just now is that so many localities are attracting attention that it is next to impossible to say which is the most promising. Trail Creek, Boundary Creek, Sloan, East Kootenay, Lardeau, Lillooet, Cariboo, Texada, Cassiar, Yukon, not to speak of the scores of other places, invite the prospector and investor. It is a case of *embarras des riches*.

There was some criticism at Ottawa of the expenditures at Rideau Hall. These are considerable, but we suppose must be expected. We can hardly ask our governor-general to keep up the official residences, and since the country must do it every year it is to be done decently. So that there is not wasful-

ness about matters of this kind there will be no serious opposition to them. The Liberals when in opposition were accustomed to make considerable capital out of the Rideau Hall expenditures, but they have probably seen the error of their ways in this and some other respects.

SENATOR McInnes is doing admirable work in agitating for a Canadian Mint. He recently addressed a meeting of the Ottawa Board of Trade on the question and made an excellent impression. The idea is a very good one and appeals to the business instincts and patriotic sentiment of the people. It is to be hoped that the government will see its way clear to act upon the suggestion. Let us have Canadian gold converted into Canadian coins at a Canadian mint.

PLEASANT news comes from the Hawaiian Islands in re the Pacific Cable. It is said that the Dole government has concluded to accept the proposals of the British company and grant permission to land the cable on the islands. This, if it proves to be correct, will undoubtedly hasten the laying of the cable.

The exports of gold from the United States to Europe is due in part to the fact that several of the European governments have lately been accumulating gold, and in part also to the great falling off in wheat shipments as compared with a year ago.

We print a letter signed "Mechanic" on the proposed plebiscite. He presents one aspect of the case with fairness and good temper. This is the spirit in which this very important issue ought to be discussed.

THE CANADIAN PRESS.
THE UNCERTAINTY OF MINES.
"Gold is where you find it," has become a modern prospector's axiom, and not without good reason, for valuable mines are now being worked which have been trapped over for months by supposedly well-posted mining men, and are continually turned down in the past by the experts.—Revelstoke Herald.

HEINZE MAY BUILD IT.
According to reports which the World received from Ottawa there is strong hope that construction on the line of the Pacific and Boundary Creek railway will be commenced at an early date. That section of the province is suffering, and that seriously, for the lack of railway facilities. It is likewise learned that strong pressure is being brought to bear on the administration to render such assistance to Mr. Heinze as will enable that gentleman, by taking advantage of the \$4,000 per mile subsidy granted by the provincial government, to make an early start on the undertaking.

THE ROSLAND STOCK EXCHANGE.
The disincorporation of the stock exchange, unless it is quickly followed by the incorporation of another, will do the most serious harm to the investors who will be confounded by the fact that they are to be jobbed. If Rosland had had an exchange before the fictitious value of mining stocks cannot be fixed by the holder, and the sooner will say what he will pay, and the sooner a fixed value is placed upon stock the sooner there will be a demand for them upon the open market.—Rosland Record.

BY WAY OF VARIETY.
"Going to ask your girl out to supper after the show, old man?"
"Yes, Don't you think she looks nice enough to suit?"—Detroit Journal.

"Did I understand you to say that you didn't have any company in the kitchen while I was out, Katie?"
"Yes, mum; that's what I said."

"But I smell the tobacco from a pipe all through the house."
"Yes, mum; the policeman was in for half-an-hour, mum; but we were in the parlor."—Yonkers Statesman.

"Will beer be any higher if that tax is levied on it?"
"No," answered Mr. Weinhandel. "It will be lower in the glasses, already."—Cincinnati Enquirer.

"What whom did you gossip about at your what club to-day?"
"Every woman was there; we had to play whist."—Chicago Recorder.

"I'm mighty glad my wife coaxed me into getting her a wheel," said the lean passenger.
"Makes her happy, eh?" said the fat passenger.
"She is so struck on riding that she is not going to clean house this year!"—Indianapolis Journal.

His Lordship—"Pon my word, now really Miss Rosebud, I can't make up my mind at all, you know!"
Miss Rosebud—"Yes, I should think you might find it difficult with no material to start on."—New York Times.

Farmhand—"I'm told that the workin' in towns an' cities belong to an organization called Knights of Labor."
Farmer—"Yes, but thing too."
Farmhand—"An' the country papers says 'em made a new union."
Farmer (excitedly)—"Yes, s'ire; biggest thing yet. I'm one. Now the hydra-headed monopolies will bite the dust. Jest wait and see when we vote solid fer—"

Farmhand—"Well, us farmhands here formed a union too, and we want our hours reduced to sixteen a day."
Farmer—"Eh? Wha— Now, see here! This federation business is goin' 'most too far."—New York Weekly.

They Do Good Work.
The following letter tells what people think about Laxa Liver Pills:
DEAR SIRS—I gladly testify to the virtues of Laxa Liver Pills. I used to be troubled with severe headaches and constipation for a long time, and took these pills hoping for a cure, and my hopes were realized. I have found them a never failing remedy and heartily recommend them.
(Signed) MISS L. LAWSON, Monckton, N.B.

YOKOHAMA, May 7.—Per steamship Belgic, via San Francisco.—After repeated false reports of her transfer, Mrs. Farquhar, was taken from the British jail at Yokohama and conveyed on board the Ancona April 25, for Hongkong, it is believed.

SEE THAT THE FAC-SIMILE SIGNATURE OF

Chas. H. Fletcher

IS ON THE WRAPPER OF EVERY BOTTLE OF

CASTORIA

A Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of INFANTS & CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Prepared by J. C. FLETCHER, Proprietor, Lowell, Mass., U.S.A.

Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep.

Fac-Simile Signature of *Chas. H. Fletcher* NEW YORK.

At 6 months old 35 Doses—35 CENTS

EXACT COPY OF WRAPPER.

"A Weak Man Is Only Half a Man."

TO HIM THE JOYS AND PLEASURES OF this world are dull pastime. His sense of enjoyment is dulled by a weak, depressed nervous system. His intellect is slow, his memory poor. It is evident that he lacks vital force, which is electricity. He is easily subject to disease, because his circulation is weak and he cannot throw off the impurities which gather in the kidneys and stomach.

DR. SANDEN'S ELECTRIC BELT

Is Nature's cure for weak men. It restores the body every day with a volume of vital magnetism and restores the power of the nerves and all vital parts. It cures why there is no cure in this famous belt.

"The Belt I received from you I must say has done me a great deal of good. I feel stronger to-day than I did three or four years ago. My flesh is firm and strength increasing. The pain in my chest has not returned since I commenced wearing your Belt." writes Equilmalt, Vancouver Island, B.C., March 9, 1897.

TO WEAK MEN.

Why will you overlook such absolute proof of the fact that there is a cure for you. Surely no man enjoys being deprived of the most precious element of strength. Every man should be this remedy. It will not fail. Read the celebrated book by Dr. Sanden, "Three Classes of Men." Will be sent by mail, closely sealed from observation, free. Address:

THE PASTIME

THE FIRST GREAT IMPROVEMENT IN 20 YEARS.

The "Pastime" cuts grass within 1 1/2 of an inch of a tree or fence. The old style mowers will not cut within 2 1/2 inches, and thus necessitates trimming.

The "Pastime" drive wheels are inside line of the cutting knives, therefore they NEVER GO OVER.

An invitation to look at Chilliwick was accepted for a national meeting in 1897. Officers elected to-day: R. H. Cairns, Chilliwick; John Peck, W. Malakim; Vancouver, J. W. Nanaimo; A. Charlton, tary, C. S. Keith, W. urer, B. A. Irving, CH members of executive: S. Thompson, Verdo Mrs. W. J. Johns; Va Wintennute; Victoria, Bella, Miss S. S. Simpson, Dr. Bolton T. H. Morden, Nelson The yacht races on Monday have been classes, first for yacht 30 feet l.w.l., with 1 prize \$500. The second yacht is measuring 20 feet with 1st prize \$200. Unfortunately the V were only notified of the race they knew earlier, had they known earlier they would have sailed on Friday. Maude and arrived. She will be sailed one of her owners, B. Williams, Ed. Lawrie, A. S. Martin son, members of the V crew thorough yachts and the most especially as two of her sailed her victory. A great deal of money Bell, which will make interesting. Her competitors are the White brated fast boat, and May.

E. G. PRIOR & CO., Ltd.

SOLE AGENTS FOR BRITISH COLUMBIA.

B.C. IRON WORKS CO., LTD.

General Founders, Engineers, Boiler Makers and Manufacturers of all classes of Machinery. Keep in stock a full supply of Engines and Mill Supplies, Pipe and Fittings, Steam Fittings, Wood-Split Pulleys, Oak Tanned Leather Belting, etc. Estimates for Boilers and Engines on application.

Corner Alexander Street and Westminster Avenue, Vancouver, B.C. Telephone 316. Cable address, "B.C."

Mining Machinery a Specialty.

Representative Joseph W. Bailey of Texas, has at last confessed the true reason of his refusal to put on the clothes required by fashion for dinners and evening entertainments. His objections are neither esthetic nor political, but arise purely from the fascinations of the fair sex. "You go out to dinner, talk to this woman and that one, and come back home unfitted for your work." This is not the first Joseph whose soul has been troubled by talking with pretty women; and he is evidently conscious of his inability to resist their power to disturb his thoughts and draw them away from his studies. His only safety is in flight, and he wisely flees.—New York Sun.

In China a certain Chon, described as very learned, is engaged in a crusade against foot-binding, an institution which has been cherished in his country for 20 centuries. Chon has started a sort of anti-foot-binding league, and a number of maidens have signed a pledge engaging never to permit or encourage the foot-binding process among their families or attendants. The dowager Empress of China is in favor of the reform.

Prospective Purchaser—"You say he's a savage watchdog?" Owner—Yes, indeed. "But how am I to know that?" "Try 'em; jes go outside with me, and climb in at that window!"—Chicago Record.

NEWS OF THE

Speedy Amateurs Sport at the Bldg at Vanc

Lacrosse Men Want on New Grounds Creek Pros

Special to the C

VANCOUVER, May 24.—amateur contingent, the Brockton Point this afternoon satisfaction to a It was a day of close that in three events a cleared, while the poor track was responsible minor accidents, from sufferer was Tom Spain Penwill, of Victoria, a favorable impression, the first heat of the op of the most skillful win was third in the p placed as they rounded Then he developed a that was much a sur as to his rivals in the er out by a foot. In the tions were reversed, th owing to the state of the able to do himself just tyler and Marshall n quarter-mile honors ex running a dead heat. Finally, when the race from soon again to H scratch men, Tyler ac made the two-mile ha race, working their way of fourteen and finishi royal to the line. Just when the end reached George and Joh ed on the scene, having ton at 4 in the aftern across. They came to of the prizes but sec from suspension, the some other protestors but came not.

SUMMARY

Novice—Russell won; 3.12 1/2. Half-mile, P won; Lester, 2. time mile, amateur—Russ w time, 35.2-5. One mile won; Barker, 12 time; amateur—Tyler won; 2.39 5/8. Two-mile has tyler won; Marshall, 2.30 1/2. Professional track poor; wind light; Gibbons, starter, J. W. A fund has been open the Victoria Order of treasurehouse of Mr. moderate sum will first advertised subscri to \$43, and comes ma tile marine officers and Active development in ing on gold bearing de miles up Lynn creek, under the auspices of The greatest interest here in an undertaking ducted so near to Va this and other mining val and Vancouver. Pa lity will never aga reward to the maintena rights, by reason of a voters.

NANAIMO

NANAIMO, May 22.— session of the Epworth on "Good Citizenship Mr. Charlton, and were 999 Leaguers re Sunday school schol Temperance and on Se were read and adopted An invitation to look at Chilliwick was acco vention favored Seat national meeting in officers elected to-day: R. H. Cairns, Chilli dence, John Peck, W Malakim; Vancouver, J. W. Nanaimo; A. Charlton tary, C. S. Keith, W urer, B. A. Irving, CH members of executive: S. Thompson, Verdo Mrs. W. J. Johns; Va Wintennute; Victoria, Bella, Miss S. S. Simpson, Dr. Bolton T. H. Morden, Nelson The yacht races on Monday have been classes, first for yacht 30 feet l.w.l., with 1 prize \$500. The second yacht is measuring 20 feet with 1st prize \$200. Unfortunately the V were only notified of the race they knew earlier, had they known earlier they would have sailed on Friday. Maude and arrived. She will be sailed one of her owners, B. Williams, Ed. Lawrie, A. S. Martin son, members of the V crew thorough yachts and the most especially as two of her sailed her victory. A great deal of money Bell, which will make interesting. Her competitors are the White brated fast boat, and May.

BOUNDARY

An important me holders of the Bound and Milling Compan wood City last week visibility of the comp is known in this dist nell's ranch, a propo two miles above the at the conference of any creek. This p about 500 acres, a natural towine, to accept Mr. McDonne many agreeing to don shares of stock and \$5,000.

A fine new ferrybo across the Columbi the road is being g