

FIGHT IN FIELD AND IN COURTS

Republics of Central America Likely to Have General Row.

CONVENTION TALKED OF

Honduras and Nicaragua Sue in the New Court of Justice.

Mexico City, July 11.—The state department of Mexico and the United States are exchanging telegrams over the situation in Central America, and both governments are prepared to intervene if Honduras makes the request.

A startling rumor is that Puerto Cortes, on the Pacific coast of Honduras, has been invaded by a force organized in Guatemala.

Tegucigalpa, July 11.—The government troops will attack the revolutionists at Tegucigalpa tomorrow.

Tegucigalpa, Honduras, July 11.—The government of Honduras today instituted a court of justice, which was formally opened at Cartago, Costa Rica, on May 25 of this year.

Managua, Nicaragua, July 11.—The Nicaraguan government has presented a complaint to the Central American court of justice, which was formally opened at Cartago, Costa Rica, on May 25 of this year.

An Interesting Question.

Washington, July 11.—Great interest was manifested at the state department and in the American diplomatic colony in the news that Honduras had instituted suit before the Central American court of justice against Salvador and Guatemala.

DROWNED NEAR UNION

Ralph Doane Meets Death Through Capsizing of Rowboat—His Body Recovered.

Nanaimo, July 11.—Ralph Doane, a married man, 22 years of age, while bringing some freight to an American island in a small row boat to Union bay yesterday, was drowned by the capsizing of his boat. His body was taken to Bellinham for burial.

COMOX PIONEER DEAD

Samuel J. Cliffe, Who Had Long Resided in the Valley, Dies at Province in 1862.

Comox, July 11.—The funeral of the late Samuel J. Cliffe took place to the church of England cemetery at Sandwick. The obsequies were conducted by the Masonic order which turned out in a large body to pay their last respects to the dead.

Boys Drowned

Kingston, Ont., July 10.—Ross and Kenneth George Swanson, aged 12 and 11 respectively, were drowned at Enterprize, while bathing.

Fell Down Elevator

Montreal, July 10.—Louis Cloyne, a 13 year old office boy, fell from inside a new elevator yesterday, falling down the elevator in the G. T. railway general office.

Marconi Manager Resigns

Montreal, July 10.—John D. Oppé, Montreal manager for Canada of the Marconi Wireless Telegraph Company, has sent in his resignation to England.

Views Abroad of U. S. Contest

London Papers Generally Look Upon Mr. Taft as Likely Winner.

THE PERSONAL EQUATION

Landslide Needed for Mr. Bryan's Election Hardly to Be Expected

London, July 11.—The London newspapers anticipate an interesting contest for the presidency of the United States. This, they think, will arise not so much from the differences of the platforms of the opposing parties, as from the striking personality of the candidates.

English Hop Industry.

Washington, July 11.—The select committee recently appointed by the House of Commons to consider means for rehabilitating the hop industry, sent a report last night.

Activity Continues in Mining Region

Production of Ore Shows a Further Increase for the Past Week.

Washington, July 11.—Following are receipts at smelters of the principal mining districts of the United States for the past week and the year to date:

SEARCH FOR POLE

Word From Explorer Cook—His Friends Await Account of His Long Silence.

New York, July 11.—Dr. Frederick A. Cook of Brooklyn, the explorer, who is trying to reach the north pole by a new route through Nansen straits and whose friends were fearful that he had met disaster in the frozen north, has been heard from.

TROOPS TO OVERAW NAVAJO INDIANS

Detachment of Cavalry Sent With Battery of Gatling Guns.

Flagstaff, Ariz., July 11.—Five more troops of the Fifth U. S. cavalry to be sent to the Navajo Indian reservation at Fort Huachuca, who will go north to the Chin Lee country.

PARDON ARRIVED LATE

Eighteen Years After Serving of Sentence Pardon Signed by President Harrison Turns Up.

Columbus, Ohio, July 10.—Eighteen years after George Swanson completed his one year's sentence in the penitentiary for violating the United States pension laws, having been sent up from Youngstown, a full and complete pardon arrived at the institution today, signed by Benjamin Harrison, president of the United States, and Wm. F. Wharton, his acting secretary of state.

German Princess Dead.

Scherwin, Germany, July 10.—A despatch received from Willgrade announces the death this morning of Elizabeth, wife of Duke Johann Albrecht, regent of the Duchy of Brunswick.

Minister Sued for Slander

Kingston, Ont., July 10.—License inspector W. Clarke Wright was today sued against Rev. Thomas E. Burke, pastor of the Brock street Methodist church, charging him with defamatory libel.

Shah Apologizes

London, July 11.—The Times correspondent at Tehran says that two of the Shah's ministers tomorrow will go to the British legation formally to apologize for the disrespect shown to the British flag during the recent troubles.

TO SEARCH FOR SOUTH POLE

New York, July 11.—Upon his return from his present expedition in search of the north pole, Commander Robert E. Peary plans to organize a national American Antarctic expedition to explore the south pole, a project which his secretary has the approval of President Roosevelt.

Revolutionists Doomed

El Paso, Tex., July 11.—A code message to the Herald which escaped the Mexican censors says that twenty revolutionists who had been condemned to die, were removed today to the state prison.

REPORT FROM OTTAWA

Excites Free Press

Winnipeg Liberal Paper Talks on Subject of Separate Schools.

Winnipeg, July 11.—The Manitoba Free Press, which has been a hotbed of the provincial Liberalism, has a special editorial on the subject of the Manitoba school question.

MINISTERS VISITING COLUMBIA DISTRICT

An Enthusiastic and Well Attended Meeting Held at Field.

Field, B. C., July 11.—Premier McCreight and his cabinet, accompanied by the visiting ministers, arrived here this evening, being joined en route by H. G. Parson, member for the district.

MR. CLEVELAND'S WILL ADMITTED TO PROBATE

Ten Thousand Dollars to Each Child and Residue to His Wife.

Trenton, N. J., July 10.—The will of former President Grover Cleveland was probated today.

Accident Insurance Men

Atlantic City, N. J., July 10.—At the closing session today of the international association of accident insurance underwriters, P. G. Alexander, Chicago, was elected president.

Lord Clancarty's Marital Plans

London, July 10.—A report is in circulation here that Lord Clancarty will marry Mrs. Marcus, widow of a wealthy American banker.

Foundry Damaged

Montreal, July 11.—Fire last night did damage to the extent of \$30,000 to the foundry belonging to the Rhinault-Candier trust, north end of the city.

Cemetery Washing Away

Chatham, Ont., July 11.—Dolan's cemetery, on the bank of the Thames river, is being gradually washed into the river, and many skeletons are exposed to view.

MAY PROROGUE NEXT SATURDAY

Parliament at Last Nearing End of the Session's Business.

GENERAL ELECTIONS SOON

Bill to Prohibit Importation and Manufacture of Opium.

Ottawa, July 10.—The afternoon session was spent in committee on the Manitoba grain bill, which was reported and now stands for third reading.

At the evening session the first matter taken up was the bill authorizing the bounty to volunteers who served in South Africa during the war.

The resolution was passed and the bill taken up and discussed shortly.

Mr. Borden's motion was carried and the bill was read a third time.

According to the terms of the arrangement proposed by Sir Wilfrid Laurier for the extension of the boundary of Manitoba that province's area will be increased by 73,479 miles.

Mr. Laurier introduced a resolution declaring it expedient to prohibit the importation and manufacture of opium for other than medical purposes.

SCHOOL DESTROYED

Woodstock, N. B., July 11.—Broadway school was destroyed by fire this morning. Loss over \$12,000; insurance, \$7,000.

HEAT IN CHICAGO

Chicago, July 11.—The highest temperature in seven years was recorded in Chicago today. Two deaths, and numerous prostrations resulting. The official temperature was 86.

ATHLETES ENTERTAINED

London, July 11.—Baron Desborough and the other members of the Olympic council held a reception for the visiting athletes in the Grafton hall gallery tonight.

MAYOR SUES FOR LIBEL

Philadelphia, July 11.—Mayor John Rehrman of this city today through A. S. Shield, his counsel, instituted proceedings against E. A. Van Valkenburg, editor and proprietor of the North American, and six members of the staff of the newspaper.

DEATH OF BISHOP CURTIS

Baltimore, Md., July 11.—Right Rev. Alfred A. Curtis, Roman Catholic Bishop of Wilmington, Del., and Vicar-General of the arch-diocese of Baltimore, died here at 8:45 a.m. He had been under treatment for cancer of the stomach, and his death has been for some days a matter of public concern.

OLYMPIC GAMES TO OPEN MONDAY

Elaborate Preparations Under Way—Englishman Won Tennis Singles.

London, July 11.—The most elaborate arrangements have been made for the formal opening of the Olympic games on Monday by the King. Before his arrival there will be a grand procession and a series of athletic contests and the first heat of the 100 yard race will be run.

WOMAN OF LYNDEN, WASH., TRIES TO DROWN

Woman of Lynden, Wash., tries to drown herself in the river. She was rescued by a neighbor.

FACING DEATH TO MAKE ESCAPE

Members of Chinese Crew Leave Their Vessel and Take to Water.

TWO DROWN; ONE MAY DIE

Peculiar Occurrence on Board British Steamer at New York.

New York, July 11.—As the British steamer Strathgairn was about to sail for Norfolk, Va., from pier 11 in Erie Basin today, twenty Chinamen, members of a crew of 40 Celestials who have been in a state of mutiny ever since the vessel docked here, made a concerted effort to leap overboard.

Ten of them were successful and before recovery could be made, two of them were drowned and the third will probably die.

The surviving Chinamen having been pulled from the water, all except the one who was nearly drowned, were taken on board the vessel and locked up. The other was sent to a hospital.

The mutineers were signed for an eleven month's voyage at Shanghai, but they refused to go. The captain, Capt. Dunn, has refused to pay them until the ship is in New York.

Before the steamer sailed twenty-two of the mutineers were arrested and arranged in the night court, but the magistrate ruled that the case was not in his jurisdiction.

Bishop Potter's Condition

Copetown, N. Y., July 11.—Bishop Potter, who has been making no progress towards recovery for a few days, is reported to be improving.

NAVAJO OUTBREAK

Bliss, Ariz., July 10.—An uprising of Navajos in New Mexico is reported to have occurred. The soldiers with machine guns have been dispatched from Fort Huachuca for Fort Wingate, N. M., for the purpose of aiding the troops stationed here in quelling the outbreak.

DETERMINED TO DIE

Bellingham, July 10.—Four consecutive attempts at suicide, two by strangling and two by drowning, were made by Mrs. Bessie Spicer of Lynden. Last night she was brought here by the sheriff's deputies and committed for insanity.

Winnipeg, July 11.—The singles in the lawn tennis in connection with the Olympic games were concluded here today.

London, July 11.—In pre-lunch at the Stadium yesterday John Laffigan of New York threw the 15-pound hammer 175 feet 3 inches, 3/4 of an inch behind the world's record.

London, July 11.—At the Stadium this afternoon H. S. Porter, one of the American Olympic contestants, cleared six feet one inch in an exhibition high jump. This is two inches better than the jump made by Leahy, one of the British entries at the championship meet last week.

Struck by Lightning

Halifax, July 10.—The four-year-old daughter of W. Ellis, of Tyne Valley, was struck by lightning while sitting on the kitchen floor behind the stove and killed.

Methodism in Newfoundland

Toronto, July 10.—The Rev. Dr. Carman, general superintendent of the Methodist church in Newfoundland during the past year shows an increase of one thousand.

Cemetery Washing Away

Chatham, Ont., July 11.—Dolan's cemetery, on the bank of the Thames river, is being gradually washed into the river, and many skeletons are exposed to view.

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BOARD OF TRADE ANNUAL MEETING

Reports Show City's Condition Is a Most Healthy One.

OFFICERS ARE ELECTED

Hon. R. G. Tatlow Tells of the Splendid Advance of Province.

(From Saturday's Daily)

The semi-annual meeting of the British Columbia Board of Trade was held yesterday afternoon, the retiring president, Mr. F. A. Pauline, in the chair.

The president's desk and the table were decorated with four handsome vases, filled with the autumn sweet peas, the gift of the Jubilee hospital ladies' auxiliary, as an expression of their interest in the board during the past year.

Annual Report

The annual report is as follows: During the twelve months ending 30th June, 1908, there has been marked progress in the city of Victoria, and it is especially gratifying to note that the development has been general, and not confined to any particular line of industry.

E. & N. Railway Depot

The representatives of the board in regard to the inconvenience experienced in handling freight at the Esquimalt and Nanaimo railway depot, were recognized by the operators of that company, and new and improved terminal facilities have been provided on the block between the Esquimalt Store, Discovery, Government and Herald streets, which the railway company purchased for that purpose.

Coasting Laws

For many years past the Canadian Coasting Laws have been suspended in these waters and foreign vessels have been allowed to carry freight originating in Canada, and destined for another Canadian port. But for that suspension the city of Victoria would have seriously suffered in the past in consequence of an insufficiency of Canadian vessels.

Plotage

There has been practically no change in the plotage rates on the coast during the past twelve months as this board succeeded in preventing the proposed new tariff concerning the plotage which the charges for plotage of large freighters would have been greatly increased while for some months the business of the port has been carried on efficiently by four instead of five pilots.

Terminal Freight Rates

Concurrent with the issue of a new freight tariff by the Canadian Pacific Railway company, on October last, the differential charge on the Esquimalt and Nanaimo coast was removed and the city now enjoys the same terminal freight rates as when the Esquimalt and Nanaimo coast was brought to a successful conclusion the long continued effort of this board of trade in that direction.

Bills of Lading and Claims

Much time has been devoted by committees and by the board of trade in securing uniform bills of lading, both for foreign and Canadian, for the greater security of shippers and for the settlement of claims for damage to and loss of goods in transit. These are matters of common interest to both Canada and the world, and the connection has taken the form of co-operation with other boards of trade, the railway commissioners of Canada, being the sole arbiters between the shippers and transportation companies.

Dry Dock

In January last this board again directed the attention of the Dominion government to the necessity of providing a dry dock at Esquimalt and in reply was given that a subsidy will be given if a company can be formed to undertake that work. In the opinion of the board the dock should be constructed by the Dominion government with possibly the assistance of the Esquimalt and Nanaimo (which was given when the existing dock was built) for no one can foresee how long it will be before the Esquimalt and Nanaimo coast is opened up for navigation, and there are no facilities for dockage at this port.

Alaska, Yukon Pacific Exposition

As soon as this board received an assurance that an exposition would be held in Seattle in 1909, especially devoted to the products of Alaska, the Yukon and Esquimalt and Nanaimo, the government was approached for a grant in aid of a suitable display of British Columbia and Esquimalt and Nanaimo products. The first application

was disposed of by an intimation that a vote during the present session of parliament would be early enough. The board has yet to learn of any money being voted for that purpose. The general opinion is that if an opportunity is offered near the eastern Canadian provinces for the display of the products of that section a suitable vote of money would have been made for this, and saying in view of the larger per capita contribution to the federal exchequer from this western territory, a strong feeling of dissatisfaction prevails that there has been any delay in the matter.

Alaska, Yukon Pacific Exposition

The Alaska-Yukon-Pacific exposition to be held at Seattle in the state of Washington in the year 1909 is to be devoted, among other things, to a demonstration of the natural resources, manufactures and other products of British Columbia and the Yukon.

That preparations for the exposition

are being made on an extensive scale, and that the board of trade, by the legislature of the state of Washington and the congress of the United States, is being invited to send a delegation to the exposition. It is being stated that the board of trade is being invited to send a delegation to the exposition, and that the board of trade is being invited to send a delegation to the exposition.

That if no adequate representation

is made of the resources and advantages of Western Canada, not only is a valuable opportunity being lost of making them known to the public, but many people will visit the exposition for the purpose of obtaining information as to the opportunities for settlement, exploration and development of the west.

That the advantages to be taken of the

exposition by the people of Seattle to press the claims of their city as the headquarters of the Pacific coast and as the natural outlet for the Pacific trade, and your memorialists believe that a special effort ought to be made to demonstrate the advantages possessed by Canadian cities in both the above respects.

That your memorialists respectfully suggest

that it is important that a delegation, by which the great resources of Western Canada, the growing systems of transportation, the commercial independence of Canada, and the ability of the Dominion government to do everything necessary for the development of their own country ought to be made known to the public.

That on and after 1st August, 1908,

the regulations set forth on pages 19 and 20 of Memo. 1156-B will apply to goods duty paid in Canada and the Canadian products and manufactures which are carried by water route between any seaport in British Columbia and a Pacific coast port in the United States south of British Columbia.

Such goods when transported by

water in British registered vessels shall, on arrival in Canada, be dealt with as imported goods.

Canadian customs officers are

instructed not to sign or certify any customs manifest for the transportation of the said goods by water, as in bond or free, on and after 1st August, 1908, except when the goods are carried in British registered vessels.

Notice

For some years past this board has endeavored by legislation to make more difficult for a fraudulent trader to dispose of his stock in bulk. The last session of the legislature the bill of the act was amended along those lines.

Public Works

Some other works arranged for in and near Victoria, by the Dominion government, are the extension of the Esquimalt and Nanaimo railway, extension of telegraph stations, extension of the Esquimalt and Nanaimo railway, extension of the Esquimalt and Nanaimo railway.

National Free Port

It is now about two years since the royal commission on the subject of a national free port and Victoria was included in the number. The only reply received to this board's enquiries is that the establishment of a free port of great magnitude necessitating the expenditure of millions of dollars and such would be the case if the scheme included the purchase of water frontage and improvements as recommended at this port.

Sealing

A very strong memorial has been prepared and forwarded to the Imperial authorities setting forth the restrictions imposed upon Canadian sealers under the "Paris award" in the matter of a closed season during the months of May and July, inclusive, which has been the cause of the loss of the Behring Sea, and which, in view of the restrictions of the Paris award, are allowed to take seals on the high seas in any manner they please, and within the area from which Canadian sealers are excluded.

Salmon Fisheries

The Provincial salmon catch during 1907 was, on the whole, very disappointing, a total of 1,341,045 cases including 314,047 cases Sockeye, secured, compared with a total of 1,459,753 cases including 459,753 cases

Victoria Harbor

Dredging in Victoria harbor has been slowly but the work progress is very slowly with an out-of-date dredger. The new dredger, which is being built, is being assembled and will, it is expected, be completed in about six weeks. It is most important that it is operated here without delay for at extreme low tide it is necessary to dock the S.S. Princess Victoria at the outer wharf and the latter vessel now under construction for the Canadian Pacific railway will require a still greater depth of water.

Agriculture and Immigration

This board is indebted to the Honorable the Minister of Agriculture for the following remarks in regard to agriculture and immigration: Agriculture, while fully keeping pace with other industries made a decided advance in certain lines during the year. The acreage under fruit was increased by over 50,000 acres, and the orchard area at the close of 1907 amounted to 100,000 acres.

That the increase in interest

is being taken all over the world in that part of the continent usually spoken of as the Pacific Northwest, and that many people will visit the exposition for the purpose of obtaining information as to the opportunities for settlement, exploration and development of the west.

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Sockeye, in 1907, The Sockeye pack

of the Fraser river, which amounted to 85,315 cases which clearly demonstrated the serious extent of the depletion of the sockeye fishery. It is, unfortunately, shows little if any result from past operations at the Fraser River this year, and hence, more with a view of holding together their fishing and carry crews for next season, which is the big year.

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Postoffice, to

June 30 (approximate) \$7,400.00 7,500.00 Total \$1,600.00

Mr. Pauline

Mr. Pauline: "I do not know that I can say very much in reference to what has happened in this period, but in all we imported six and a half millions of agricultural products which could have been produced in our own province. Our own production is estimated as seven and a half millions, which, taking into account the dry season of 1907 and scarcity of farm labor, is fairly satisfactory and leaves us to expect much better results in the present year. (Applause.)"

Mr. Pauline

"I am glad to see the difficulty of obtaining farm labor has been to some extent met largely owing to the efforts of the Warrenton Army who brought in a large number of white immigrants for farm and domestic work. I am glad to see that you are undertaking to find more of them in the future, and I am glad to see that you are looking after them until settled in position. (Applause.)"

Horticultural Record

"Our horticultural record for the year 1907 was not so good as last year. 1907 and a still larger number in fruit were produced. The acreage in fruit was 1,474,743 and with the increase of acreage each year, it is probable that we may look for a rapid expansion in this branch. (Applause.)"

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He looks upon as his home, and I am

sure that we would all like very much to have him deal with the leading events which have occurred during the period that has elapsed between the date of incorporation and the present time. (Applause.)"

Mr. Pauline

"I do not know, however, that I am altogether satisfied with the progress which has been made since the establishment of the board of trade 30 years ago, for had the hopes which were entertained at that time been fully realized this city would be much larger than it is today, although I still think we have good ground for the expectation that that growth will be accomplished at no distant date. Nevertheless, I must confess that this country, as a whole, has advanced at a very much slower rate than we anticipated at that time would be the case. But on the other hand, a marked change for the better is possibly very near at hand, while there are good reasons to believe that the great interior of this country, which lies between this point and the Rocky mountains and which will eventually find its trade outlet on the Pacific coast will develop far more in the next 20 years than has been the case during the past thirty years. (Applause.)"

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The Colonist.

The Colonist Printing & Publishing Company, Limited Liability, 27 Broad Street, Victoria, B.C.

THE SEMI-WEEKLY COLONIST

One year \$1.00 Six Months75 Three months50 Sent postpaid to Canada and the United Kingdom.

NEW BRITISH COLUMBIA.

The people of this province are about to witness a remarkable development in what Mr. McBride has called New British Columbia, that is in the region to be opened up by the construction of the Grand Trunk Pacific. We are only beginning to appreciate what that part of the province is like, although this is not a want of being told. Some fifteen years ago an Oregon man, who had been almost everywhere in the Northwest Coast, returned from a visit to the Nechaco valley, and he could not find words to express his admiration of it. It was about that time that the late Mr. Pender, F.L.S., made his report upon that region, and he had just colored that nobody believed it. The provincial government of the day took pains to let it be understood that the report had no sanction of an official character. Now we know that he told the simple truth, and sometimes wonder if Mr. R. P. Ritchie does not have just a little quiet satisfaction when he thinks of how he has managed to persuade the people of Victoria that they ought to make every effort to secure a railway that would develop that region and bring its great potential trade to this city, and at the same time build a line to the north end of Vancouver Island so as to control the immense business certain to be carried on at points further north. There has been a time, and it was not very long ago, when people in Victoria used to laugh at the "British Pacific" project, as it was at one time called, and look upon it either as an idle dream or as something that never could be realized in the lifetime of the present generation. We all know better now, and the pity of the whole thing is that that magnificent undertaking, which had as one of its originators the late Hon. Robert Dunsmuir, would have secured for Canada for which she will now have to contend against formidable rivals.

But all this is apart from what we set out to speak of, and that is the fact that in Central British Columbia there will be developed a scene of industrial prosperity that will not only surpass anything possible in the southern part of the province, but will be a direct tributary to a road located along the Nechaco, as the new transcontinental highway will be. The new railway will also leave untouched the great triangle lying east of the Coast Mountains, and forming a part of this province, wherein are millions of acres of fertile land, and a great river, and an unknown wealth of other resources. The opening of New British Columbia means the opening of a new era of prosperity, and we have the utmost confidence that Victoria will share in it to a large extent. But we must not take a parochial view of these things. It ought to be a source of pride to us all to see the province, and the wealth, even though it means that new cities will be built, and new centers of influence, and other things, will be established in regions where the first plough has yet to break the virgin soil.

THE ROAST BEEF OF ENGLAND.

The sons of Britain who live at home, are paying dear for their national dish. Beef, which was already very high, has advanced two cents a pound in London. Even at the present high figures it is said that the English are doing business at a loss, preferring to do so rather than lose their customers, and taking their orders in the United States, which country is now drawing largely upon Canada for its supply. There has been a steady increase in the exports of beef from that country to the United Kingdom, and there seems to be no very good prospect that the surplus production of the United States will ever again be sufficient to supply the demand of Europe. The consequence is that there is a strong agitation in England for the removal of the embargo upon Canadian cattle. In 1892 Canadian cattle were sent to England in large numbers to be fattened, but in that year the Board of Health, being alarmed by a report that a herd of imported Canadian cattle was afflicted by pleuro-pneumonia, prohibited the further importation of Canadian stock. Subsequently the order was varied so as to permit cattle from the Dominion to be killed at the port of entry, where they are inspected on landing. Since 1895 nearly 2,000,000 cattle have been so inspected, and in not a single instance has a trace of disease been found. This greatly strengthens the hands of those who ask for the removal of the embargo. The Argentine has been coming out of the beef shortage, in connection with this state of things it is told that when there was a great shortage of mutton in England, Queen Victoria refused to eat lamb, and so made that dish unfashionable, the result being that the British stock of sheep increased by five millions in two years. Now there is a demand that some one will inaugurate an anti-veal crusade, so as to make an increase in beef cattle possible.

THE FINANCIAL OUTLOOK.

The dominant feature in the money market at the present time is the policy of European banks to increase their gold reserves. As our despatches of yesterday showed, the banks of the United Kingdom, France and Germany hold upwards of \$222,000,000 more in gold now than they did six months ago, and there is no sign that this policy is to be abandoned. The current rate of discount at the Bank of England, which is the financial barometer, is now very low, and may go to 2 per cent, but those in close touch with the market expect a gradual advance to 4 per cent, which, though not at all prohibitive, is a little too high to make the financing of large undertakings very easy. Mention has already been made in the Colonist of the small proportion of the last Canadian loan that was taken up by the public. This \$150,000,000, the largest in many years, have been placed upon the market

since New Year's Day. Much depends upon the condition of business in the United States, and this is a matter of some uncertainty because of the presidential election. Possibly the very conservative attitude of both the leading candidates may have a reassuring effect. The United States affects the money market, because of the fear that some senseless panic may get hold of the people, as it did last fall, and lead to a dumping of stock on the market, thereby breaking prices and creating a demand for money. On the whole, however, although two quiet months may be looked for, there are excellent prospects of a general revival of activity in the autumn. These observations apply to the business world at large, and are condensed from the prognostications of several leading writers on financial topics. Applying them to Canada, and taking into account the prospects of an exceptionally large crop and the very large expenditures in progress in railway construction, one seems justified in anticipating a revival of activity in the winter as the Dominion has experienced in many years.

CROP PROSPECTS.

Mr. George H. Shaw, traffic manager of the Canadian Northern at Montreal a few days ago and talked very freely about crop prospects in the Prairie provinces. He had just returned over the greater part of the producing area of Manitoba, Saskatchewan and Alberta, and hence was able to speak from knowledge acquired at first hand in the three provinces Mr. Shaw says there are "six millions of acres under crop" (we assume he means wheat) and that present indications promise a yield of 120,000,000 bushels of wheat, of which only 15,000,000 are estimated for seed and milling purposes, will be available for export. He reaches on this by supposing that the crop will not be more than twenty bushels to the acre, and this is less than the average for many years past in Manitoba. Mr. Shaw adds that the crop will likely exceed the estimates, the more so because a large percentage of the wheat has been planted in virgin soil where forty bushel crops are not regarded as out of the ordinary. He speaks from an experience of twenty-six years in the West. We quote further from an interview with him: "Such a crop will mean a good thing for the country. It will mean a yield of sixty cents, which is not out of the way. It will mean a yield of real money coming into the country. This will be spent in liquidating past expenses, and in paying off accounts. The railway merchants will get a great deal of money in paying their accounts. The western merchants have been selling very close to the wind for months past, as a result of the times, and their stocks are away down. With the influx of money that the crop will bring, and the fact that the grain is plentiful, and business interests in every direction will be put on a big spur in order to catch up the ground lost during the depression period. During all my time in the west I never saw the business outlook so good as it is at the present time. "The closest estimate of last year's crop places it at 80,000,000 bushels, and an average year, and this year is generally favorable one so far, it seems as if Mr. Shaw's estimate is a very moderate one. It may be mentioned that last year's crop has not yet been shipped. During the month of June wheat came out of the West for the first time in a hundred car loads a day. These facts show that the need of the Prairie provinces for transportation has not been exaggerated. The effect of bountiful crops upon business on the Pacific Coast must be highly beneficial. It will lead to a great revival in the demand for lumber; it will create a good market for our fruit; it will mean a great increase in the numbers of visitors to the coast and investors in property here. The effect of this ought to be felt very markedly in the course of two or three months, but it will be even greater next year, for a bumper crop means an increased demand for seed, and other means, which in its turn implies that many of the farmers will sell out, and these will be a very large percentage will come to the coast.

A FLAG INCIDENT.

We are indebted to magnify incidents exhibiting a disregard of those national feelings, which all right-minded people possess, and which only humbly creatures ignore. But some things go further than even the most unexpecting can bear. Without strong protest a few days ago we were told that the manager of the Canadian Pacific hotel at Winnipeg declined to accept his premises on July 1, but professedly decorated the board and had the impudence to say that his hotel would not observe July 1, because of boorishness; but not too big to say that they will not be permitted to pass without some notice being taken of it. We shall say no more, but will quote the following from the News-Advertiser: "The incident mentioned in the despatches from Winnipeg of the conduct of the Acting Manager of the Alexander Hotel here, in regard to the respective celebrations of the First and Fourth of July, can scarcely be allowed to pass by the Canadian Pacific Railway company, the owners of that house, without action. While we are not inclined to sympathize with the hysterical manner in which such incidents are sometimes treated on both sides of the boundary, the occurrence at Winnipeg had circumstances that must be condemned. The contrast between the insolence of this American under-taker, who is glad to get a living in Canada, and the sentiments uttered by the President of the Railway on a recent occasion, at Toronto is so marked that public opinion will demand that he be given the opportunity to get back to a country where decency and propriety are regarded to national sentiment are not as dubious, perhaps, as they are in Canada.

CANADA OF THE FUTURE.

On Dominion Day, La Presse, which is easily the leading French Canadian paper, printed an admirable article in one that we reproduce the greater part of it. When one endeavors to picture the future of Canada, the powers of imagination, we may, however, form some little idea of it when we read what our Montreal contemporary has to say. We quote: "The Canadian confederation, which was the coalescing of all the resources and the unification of our prodigious domain from the Atlantic to

the Pacific, opened up to us the markets of the world, and at the present time we can do business at our own counter. In a word, July 1 of the present year should be the most enthusiastic of all the past celebrations, because an unexpected triumph has come to crown our national work. It is our supremacy in the traffic of the continent. The cry of alarm, which has been heard in the powerful metropolis of New York, has not failed to thrill the national heart of Canada. It is true, then, that Canada's dream of years past has been realized. The St. Lawrence has, in fact, been proclaimed by our rivals the key to the commerce of the continent. Wheat it appears, can be landed in Montreal at 2-1/2c per bushel cheaper than at the port of New York. It is the vast railway and canal policy that has brought this about. Capital, encouraged by the sight of our vast inland ways by sea and by land, has not been afraid to place the largest steamers on our lakes, and today there is no less a sum than \$140,000,000 invested in our inland navigation. This, therefore, from Superior and Michigan to the Atlantic ocean.

"What will, therefore, be our position when we will have the New Georgian Bay canal? We are also promised a railway to Hudson Bay, and La Presse has already designated Fort Churchill as the New Orleans of the north. With the Georgian Bay canal, Montreal will be the New York of the future, and with a port open ten months of the year on the coast of Labrador, our commercial situation will be quite as important in America as that of the British Isles in Europe.

WILLIAM JENNINGS BRYAN.

The remarkable demonstration in favor of Mr. Bryan at the Denver convention of the Democratic party of the United States and his certain nomination for the presidency are of great significance. That Mr. Bryan is the most conspicuous private citizen among the masses of the people, and one who live in that country will not be denied. He may be less conspicuous than President Roosevelt, but that may be open to doubt. He came into prominence in 1896 at the Democratic Convention held at Chicago, when he was nominated as a candidate for the presidency. The circumstances were highly dramatic, and the speech which was thrilling in its character, and closed with his famous protest: "You shall not crucify Labor upon a cross of gold; you shall not crucify the brow of Labor to this crown of thorns." The great gathering of delegates was completely won over by the earnest enthusiasm of the speaker, and he was nominated, although up to that moment he had been regarded as a candidate in connection with the presidential office. He was defeated, but he was again nominated at the election time came round. Again he was defeated, and when the nomination was made in 1900, in Denver, he was again nominated, but he was again defeated, and when the nomination was made in 1904, in St. Louis, he was again nominated, but he was again defeated. He has kept himself in the lime-light, and has become more popular in his lifetime than any other man at the same time more popular among the masses of the people than ever before. He has been chosen for the third time as the standard bearer of his party, and he has done this in a manner that is regarded as a foregone conclusion; now no one feels quite so sure about it.

There have been some notable changes in United States politics during the last twelve years. The Populists have disappeared; the Progressives are less conspicuous at national parties; the Socialists are notably sympathetic with the old Democratic party, but they are possible supporters of Mr. Bryan. There are more voters in the United States who are more rational, and the more they are exposed to the influence of the Populists and Socialists find in Mr. Bryan their exponent. These things strengthen his chances greatly, not so much because of the numerical strength of the active supporters of Prohibition, Populism and Socialism, as because they create the appearance of a drift towards him, and we all know how ready a mass of the people is to follow the line of least resistance. If they think the majority are going in any direction, they are very apt to fall into line. We are, therefore, inclined to think that Mr. Bryan will enter the campaign with a fair chance of winning.

For what does Mr. Bryan stand? We will have the platform upon which he will be nominated, but platforms are largely the result of compromise. Mr. Bryan stands for more than the Democratic platform. He represents a feeling that is abroad among the people of the United States, which they themselves could hardly express in words, no matter how earnestly they tried. It is a feeling of unrest; it is a feeling that the safety of Democratic institutions is menaced; it is a feeling that the people have a right to be heard, and that they themselves should rule, and not an oligarchy of wealth. The people of the country have begun to realize that they do not rule themselves, but are ruled by a small minority, whose power is none the less great because it is not officially recognized. They would like to make a new declaration of independence. They have learned that they have not exercised that external vigilance which one of their early statesmen told them was the price of liberty. Millions of people who will lead them out of the house of bondage, where privileged wealth and corruption hold sway.

Wrinkly Next Wash Day.

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ELECTION LISTS.

When the Election Bill was introduced into the House of Commons, the Colonist was one of the few papers in Canada to express its opinion on it. It was that what it proposed was a complete departure from the traditions of the Liberal party, which had in the regulation of its own franchise. The Conservative party had been identified with a contrary view of the case, and it is indicative of the things brought about in the whirligig of politics that the Conservatives should be found fighting against federal control and for a measure which they are by no means as rare as they might be, are enough to make the average Canadian voter wonder "where he is at," when it comes to a question of party allegiance. The Colonist, having long ago declared itself in favor of provincial control, found no difficulty in endorsing the policy pursued by Mr. Borden not only in concrete cases before parliament, in which the Conservatives were involved apart altogether from the general question, but as a matter of public policy. We believe that the qualifications of voters within their own borders, it is undesirable that there should be two different systems of franchise that is the man who has a right to vote for a member of the local legislature ought to have a right to vote for a member of the House of Commons. It is more in consonance with the federal idea, on which Confederation is based, that the lists should be prepared by the provinces and not by the Dominion. We concede at the same time that the Dominion Parliament may very properly have a voice in the arranging of the lists for the purpose of Dominion-wide representation. It is far the Bill now before Parliament goes in that regard. We regard the attitude of the Conservative party on this point as very important, and we are absolutely correct. It may not be exactly in harmony with its attitude in these past years, but Conservatives are not Bourbons. They have not forgotten how to learn. Under Mr. Borden's leadership his party has not only placed itself right on a matter of principle, but it has made a strong bid for greater popularity.

We do not suppose it matters much who originated the idea of an All-Red Line, so long as we get it. A letter from Winnipeg says the people will have money, the consequence of which will be that there are no more here, and that Victoria can hold it. It looks that way. A gold discovery of some magnitude is reported from Chilliwack. The only reason why we hesitate about being so optimistic is because the locality is so easily got at. Nature usually tucks gold away in inaccessible places. There will be general sympathy with Grand Forks in its high bid for the old story again. A better class of buildings will replace those that have been destroyed. The saddest part of the fire is the loss of life.

The Canadian Pacific is about to build a new line from Calgary to Lethbridge in southern Alberta. The great Canadian railway is more aggressive than ever. It is impossible to set a limit to the possible achievements of that admirably managed organization.

A good deal has been said about the immensity of the crops in the prairie provinces, but we ought not to forget that in the prairie provinces, farmers are making a splendid showing. Farmers say that never in the history of the country have conditions been so satisfactory from their standpoint— all of which is very pleasant and gratifying.

It is interesting to learn that the Marquis of Montcalm, who will at once be one of our descendants living, and that his name is Paul Louis Joseph de Montcalm, Mr. Bryan's nephew, is self Marquis de Montcalm, Count de Saint Veran and Viscount de Candia. Instead of this high sounding title he poses simply as Mr. Montcalm, and his home is at Hackensack, New Jersey.

Mr. Smart, secretary of the B. C. Agricultural Association, who has just returned from a visit to the Dominion Fair at Calgary, reports that he found a gratifying amount of interest in the farmers in Victoria and Vancouver Island. They are looking forward to a visit here during our Fall Fair. We should endeavor, therefore, to make this event the greatest success possible.

Sir Wilfrid Laurier was not able to see his way clear to promise to begin work on the Georgian Bay Canal this year. We are not surprised. The cost will be \$100,000,000, and although this is not too much to pay for it, it is a very large sum of money, and in view of the other great expenditure, which is being met as it faces, it is just as well to wait until the revenue takes an upward turn before committing the country to so vast an outlay.

Not the least interesting feature of the great political conventions which have just been held in the United States was the demonstration of wonderful possibilities of electricity. Both Roosevelt and Bryan, though thousands of miles away from the scenes of the Republican and Democratic gatherings, heard all the speeches, the cheers of their admirers and the music of the bands. All the were not prepared for almost any achievement of this nature, this would be termed wonderful.

Weiler Bros. COMPLETE HOUSE FURNISHERS. VICTORIA, B.C. The Largest and Best in the Whole Wide World. Established 1862.

Forty Winks YOUR Sunday afternoon nap saves you many a doctor's bill, the only question is—are you getting the full value and full enjoyment out of those forty winks on Sunday afternoon? The answer depends on your snoozing place is it of the comfortable sort, or the wakeful kind?



In The Home Easy Chairs Cozy Corners. We have such a varied assortment of comfortable easy chairs, it is impossible to give you a full list herein. We can fill your requirements at almost any price, but we draw particular attention to the following, extremely handsome easy chairs: EARLY ENGLISH MORRIS CHAIR, handsomely upholstered in leather. \$25. MASSIVE MORRIS CHAIR, Early English oak finish, upholstered in the finest, softest Spanish leather. \$45.

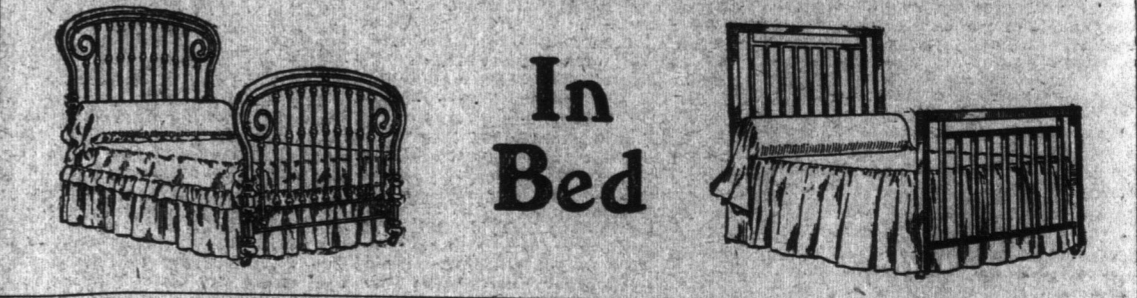
Reed Chairs and Rockers. Perhaps your drawing room is furnished in a light, graceful scheme; a heavily built chair would be out of harmony, or it may be your den or dining room is already furnished with heavy easy chairs and you want something light for occasional use, something you can move about from room to room; a reed chair is just the thing, prices range from \$7.00.

In the Garden

This is out-of-door weather and we are out-of-door furnishers as well as in-door furnishers; here are two of our Sunday afternoon sleep-inducers: MERRY WIDOW HAMMOCKS, Palmer's celebrated hammocks, a wonderful range from \$7 down to \$1.25. OLD HICKORY CHAIRS, for which we are sole Victoria agents, see our windows, the prices start at \$3.75. CUSHIONS are indispensable if you want plenty of comfort on Sunday afternoons; our household drapery department, second floor show-room, contains a wealth of comfortable cushions, rich designs, highly artistic designs, quaint designs and quiet designs at a great variety of prices, but each price represents many dollars worth of real comfort—home comfort.

In the Camp

Our gold medal camp cots are acknowledged to be the best for either forty or forty-thousand winks in the camp. FOLDING CANVAS CAMP COTS \$3. Your Sunday afternoon nap does not prevent you sleeping well at night, if you live in this glorious western land and if you have the good fortune to own a well built solid bedstead that induces sleep, not one of the rickety kind that give you the nervous, shaky feeling which keeps you awake and makes you dream uneasily of a life on the ocean wave. We should like you to see our magnificent assortment of bedsteads in brass, brass and iron and enameled iron; each one marked in plain figures at most moderate prices; also see the "Ostermoor" mattress, for which we are sole Victoria agents; the combination of our bedsteads and an "Ostermoor" is irresistible.



Weiler Bros. FURNISHERS OF HOMES HOTELS CLUBS. MAKERS OF FURNITURE AND OFFICE FITTINGS. That Are Better. THE "FIRST" FURNITURE STORE OF THE "LAST" WEST. GOVERNMENT STREET, VICTORIA, B.C.

A SUM Is it your good for these lovely summer to sleep, stand upon and look out across the not avail yourself of perience. If it is occasionally to seek an is, and you close your time being, casting a tender yourself to the will enjoy a peace, w understanding. The charming, for the merely a cloud in all breaks into little wavy light, mysterious, a rock. Perhaps low shore, or if the air glimpses of snowpeaks against the sky. Beh are sitting in rooms, lights or the heating, shore you are face to from the sea moving into the murmur of silence. You will feel "Break, break, On thy cold, And I would think The thoughts Perhaps, too, like his "For the tender, and if you do, you it is well sometimes of the days that are the have been. But there are just is not shining, and of you. On these sun light belt, the Milky Pant. It seems to blow it away. The than at any time of Pacific Coast, because more favorable, excepter when the sea is the sea is smooth, above you and one perhaps, it is when stars, and a strong mid-air, and a strong and fling back great that the scene appeal veins the life-blood in us all, when we something that love you stand looking o strong wind, there that you are greater ty and instability. Precisely that state of claim: "What is man, the and you may have able to the place of And before you note here and there may lead you to this and his insatiable to your vision. Pe with its hundreds of ship into the scene. PERS Why do some men possessing greater make a failure of the career of any of appreciate the forest is here to his water Junot, Napoleon was youth, who could be all Europe was bow and knees and a only a gentle, moth long ago have been not told us about her part, Napoleon's m every sense woman dazzled by the spl economized her me crash, which she t Yet this little, c made emperors tren enthusiasm of the would gladly send the place of their b at his insatiable that made this man, actor was so small, were a thousand re and have been thou able to the Arab the course of histo one of the greatest of influence went o and more were the kingdoms to raise r petitions to the He reformers before a Martin Luther, and and more were the alone was able to r Germany? But we r to those who have affairs of mankind, asked of hundreds of Now much depe are. Possibly the s inconspicuous in a far as the develop ment of happiness those who heap up of us have known a gentle strength overcome much. A them in vain. Spl in their lives as lit as a gyroscope. F men and women th cautious lives are f to their long rest had done no act have done no grea about the men wh things in business blind them? We are inclined deal in what a cer consciousness," and self, is this sube makes us fearful, W le speaker, who n never arouses the successful singer o tion or best. The he writes best pe subject. Some peo tration; but of wh business men can and so be it, altho We say that some

AN HOUR WITH THE EDITOR

A SUMMER NIGHT

Is it your good fortune to be so situated that on these lovely summer nights you can, before going to sleep, stand upon the shore of the inland sea and look out across the water? If it is, and you do not avail yourself of it, you miss a delightful experience. If it is not, you ought to endeavor occasionally to seek an opportunity of doing so.

Break, break, break, On thy cold, grey stones, O Sea! And I would that my tongue could utter The thoughts that arise in me.

Perhaps, too, like him, you may sigh "For the tender grace of a day that is dead," and if you do, you will be none the worse for it; for it is well sometimes to get out of the hurry and worry of the days that are, and recall the grace of the days that have been.

But there are just as lovely nights when the moon is not shining, and only the voiceless stars speak to you. On these summer nights the great celestial light belt, the Milky Way, is over head and very brilliant. It seems to lie so near us that the wind might blow it away.

What is man, that Thou art mindful of him? and you may have borne in upon you some appreciation of the place of man in the universe, of God, and before you turn away you will have a sense of awe here and there a "coastwise light," and they lead you to think of the sea which lies beyond the lines which the mystery of Night sets a bound to your vision.

PERSONAL FORCE

Why do some men command success, while others, possessing greater talents in an intellectual way, make a failure of their lives? If you closely analyze the career of any of the world's great men, you will appreciate the force of the old saying that, "no one is a hero to his valet." To the mother of Madame Junot, Napoleon's first wife, a young and beautiful youth, who could be studied or scolded, even when all Europe was bowing before him; and he felt the snubs and was afraid of the scoldings.

Now much depends upon what a person's ideals are. Possibly the success attained by men, who are inconspicuous in any way, is really more perfect, so far as the development of character and the achievement of happiness goes, than that accomplished by those who heap up riches or gain public honor. All of us have known men in whose character there was a gentle strength that could resist anything and overcome much. Adversity shot her arrows against them in vain. Splendidly self-contained, they revolved in their lives as little disturbed by outside influences as a gyroscope. Probably there are more of such men and women than we think, people whose inconspicuous lives are full of happiness, and who go down to their long rest, with the knowledge that they had done no act of distinguished excellence, they have done no great evil to their fellows.

It is that inspires? It is not their superior knowledge; for they may not know very much about anything. It is not their reputation; for we may know nothing whatever about them. It is not their talent; for they may be lacking in ability to do the very things they inspire us to do. We sometimes call it personal force, but that is only a name for something that we really do not understand.

MAKERS OF HISTORY

It is necessary, in order to maintain the continuity of this series of articles, to take a general outlook over the civilized world as it was at the beginning of the Christian Era. We have seen in previous numbers how an early civilization, of which we have only very imperfect accounts, and most of these only legendary, had overspread western Asia, northern Africa, and southern Europe, and was supplanted, after a period corresponding in some respects to the Middle Ages in Europe, by an age in which the dominant powers were Persia, Greece and Rome; and we have seen how Rome from a democracy became the greatest empire, which, so far as we know, the world had up to that time ever seen.

At the time of Augustus central Europe was populated by very warlike people concerning whose origin and history we know very little. Speaking in general terms they may be called the Germanic tribes, but whether they were all of a common origin or represented distinct races is a matter of surmise. Included among them were the Bastarnae, the Cimbric, the Burgundians, the Franks, the Saxons, the Jutes, the Angles, the Goths and others. The Goths were divided into the Ostrogoths and the Visigoths, and there were subdivisions of the other races.

Atila was born about A.D. 456, and succeeded his uncle as king of the Huns in A.D. 453. He was a man of great energy and ambition. His dominion extended from the Rhine to the boundaries of China. The two kings made a terrific onslaught upon the Roman frontier and with such amazing success that the Emperor of the Eastern Empire paid them tribute to induce them to cease their ravages. About this time Attila became sole ruler of his people and in A.D. 451, he assembled an army of 400,000 men and led them across the Rhine into Gaul. The Romans rallied against him and he was defeated by the Visigoths defeated him in a battle near Chalons, in which it is said that 250,000 men were slain, but they failed to follow up their victory, and Attila soon recuperated his forces and invaded Italy.

We are inclined to think that there may be a good deal in what a certain school of thought calls "sub-consciousness," and that the real Ego, the man himself, is this sub-conscious self. Self-consciousness makes us fearful. Who does not know this? The public speaker, who never loses his self-consciousness, never arouses the enthusiasm of his hearers; the successful singer or actor must lose himself in his song or part. The man who writes much, knows that he writes best when he forgets everything but his subject. Some people call this the power of concentration; but of what is it the concentration? Some business men can centre their minds upon a problem and solve it, although to others it seems insoluble. We say that some men inspire confidence. But what

Social and Moral Reformers

(N. de Bertrand Euglin.)

JOHN RUSKIN

How can society consciously order the lives of its members so as to maintain the largest number of healthy and happy human beings? This is the poignant question debated by Ruskin, and as is the case with every point he argues, he goes straight to the root of the whole matter. Society cannot be regulated, cannot order the lives of its members for their best interests, until it is able to begin at the beginning—marriage and the rearing of families. It is probable that all of us have had our eyes opened to the mistake, to the crime rather, of permitting the passage from one generation to another of the seeds of disease, mental, moral and physical. We are, all of us, aware that no matter what the popular verdict may be, the law is quite powerless to interfere, in nearly every case, though the permission of such marriages practically means the debilitating of the health of nations. Mr. Ruskin's words are very forcible in regard to this matter.

The second point Mr. Ruskin takes up in his argument on social reform, is the need of good education. In this he is at one with that old Spartan law-giver, Lycurgus, who held that the first duty of a state is to see that every child born therein shall be well-housed, clothed, fed and educated, till it attain years of discretion. The first law of all, that children must have imposed upon them, should be the law regulating good education, and the first school must be in fresh country, and amid fresh air, and have great extent of land attached to them in permanent estates. Running, riding, all the honest, personal exercises of offence and defence and music should be the chief part of the education, and next to these should be taught, "the two great mental graces, reverence and compassion." Furthermore, Ruskin believed in the treatment of each child individually, according to whatever his station and situation in life, or his degree of ability, might require.

Ruskin believed in the old Egyptian philosophy, that men of certain classes are destined by nature to follow the work of that class. We are told that new in the days of the world had there, or have there existed more skilled workmen than those who plied their craft in ancient Egypt, where a trade was handed down from father to son, and kept in the family from generation to generation, until it became not only the honor and pride of that family, but in that great respect, honor and pride to the world. So Ruskin was convinced that men were born to certain handicrafts, and because of this to be able to attain perfection in that handicraft. Mr. Ruskin had been preaching the two great truths, "that food can only be brought out of the ground, and happiness only out of honesty," and by and by the time arrived when the reformer attempted to put his ideas to a practical test. He took to the sea, and this he formed his much-remembered voyage to the island of Malindi, in the East Indies, where he died of cholera.

"I will strive to love Him, and keep His law, and see His work will I live." "I will strive to love my neighbor as myself, and, even when he is my enemy, I will love him." "I will strive to love my neighbor as myself, and, even when he is my enemy, I will love him." "I will strive to love my neighbor as myself, and, even when he is my enemy, I will love him." "I will strive to love my neighbor as myself, and, even when he is my enemy, I will love him."

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St. George, into which I am this day received; and the orders of its masters, so long as I remain a companion, called of St. George." (To be Continued.)

THE STORY TELLER

Prospective Suitor—Sir, I love your daughter. Her father—Well, don't come to me with your troubles.

Artist—You fish for a big haul, what bait do you use? "Railway Magnate (absently) Rebate." Baltimore American.

Stella—Can you dress within your income? Bella—Yes; but it is like dressing within a berth in the sleeping-car.—Harper's Bazar.

Peppery—You don't mean to say that you absolutely do nothing? Cholly—Aw, I don't even do that. My man attends to everything, you know.—Philadelphia Press.

"Bluffington is suffering from rheumatism, I hear." "No, he isn't suffering. He's got it, but he's quite proud and happy. His doctor called it 'gout'."—Philadelphia Press.

"When did you first discover that you loved the girl you married?" "I didn't; she was the one who discovered it."—New York Press.

The cat had just eaten the canary. "I hated to eat the foolish thing," remarked the cat, "but when a bird breaks out of its cage and flies down your throat what can you do?"

Gillemple—I wonder what sort of collector I would make? Hardrum—You might let me have \$20 for 10 days and find out.—Smart Set.

"Was the picture you just sold a genuine work of art?" "No," answered the dealer, "but the story I told about it was."—Catholic Mirror.

Teacher—If your father owed the butcher \$12.25, the baker \$13.25, and the grocer \$18.05, how much would he have to pay in instalments? Tommy Harlun—Nothin', He's move.

"You'll contribute to the campaign fund, of course?" "Not this year," replied the insurance magnate. "You see, the only money I have at command now is my own."

Father seems impressed with your talk about coupons, said the maiden. "Have you really any?" "Yes," answered the father, "but I don't save up toward a piano for our little flat."—Louisville Courier-Journal.

"Loudier! Loudier!" shrieked the delegates. "Gentlemen, protested the presiding officer, I can assure you that the disappointment of those who can't hear isn't a matter to be disappointed of those who can."—Philadelphia Public Ledger.

"Your husband says he works like a dog," said one woman. "Yes, it's very similar," answered the other. "He comes in with muddy feet, makes himself comfortable by the fire and waits to be fed."

"So," remarked the boyhood friend, "you are in the army." "Mother and the girl think I am," answered Mr. Cumrox. "But my personal feelings are those of a man who has fallen overboard and ought to be holled for help."—Washington Star.

"They tell me," said the new reporter, who was doing an interview, "that you have succeeded in forging your way to the front." "Sir," replied the self-made man, coldly, "you have been misinformed. I'm no forger."

First Little Girl—"Your Papa and mamma are not real parents. They adopted you." Second Little Girl—"Well, that makes it all the more satisfactory. My parents picked me out, and yours had to take you just as you came."

Townie—Do you believe in dreams? Brownie—Used to, but I don't any more. Townie—Not as superstitious as you were, eh? Brownie—Oh, it wasn't a question of superstition. I was in love with one once, and she killed me.

"I tell you I must have some money!" roared the King of Maritana, who was in sore financial straits. "Somebody will have to cough up." "Alas," sighed the guardian of the treasury, who was formerly court lester, "all our coffers are empty."

"Augusta," said Mr. Wyss when the quarrel was at its height, "you have devised a great variety of ways to call a fool." "Merely a matter of necessity," replied Mrs. Wyss. "You have devised so many ways of being one."—Bohemian Magazine.

"What are you studying about?" asked Officer Casey. "I am studying a great question," replied the janitor philosopher, as he bit his pipe. "Maybe I can solve it."

"Thin try," which gets out of date the quickest, a battleshop or a woman's hat?—Chicago News.

General Andrew Jackson's colored body-servant was asked after Old Hickory's death whether he thought his master had gone to heaven and promptly replied, "I ain't list so sho' 'bout dat, sir."

"Why, wasn't the general a good man?" "Well, then, if he was such a good man, why aren't you sure he has gone to heaven?" "It all depends," said the old dandy, answered, "on whether de general wanted to go to heaven or whether he didn't want to go dar. Ef he did, he's dar," but ef he didn't, all de powers o' darkness couldn't make him go!"

"I am tired of seeing that everlasting mackerel brought in for breakfast," grumbled a boarder, "and I intend to speak to the landlady about it." Some of his fellow-victims applauded, but most of them doubted his courage. The matter was undecided, discussion when the landlady appeared.

"Miss Prunella," began the bold boarder, "I was about to say in regard to the mackerel that we desire a change." "It's good mackerel," responded the landlady, grimly, "and there will be no change."

"Then, for heaven's sake," resumed the bold boarder, "order the girl to bring it in tall first for a while."

Governor Fort of New Jersey tells this story: An old Quaker woman was a business in a case which was being tried one day before Judge Garrison over in Jersey, and she wore a big poke bonnet which muffled her ears and prevented her hearing the lawyer's questions. Finally the lawyers appealed to the Judge, and he ordered her to remove the bonnet.

"I am accustomed to having my will respected," said the Judge. "Well, I don't care if you are a Judge, that bonnet stays right where it is!" "Pardon, madam," the Judge put in, ironically, "you would like to take my place as judge, too, eh?" "Not a bit of it," she shot out. "There are enough old women on the bench in Jersey as it is!"

WITH THE POETS

A Garden Prayer That we were arithings and of earth must live. Thou knowest, Allah, and dost grant us bread. Yield and remembrance of our souls—dost give. Us food of flowers—thy name be hallowed. —Thomas Walsh in Harper's Bazar.

Aspiration You are so fair, you do not seem Of flesh and blood, but of the mist. Along some river moonlight kissed. Which flows between the Isles of Dream.

You are so dear, so still, so far. That when across the breathing night I reach out blindly for your light, I dream that I have clutched a star.

You are so dear, so much a part Of all I do, and feel and think. I stand upon the awful brink Of Space between—and break my heart. —Frederick Truesdell in Appleton's.

Up in the Morning Early Up in the morning I love to be, Up in the morning so early, When the bloom is on the apple tree, And the dew is from the apple tree.

When winds blow fresh o'er the daisy field, And the clover smells sweet and new, Dandelions blaze like a golden shield, And the swallow glideth fleetly.

When shadows are long o'er hills and dale, And the trees top bend like billows, In meadows where the piping quail, And robins twit in the willows.

The sun glints over the tasseled corn, And gleams on the silver river. Violets blue in deep shadows are born, Where aspen tremble and quiver.

The plough-boy whistles a merry note, As he treads o'er the dewy mead, And soft misty shadows ever float, Where wandering streamlets lead.

When nuts fall ripe from the chestnut tree, And hoar-frost glitters like starlets, Where the braiding winds blow fresh and free, To ripple the glistening streamlets.

Up in the morning I love to be, Up in the morning so early, To list to the hum of the bumblebee, And the milkmaid singing cheerily. —Robert Stark.

Canadian Born We first saw the light in Canada, the land beloved of God. We were the pulse of Canada, its marrow and its blood. And we, the men of Canada, can face the world and brag.

That we were born in Canada beneath the British flag. Few of us have the blood of kings, few are of courtly birth. But few are vagabonds or rogues of doubtful name And all have the credential that entitles us to brag.

That we were born in Canada beneath the British flag. We've yet to make our money, we've yet to make our fame, But we have gold and glory in our clean colonial name. And every man's a millionaire if he can only brag.

That he was born in Canada beneath the British flag. No title and no coronet is half as proddy worn, As that which we inherited as men Canadian born; We count no man so noble as the one who makes the brag.

That he was born in Canada beneath the British flag. The Dutch may have his Holland, the Spaniard have his Spain, The Yankee to the south of us must south of us remain.

For not a man dare lift a hand against the men who brag, That they were born in Canada beneath the British flag. —E. Pauline Johnson.

Sursum Corda Come Angel of The Lord, I'll smile you greetings of a cease-defying life. Come when you list, you'll find me waiting. Nor tears nor sobbs shall stay your hand.

For will you not bring oblivion, Eternity shall lull my senses into kindest sleep. And all our witless world shall find rest in its Ebb-tide.

Even those, my dearest enemies, Who smile vacantly at Time Shall be the guests of peace. And this I grudge them.

For I would have them live In peace, and with these who crave An endless consciousness. For trifling egos, Weak loves and selfish selves, All twin-souls, affinities and those Who cloak the primal passions And instincts of the ape.

Neath scotcher can and hoop of steel I'd bind together with a crypt of steel Welded in the furnace of the blistering hours That stamped them imperishable. Then whid them through the ages Until Time, disenchanted with their disenchantment, Weary of their cries for freedom, each from each, Sick unto death of tears streaming From their sightless eyes, forgets.

And those who sell the people under Statesman guile, to cold and distant Worlds, puny, like this we live on, Meanness of all worlds, Hippocled save by statesman of the ilk, I'd banish to watch the drear eternities unfold. And of the corporate breed that fatten On the lies of stupid, dull Democracy; No punishment for these but bribing. No whips, but constant purchase Of the thing they want and need not And having, cannot learn; No less for these than for the pig. Frightened with a knowledge found in books, Erling the same through fear of mobs; Or social mountebank that from the great height Of some parlor mantle-piece Looks down upon the doors of the earth's good work; Or foolish female with diminutive brain In state of unrest continuous; All these I'd herd together beyond the void Where beat the Seven Seas of Space. Force them through the unborn atoms to hear The bays of their own voices of words; Ringing on endless shores that stretch To limitless horizons.

Well, I don't care if you are a Judge, that bonnet stays right where it is!" "Pardon, madam," the Judge put in, ironically, "you would like to take my place as judge, too, eh?" "Not a bit of it," she shot out. "There are enough old women on the bench in Jersey as it is!" —Joseph Noel in June Overland Monthly.

COAST FIRE CHIEFS TO MEET IN VICTORIA

Preliminary Steps Now Being Taken for Event—Many Delegates Expected.

Fire Chief Watson has received the programme of the next annual meeting of the Pacific Coast Association of Fire Chiefs which will be held this year in Victoria on September 23, 28 and 30 and October 1, the dates decided upon at last year's meeting, held at Centralia, Wash. The programme consists of papers and addresses bearing on topics of peculiar interest to fire fighters and already Chief Watson is preparing for the event which promises to be one of the most successful in the fifteen years of the Association's history.

The programme as decided upon at an executive meeting held last March at Seattle is as follows: "The practicability of automobile fire apparatus"—Chief J. H. Carlisle, of Vancouver, B. C.

"What provisions are most essential in building ordinances for small cities and towns?"—Chief J. H. Kellough, of Seattle.

"Fire drills and fire prevention in school houses"—Chief A. H. Meyer, of Spokane.

"Standard couplings and the adoption of these couplings by the National Board of Fire Underwriters"—Chief H. W. Bingham, of Seattle.

"The need of State and Provincial laws requiring means of escape from burning buildings"—Chief Chas. E. Foster, of Astoria, Ore.

"The advantages of fire doors, shutters and stops and the reduction in insurance rates by reason of them"—Chief William Metz of Walla Walla.

"How may we best prevent fires from ranges and steam tables, ventilators, steam pipes, and hot air ducts?"—Chief George McAlevey of Tacoma.

"The selection and care of fire department horses"—Chief James Smart, of Calgary, Alta.

"The ten cent theatres and moving picture shows, and the regulations needed to ensure the safety of people attending them"—Chief David Campbell, of Portland, Ore.

"The problems of extinguishing fires in basements and sub-basements"—Chief W. J. Kingsley, of Everett, Wash.

"Fire alarm telegraphs, their relations to fire departments and to the public"—Chief J. H. Johnson, of Astoria, Ore.

"The advantages and disadvantages of hydrant streams as compared with those from steam fire engines"—Chief Thomas Watson, of Victoria, B. C.

"Volunteer fire department organization and fire fighting"—Chief A. A. Summer, of Anacortes, Wash.

"When are the small cities justified in changing from volunteer to part paid fire departments and how should this be done?"—Chief W. C. Toran, of Eugene, Ore.

"Fire proof paint and other means of retarding fire on woodwork"—Chief E. B. Raymond, of Olympia, Wash.

"The association will give a badge or other reward for the best paper or essay on a fire protection or fire department subject, written by a bona fide captain or foreman and placed in the secretary's hands before the opening of the convention. The best paper or essay will be published in the annual report.

Chief Watson will immediately have forwarded a quantity of illustrated literature published by the Tourist Association descriptive of Victoria's many charms and to every point whence representatives in Victoria, B. C. come. Victoria as the ideal convention city and the beauty spot of the coast will be advertised.

The association embraces the states of Oregon, Washington, California and extends as far east as Winnipeg. Chief Watson expects that there will be a large number of delegates present at this year's convention and elaborate preparations for the entertainment will be made so that Victoria's reputation for hospitality will be worthily maintained.

EXCELLENT OUTLOOK

Western Crop Yield Will Be Record One This Year.

Reports this week from hundreds of points in the prairie provinces are more encouraging than ever since the Winnipeg commercial. It is usually considered good thing to have plenty of rain in the month of July. The prairie has had showers on several days of each week throughout the month. Several local places have had even more rain than necessary, but no damage has been done. The small number of complaints of injury this season is unprecedented in the history of the West. The wheat in many parts is beginning to head out, and an early maturity of the crops is confidently expected.

A couple of days ago, a dispatch from Stettler, Alberta, said that N. W. Hartman, a farmer in that county, had cut a 110-acre crop of fall rye. It was 30 of course, this being the general average. Of course, this is not to be taken to indicate that harvesting has started in the West, but the crops in Alberta are making wonderful progress, and harvesting will undoubtedly be much earlier than in recent years.

There are about 6,000,000 acres under wheat in the three provinces this year. Last ten years, including some very poor seasons, has been nearly 12 bushels and even at that rate, the output this coming fall would be about 114,000,000 bushels. Only a calamity, however, will prevent this year's yield from being considerably above the general average. The harvesting will be so early that the chances of frost damage are remote, and about the only other injury possible is from hail storms, and even if we have a few of them, they usually touch only small parts here and there, and would have but little effect upon the total crop. We are not discounting the influence of Nature's forces, but simply giving a reasonable view of the probabilities as shown by past experience.

Medicine Hat, July 10.—A head-on collision a mile east of this city resulted in the death of seven men yesterday. A light engine running out of the yard collided with a passenger train. The locomotive and cars were reduced to scrap iron and splinters.

The dead are: James Nicholson, engineer; Howard Freeman, W. J. Archibald, baggage man; Thomas W. Perry, engineer; Mallett, conductor; James Shaw, Bow Island, passenger; Duncan McEadern, Bow Island, passenger.

The seriously injured are: C. V. Victoria, express messenger; Leonard Black, baggage man; Harry Thompson, passenger; Samuel Adams, Lethbridge, leg broken; Philip Meigs, Tubor, bruises.

Winnipeg, July 10.—The P. R. Express, which left Port William at 10 o'clock last night, was wrecked thirty miles east of the city. Several cars are disabled. No further details are as yet available.

MINISTERS HONORED AT KOOTENAY TOWN

New Denver's Welcome Exceptionally Warm—Pleasant Time Spent.

New Denver, B. C. July 11.—Hon. R. McBride, Hon. F. J. Fulton, and Hon. Dr. Young with Thomas Taylor, M. P., of Revelstoke and James Schofield, M. P., of Trail, arrived here yesterday and met with a splendid reception. A launch flotilla of a dozen motor-boats from New Denver met the party at Rosebery and conveyed them to Silverton where Mr. McBride addressed the people outdoors.

The fleet then brought them to New Denver where a royal reception awaited them. After dinner they witnessed the school drill exercises, etc., splendidly performed. The exercises were closed by an inspiring speech by the Minister of Education.

So many people being present there was no room in the hall and the members of the party had to address the crowd outdoors. Scores of ladies were present.

A fine speech was made by Premier McBride, followed by Hon. Mr. Fulton, Wm. Hunter, James Schofield, and Thomas Taylor. Everybody was delighted; the proceedings were kept up after dark, and finished with an informal reception, followed by a roasting barbecue.

The opinion is that it was the best time ever had here. The premier and his party are gratified with the reception accorded. The people were equally pleased. The premier's party stated that the launch party and the trip, coupled with the general reception, will live long in their memories.

PRINCESS ENA BRINGS WHALE FROM KYUQUOT

Will Be Mounted at Gorge Park for Exhibition by a Local Syndicate.

With the largest whale that has been brought from any whaling station for exhibition purposes on board, the steamer Princess Ena, of Ladang, yesterday morning from Kyuquot and Sechart whaling stations on the west coast of Vancouver Island, returned to Victoria, where the whale, which weighed many tons, some of them being as much as a building erected at the Gorge park.

The Princess Ena also brought 840 barrels of whale oil, 173 barrels of blubber and 173 barrels of Sechart, and 250 bags of guano and 28 bags of bone. News was brought that the whaling vessel, the steamer that from Sunday until Thursday last the steam whaler St. Lawrence took to the whaling station. She has taken 156 whales to date.

GRAND FORKS FIRE CAUSES HEAVY LOSS

Several Hotels and Business Buildings Are Swept Away.

Grand Forks, B. C., July 10.—The worst fire in the history of this city, which is the industrial capital of the Boundary district, started early this morning, supposedly in the Square Hotel, which was a three-story building, and spread rapidly. The fire spread to a hotel which was completely destroyed, and the approximate loss, which cannot be accurately ascertained at present, will reach nearly \$300,000, with possibly 25 per cent. insurance.

Barnaby, of Malo, Wash., who was stopping in the Yallaha hotel, was found in the ruins. One other victim, a miner named Buchanan, is missing.

The buildings destroyed were: Yale hotel, Alberta hall, Vahalla hotel, Victoria hotel, Parre's barber shop, C. P. R. telegraph office, syndicate exchange, Windsor hotel, British American Trust Co., Eastern Townships bank, Downey clear store, Province hotel, Clarendon restaurant, Salvation Army barracks, Grand Forks hotel, band hall, Fales' residence, Home's residence, White's jewelry store, Co-operative store, Chappell's plumbing shop, Woodland drug store, Cochran's law office, Dominion Express office.

In these places, several buildings which were not occupied were burned to the ground. When it was seen how serious the fire was, the steam fire engine was backed down to the street, which, along with a large tank, the firemen plenty of water.

In several of the hotels, the guests barely escaped with a few clothes, and some cases people made a dash for the street nearby.

The west side of First street was threatened for some time, all the plate glass windows being broken by the intense heat from blocks burning on the east side of the street. The Granby, which had a close call and the Winnipeg are the only hotels in the city which escaped the flames.

On account of two of the local banks being unable to reach their vaults owing to this morning's fire, Mayor Frisby has proclaimed today and tomorrow legal holidays.

The buildings in which were situated the C. P. R. telegraph office and the telephone exchange were the property of Mr. P. de Noe Walker, of this city. Mr. Walker's residence on 2 Dallas road was destroyed by fire a short time ago.

St. Paul, July 10.—A report received at the Great Northern railway office here says that a one-ton masked highwayman attempted to hold up the westbound fast mail train No. 3, one-half mile east of Naples, Idaho. Conductor, who was with the train, and the robber, whose name is Robert Mann, exchanged a fusillade of shots.

The conductor was the better marked man, and shot the robber through the thigh, breaking one rib.

The hand-to-hand struggle was a very close one. The man led his dynamite and other tools and fled down the track to the Capital lacrosse player, who was in the train, where he attempted to hide himself in a water tank. The officer and train crew tracked him there and captured him. He declares he was the only man concerned in the venture.

VANCOUVER OPEN AIR BOXING TOURNAMENT

Series of Fast Bouts Booked for Wednesday at Terminal City.

Vancouver, July 10.—The plans for the open-air boxing tournament to be given by the Vancouver Athletic club next Wednesday at Recreation park are progressing nicely. In fact, the committee in charge are wondering what will be done to give all who desire the chance to box. There is a universal interest being taken in the tournament by the boxers, and all are clamoring for a chance to demonstrate their ability with natural weapons for self-defense. Nearly all the lively sports fans who have watched matches the past season are in a highly training once more. Their ability is too well known to need any explanation. Every one readily admits that some of the bouts furnished by these men at the club were excellent ones, teeming with excitement and enthusiasm. They can be depended upon to do just a shade better at the terminal as their reputations must not suffer.

In addition to the best local talent the sport fans will have a number of good lively ones, too. There are a number of husky youngsters who are just crazy to show their prowess in the ring. A 105-pound boy from Portland has a reputation of being a game fighter and he has always been in the line of goes he can be depended upon to show the way to his opponent. Another 105-pound youth from Los Angeles, who He has been in a number of amateur bouts along the coast, and has yet to acknowledge defeat. He is expected to show a lot of class.

A 135-pounder from Tacoma, is very anxious to compete in the local tournament. He is so good that the local sports fans are anxious to see him at home or away. Surely they would like to do this unless they have a "muckness." San Francisco also has an entry. Just mention this city and most fortify positions in Henderson, Bates, a heavyweight, will endeavor to uphold the honor of this fistie centre. He is not all either a weakling or a promising contestant as are desirous of showing the way to the local mitt.

As there is good accommodation at Recreation park the show will go on regardless of the weather. The most promising contestants are desirous of showing the way to the local mitt. The two other matches were held on the Pacific coast. The officials presiding before the contest here were Archie E. Macnaughton, referee; W. P. Ogilvie and J. A. Crowe, judges.

NEW ORDER REGARDING ASIATIC IMMIGRATION

Dr. G. L. Milne Sends Text of Order in Council Applying to Hindus to Steamship Agents.

(From Friday's Daily)

Yesterday the agents of transportation companies received copies of the new order in council regarding that all Asiatic immigrants, other than Japanese and Chinese who are provided for otherwise under the immigration regulations, shall be subject to a fine of at least \$200 on arrival in Canada to be allowed to land. This regulation applies to all immigrants other than those from Nippon and Cathay, but really is aimed against the Hindus. The letter sent to Dr. G. L. Milne, the immigration inspector, to the steamship agents, reads:

"Victoria, B. C., July 2, 1908.
Dear Sirs—Enclosed please find copy of order in council dated June 2nd, 1908. This order requires that each Asiatic immigrant who is not a citizen of his person before he can be admitted to Canada. This order does not apply to Japanese and Chinese as they are dealt with separately. This order does not apply to those immigrants from the continent of Asia, such as those from India, Ceylon, Corea, Ceylon, Persia, Arabia, Asia Minor, etc.

The order council text of which was enclosed, read as follows:
"Whereas by the order in council of the 18th January, 1908, it is provided that in accordance with section 29 of the Immigration Act, no immigrant shall be admitted to Canada at any port shall require every immigrant, male or female, eighteen years of age or over, who is not a citizen of his person before he can be admitted to Canada, to possess a ticket of admission, unless satisfactory evidence is shown that the immigrant is going to some other employment, or to relatives or friends already residing in Canada, who will take care of such immigrant, and by a further order in council of the 20th March, 1909, it was agreed that the order in council of the 18th January, 1908, be amended so that the order in council of the 20th March, 1909, shall apply to all immigrants, other than those from the continent of Asia, who are not citizens of their own country, and who are not going to some other employment, or to relatives or friends already residing in Canada, who will take care of such 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CONSERVATIVES NAME CANDIDATE

F. H. Shepherd to Carry the Party's Colors in Nanaimo Constituency.

AN HARMONIOUS MEETING

Largely Attended Gathering at Ladysmith Hears Addresses From Stalwarts.

Ladysmith, July 11.—(Special correspondence.) The Conservative nominating convention for the federal electoral district of Nanaimo met yesterday afternoon in the opera house...

The choice of the convention lay between Mr. Shepherd and Mr. Spencer Percival, a very popular farmer resident of North Pender Island...

At this stage, Capt. Clive Phillips-Wolley withdrew his name, explaining that his only reason for doing so was because in the circumstances he did not think it was possible for him to win the election...

Mr. W. H. Hayward, M. P. P.—"Mr. Mayor and chairman, I beg to place in nomination Mr. Francis H. Shepherd, M. & C. E. of Nanaimo, for I am perfectly convinced in my own mind that if we wish to win this constituency at the next Federal election we must see to it that we have as our candidate a man who has an excellent chance in that important position of the constituency which has the largest vote in it...

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very great pleasure in seconding this nomination.

Mr. Spencer Percival warmly denounced the extreme rottenness and corruption of the government at Ottawa since having been elected...

Mr. Percival Nominates.—"Mr. Mayor and chairman, I beg to place in nomination Mr. Spencer Percival, of North Pender Island, whom I have known for five years. He is both an honest and intelligent man, while he moreover takes great interest in politics, and like all those who live around him, a good representative farmer."

Mr. James Wharlock: "I have known Mr. Spencer Percival for 20 years, and I consider that he would be a very good candidate. (Applause.) I may say that he is not a farmer, but a very successful business man, and he is only defeated by some very intelligent men, and consequently I have much confidence in his nomination."

Mayor Planta observed that knowing the eminent captain as well as he did and in view of his public standing and that he would not be a candidate for the position of Mayor of Nanaimo, he did not expect him to take any part in the election...

Mr. Shepherd—Mr. Mayor and chairman, I have not the pleasure of knowing Capt. Clive Phillips-Wolley, but I do most warmly appreciate the noble sentiments which he has just expressed in his address to the convention...

I am a mining and civil engineer by profession, and I have lived in Nanaimo for 28 years, but I was not really aware how well I was known in the community until I was urged to accept the nomination in the event of its being offered me. (Applause.)

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would receive appreciable and important additions. (Applause.)

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Black Watch Chewing Tobacco Rich and satisfying. The big black plug.

ALDERMAN CAMERON TO BE ACTING MAYOR Will Officiate During Mayor Hall's Absence From the City.

During the absence of Mayor Hall from the city while he is attending the biennial celebration at Quebec as the representative of Victoria, Alderman W. G. Cameron will officiate as acting mayor...

Mr. Percival at once rose and said: "Mr. Chairman, it gives me great pleasure to propose that this nomination be made unanimous. (Cheers.)"

Mr. Shepherd: "I thank you, Mr. Chairman and gentlemen, very heartily for the great honor which you have conferred upon me, and I will, on the very first opportunity, be glad to see you in the city."

Mr. Dunn: "At one time on the Sisken river when no mail could be got for Glenora the Rev. Mr. Pringle was the only man in Glenora who dared face the difficulties of the situation..."

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OPPOSITION LINE MEETS G. P. R. CUT Rate of 25 Cents Each Way on Victoria-Seattle Route Prevails on Both Boats.

The cut made by the G.P.R. steamship company for the steamer Princess Victoria and Princess Royal on the Victoria-Seattle route of 25 cents each way was met yesterday by the Inland Steamship company...

Another cut made yesterday was a reduction in the berthing rate on board the steamer Princess Royal on which heretofore the rooms from 1 to 36 have heretofore sold for \$3 each...

It was also rumored that the steamer Caribee of the Union Steamship company which is nearly due from the yard of the builders on the Clyde will probably be purchased by the Inland Navigation company for the Victoria-Vancouver route...

C. E. E. Usher has returned to Seattle from a visit to Vancouver and Victoria after consultation with local officials and it is anticipated that something more will drop shortly...

Some people speak upon tea as a mere drink it is depends upon the tea. "Sisken" tea is a delicious and refreshing beverage, sold only in sealed lead packets.

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Keep Kool Don't stand over a sizzling hot stove or range, when an oil stove will do the work and can be purchased at less than cost price.

Two sizes, regular \$1.00 and \$1.75 going for

65c and \$1.00 OGILVIE HARDWARE, LTD. Government St., Opposite Spencer's

Fine Fruits for Preserving It's Preserving time. To prevent disappointment you should place orders at once. See our fine display at lowest market price.

ECONOMY JARS The cheapest, simplest and best method for preserving Fruits, Vegetables, Meats, etc. Per dozen, \$1.25 \$1.50 and...

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Street Car Fatality. Portmanteau Stolen. Leave for Quebec.

Here Is Your Chance

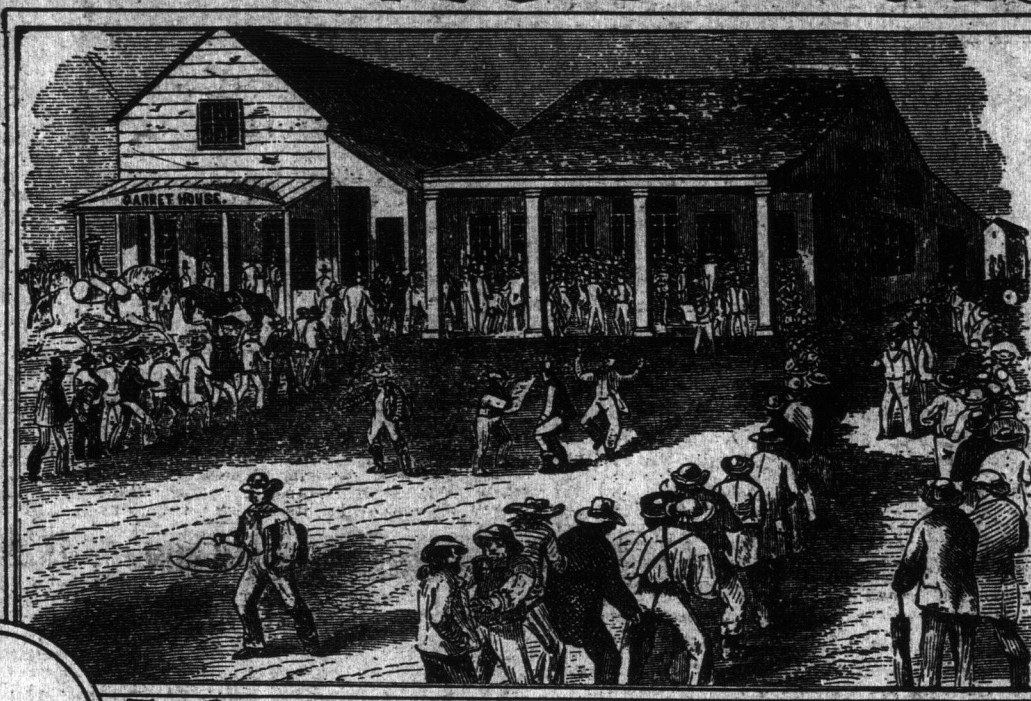
A Splendid Webster's Dictionary Leather Bound AND Patent Thumb Index WITH The Semi-Weekly Colonist One Year for \$3 This Dictionary contains 1,574 pages, 1,500 illustrations, and an appendix of 10,000 words, supplemented with New Dictionaries of Biography, Synonyms and Antonyms, Noms-de Plume, Foreign Phrases, Abbreviations, etc., etc.

W. O. WALLACE, The Family Cash Grocery. Street Car Fatality. Portmanteau Stolen. Leave for Quebec. A Splendid Webster's Dictionary. Here Is Your Chance.

What California Was in the Rough



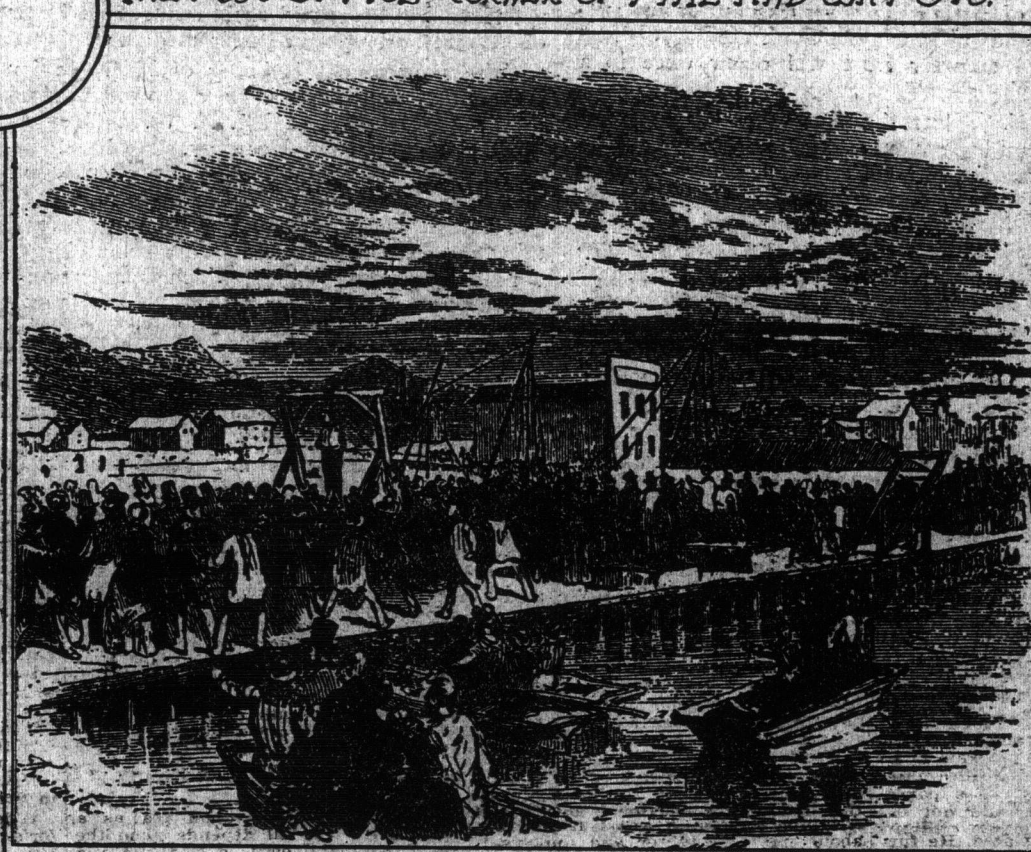
SAN FRANCISCO IN 1849 FROM HEAD OF CLAY ST.



THE POST OFFICE, CORNER OF PIKE AND CLAY STS.



EMIGRANT TRAIN



HANGING OF JAMES STUART

WITHIN the past few years there has arisen on the Pacific Coast a popular demand for stories of days that are gone and of people who moved in those days and contributed by their enterprise and example in forming the nucleus of communities and industries that have just begun to expand, and the opening of boundless resources that are now rapidly approaching the age of development. California, from the date of its discovery by the early voyagers to the time when its golden placers were uncovered, and since, abounds in events of deep interest to men of the present day. British Columbia, surpassingly rich in romantic incident and stories of adventure, has contributed largely to the reminiscent literature of the Pacific Coast. Her people have ever been generous patrons of books that deal with the history of Britain on the Pacific, and which have found readers far beyond the confines of the province.

In the year 1854, it occurred to three literary gentlemen of San Francisco that it would be an excellent thing to collate and publish in one volume a history of California from its first settlement down to the date of publication. It was believed by the authors that such a work would be valuable in days to come, as a book of reference, and that future writers would deal with stirring events as they occurred, and so form a valuable endless chain for the information of yet unborn generations. The book is long out of print, and is very rare. A copy of the work—which is called "The Annals of San Francisco"—is in the possession of Mr. Frank Sylvester, of this city, and he has kindly placed it at my disposal for review, which I propose to do, interspersing many incidents, which came under my own notice. The book contains nearly 1,000 pages. It is profusely illustrated, and deals with the historical, political and social sides of life in the Golden State, from its first discovery to the year when it was published. The authors were Frank Soule, John H. Gilson, M.D., and James Nisbet. Mr. Soule and Mr. Nisbet were editors of the San Francisco Chronicle, a respectable and widely-read newspaper of that day. It died several years before the newspaper now issued at San Francisco under the name of the Chronicle was thought of. Mr. Soule was an American, Mr. Nisbet a Scotchman. Both were writers of force and ability. Mr. Nisbet wrote the heavy editor-

ials and sometimes acted as dramatic critic for his newspaper. One day there appeared in the Chronicle a bitter criticism upon a company of players who then occupied the stage of one of the theatres. The manager met the regular dramatic writer of the Chronicle on the street and cowed him, the critic quaking under the lash and offering no resistance. The following day a card appeared in the Chronicle which stated that the theatre man had whipped the wrong man. The writer of the offensive article, it added, was Mr. Nisbet, who, however, was not a fighting man, as every one knew. Later in the day the manager attacked Mr. Nisbet and struck him with his whip, whereupon the sturdy Scot wrested the weapon from his assailant and gave him a most exemplary thrashing with his fists, blacking both eyes and smashing his face to a jelly. Another characteristic anecdote of Mr. Nisbet may be mentioned here. In 1864 he sailed in the steamship Brother Jonathan for this port on a holiday excursion. The vessel struck on a reef and was lost, with nearly all on board, which included an American general and all his staff. Mr. Nisbet's body was picked up some days later, and in one of his pockets was found a memorandum book in which he had written his will in lead pencil as the vessel was going down. The handwriting showed not the least tremor. He mentioned the fact that he was facing death, and directed how his property should be distributed. This pencil will, unwitnessed, was admitted to probate at San Francisco, and the property was disposed of as the will directed. Of Dr. Gilson I have no recollection, but he was undoubtedly a man of note, or his name would not have appeared as one of the contributors to the work I have before me.

California was discovered by the Spaniards about the year 1542. Sir Francis Drake, in 1577, visited California and called it New Albion, taking possession of it in the name of Queen Elizabeth. The admiral and some of his people, traveling a short distance in the country, saw so many rabbits that it appeared an entire warren; they also saw deer in such plenty as to run a thousand in a herd. The earth of the country seemed to promise rich veins of gold and silver, some of the ore being found on digging. This was the first authentic information of the existence of mineral wealth in California. There is nothing to show that Sir Francis discovered San Francisco bay. The natives he found very friendly and numerous. The country was afterwards

visited by English freebooters, who ravaged some of the small towns, but Cortez, the Spanish navigator, took possession of the country and the name of New Albion was changed to that of California.

The Jesuits early established missions in California. They built churches, schools and residences of adobes (sun-dried bricks), and converted the natives to Christianity. In 1767 the Jesuits retired from the territory, and the Dominican monks took charge of the mission work. The missionaries, nearly two hundred years after Sir Francis Drake's visit, discovered San Francisco Bay and named it after St. Francis, their patron saint. The Fathers showed good judgment in selecting a site for their mission buildings. It was situated in a small fertile plain, about two miles from the centre of the present city of San Francisco, which was called Yerba Buena (good herb), because of the prolific growth of vegetation that was everywhere noticeable. Around these humble buildings was destined to grow the mightiest city of the west, which in wealth, population and commerce has since outstripped many of the oldest communities on the Atlantic seaboard.

Despite its genial climate the native population was sparse. The priests in 1802 took a rough census, and reported that the inhabitants numbered in the whole of the vast territory only 15,502, but that estimate only included the converted Indians, there being no means of ascertaining the number of wild Indians or "gentiles," as they were called by the Spaniards. Humboldt in the same year confirmed the priest's figures.

The natives were of the most degraded type. They were known as diggers. They subsisted mostly on fish, because it could be obtained with the least exertion. Game there was in plenty, but unless it backed up to their doors asking to be killed they did not trouble to chase it. Their huts were most miserable, and for a white person would be uninhabitable at any season. Their persons and houses were indescribably filthy. They never took a bath unless when a canoe, probably nauseated by the horrid fumes from the natives' bodies, turned over and dumped its occupants into a flowing stream. I once met a white teamster in the Okanagan who boasted that he had not washed his face in ten years! I asked him when he last had a bath, and he answered, "Not since I was a baby and my mother did it for me." It is safe to say that the digger Indians of California are (perhaps I should write were) the lowest grade of humanity in America. Not satisfied with uncleanness, in their wild state they had a habit of painting their faces and bodies with a red and black substance resembling paint, which increased their repulsiveness and imparted to them a "stickiness" that seemed to say to the clean whites, "Hands off." You know the old saying, "You cannot touch pitch without being defiled." Neither could you handle a California Indian without carrying away some of his dirt. The

tribes were stupid, slothful, brutal, indolent; in fine, they had a most wretched want of everything which constitutes the real man and renders him useful to himself and society. Among such people did the cultivated men at the missions labor, often without seeing any good results; but in some instances with a certain amount of success that reflected most favorably upon their exertions.

As early as 1854 I find the writers of the "Annals" speculating as to the "manifest destiny" of the United States, and predicting the annexation of the Sandwich Islands and Japan. The Sandwich Islands have been long since annexed, but in the meantime the Japanese have awakened from a sleep of centuries and he would be a man with a vivid imagination who should today prophecy that the Japanese would ever become American subjects or citizens. Civilization was forced on the Japanese by the government of the United States. They were forced to open their ports to commerce. Today the Americans are fortifying the Pacific Coast and building Dreadnoughts with feverish haste, in anticipation of a war with the nation upon whom they forced civilization sixty years ago.

In 1856 the writer saw landed at San Francisco from a sailing vessel seven Japanese. They were attired in the garb then common to their country—a sort of blue dungaree, such as overalls are made of, loosely cut, with seats that bagged nearly to their knees. Their long hair was done up in a mass on top of their heads, and held in place by miniature daggers, something like ladies' hat-pins of the present day, the rank of the wearer being designated by the number of daggers in his head-dress. These seven men were the first Japanese minister and his staff, on their way to Washington to establish there an embassy.

In 1847 California was purchased from the Mexican government by the United States for \$15,000,000. Before the gold excitement the Fathers at the Missions were the owners of large herds of cattle and milk cows, ponies, sheep and hogs. When the rush of Anglo-Saxons came the herds were rapidly depleted, being taken for consumption, and in the course of two or three years almost the last hoof had been parted with, and the Fathers turned their attention to tilling the vast properties they had acquired by grants from the Mexicans.

The story of how gold was discovered in 1848 has often been told, but it will bear repetition here. An enterprising Swiss named John A. Sutter, during the winter of 1847-8, started to erect a sawmill in a valley called Coloma, some 60 miles east of Sacramento City. The contractor was a man named James W. Marshall. One day, while digging a tail race for the water Marshall noticed a few yellow particles in the sand. He gathered some of the particles and at once became satisfied of their nature and value. He hurried to Sutter and threw an ounce of gold on the table before him. The two agreed to keep the dis-

covery a secret, and share in the profits; but their operations were observed by a Mormon laborer, who speedily became wise as themselves. He told others in the neighborhood, and everybody left his regular employment and began to search for the precious metal. The news was sent abroad. The valley soon swarmed with diggers, and within a few days after the Mormon gave wings to the discovery twelve hundred men were at work in the neighborhood. Over all California the excitement was prodigious. Spaniards, Americans and foreigners were alike affected. The husband left his wife, the father his family; men deserted their masters, and these followed their servants—all turned toward Coloma.

Other streams and valleys were found to contain gold-bearing sands. Some claims yielded a fortune in a day. Other claims, not so rich, yielded a competency in a month or a year. Some did not yield anything. Meanwhile the circle of excitement was widening. The Mexicans heard the tidings first, and came pouring into the diggings. The sturdy settlers from Oregon came next. These were followed by an immigration from the Sandwich Islands and Chili. Before long China sent forward thousands from her teeming multitude, and Australia (before long herself to be in the throes of a gold excitement), added her quota to the inflowing tide.

In the fall of 1848 the news reached the Eastern States of Canada. It was received with incredulity at first, but later reports confirmed the first intelligence, and both countries became infected with the fever. The writer was a very small boy in 1849, but he well remembers the excitement with which the news was received. Thousands abandoned their homes and their callings and hastened toward the new Eldorado. In some localities whole neighborhoods were deserted by their male population. In many cases businesses and real property and household goods were disposed of at a sacrifice, and wives and children accompanied their husbands and parents to California. Every craft in the shape of a vessel was chartered to carry passengers and goods around the Horn or to the Isthmus by Panama. Worn-out steamers and worm-eaten sailers that were deemed so unseaworthy as to be no longer safe for inland navigation, were sent to sea with crowds of living and dead freight. Some of these "tubs" went down before the first gale and those on board were heard of no more. Others ran short of water and food, and put in at South American ports, where they were condemned. Still others managed to weather the storm, and after long passages landed their passengers and cargoes at San Francisco. Death was not infrequent on board the "floating coffins," as they were not inaptly termed in derision, and many the bonnie lad or lassie who had left home a few weeks before full of hope and courage, in quest of a fortune, succumbed to the privations incident to a long sea voyage, such as bad food, impure water, and scurvy.

On some of these ships cholera broke out, and the few who survived reached port in an emaciated condition which challenged the pity of all beholders.

The gold-seekers who came by way of Panama suffered nearly as much as those who chose the ocean route. After reaching the port of Colon on the Atlantic side of the Isthmus they were compelled to either walk across the narrow neck to the Pacific ocean or hire mules for the journey. Having left New York with the assurance that they would find a steamer to take them to San Francisco, upon reaching Panama they found no means provided for their further transportation, and they remained huddled together in the unclean city until the Chagres fever broke out among them and they died like flies caught on a sheet of tanglefoot paper. Some who took passage by the Panama route were nearly a year in reaching their destination, and were then in no condition to earn a livelihood.

But the parties that suffered most were those who traveled by the overland route, with teams and wagons and supplies. On their way across the Plains they were exposed to the attacks of the Indians, and in one instance at least to a massacre by Mormons, in revenge for the death of Apostle Joseph Smith, founder of the sect, who was killed while attempting to escape from prison. In this massacre one hundred and fourteen men, women and children were sacrificed. The order from the heads of the church were to spare none over one year of age, and the order was strictly obeyed.

Privation proved a harder enemy to contend with than the Indians and Mormons. When the provisions were exhausted and the last mule or horse had been devoured the wretched immigrants began to feed on the bodies of their companions, two of whom (Indian guides) a party of whites killed and ate. A man named Kiesburg was charged with committing many murders to enable him to gratify this new and unnatural propensity. He was marked for destruction, but somehow escaped, and before long all were glad to partake of the horrid mess.

Snow had begun to fall early in the mountains, and many died raving mad and were eaten by their late comrades. By great exertions a message of their sad condition reached the settlements, and relief parties were sent out with provisions. A wife was found eating a portion of her husband, a daughter a father, a mother that of her children, children that of father and mother. Language cannot describe the awful change that a few weeks of dire suffering had wrought in the minds of the piteous beings (I quote here from the California Star). Some of the sufferers died, and were immediately eaten. Some sank into the arms of death cursing God for their miserable fate, while the last whisperings of others were

prayers and songs of praise to the Almighty. After the first few deaths the one absorbing thought of individual self-preservation prevailed. The chords that once vibrated with communal, parental and filial affection were rent asunder, and each seemed resolved, without regard to the fate of others, to escape from the impending calamity. So changed had the immigrants become that when the party arrived with food, some of them cast it aside, preferring the bits of human flesh that still remained unneaten. The day before the party arrived an immigrant took a child of four years of age in bed with him. The next morning it was found that he had devoured the child. The next day he killed and ate another child about the same age!

When, some years later, I went to California, it was not an infrequent occurrence to have a man pointed out to me with the remark, "That fellow belonged to such and such a party of immigrants. He fed on his companions, and came out of the snow sleek and hearty." I always imagined when told this that there was something uncanny about the man indicated, and shrank from him. But he was just like anyone else. It was only my imagination that made me think that every time he looked at me he was picking out in his mind's eye the choicest portions of my anatomy for his regalement at some future time.

"PENNING GERMANY IN"

The Berlin correspondent of the London Times, writing under date of June 12th, said: "The effect of the toasts exchanged at Reval and the statements made by M. Stolypin and M. Isvolsky to representatives of the Press have helped to calm certain sections of public opinion which were being alarmed by unfounded speculations with regard to the bearing and objects of the Anglo-Russian understanding. It is pointed out that Prince Bulow himself has of late predicted in the Reichstag the success of the endeavors to remove misunderstandings between Great Britain and Russia, and that he has disclaimed on behalf of Germany all hostility towards this 'rapprochement' provided that it does not, as some German alarmists maintain, constitute part of a great scheme for 'penning Germany in.' The German Government, however, have reason to believe, is satisfied with regard to the sentiments by which the partners in this new understanding are animated towards Germany, nor would it take exception to the view that the Anglo-French entente and the Anglo-Russian rapprochement may promote the stability of the balance of power in Europe.

At the same time, little surprise is felt at the attitude of journals like the Hamburger Nachrichten, which declares that Germany, in order to escape from her present position, must make the utmost exertions to increase the strength of her forces on land and water to a point which will give her 'adversaries' (sic) cause to reflect before seeking a quarrel with her. According to the Bismarckian journal, the result of adequate exertions on the part of Germany would be to prevent other Powers from forcing upon her the choice between a humiliation in world-policy like that of Olmutz in the year 1850 and a European war. In explanation of these pessimistic views it is pointed out that if the Continental Powers had been busy arranging ententes and Royal meetings without the participation of England, British public opinion would have manifested the same uneasiness as is now displayed in some quarters in Germany. Large sections of the German public seem to forget that Germany herself has been very active on similar lines and that the German Emperor is, as Bismarck once called him, an indefatigable 'political traveler.' According to some accounts, German mistrust would best be removed by the inclusion of Germany in the understandings that are being effected among other Powers, though Germany is already a member of a very powerful alliance which has only been counterbalanced on the Continent by agreements effected by other Powers.

With reference to the prospects of European peace it is believed that owing to the recent alliance and understandings a war between two single Powers has practically become impossible. The alternative of a war between different groups of Powers is so terrible that all the Governments will strive more earnestly than ever to maintain and consolidate peace.

On the other hand, the idea of a restriction of armaments is not thought to be one which is more hopeful than it was at the time of The Hague conference last summer. Germany has no thought of abandoning or restricting her naval preparations, and it is urged that there is no sign of any such intention on the part of England. The Kreuz Zeitung, I observe, gives great prominence to an account of a book on the naval supremacy of England which has recently been published by Professor Otto Hintze. Professor Hintze protests against the naval supremacy of a single Power, and is convinced that it cannot be maintained, but must be superseded by the equality of a number of Powers, which is already an acknowledged principle in the European system on land. What Germany is aiming at is an equal position of this kind, and this is why she desires to develop her navy. The professor seems in the course of this argument to be begging the question, since he assumes a general recognition of the military equality of the Continental Powers, which ceased to exist after 1870.

Apart from these wider political speculations, of which the basis is necessarily uncertain, attention is at the moment concentrated upon the forthcoming programme of reform for Macedonia upon which it is understood that the British and Russian governments are practically agreed. It is stated that, so far as these proposals are compatible with the maintenance of the integrity of the Ottoman Empire, they will meet with favorable consideration in Berlin.

Present Conditions in Bulkley

INFORMATION which will be appreciated by those who are interested in the Bulkley Valley is given by Mr. William Ellis, of the William Ellis Timber Company, and is familiar with conditions in the North, having made trips there at different times, and has just returned from the last. He writes as follows:

I would very much like to say a few words regarding Bulkley Valley and the Skeena River country. I went through this valley two years ago last April, and considerable land I then traveled over had been recently burnt over, and the black pine and spruce timbered sections looked to me then as if it would take years to reclaim back to vegetation.

I was over part of this same ground this month, and find it growing up in pea pine, brown top and other vegetation. One instance where it has been cleared and planted in crops, oats and timothy grass are growing fine. The valley as a whole has a bright future, and any one of the many ranchers who have been improving their land have made a great showing.

In the south Bulkley, McInnes Bros. have 70 head of cattle and are making butter and getting 40 and 50 cents per pound. On parts of the low land summer frost will occur once in a while.

The C. S. Barrett Company have a beautiful ranch, and have spent something like \$20,000 on improvements. They harvested 30 tons of grain last year, oats, barley and winter wheat, wintered 70 head of cattle and 40 head of horses, and have 250 tons of hay over; 15 tons of potatoes and other roots. Hogs do remarkably well. The company have imported thoroughbred stock and are in the horse and cattle business. Mr. Barrett is now on his way in with 200 head of beef cattle to supply the market. They furnish the G. T. P. survey camps, the mining camps, also Hazelton, and have the largest pack train in the north today. They have a fine summer range, where thousands of cattle and horses will get rolling fat by the last of June.

Pleasant Valley is a beautiful valley, in fact that is the only valley in the Bulkley, as the Bulkley is not what I would call a valley, but a rolling country, with low hills and long sloping side hills, covered with black pine and spruce, grass and patches of poplar. Many small streams are to be found, making it a well-watered farming country.

Mr. William Thompson, a man 66 years old and alone, five years ago next October, settled on 300 acres of land. This was all timber and bush land at that time, and today he has at least 160 acres fenced. He will cut one hundred tons of hay, 15 acres of oats and barley, two acres of root crop and one acre of winter wheat this year. He has a hay shed 24 x 80 feet, a stable, farm machinery, four horses, and only had \$75 to start. He now has \$600 in cash, 30 tons of old hay under cover, and has refused \$25 per acre for his ranch.

I only mention this fact to show what men can do by hard work and good management.

But he is not the only one; there are many others whom I could name who have done wonderful improvements. Those who have worked their land have most in sight today.

There are a number of men holding land who prospect during the summer months, and do not make many improvements on the land. These people are ready to sell to a newcomer, and the sooner they sell the better for the country. But this wonderful country can get on without the prospector and mining man, as it has a great future along this line, coal, copper, gold and silver-lead ores in large bodies of high values. When the railroad is once rolling its trains through this valley, things will boom.

Aldermere and Telkwa, 72 miles apart, are two townships, both having an hotel, store and other buildings. The Aldermere hotel is run by Messrs. Broughton & McNeil, and they are popular men trying to do their best for the public. Messrs. Barrett & Co., I think, handle the Telkwa business.

There was no work for men among the mines when I was there, but I believe by August there will be considerable doing, as I know of several mining men going in of late.

The government is doing considerable for the country in general. They showed wisdom in the appointment of Mr. F. W. Valleau as land commissioner at Hazelton. He has looked the district over and advised the department as to the needs, and the outcome is that \$15,000 will be spent on the Bulkley wagon road this year. He has also advised the building of a road to Kispiox Valley, which is now under construction, and different trails. Mr. Valleau has an able man under him as road superintendent, Mr. Rogers. He has proven that he knows what to do, and how to do it.

The Francois Lake and Ootsa Lake stock men and ranchers are all going to Hazelton for their supplies. The reasons for this are that in going to Bella Coola they make swims, and have to ferry at a cost of 25 to 50 cents each, and either have to buy or pack feed for three days' travel. Now the ranchers on the west and south side of Francois Lake will come to the valley by way of Little Morice River and cross the Bulkley at Pleasant Valley. There will be a bridge here, and a trail cut up the Morice, and thus by way of Lake Morice or Owen's River, where there is a good pass and construction easy. The north side of Francois Lake ranchers will come out to the main trail at Burns Lake.

Mr. Valleau has taken the trail and road matter under consideration, and the ranchers, miners and prospectors can rest assured that through his sound advice the present government will give them every possible help. The Copper River trail is something of the past, as it is impossible to construct a feasible trail by that route to assist the Bulkley Valley. There is snow on it, or part of it, for at least eight months out of the year; and there are at least 40 miles that pack trains would have to pack feed. Besides it would not open up any farming country, and it would take at least \$40,000 to \$50,000 to construct, and would only help out the Kispiox Canyon store and hotel, and no miners, ranchers or prospectors, as there will be no extensive mining done in that country until the railroad is completed. It will cost 200 per cent more to operate than it will when the iron horse goes snorting through the valley.

The survey parties are locating along the Skeena and Bulkley at present. The Upper Skeena and Bulkley, also the Kispiox Valley, will in the near future be large producing districts, and beef, porky butter, mutton, horses, coal, copper, gold and silver and lead ores will all help to make a great country.

The Lower Skeena Valley will be the fruit garden of northern British Columbia. I should say there are from 100,000 to 125,000 acres of fruit land. This area is mostly hard to clear, and will cost from \$150 to \$200 an acre to clear it, but the timber at present will pay for the clearing, in cordwood and ties. There is no room for doubt in regard to fruit raising, as I have seen the trees blossom and the fruit grow, and have eaten of the matured products. They have a fine flavor. A man with 20 acres under orchard here will be in comfortable circumstances.

In this section also we find the wisdom of our government in its appointment, as Mr. Wm. Manson, land commissioner, is looking after the wants and needs of his people. This district is too large for one member to look after, and should be divided. The fish eaters and clam diggers should be one, and the stockmen, ranchers, miners and prospectors should be another.

Transportation on the Skeena looked at one time this spring as if it would lead to a shortage in provisions this fall. But I saw Mr. J. Thompson, the manager of the Hudson's Bay Company, going up the Skeena. He is going over the ground, and he told me that he would do all in his power to help everybody out. They are going to keep two boats on the Skeena during the season. Mr. French says it is the intention to keep the Hazelton carrying Hudson's Bay Company's goods, and the Port Simpson carrying outside freight, and by this they should clear everything out by autumn.

The company constructing the Grand Trunk Pacific has camp along the route as far as Copper River, and by the appearance they will be making considerable noise in a month from now.

I met a number of land-hunters, both on the lower and upper river; also many that were in the Bulkley Valley. Many return condemning the country, but this is always the case in any new place. I have myself traveled over four new countries and have condemned them; eight or ten years after I traveled over a part of the same countries and I found the same land I at first condemned under cultivation and producing good crops, with everybody well-to-do. The Bulkley looks 200 per cent better to me now than it did two years ago. I am sorry I have not a large farm in the Bulkley.

taken a "through train" from his home at Mount Vernon to New York! Imagine his sensation at changing from the stage coach to luxurious Pullman cars, and instead of traveling several days, making the trip in a few hours.

But on the water speed has been made also. Once 20 knots an hour was considered good speed for a boat propelled by steam. But now 30 miles an hour occasions comparatively little surprise. Probably one of the fastest craft afloat is Charles R. Flint's launch, the Arrow, which is claimed to be able to travel at a rate of 46 miles in an hour, while the despatch boat Manley, in the United States government service, is good for 38 miles on an official test.

The best official record for motor boats was made last year by Dixie, owned by Commodore Schroeder of New York. This boat has made slightly more than 30 miles in an hour, and won the American and international championship for various distances. Previous to this the best figures were credited to W. Gould Brokaw's Challenger, which glided through the water for a mile in two minutes and two seconds, at a rate of 29.70 miles an hour.

On September 1, 1906, Vance McKinney's Standard made 25.45 nautical, or 29.30 statute, miles in an hour on the Hudson River, under the admiralty conditions.

But man has not been content with mastering the machine—with driving electricity and steam before him and holding the reins. He has done wonders in training animals—the horse, for instance—to exert its strength and speed against time.

It is doubtful whether any of the horses that lead in the chariot races of the ancients ever made the speed of Dan Patch, which made the world's pacing record of a mile in one minute and 55 seconds in 1906. The world's trotting record was made by Lou Dillon, in October, 1905, when the plucky little mare covered a mile in one minute 58 1-2 seconds. Between 30 and 37 miles in an hour! The germ has gotten into the horses! But a horse could not trot an hour at any such speed, you say. True, but as far back as 1865 Captain McGovern, at Boston, went 20 miles without stopping in 58 1-4 minutes.

Running horses are even faster. Dick Welles, in 1903, ran a mile at Chicago in one minute 37 2-5 seconds. Kiamesha, two years later, at New York, equalled the performance. This speed is tremendous when it is considered that the little jockey perched on the back of the steed must guide him and keep himself free from the rush of rival horses. Every year nearly a dozen jockeys pay the penalty of speed madness with their lives. The fastest of the present-day horses is the peerless sprinter, Rosebud, which holds the world's record for six furlongs, equal to three-quarters of a mile. He made such a distance in one minute 11 3-5 seconds in 1905.

Next to the automobilist, the cyclist suffers from speed mania. Think of pedaling at the rate of 54 1-3 miles in an hour. Robert A. Walthour made a mile, paced, in one minute and 6 1-3 seconds. H. Caldwell has covered 50 miles in 59 minutes and 59 seconds. A mile has really been ridden in less than a minute, though it was under circumstances that did not prove the cyclist's exceptional speed. "Mile-a-Minute" Murphy rode over a mile stretch between the New York Central road, on a special board roadway, behind an express train. His wonderful time was 54 3-5 seconds for the mile. This, of course, was greatly aided by the terrific suction exerted by the rapidly moving train, but the feat loses none of its spectacular features.

Among the skaters, J. Nilsen made a mile in two minutes and 36 seconds. Morris Wood, of the Beacon Skating Club, of New York, is the winner of the speed skating championship of the United States. He made a distance of 3,280 feet in one minute and 47 seconds. An average speed of 27 miles an hour has been made in this sport.

For more than a quarter of a century there has been a systematic campaign by the best athletes in the world to run 100 yards faster than it had ever been accomplished before. Gradually this record has been battered down, by the slightest fractions of a second until now it is placed at 9 3-5 seconds. This remarkable time is authentically credited to Dan Kelly of Oregon, who ranks officially as the only man yet to make such a mark. This tremendous speed is the greatest ever credited to man, and could it be maintained for a mile the time would prove astonishing.

Charles M. Daniels of New York, who has performed many aquatic feats, holds nearly all the world's swimming records from 25 yards up to a mile. In England last season he swam 100 yards in 55 2-5 seconds, a rate of 6,498 yards, or of nearly four miles in an hour. This shows that man has now begun to conquer water, as he has the air. While the feat of swimming is old as the race, never before has it been possible to come so close to the speed of fish. The record swim of a mile was made by R. Carl in 12 1-2 minutes 12 2-5 seconds.

Not long since, one test of man's endurance was made in France under the supervision of scientists. A young man of average strength, whose bodily vigor had been conserved by good habits, agreed to go through an hour of strenuous exercise each day for eight days, the nature of this exercise to be changed each day.

On the first day he rode on a rough-riding hunter, making 10.56 miles in the hour. The second day he rode a bicycle 19.88 miles in the hour. On the following day he ran on foot in an hour 8.69 miles. On the fourth day he shot 82 pigeons within an hour and on the fifth walked five miles. The next day he swam 1.86 miles in the given time; on the seventh day he played tennis, and on the last day drove an automobile 27.06 miles within an hour. The jury which was to decide his physical condition gave him an average of 80.

Is Modern Humanity Crazy on Speed?

ARE you speed crazy? This is the question which Thomas D. Richter answers by examples in a most interesting article in the July number of The Technical World Magazine. He says: "The world is in a hurry. Wherever we go we see trains whirling by, autos speeding in clouds of dust, men striving on foot, on wheel, on horse or in water, to make speed records. But do we realize what may be done while the minute hand of the clock revolves or in an hour of the twentieth century haste?"

Standing at the crossroads, we see a mere black speck in the distance growing with seeming slowness. We hear a purring sound, increasing, developing, then leaping into a roar like thunder. Volumes of dust rise like smoke from the mouth of a fire-breathing monster and the twentieth century dinosaur flies, screams past—merely an automobile racing at a rate of from 80 to 125 miles an hour.

We stand at the railway crossing. In the distance an indistinct object winks into view, far beyond where the two lines of shining rails meet together upon the track bed. On it comes with a swift spreading circumference; it whizzes by in a breathless rush and is gone almost before we realize that it is a modern electrical train. Such a train in Germany has been run at the rate of 130.4 miles an hour.

On the sea shore we hear a scream, thin and piercing. A boat siren shrills its warning. Something rises from the water, snorting, splashing and tearing frantically through the ocean waves. It is past and ere we get our glasses to bear upon it, it is distant again. Merely a racing motor-boat, trying to make more than 30 miles an hour on the watery course.

plunging on—on—on. Wherever you look you see a straining to attain great speed, to do more in less time. One thing alone is left for us to do—to soar in the air and outdistance the bird. "And," says Sir Hiram Maxim, the celebrated inventor and engineer, "the common goose is able to fly, and what the goose is able to do ought not to be beyond the power of man." It is possible that the greatest speed of traveling vehicles may be attained in the air. Can you imagine races in the air—of ships scaling heights and darting upward, each straining to outdistance the other?

Strangely enough, in speaking of great speed accomplishments, the unassuming little ice yacht is entirely overlooked. It is not generally known that this craft is absolutely the fastest thing in the world, possibly excepting certain kinds of birds. No man has ever traveled in anything that covers space so fast. Over a measured course on the Shrewsbury River of five-eighths of a mile, the Drub, a champion ice yacht, two years ago covered the distance in the wonderful time of 18 seconds, at a rate of a mile in 24 seconds. The only reason the test was not for the entire mile was that there was no straightaway stretch where this distance could be laid out permitting such high speed without danger. This time was taken with an electrical timing apparatus. A mile in 30 seconds is not uncommon, the tremendous speed of two miles in a minute. On the Hudson it is the delight of ice yachtsmen to race the trains that run along the bank for miles. In these brushes the ice yacht invariably proves successful.

In the automobile world perhaps the craze for racing can be best gratified. A limit to the speed of these machines has evidently not been reached. When a mile had been covered in less than a minute—in 53 seconds—it was thought that no better could be done. But this speed was gradually reduced to 45 to 40, to 37, and many a mile has been made in the wonderful time of 28 3-5 seconds, at a rate faster than two miles in a minute. This was accomplished two years ago on the Florida beach at Ormond by Fred Marriott and is the fastest that any man has ever traveled on wheels.

The goal of all autoists has always been

the speeding of two miles within a minute. While Marriott's speed averaged better than this, the first man to perform the feat was De Megeot, a Frenchman, the day following Marriott's flight on the beach. This dauntless foreigner dashed off the two miles in 58 4-5 seconds, while Marriott just behind him also came under the two-minute mark with 59 3-5 seconds.

The only car to attain this great rate of speed on an ordinary road was that invented by Walter Christie, the famous American driver. A trial was made of the car over a measured course of road in Nassau county, Long Island, last summer. Driven along like an arrow in its flight, the great machine went dashing over roads, careening around curves, leaping, jumping, flying—and made two miles in one minute. One hundred and twenty miles an hour! Could this speed be maintained, the machine would race across the country from New York to Chicago in 7 1-2 hours.

For longer distance Clifford Earp of England has made a flight through space that must have made Father Time gasp with astonishment. In Florida two years ago Earp dashed off 100 miles in 75 minutes 40 2-5 seconds, averaging about 45 seconds to the mile during the entire distance of 100 milestones.

An automobile has now been invented by Jules Ravallier of Paris, which he claims, besides running on land at the rate of 55 miles an hour, will also navigate the water at good speed.

When it comes to speed, electricity rivals steam. On the Marienfeldt-Zossen electric line, in Prussia, cars have attained a speed of 130.4 miles an hour. How they whizz over the tracks!

The fastest record run of a passenger steam train in the United States was on the Philadelphia & Reading railway, in July, 1904, when a train ran from Egg Harbor to Brigantine Junction, 4.8 miles, at a speed of 115.2 miles an hour. The fastest time recorded for a distance over 400 miles was made by the Lake Shore & Michigan Southern railroad, from Buffalo to Chicago, in June, 1905. In 7 hours and 50 minutes the train ran 525 miles, an average rate of 69.69 miles an hour.

What if George Washington could have



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THE SIMPLE LIFE



THE HOME GARDEN

GARDEN CALENDAR FOR JULY

Plant: Many Hardy Border Plants if weather is suitable. And especially, Pyrethrum, Delphinium (cut back for late flowering), Gaillardia, Narcissus, Iris Reticulata, Winter Greens.

Sow: Cabbage for Spring, Colewort, Peas, quick growing kinds, Carrot, Cauliflower, Mustard and Cress, Dwarf Beans, Lettuce, Coo and Cabbage, Onion, Turnip, Endive, Early Horn Carrot in shade, Radishes in shade, Parsley, Prickly Spinach, Black Spanish Spanish, Calcolaria, if not sown, Brompton Stock, Queen Stock, Antirrhinum, Cucumber.

TO OUR READERS



SOME months ago, when considering ways and means whereby the Sunday Supplement and the Semi-Weekly Colonist could be improved and made more educational and interesting, it was decided to inaugurate a Simple Life department, devoted to the interests of Horticulture and Agriculture in British Columbia. It was thought that the most thorough and appropriate manner to do this was to publish reliable information regarding the propagation and cultivation of the different varieties of fruits and flowers which are adapted to this climate, together with articles on the different methods of scientific agriculture and the raising of live stock and poultry. We have from time to time printed illustrations showing specimens of fruit and flowers, and some of the beautiful gardens and farm scenes reproduced from photographs kindly contributed by some of our readers.

That this department is appreciated is shown by the numerous letters received during the past year, not only from our British Columbia readers, but from Eastern Canada and far-away England.

This appreciation spurs us on to better efforts, and we can promise that everything that can be done will be done to make "The Simple Life" a welcome visitor in every home.

We do not hold these columns open to controversial matters, but we do cordially invite contributions having a direct bearing on the various subjects under discussion. Send in your experiences. It may help others. If you have produced some extra fine specimens of flowers or fruit, send it along, and if it is worthy, and arrives in fresh condition, we will photograph and reproduce it, and let the world know what can be produced in our fair land. Photographs of gardens and farm scenes are requested. We will, however, not guarantee to return photographs, as it is often necessary to re-touch them in order to obtain a proper picture.

THREE MONTHS OF IRIS BLOOM

The iris is the poor man's orchid. Like the orchids, there are many kinds which can be grown with comparative ease, while, on the other hand, there are a number of kinds which are interesting from the amateur's point of view, because they are either rare, or their exacting requirements tax the enthusiast's ingenuity to its utmost in furnishing conditions under which they will thrive.

Unlike the orchids, however, their cost is moderate. Bulbs or roots of the commoner kinds can be bought for a few cents apiece, while the possession of some of the rarer kinds will necessitate an outlay of, perhaps, two or three dollars for only a small root.

By a selection of species and varieties, an almost unbroken succession of iris bloom can be had from early spring until July.

The earliest-flowering irises belong to the reticulata group, of which *Iris reticulata* is the most common. These are bulbous irises, and they are dwarf, growing from six to eighteen inches high and blooming in March. They have flowers of a purple shade and are showy. These are best grown in sheltered, sunny situations, or in rockeries, but in some localities it is best to protect the flowers by a frame, as the dampness stains the flowers. There are several varieties of this species. The best forms are Krelagei, which blooms just before, and hystrioides, which blooms just after, the type.

An even earlier-flowering iris, but not so showy, is Bakeriana, which is blue, with purple and orange markings.

Mr. J. N. Girard, of Elizabeth, N. J., who has grown more irises than any one else in this country, finds that those of this group prefer a peaty, sandy soil, and will not tolerate the existence of any organic manure; and that, for the best success, they must be planted where they can be kept dry during the summer. He has also found it necessary, frequently, to change the position of the bulbs until a suitable environment has been found. If the plants commence to increase the second year they may be left where they are, but if not, they should be removed to another locality in the garden.

The June group flower in late March and April. They are also bulbous and prefer a well-drained soil, which is rather stiff, and it is essential to their success that the situation be one which will permit the bulbs being kept dry and baked by the sun during the summer, or resting period.

After these bulbs have flowered, the season of bloom may be continued in late April and May by some of the dwarf rhizomatous kinds. These grow from six to nine inches high, and are much more easily cultivated than those which I have already described.

The best known is *pumila*, which has, as a rule, a lilac-colored flower, but is very variable, so that the flowers may be had in all shades of purple and blue. There is also a yellow and a white variety. This is an extremely useful

species to grow as an edging for beds, along walks or similar situations.

There are two native irises—*cristata* and *verna*—which are also grown for bloom at this same time. *Cristata* is the gem of the dwarf irises. It increases rapidly and bears an abundance of light blue flowers, and is very good for naturalizing. *Verna* will succeed in partial shade.

An iris confounded with the *pumila*, and blooming about the same time, is *chamaeiris*. This has yellow flowers, but it has a variety, the *italiana*, with flowers of a dark violet hue.

In May, the taller kinds known as the German iris begin to bloom. Probably the true Germanica is not in cultivation at the present time; at least, it is seldom met with in gardens. The Germanica of the gardens are hybrids of *I. Florentina*, *I. pallida*, *I. variegata*, *I. neglecta* and *I. plicata*, and some of the other closely allied species.

The first of all these in bloom is the species *Florentina*, the roots of which is the orris-root of commerce. It has pearly white flowers which are produced in abundance, and the flowers grow from one and one-half to two feet high. There are several named varieties of this species, but the best one is the Prince

THE WORTH OF GARDENING

The people of our country should see to it that the grounds around and about their homes, their schools, their parks and all private and public places are made as beautiful as it is possible to make them within the bounds of good taste and economy, says the Canadian Horticulturist. To a great extent, travelers and tourists estimate the prosperity and civilization of a country or community by the homes and public places of its people as these things betray our ideals of comfort and beauty. It is important, therefore, to make the appearance of our homes attractive and impressive. Compare a residence in the town or country that stands bleak and alone on a bare plain or stark and cold against the sky, with one backed by a grove and surrounded with well-chosen shrubbery and flowers, tastefully arranged. The contrast is obvious. The first is nothing more than a "house," the latter may be fittingly termed a "home."

The traveling public recognize the force of the contrast and are impressed by it. Such an impression is not temporary, especially when it is not a pleasant one. The critical tourist is more apt to retain and speak about the bad

night. The object in placing it at the top of the water is that, as it dissolves, the material will sink and expose fresh surfaces of the crystals to the action of the water. Should the vitriol be placed immediately at the bottom of the barrel, it would not all dissolve as when it goes into solution it is heavier than water and would remain at the bottom and after a certain point, the water would have no action. At the time of placing the vitriol in the barrel, slack in a separate receptacle, 4 lbs. of lime in water just sufficient to do the work. The following morning, fill the barrel to within a measurement of the top that will be equal to the quantity of slacked lime that is to be put in. Then stir the whole vigorously. The chief secret in preparing the mixture is to have at least one of the solutions thoroughly diluted before the other is added. If a concentrated solution of vitriol comes in contact with a strong solution of lime, a compound will be produced chemically that will injure the trees.

The foregoing is the fungicide. To make it of insecticidal value as well, add four ounces of Paris green. First place the four ounces in a small can and make a paste of it and add it to the Bordeaux as a paste rather than dry.

same branch. These colors do not, however, combine at all well, and we consider it to be more curious than beautiful.

The Sorrels

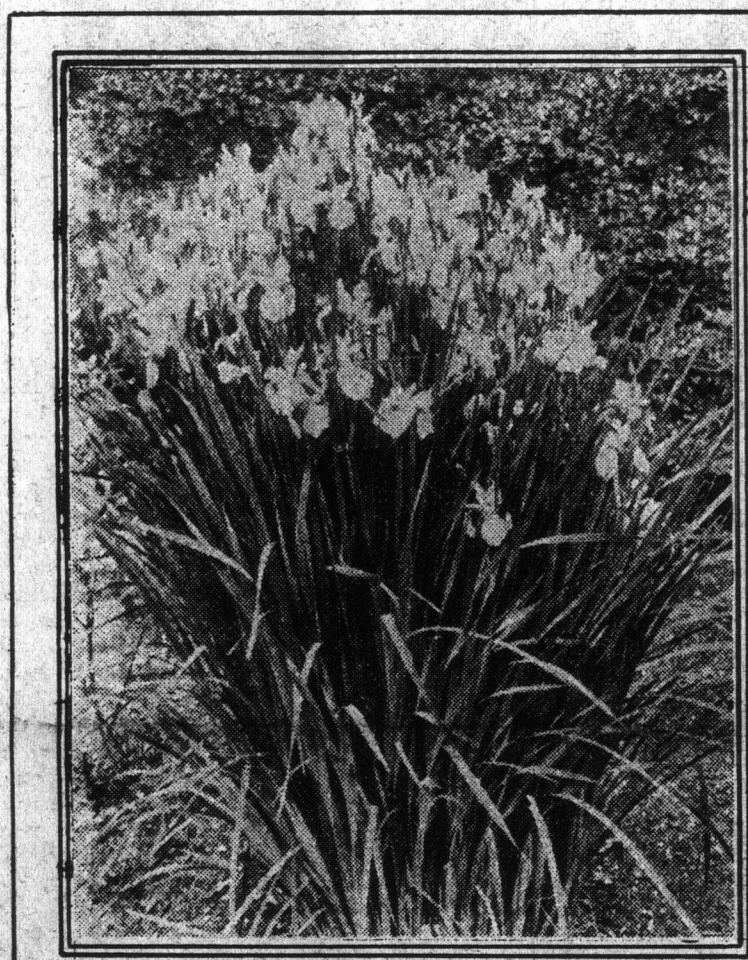
It is remarkable that whilst the rhubarb is a most popular vegetable in this country and of comparatively little account in France, Belgium, Italy, etc., its near relations, the sorrels, are largely grown for salading, etc., in those countries, whilst the British leaves such things to his sheep. And yet there is no question of the wholesomeness of sorrels, nor, when they are made up by some one who understands them, are sorrel salads in any way inferior to those in which lettuce and endive are principal ingredients. Sorrels are easily cultivated, and no plant pays better for cultivation, the crispness and flavor of the leaves being largely influenced by the soil and water they grow upon. There is little variety among them, indeed, all that one requires is to collect ripe seeds from wild plants and sow them in the garden where they can develop. Or plants may be dug up and transferred from the meadow to the garden in spring. (The French gardeners sow the seeds in drills in a good deep soil where there is moisture and the seedlings are thinned early to a distance of 6 in. apart. Seeds sown in May will produce plants which in July will bear leaves fit to use. These leaves are gathered singly, only those that are just matured being taken. The plants continue to yield a supply for three or four years. In addition to the common or sheep sorrel, the French use several others, i.e., maiden sorrel, the leaves of which are spotted with red; French sorrel, which has glaucous, heart-shaped leaves and withstands drought well; and the Pyrenean sorrel which has soft wrinkled leaves.

Crusted Rockfoils

The flowering period of the various members of the saxifrage family, which commenced in January with the white *S. Burseriana* and the yellow *S. sancta*, may be said to attain to its greatest development early in June, when the larger crusted leaved species are in bloom. One of the finest of them is the Pyrenean *S. longifolia*, which grows in the crevices of perpendicular rocks, forming large silver-edged rosettes often a foot in diameter. The plants are exceedingly handsome even without the flowers, which are produced in beautiful, cone-shaped panicles reaching to a length of 2 ft. The rosettes take several years to attain flowering proportions, and after they flower they die. Seeds, however, are freely produced and plants are readily obtained in this way. Another fine species is *S. cotedon* with its rosettes of broad strap-shaped leaves and arching panicles of white flowers. As a pot plant this is the more useful of the two, as it produces an abundance of off-sets, which should be removed, as they appear and the plant kept to a single crown. There are several varieties of this, some with the white flowers spotted with pink, while the Iceland form often attains a height of 3 ft. in favoured situations. Among others in flower at this time is *S. lantoscana*, from the Maritime Alps. It is smaller growing than the others, and forms a mat of silvery rosettes, from which are produced wreath-like panicles of pure white flowers. Neat-growing kinds include the several varieties of *S. avizon*, with white, pale yellow and white spotted with rose flowers and *S. cochlearis*, with light, graceful panicles. These are all easy to grow in a sunny position in the rock garden, with the plants in crevices, so that the roots may be cool, or on rocky ledges, where there is no fear of stagnant soil.

Meconopsis

These are handsome plants of the poppy family, the most familiar being the Welsh poppy, *M. cambricum*, with its single double yellow or orange flowers. With the exception of the Californian *M. heterophylla*, all the rest are natives of the Himalayas, extending into Tibet and China. One of the oldest and best known is the blue Himalayan poppy, *M. wallichii*, a handsome pyramidal plant, 4 ft. or 5 ft. high, the upper half of which is covered with handsome pale blue drooping flowers. It is an ideal plant for a moist, shady situation in the wild garden or in a damp wood. Being a biennial, plants of it should be raised every spring from seeds, which are freely borne by cultivated plants in many parts of this country. It is advisable to grow the young plants in pots for the first year, planting them out when they are a year old. While perfectly hardy, they suffer much from damp in winter, which settles in the crowns of hairy leaves, and rots the centre. The recently introduced *M. integrifolia* from Tibet is now bearing its large yellow flowers. A well grown specimen of this is really very striking, as it will bear as many as ten flowers, each from 6 in. to 8 in. across. Owing probably to the high elevation (never below 11,000 ft.) at which it is found on the mountains of Tibet, few people have been very successful in its cultivation in this country. From the same region comes the beautiful *M. punicea*, with its solitary drooping crimson flowers, on a stem about 18 in. high, which bears a general resemblance to the flower of a sarracenia. Others now in flower include the little Himalayan *M. aculeata*, with blue or purplish flowers, having a ring of yellow stamens, and *M. simplicifolia* from Sikkim and Tibet, which has entire leaves and solitary violet-purple flowers. The Californian *M. heterophylla* should be sown now in a sunny border, and it will soon grow about a foot high and bear an abundance of brick-red, dark-eyed flowers.



SIBERIAN IRIS



SPANISH IRIS



JAPANESE IRIS

of Wales, which has the most delicious perfume of any of the German irises.

In the nurserymen's catalogues, there will be found an almost endless list of named varieties of the German irises, which vary through all the different shades of blue and violet, down to white. The season of the German iris extends from late in May, or early June, until late June.

All of the German irises are of easy culture and can be grown in almost any situation. To have the best success with these German irises, they should be transplanted every three or four years, because the rhizomes become so thickly matted together that they do not have a chance to properly develop, and weeds get in between them. The best time to divide them is in the summer, after they are through blooming, as it is then the growth is made which will flower the following season.

Another species which blooms at about this same time, and which is one of the best of irises for garden cultivation, is *I. Sibirica*. This differs from the German iris in that the leaves are much taller, and are long and narrow, growing in thick clumps, from which many spikes bearing clusters of flowers are produced. The type has dark blue flowers, Orientalis, a variety, has slightly larger flowers, and frequently produces a second crop of flowers late in the summer. Other varieties are alba (white), variegata, which has variegated leaves, and acuta, which has very narrow leaves.

Two bulbous irises which everyone should grow are the English Iris (*I. Xiphoides*) and the Spanish Iris (*I. Xiphium*). The bulbs of these are planted in the fall in a light, well-drained place, and they should be well mulched for winter. The earlier of these is the Spanish Iris, which may be had in variegated shades, violet and purple. The English Iris—and there are many forms of it—is white, lavender, blue and purple. Mount Blanc is the best.

The most gorgeous of all the irises is, without a doubt, the Japanese, and too much cannot be said to encourage one to grow a few of these in his garden. It is a popular belief that the Japanese iris requires a very damp situation in which to grow, but this is not so. I have seen it successfully grown in clay which was comparatively dry. They may be had in all shades of blue, violet, purple and lavender, also white. Many of the flowers are self-colored and others beautifully marked or mottled. They are the last of all the irises to bloom, commencing early in July and possibly in some localities further south, in June.—Arthur Couch, in Suburban Life.

Every time that a quantity of the solution is taken from the barrel, it must be stirred well as Paris green does not go into solution and must be kept in suspension by constant agitation.

GARDEN NOTES

The Yellow Paeony

Paeonia lutea was introduced from the mountains of Yunnan in China about twenty years ago, but it has not yet found much favor as a garden plant, although it appears to be hardy enough to bear outdoor cultivation, in the warmer parts of this country at any rate, and its bright yellow semi-double flowers, 4 in. across, are as charming as a yellow rose. The rootstock is fleshy and the short stem decidedly woody, which places it among what are known as tree paeonies. The leaves are deciduous, glabrous, pinnatifid, glaucous beneath, bright green above, with reddish nerves. The first plants flowered had uniformly yellow flowers, but an improved form has been raised which has been named *Superba*. It is characterized by larger leaves and flowers than the type, and the petals are blotched at the base with crimson.

The Laburnum

It is a fortunate thing that lilac, Hawthorn, and laburnum have long been thoroughly accepted and extensively planted by the suburban gardener; consequently the most uninteresting of roads are now ablaze with a profusion of color, and for a little while the passerby can hardly feel but gay. The great merit of the laburnum is that it will thrive anywhere, and is rarely out of place, but in its case familiarity has bred contempt to the extent that it is rarely afforded a good position, or much utilized. Again, inferior varieties are very often planted; indeed, probably very many people are not aware that there is more than one species and a considerable number of varieties, and would be astonished if they were shown the difference between the flowers of *L. vulgare* and the best varieties of the superior (but later flowering) *L. alpinum*, the Scotch or Alpine laburnum, or the hybrid kinds. These include *grandiflorum*, *parkii*, *vossi*, *watereri*, and *autumnalis*, but the best laburnum with which we are acquainted is a little known one called *Latest* and *Longest*. This has racemes which rival those of a wistaria in size. *L. adami* is a remarkable hybrid resulting from the grafting of *Cytisus purpureus* on *L. alpinum*, which occasionally bears yellow and purple flowers and *Cytisus* and laburnum leaves upon the

BORDEAUX MIXTURE

The best general mixture for spraying fruit trees and bushes is Bordeaux mixture and Paris green, the former a fungicide and the second an insecticide. A combination of these materials will hold in check most diseases and insects that trouble such plants.

To be effective and to prevent injury to the leaves, Bordeaux mixture must be prepared in a particular way. The formula is as follows: Four lbs. copper sulphate (blue vitriol) and four lbs. lime, to 40 gallons of water. This will make one barrel. To prepare a small quantity, fill a 40-gallon barrel about one-third full of water, place the four lbs. of vitriol in a coarse sack and suspend it in the centre of the barrel, low enough to be just covered with the water. This may be done by placing a stick across the top of the barrel and tying the sack to it. Do this in the evening so that the vitriol will dissolve during the

PRINCE RUPERT

TERMINAL OF GRAND TRUNK PACIFIC

[The Colonist's Special Correspondence.]



WHEN, in April, 1886, the present City of Vancouver was incorporated and two months afterwards reduced to ashes, the fire being fanned by boisterous gales—who but the Western optimist would have dared to prophesy the construction of another transcontinental railway 500 miles north of the just completed Canadian Pacific? More particularly as that great enterprise had, two years before (1883-4) been forced to apply to the Dominion Government for a loan of \$30,000,000 to save it and those who believed in it, from bankruptcy. Every farthing of that debt was repaid, despite the lamentations of those whose proclivities prompted an expression of belief that the result would be otherwise than advantageous to the Dominion. To-day, the City of Victoria with its ideal surroundings—

"Where the low, westerling day, with gold and green
Purple and amber, softly blended, fills
The wooded vales and melts among the hills"

—with a population approximating 35,000, with rapidly developing commerce, the key as well to the Orient as to an island containing immense timber, agricultural and mineral wealth, has scarce passed the threshold of what is to be. Today the City of Vancouver, with its marvelous commercial interests, solid buildings, a fine harbor, and a population closely approximating 35,000, stands another monument commemorative of statesmanlike prudence and unremitting human energy. But, as the "Genius is Patient," the western hope and confidence, reversed the maxim and proved that Genius is action. Patience did not build miles of pavement, blocks of buildings, great harbors, electric tramways, amusement grounds and extensive parks. The western man knew that trails through the forest demanded industry; that mills were required to supply timber; mines must be opened, if the wealth beneath the surface was to be utilized; great smelters were necessary for the treatment of ore, and above all, capital had to be procured for laying deep and strong the foundation of the superstructure. And he "went for it there and then."

Today, British Columbia can, with pride, take her place beside any province in the Dominion, and in proportion to population claim to possess more wealth, more potential resources than any of her sister states. Her people realized that not the blindness of fortune, but the blindness of man would be responsible for any failure. They toiled, they hoped, and thousands are reaping a harvest, the seeds of which were industriously sown. Today they can proudly boast that, with a white population not exceeding 250,000, in one year (1907), the mineral, lumber, fisheries, fruit and farm industries yielded over \$53,000,000, that the provincial revenue of a decade ago has increased from \$800,000 to \$4,500,000, and throughout an area of nearly 400,000 square miles, rich agricultural and great grazing lands, modern creameries, fine wheat fields, and all the requisites for mixed farming, poultry raising, and dairying, are rapidly materializing; while her coal areas are estimated to yield at least 8,000,000 tons of coal per annum for thousands of years; iron ore inexhaustible in quantity and lumber sufficient to supply the demand for centuries to come. The prospector, engineer, cruiser, miner, capitalist, farmer, merchant, journalist and railway builder did this. In the hour of their triumph, the hearts of all good citizens go out to them in a true spirit of sympathy and appreciation.

Hence the historic visit of members of the Provincial Government, as well as officials of the Grand Trunk Pacific, and their assistants, to the new townsite of Prince Rupert, naturally awakened much interest, not only from a local, but Dominion standpoint, while the S.S. Camosun, utilized for the occasion, revived reminiscences of Camosun, now the beautiful city of Victoria.

For some months, Grand Trunk Pacific officials have been preparing a plan of the new City of Prince Rupert, as well as having 2,000 acres cleared. As is known, the Province is entitled to one-fourth of the lands covering the townsite, as well as an interest in the waterfront. Messrs. Carter-Cotton and Fulton, representing the Provincial Government, Messrs. Tate and Bacon, the Grand Trunk Pacific, and Mr. J. F. Ritchie being commissioned to inspect the survey both on land and water. Mr.



From the Left:—F. M. Baird, District Engineer, G.T.P.; Hon. F. J. Fulton, Chief Com. Lands and Works; Hon. F. Carter-Cotton, Pres't of Council; D'Arcy Tate, Ass't. Solicitor, G.T.P.; J. H. Pillsbury, Ass't. Harbor Eng., G.T.P.; J. H. Bacon, Harbor Eng., G.T.P.; Fred Ritchie, D.L.S.; Mr. McNichol, Purchasing Agt., G.T.P.

Harold Fleming, photographic artist, also accompanied the party. Upon arriving at Prince Rupert, the local engineer and the visiting officials were photographed, and the picture is reproduced in the accompanying illustrations. Reading from left to right the group comprises: 1, Mr. Baird; 2, Hon. Mr. Fulton; 3, Hon. Mr. Carter-Cotton; 4, Mr. D'Arcy Tate; 5, Mr. J. H. Pillsbury; 6, Mr. J. H. Bacon; 7, Mr. J. F. Ritchie; 8, Mr. J. H. McNichol.

Mr. Baird is the divisional engineer for the mountain division of the Grand Trunk Pacific railway, under Mr. Von Arstol. He has made lengthy explorations throughout one portion of the Province, thereby finding easy gradients and saving the company a great deal of money.

The Hon. F. J. Fulton, M.P.P., is a leading barrister of Kamloops and Minister of Lands & Works in the Hon. Richard McBride's administration. He was born in England, called to the bar there, and many years ago came to Canada. His first visit west was to the then rapidly growing town of Vancouver; thence he went to Kamloops, and after passing the requisite examination, settled there permanently. Mr. Fulton is popular, and admittedly a painstaking and industrious departmental head.

The Hon. Carter-Cotton, M.P.P. for Richmond, is President of the Provincial Executive Council, Controller of the Vancouver Daily News-Advertiser and President of the Union S.S. Company. He formerly represented the City of Vancouver in the Legislature, but has been member for Richmond during the past four or five years. Mr. Carter-Cotton is one of the best informed journalists in Canada.

Mr. D'Arcy Tate, born in Belfast, Ireland, 1866, is well known throughout the Dominion. After being educated at Queen's College, Ireland, he came to Canada, was articled to Messrs. Bain & Laidlaw of Toronto, and called to the Bar in 1893, being awarded the medal of his year. When the Toronto, Hamilton and Buffalo Railway was merged into the Vanderbilt system, over which the Canadian Pacific had running rights from Toronto to Buffalo, he acted as counsel for the C.P.R. He joined the Grand Trunk Pacific immediately after its incorporation. Mr. Tate's legal

FIRST PHOTOGRAPH TAKEN OF PIONEER ENGINEERS AND ASSISTANTS



PRINCE RUPERT

reputation is high as a specialist in railway law.

Mr. J. H. Pillsbury is assistant to Mr. J. H. Bacon. He landed from the "Tees" at the Indian village of Metlakatla in 1906, in charge of a party of engineers and 60 tons of freight, his assistant engineers being W. A. Casey and A. E. Hill. Here he was joined by Mr. A. R. Barrow, a surveyor, the latter having been some time in the country, owning the steamer "Constance," under Captain Robinson. The boat and Mr. Barrow, too—subsequently were connected with the local business of the Grand Trunk Pacific.

Mr. J. H. Bacon, in charge of all the harbor terminals of the Grand Trunk Pacific (Port Arthur, Fort William and Prince Rupert) has been engaged by the Company since active work began. He has had a thorough training, is quick, practical and well informed. Had he not been his experience at Prince Rupert should prove a reasonable education, for naturally, many complex problems had to be solved, and apparently he succeeded in accomplishing this, notwithstanding exceptional difficulties of a local nature. The position can

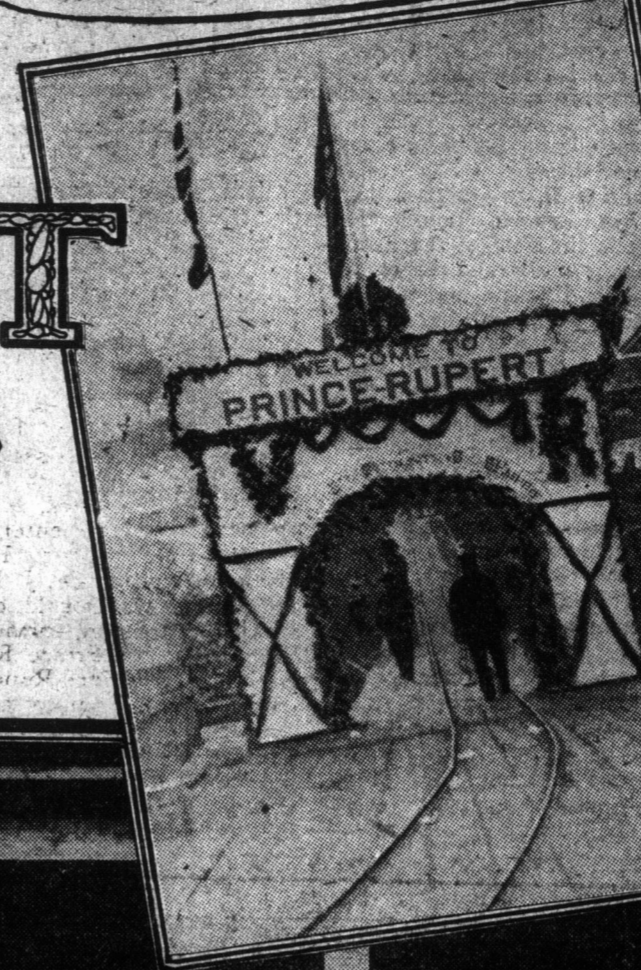
scarcely be termed a bed of roses; be that as it may, those who have no axes to grind, speak highly of his business qualifications.

Mr. J. F. Ritchie, D.L.S., etc., is an old westerner, whose early work was on the Dominion Government surveys in the Northwest, 1882. He was born in Aylmer, Province of Quebec, and has had long practical experience in the capacity of surveyor in British Columbia, since 1891, throughout the Kootenay country. His commission at present is to act for the Provincial Government in the survey of the quarter interest owned by the Province in Prince Rupert townsite.

Mr. Geo. A. McNichol, general purchasing agent of the Grand Trunk Pacific, has had thorough training in railway business, having been an official in the Grand Trunk since 1889, at Montreal, where he was born, finally becoming private secretary to Mr. Morse, vice-president and general manager of the Grand Trunk Pacific. Mr. Morse had been superintendent of motive power on the Grand Trunk, was afterwards third vice-president of the Grand Trunk Pacific, and subsequently was appointed to his present responsible posi-

EMPIRE DAY MAY 24, 1908

FIRST ACCIDENT AT PRINCE RUPERT



tion. In April, 1907, Mr. McNichol went to Vancouver as general purchasing agent, and still discharges the duties of that office.

The Camosun, having left Victoria the previous evening, steamed out of Vancouver harbor on Thursday night, the 25th of June, the route being across the Straits of Georgia, along the west side of Texada Island, with Comox just discernible in the distance; then along the east side of Vancouver Island, passing Valdez Island, into Altr Bay; thence into Queen Charlotte Sound; thence a little east and north, past King Island; thence west and north to Port Essington, arriving at Prince Rupert at 4 a.m. on Sunday. En route the scenery attracted universal attention, islands covered with luxuriant foliage; vast mountain ranges presenting seemingly inexhaustible wealth of cedar, spruce and hemlock; pretty little Indian villages with their totem-poles and fishing-boats; in short, a panorama of British Columbia's material resources. The steamer put into Altr Bay, next day, Swanson Bay, where very fine pulp works and timber mills, under Mr. A. H. McKinnon of Vancouver, will soon be fully equipped and in operation—thence to Claxtons, Coal Port, Essington, where, despite thin and darkness Doctor Wilson, Mr. Kirby, and two score of old and young residents turned out to shake hands with the visiting ministers. At the Wallace Bros' cannery, Mr. McAllister, manager for the Wallace Bros, was most attentive, as also Mr. Wallace, whose firm has a plant fully up to date, shipping the product of their enterprise all over the world, in various forms necessary for preservation. The little hamlet can boast of one of the best Indian bands in the province; the members of this organization a short time ago paid \$1,000 for a set of instruments.

At Hartley Bay Mr. C. Clifford, formerly member for Cassiar in the legislature, came aboard. He rowed and canoed from Clifford's wharf, Kitimat, by way of Douglas Channel, a distance of 45 miles. Mr. Clifford is an enthusiastic believer in the future of Northern British Columbia. He describes the Kitimat country as very rich in spruce and cedar, no summer frosts, climate bracing, rainfall very moderate. Douglas Channel is three to four miles wide, with great depth of water, with water power sufficient to operate an electric train between Kitimat proper and Hazelton; plenty of hunting, including bear and small game of all kinds. He estimates that there are 500 miles of cultivable land between salt water at Kitimat and "Big Canyon" (Kitselas). There are now about 50 settlers in the district. The Kitimat Valley comprises about 25 miles, and is continued in the Skeena district. It would seem, then, that this portion of the country will be a valuable feeder to the Grand Trunk Pacific main line, when the roads from Kitimat to the Canyon and from there to Prince Rupert are in operation. It is stated that Kitimat will soon become a townsite called Cassiar.

At Hartley Bay the story was still being told of the prowess of several Victoria sportsmen, including Messrs. H. Pooley and O'Reilly and party, who some weeks ago arrived from Gardiner's with fifteen fine bear skins, one a grizzly measuring ten feet.

The writer should also mention Malcolm's Island, which could be seen in the distance. It is said to be the only island free from rock over its principal area; where rock exists on the north end a lighthouse has been erected. It was on this property that the experiment of Socialism was tried by a population of 140 Finlanders. Somehow or other the gearing failed to work and Socialism came to grief. A Government grant of land had been given, stores, carpenter shops, mills, foundry, tannery were erected, \$140,000 being subscribed towards the scheme by friends throughout Europe and the States. All went merry as a marriage bell, while the funds lasted, and interest could be paid upon mortgages. Then a question as to "wages" arose; certain toilers at the lighthouse were being paid \$2.00 per diem, and local greed sapped the foundation of harmony in the community. There were quarrels and bickerings and final collapse, be-

cause, irrespective of ren with Mormon the Socialistic plat the side. This wa community owed foreclosed, building energetic took the fingered amid the s as a whole, the pla cialistic Finland Co for ever.

Three hours af moored to her dock was impressive, as tie's" news stand purchasers of eas papers, just arrive wheeling barrows, adorned with leat talismanic, annou Transfer Company, pany." "Knox Ho were in clover. C are no official high main thoroughfare tramcar is operat power being draw

An accompany cable and Empire utilized for bagga though primitive. On this section have been erecte Supply Company, Hardware compan



agement of Mr. Vancouver. The has the most m ing, while the Gra Annex are almost The other hotels "Dominion," "Ca merchandise, gra quite an active t Patterson, J. A. Swanson Bay Lu Company. An in hotel erected by the institution ha proprietors are v a great deal of Prince Rupert. Scotia, the latter

The Governme gold commissio der a tent, peace and supervised by long experience in comprises two al speaks well for ness and rowdvis fessional gambli are in every way licenses being iss Within a short ti offices are to be son, the gold co magistrate, will Rupert.

And what of What of its pres a magnificent has looking warehouse Rupert bids fair community. Th commodate the and the United naval squadron, stood out in bold annihilate any u a fine craft, and Messrs. Bullen at water front, the ed was taken, an ledge of the situ criptions. One if work has been that eight or nine the area almost triumph over na remembered, too.

cause, irrespective of wages, a few of the brethren with Mormon instincts, while adhering to the Socialistic platform, favored free love on the side. This was the finishing touch; the community owed \$104,000, mortgages were foreclosed, buildings went to ruin, the more energetic took the first steamship out, a few lingered amid the scenes of former glory; but, as a whole, the place that once knew the Socialistic Finland Colony shall know it no more for ever.

Three hours after the Camosun had been moored to her dock, the scene upon the wharf was impressive, as well as suggestive. "Little's" news stand was surrounded by eager purchasers of eastern and southern newspapers, just arrived; athletic looking porters, wheeling barrows of baggage, their caps adorned with leather bands containing the talismanic announcement "Prince Rupert Transfer Company," "Pacific Transfer Company," "Knox Hotel," "The Calumet Hotel," were in clover. Centre street, although there are no official highways and byways yet, is the main thoroughfare, and even now a miniature tramcar is operated by a surface cable, the power being drawn from a donkey engine.

An accompanying photograph shows the cable and Empire Day Arch. The cable-car is utilized for baggage and freight only, and, although primitive, has been found very useful. On this section, noticeably fine structures have been erected by the Kelly-Carruthers Supply Company, and the Prince Rupert Hardware company; the latter under the man-

and 100 feet wide has been constructed, besides the Grand Trunk Pacific warehouse—an immense structure—while Foley, Welch & Stewart have erected a warehouse 400 feet long and 60 feet deep, containing three flats, on which are reserve stores valued at \$80,000, goods to the value of \$120,000 being stored outside for distribution along the line. Mr. D. M. McLeod and his assistant, Mr. S. D. Raymond, courteously conducted visitors over the establishment. At the rear of the wharf an attractive flower garden was observed, attached to the residence of Mr. J. H. Bacon. This mansion is a model of comfort, much of the furniture having been manufactured locally. It proves one thing; namely, the possibilities of home life in the new town. Not far from the wharf on a knoll overlooking the harbor, is the residence of Mr. Pillsbury. Altogether the surroundings are unique and picturesque, and few engineering difficulties will be encountered in laying out the streets. Messrs. Bacon, Fulton, Tate, Carter-Cotton and Ritchie, visited every point on-land, expressing themselves as highly gratified with the progress made, as well as with the situation of the site. They were hospitably entertained by Mr. Bacon on their return from the tour of inspection.

At two o'clock "Shawatlans," with Skipper Gustavus Anson at the helm, received the visitors and put out in order that the water front might be examined. From this point of vantage an excellent idea of the harbor, town and topographical formation of the shore line—as well as the mountains—was obtainable.

the convenience of those who have erected buildings, many costing from \$2,000 to \$3,000, and when the time comes for vacating or moving, there will doubtless be friction, despite the fact that those who built agreed to abide by future regulations.

In the afternoon the SS. City of Seattle arrived, bringing many tourists. A few took a violent fancy to Mr. Bacon's flower patch. One lady in particular carried a small Dominion flag. Being cautioned by a companion not to trespass, she exclaimed, "Oh, all you have to do in Canada is to wave the British flag and you can take anything you want." And she took. Many Ontario and Kootenay people have decided to cast their fortunes in with Prince Rupert. Major Gibson from the Kootenay country, after passing through the Philippine war and earning the soubriquet of "the Philippine Sieve," by reason of receiving five bullet wounds, is seemingly very active in Prince Rupert. So with Messrs. W. P. Lynch, from New Brunswick, A. D. Campbell, from Quebec, W. F. Carpenter, from Maine, M. E. Yaeger, from Calgary, H. H. Fraser, A. C. Garde, of Nelson, Dr. J. E. Ewing, Dr. Quinlan, J. B. L. MacDonald, contractor, not omitting John Houston, formerly of Nelson, now publisher of the Prince Rupert Empire. The population of Prince Rupert is over 1,000, and "more coming." Many are transient visitors, looking the situation over. At all events a more peaceful, contented lot it would be difficult to find in any other portion of the Dominion. Certainly, no city in embryo ever had

is now a very important point. However, Western people have learned the lesson taught by Hope, so if at times a strenuous "kick" is registered it is never inspired by pessimism, but rather by a desire to promote the welfare of the greatest possible number.

C. H. MACKINTOSH.

BANK HOLIDAY ON WANSTEAD FLATS

L. Cope Cornford is contributing a series of articles on "London Interludes" to the Standard of Empire. The fourth article reads as follows.

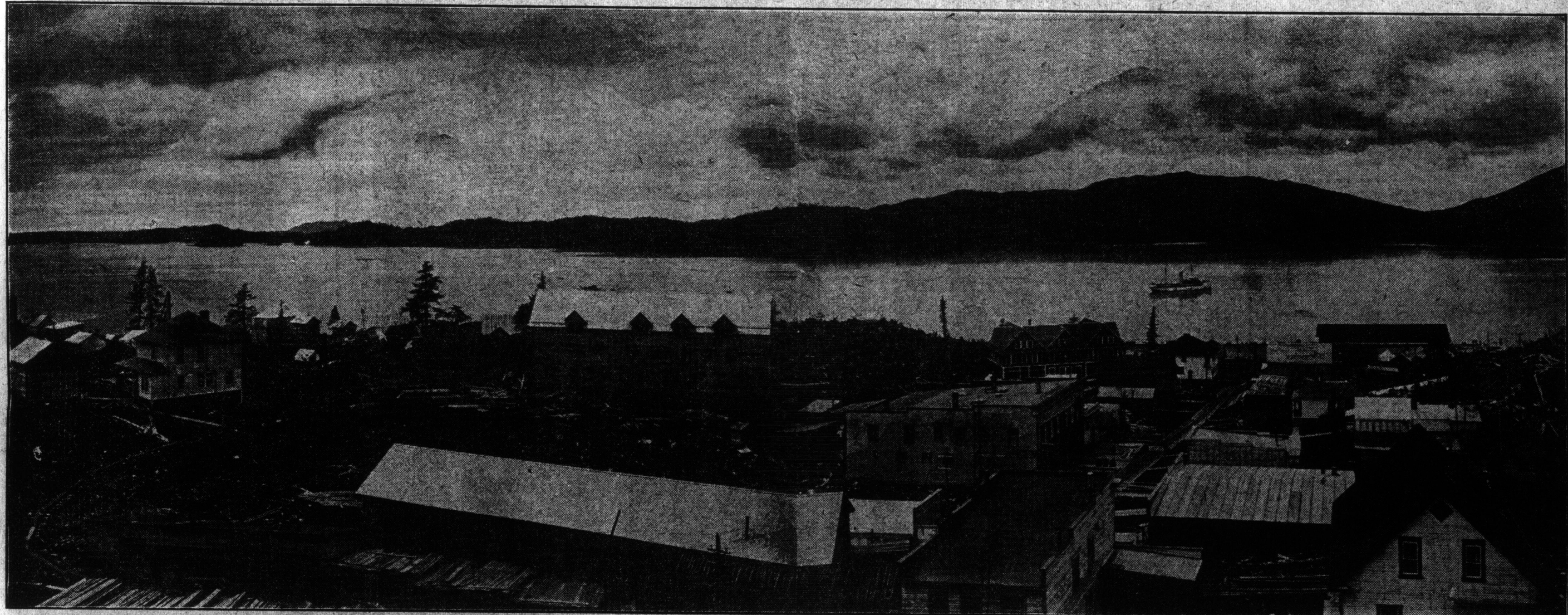
High above the booths little figures swung giddily up and down in the haze of dust, like a row of frantic pendulums. In the midst of the fair rose a circular tower, wreathed about with the appearance of a stairway. Nearer hand, the expanse of rough grass and sand is dotted over with seated groups and littered with scraps of paper. Beyond a troubled sky arches down upon the thickened cloud, pierced here and there by spire and chimney shaft, which broods over London. The fitful southerly wind brings a throbbing, brazen clamor of distant music. This is Wanstead Fair, on Wanstead Flats, and today is Bank Holiday.

Several millions of people in London Town would be at a stand to know where are Wanstead Flats. They are near by the River Lea and Leytonstone in Essex, and you get there

bling (at about fifteen miles an hour) in the forest. They came upon a gipsy encampment, they crossed the gipsy's hand, she took them, with the swiftness of lightning, into her tent. Silent explosions of smoke—inexpressible consternation of the silk hat, as his extremely undesirable past appears in the background. There is another lady. He affects unconcern. The summer frock trusts him still. The gipsy bursts into a passion of silent mockery. Away! 'Tis the marriage morn; venerable clergyman with side whiskers, white-haired parent giving his daughter away. Enter another lady, an infant in her arms. Fainting, confusion, horror—silk hat led away (at twenty miles an hour) by two policemen in German caps. Dear me! Audience silent, impressed, and perspiring.

In the next arrangement, the daughter of a dying stonebreaker takes to the high-toby, in sheer desperation; and, disguised as a cowboy, she holds up a stage-coach. She is hunted down by the sheriff and his broncho boys, tried and condemned in five seconds, led out to be hanged, and the rope is over the branch in five more. Then her hair comes down, and—the rest, of course, you know. It is the sheriff himself who hands round the hat (a tall hat, his own) for the dying stonebreaker and his gallant lass.

Outside, the sunlight dazzles. All among the vans, at the back of the theatre, a lady is placidly washing greens for tea. The open door reveals the corner of a locker, covered with a chintz mattress, and a chest of drawers



Panoramic View of Prince Rupert as It Appears Today.

agement of Mr. Thomas Dunne, formerly of Vancouver. The Bank of Commerce is perhaps the most modern and up-to-date building, while the Grand Trunk Pacific Hotel and Annex are almost ready to open for business. The other hotels are "Knox," "Grand View," "Dominion," "Cariboo," and "Calumet." In merchandise, groceries, drugs, lumber, etc., quite an active trade is carried on by T. W. Patterson, J. A. Kirkpatrick, A. C. Brown, Swanson Bay Lumber Company, Schriber & Company. An imposing structure is the new hotel erected by Messrs. Monroe & Gilmour; the institution has not yet been named. The proprietors are very energetic and have done a great deal of hard work since settling at Prince Rupert. The former is from Nova Scotia, the latter from Maine.

The Government office, police court, jail, gold commissioner's headquarters are all under a tent, peace and order being promoted and supervised by Chief Vicars, who had a long experience in the Kootenays. His force comprises two able-bodied assistants, and it speaks well for the new town that drunkenness and rowdiness are almost unknown. Professional gambling and illegal liquor selling are in every way discouraged, no Government licenses being issued to any public house. Within a short time commodious Government offices are to be erected, when Mr. W. Manson, the gold commissioner and stipendiary magistrate, will permanently settle in Prince Rupert.

And what of this new Northern town? What of its present? What of its future? If a magnificent harbor, splendid wharves, solid looking warehouses are any criterion, Prince Rupert bids fair to prove a very flourishing community. The harbor facilities might accommodate the united fleets of Great Britain and the United States, as well as Canada's naval squadron, one of which (the Lillooet) stood out in bold relief evidently prepared to annihilate any unwelcome marauders. It is a fine craft, and certainly creditable to the Messrs. Bullen and their workmen. From the water front, the panoramic view now published was taken, and will better convey a knowledge of the situation than mere wordy descriptions. One immediately realized that hard work has been done; when it is considered that eight or nine months ago a forest covered the area almost to the water's edge, man's triumph over nature is apparent; when it is remembered, too, that a wharf 1,500 feet long

Prince Rupert has an oblong site lying easterly and south-easterly; the observer ascertaining at once that on some parts of the original Kaian property, as well as the Indian reserve, every facility exists for tram railways, athletic grounds and suburban residences. Even now boat houses have been erected, and the little inlets, bays and indentations will some day teem with pleasure craft, both sailing and electric. The sheet of water fronting the wharf would offer every attraction to those promoting a regatta, while fishing and hunting are to be had at no long distance off. In the rear of the town, about a mile and a half distant is Mount Hays, and on the mainland Mount Morse and Mount Wilson. The water front, originally 2,000 acres, is extended six miles. The scenery is truly very impressive, and will doubtless attract thousands of tourists, many of whom will include Victoria and Vancouver in their itinerary. As to other townships in the vicinity of Prince Rupert, investors should be cautious, more particularly when it is known that rapids intervene, and in one case a huge mountain prevents the possible existence of a town site. From a knowledge of the upbuilding of other cities the writer ventures to express the opinion that there will be land enough for all, in Prince Rupert proper, for many years to come.

While the "Shawatlans" was poking her nose into all and singular, in the shape of inlets, channels and possible landing points, Mr. Fleming was busy bringing his camera into requisition, taking pictures of the water front and producing a magnificent set of views. The Provincial Government certainly acted with discretion in this early preserving what is destined to be a part of Canadian history.

Returning to the dock, a view of the spot where the first accident occurred at Prince Rupert, the over-turning of a rock wagon, was obtained. No one was killed, one poor fellow, however, was subsequently badly injured by flying rocks from a blast pit. On the Indian reserve a tremendous discharge peppered Foley & Co.'s warehouse, while a solitary rock found its way to the vicinity of the Grand Trunk warehouse, telling the victim, who although out of danger, is suffering a great deal. It is miraculous that accidents are not more frequent. Perhaps a mistake was made in permitting settlement in advance of plans being adopted; an engineer's camp would have answered every purpose for the time being. The platting of streets cannot be made to suit

a better steamship service, the Canadian Pacific boats "Princess Beatrice," "Amur," and "Princess May" being in the regular route, and the "Camosun" sailing from and to Victoria every week. The Camosun is well officered by Captain Saunders and Pilot Dick, all the attendants being courteous and attentive.

Prince Rupert, so soon as transportation in bulk becomes possible, should advance rapidly. South of the "Big Canyon" the writer has already called attention to; but east and north, with the Twelva mining country, splendid grazing and farming in the Bulkley valley and Skeena district, conditions will be such that he would be courageous who ventured to cast the horoscope of possibilities. Prince Rupert should be a city of great opportunities; the vast country back of it is yearning for development, and willing hands are ready to assist in making the wilderness blossom as the rose. These pioneers are the true, the legitimate Empire Builders, for their are the ways of peace and the results of their labor vouchsafes comfort and plenty throughout the land. When the Canadian Northern opens the Peace River Valley country another great district will be developed. This road has a right of way through Yellow Head Pass, which, by the way, is only 3,700 feet at the summit; only 300 feet higher than Calgary in elevation. The next highest point on the Grand Trunk Pacific between the Bulkley and Nechaco Valleys, west branch of the Fraser river, is 2,600 feet, then a gradual descent to Prince Rupert, in a north-easterly direction, skirting the wharf, and having terminals about three-quarters of a mile from the warehouse.

When a traveler has been afforded an opportunity to visit the central north and seen sufficient to make assurance doubly sure, he naturally realizes that it is unpleasant to find fault; but certainly if those responsible cannot furnish better telegraph facilities, something should be done to induce the Canadian Pacific or the Province of British Columbia to operate the existing lines. For days, messages are hung up at Prince Rupert and Port Simpson, north, and at Ashcroft, south; and when ten words cost \$1.75 and every additional word 12½ cents, and from the north to Winnipeg \$2.25 it comes rather high, particularly when messages reach their destination four days after being written. A country that can assist in building three transcontinental railways should possess sufficient enterprise to successfully operate a telegraph line at what

by diving into the City, emerging at Liverpool street or Fenchurch street, and taking a train which glides across the roofs of many miles of packed houses, in which the people live like mice in a cheese. Over the backyards, and past huge factories and stagnant canals, and tumbled deserts of waste ground, out along the dragged fringes of the skirts of Mother London, till the green begins to show, and the houses to fall away, and there is a wait of the country. All the trains are gliding out, crammed with people soberly happy, because they are out for the day. They bring their children, washed and neat, they bring baskets, they bring paper bags, they bring, above all, a simple joy which is a treasure inestimable.

Behold them in the Fair, something scorched by the unvoiced sun, dusty, sauntering, placidly staring. They are densely pressed against the platform of the theatre. Its front is a bewildering blaze of gilding and barbaric scrollwork, in whose centre the pipes of a steam-driven organ are roaring, and drums are beating like live things, and trumpets are screaming. Upon the platform, three or four girls, rouged and bedizened, are dancing to the music, while a couple of grotesque figures are playing the fool. At the side a portly, pleasant-faced gentleman in a grey frock-coat continually jangles upon a large bell. This is not the entertainment, though it looks like it. The real show is within. The performers on the proscenium are merely there to excite interest. The idea is subtle. If what we give you for nothing is so attractive, what must it be like inside! Admission twopenny, to the high-class family entertainment, children half-price. Children! There were children in droves, in heaps, from the ragamuffin to the superior infant in a clean pinafore. They thronged up the steps, all among the legs of their elders; and we all paid our pennies to a stout lady with a wooden countenance, and dived into a stifling darkness.

There we stood on the sand, and waited, and tried to hope that the steam organ would some day stop, and stared at the square of white curtain, until the National Anthem began to play. Performed on a steam organ, it ranks with any other tune, and is not regarded as patriotic. It ended; a white light shone from the back, and the celebrated cinematograph entertainment began. The music was American. There was no mistake at all as to the relations existing between the gentleman in the silk hat and the lady in the summer frock, who were ram-

laden with china ornaments, and a bird in a cage. Near by, two terrific roundabouts are whirling in the crash of the steam organ. On the one, men and girls and children are careering, with a horrible pitching motion, upon the backs of gilded ostriches. On the other, with a refinement of torture, they are plunging in little cars down and up a steep ascent, and going round in a wheel at the same time. These devilish machines are thronged all day long. Now, too, the design of the tower with the outside staircase becomes evident. It is not a staircase, but a slide. You enter at the top, sit on a sort of toboggan, and plunge madly round and round to the bottom. This also is crowded. No sooner does one set of dishevelled victims totter forth than another rushes in. And all the while the swings are tossing high in the haze of dust, and men are knocking down cocoanuts, and shooting at rows of clay pipes, and boys and girls fling confetti at one another, and policemen edge vigilantly in and out of the press.

Here are hundreds of factory girls, all much of a size, all burned by the sun, and all wearing their hair curled upon the forehead: loud, good-natured, simple girls, keeping together in twos and threes. Here are a few bluejackets, conspicuously broad and smart, and a sprinkling of scarlet tunics. But most of the populace is made up of families—father, mother, and children: In a wide circumference outside the fair they sit on the ground in groups, and eat out of paper bags, and are completely happy.

As the sun declines, the noise waxes louder; and at nightfall it will be noisier still, and the naphtha lights will be flaring, and couples will stroll beyond the tossing radiance, into the kindly dusk. But even now the families are setting soberly homeward, beneath the heavy June foliage that closes in the Flats, and along the sandy road. So, on foot, by omnibus and cart and train, back to the great brick hive, whose cells are home. Beyond the vast outer barrier of the teeming East, street and wall and factory, stagnant canal and tumbled desert of waste ground, the western sun fills with radiance the empty streets of the City. Channelled deep between the cliffs of twisted stone and blackened window, the asphalt roadways run like lava, smooth and shining; the approach of a solitary hansom shatters the silence with a startling uproar, and the few passengers show conspicuous, like people in a desert.

THE CHURCH AND HUMAN SOCIETY

THE London Times thus reports a part of the discussion during the proceedings of the Pan-Anglican Conference: The Earl of Lytton, in opening the discussion on the drink problem, said that he must assume several things—first, the consumption of alcohol was not in itself immoral, and that total abstinence only became a moral duty when the individual was subject to excess or when the practice of abstinence was helpful to others. Then it was impossible to prevent people from drinking alcohol if the desire to drink existed in them. To make the sale of liquor illegal was quite another matter. But it was possible, by raising the standard of a person's self-respect, so to educate public opinion as to reduce materially the desire for drinking. That process had been going on for a long time in all classes, and it might be enormously accelerated if it were only given the impulse of a conscious and deliberate effort. If those interested in temperance in every locality would band together, they might, by the influence of a sympathetic association with the life of their neighborhoods, change the character of the country beyond recognition. But he was mostly concerned for the moment with the action of the state in its administrative and executive capacity. He placed very little hope in legislative action except as giving the necessary powers and funds to other bodies. He relied on magisterial action and local experiment. A comprehensive temperance policy ought to have two objects—to prevent the people's desire for drink, and where it remained, to prevent its abuse. As to the first, the action of the state could only be indirect, by providing the people elsewhere than in the public house the opportunities for satisfying perfectly legitimate and even laudable desires—those for company, social intercourse, recreation, warmth and refreshment. Because those desires could at present only be satisfied in the public house, it was unfair to blame some persons for spending so much of their time there. To prevent abuse, the state must diminish as far as possible temptations to drink, prevent contamination by bad example, and provide treatment for inebriates. The state should be guided by one governing principle—the cultivation of self-respect in the individual; and if people were treated as respectable, self-reliant, orderly citizens, they would be more likely to behave as such. To say that there should be no public houses was to say that the people were incapable of using them without abusing them. Well-managed public houses, ministering to the needs of the respectable portion of the population, became the centres of wholesome public opinion. But the question of numbers was most important of all. He regarded with dismay the existing altogether disproportionate number of public houses, and welcomed such a policy of compulsory reduction as that contained in the bill before parliament. (Cheers.) As to contamination, where a house was the habitual resort of bad characters, was it not the duty of the state to close that house during the hours when it was abused, or to close it altogether? Yet that was not now done because some person's private interest was bound up in the profits of the house. Before asking for legislation it was necessary to create a public opinion which would not tolerate such a state of things; and the only reason why that opinion had not already been created was that reformers had made the mistake of confusing bad with good, of lumping all public houses under the same description and of demanding the extinction of all. What was amiss was not that alcohol should be drunk, but that it should be bought and sold under degrading conditions. What was needed was an elastic system of local administration and opportunities for the exercise of local opinion. Not till a distinction could be drawn between the drinking shop and the well-managed house would satisfactory progress with temperance be made.

Judge Herbert S. McDonald (Canada) said that he had served on the Canadian Royal Commission on the liquor question—a commission which studied the question in all districts from Halifax to Vancouver and in several states of the union. While strict local regulation might be successful, prohibition he regarded as impracticable. Though the laws in America were often much more drastic than those of Great Britain, it was doubtful whether their enforce-

ment was as strict. Local option applied to small areas was likely to be fairly successful, because it did not prevent those who desired drink from getting it from outside the area. A wave of prohibition occasionally passed over Canada and the States. The Scott Act was carried by large majorities in county after county; but in most of those counties it was repealed by considerable majorities. In 1892, when prohibition was passed in Manitoba, the most ingenious devices for evading the law were resorted to. The attempt to enforce prohibition in many large towns had proved futile, for when prosecutions were instituted juries refused to convict. (Cheers.)

The Bishop of Kensington said he agreed that the surest remedy for intemperance was to make the individual temperate, and that one essential factor in temperance reform was the force of a strong and educated public opinion. But he could not admit that the force of public opinion was the opposite to or the alternative of legislation. Public opinion was educated by legislative action. The aim of the great body of temperance reformers was not prohibition.

the protector of the nation's best interests, and to become a negligible quantity in the forward movement of social reform. If the church did not lead and guide the movement it would be disastrous for the best interests of the people. No fear of losing powerful or wealthy adherents; no appeals to compassion, if they could only be granted at the cost of the vaster host of sufferers still, ought to move the church in this question. By the sweeter homes of the people the church of the nation must stand. (Cheers.)

The Rev. H. W. Anson (New Zealand) said that in New Zealand the electors every three years had the chance of saying whether they desired licenses continued, reduced, or abolished. A majority of three-fifths was required to overthrow the existing system. There had been a remarkable growth in the vote for no licenses. In ten years it had grown by 100,000 out of a total voting power of 300,000. Out of 68 constituencies, 39 had a bare majority in favor of no licenses; but that principle had been carried in only four constituencies. On this question, though not on others, the women voters refused

South London) said that temperance legislation, without an enlightened public opinion behind it was not sufficient. She had found that opinion quite ready to be formed by steady effort.

The Bishop of Utah said that prohibition had had a square deal that morning. It was true that there had been waves of prohibition in the States; but every new wave was higher and stronger than the last. Americans did not know what Englishmen meant by "respectable saloons," because in America there were none. Those who resisted prohibition did so out of sympathy with the moderate drinker—the man who could stop when he wanted. But there were so many of those moderate drinkers who apparently did not want to stop. (Laughter.) The situation might be expressed by the apologue of the rabbit chased by the dog. The people who were watching encouraged the rabbit and assured it of their sympathy, but they did nothing. "Thank you for your kind encouragement," said the rabbit, "but for Heaven's sake shoot the dog." (Laughter.)

The Rev. Dr. Harris, the Rev. J. Anderson

ress of trade, and ruin honest work. The greatest difficulty in dealing with it arose from the fact that so many good people and churchpeople would shut their eyes to the evil latent in it, and stoop to every excuse of sophistry. While intemperance was diminishing, gambling still grew and spread. In Australia outside every hairdresser's shop was the legend, "We communicate with Hobart"—that is, where the Tattersall's of Australia was conducted. He could not regard raffles at church bazaars or threepenny and sixpenny points at the club as harmless. They might not be virulent forms of gambling, but they helped to make it popular and respectable. The springs of gambling lay in two directions. Covetousness might not give the first impulse, but ultimately it became dominant. The sporting papers had killed nearly every sport that we had, with their touts and tips, their prophets and quotations. The influence of gambling was disastrous to character, society and commerce. Was the church to see all this and sit still? But there were no short cuts to the end desired. It was not only with gambling, but with the gambling spirit that they had to deal; not only with the fashion of the world, but with the character of man. There was a strong combination to face, and unfortunately all the powers that now existed were not employed. The clergy must preach straighter, because moral restraint would prove in the end stronger than legal. But who would speak straight to the great ones? Who would ask them what they were doing to make gambling unfashionable and "bad form" in society? (Cheers.) Yet the great ones could do so much if they would. The clergy's practice must harmonize with their preaching. They must abolish raffles and church laymen must give up the mild excitement of threepenny points. They must discourage that rivalry of extravagance which was the curse of modern life. They must insist that gambling was wrong even more than it was foolish. He appealed to the press to drop missing word competitions, and to see that their advertisement and sporting columns were in harmony with the high moral standard of their leading articles; let them give up the publication of the prices in the betting market. The first thing was to convert the press, and after that, women must be enlisted to create a sound public opinion on this question of the devilish selfishness and suicidal folly of gambling in all its forms. (Cheers.)

Mr. S. H. M. Killik (of the London Stock Exchange) said that business and speculation were so intimately connected that it was difficult to say where legitimate trading ended and illegitimate speculation began. Speculation must be a large element in the business of every manufacturer; whose purchases of stock must be influenced by his expectation of the rise or fall of prices. No one would say that the manufacturer must live commercially from hand to mouth by only purchasing materials sufficient for his immediate requirements. As to gambling, the speculators incidentally performed a service by increasing the number of dealings and thereby providing a better market, which enabled the investor to deal more freely and at closer quotations. Speculation had a temptation to develop into gambling; but the number of transactions on the Stock Exchange which were of a gambling nature were but a small proportion of the whole. It was by firms who were outside the Stock Exchange that gambling was encouraged. As to speculation, even when wild, it might do some good; but gambling was subversive of all principles which made a man a desirable member of society. It had been said that the jobber on the Stock Exchange was a mere gambler; but, if his business was properly conducted, it was no more speculative than that of the ordinary trader. He could not see why persons who attached most importance to increasing the capital value of their securities should be less moral than the investor in gilt-edged securities.

Never, it is believed, since the great exhibition of 1851 has London been so surcharged with visitors as at the present moment. One paper estimates the number of visitors at 450,000, but of course any attempt at accurate figures would be in vain. It is certain, however, that hotels and boarding houses are turning hundreds away daily. Beds in billiard and bathrooms in the leading hotels are only granted as favors.



When Work Began, October, 1907.

Prohibition had failed in this country, and he did not think it would ever succeed. The aim was not to make every one a teetotaler willy-nilly, nor to cover the trade with abuse and contempt. The first aim was to secure a considerable reduction of drinking facilities, as rapid as was consistent with justice. It had been suddenly discovered that the policy of reduction was an exploded fallacy; that temptation had no relation to sin. But if the number was unimportant, by what right did the state limit the number of those who might sell liquor? The only corollary of the outcry against reduction was free sale; and free sale had been tried and had failed. The second aim of the reformer should be complete control by the state. Unfortunately, the act of 1904 set up a dual system, under which there was no possibility of imposing new conditions on the renewal of old licenses. A time limit was on this account important—because of what would happen at the end of it. Then no vested interest would be recognized, and no compensation could be claimed, and all licenses would be on the same footing and under the same control. It would clear the air if the voice of the people could be heard and the will of the people could be felt. This was a people's question. It was vital for the masses. But the people had no voice and had not the leave to speak. What else could the church do but exert herself in this cause, unless she wished to abdicate her position as

to be influenced by their male friends, and went strongly in favor of prohibition. But for prohibition to be effective, the area must be small and homogeneous; and it must be the deliberate wish of the whole population. Sunday closing in New Zealand had been a dead failure, because it was imposed by the state and not left to the discretion of the localities. The real liberty of the people was the liberty to settle this question for themselves. (Cheers.)

The Bishop of Croyden said that those who were looking to a split in the Church of England Temperance Society on this question would be disappointed.

The Rev. W. J. Conybeare (Cambridge House) suggested that the club which drew 50 per cent or more of its annual revenue from the sale of intoxicants should require to be licensed as a public house and to comply with the same regulations as to closing, etc. But clubs that were properly managed should be encouraged, as they served a great social purpose.

The Rev. Barton R. V. Mills (assistant chaplain of the Savoy) suggested there was an alternative solution to that of the Licensing Bill. It would be for the state to buy up all the licensed houses at market value and convert the liquor trade into a government monopoly. The profits of the trade would easily cover the cost of purchase.

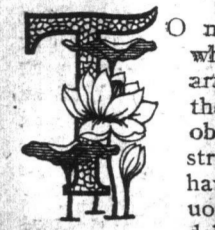
Miss Brandreth (temperance worker in

Robertson, the Rev. E. C. Carter, Archdeacon Osborne, of North Carolina, who said that he had never seen a drunken woman till he came to this country, the Rev. Enoch Jones, and others also took part in the discussion.

The Chairman, in summing up, said that he remembered the time when it would have been wholly impossible for the Church of England to assemble such a meeting on this question. He rejoiced that one great section of the congress should have given its attention to what was the most important of all the subjects that the congress could discuss. The time had come when the power should be given to the people to say what should be done with this drink traffic. Let not the church be afraid of standing in the very forefront of the movement, and let her take it as a gross insult if those who made their money out of drink threatened to withdraw their contributions to church institutions. (Cheers.) Knowing that she had the interests of the whole people at heart, the church could not labor in vain.

The Bishop of Bunbury (Western Australia) said that gambling would never have grown to its present appalling dimensions if Christians had always done their duty. Gambling was directly opposed to the will of God and the Divine purpose in our creation. It was ordinarily accompanied by extravagance, self-indulgence, and idleness, and tended to destroy the nation and the home, to disturb the prog-

cession of trade, and ruin honest work. The greatest difficulty in dealing with it arose from the fact that so many good people and churchpeople would shut their eyes to the evil latent in it, and stoop to every excuse of sophistry. While intemperance was diminishing, gambling still grew and spread. In Australia outside every hairdresser's shop was the legend, "We communicate with Hobart"—that is, where the Tattersall's of Australia was conducted. He could not regard raffles at church bazaars or threepenny and sixpenny points at the club as harmless. They might not be virulent forms of gambling, but they helped to make it popular and respectable. The springs of gambling lay in two directions. Covetousness might not give the first impulse, but ultimately it became dominant. The sporting papers had killed nearly every sport that we had, with their touts and tips, their prophets and quotations. The influence of gambling was disastrous to character, society and commerce. Was the church to see all this and sit still? But there were no short cuts to the end desired. It was not only with gambling, but with the gambling spirit that they had to deal; not only with the fashion of the world, but with the character of man. There was a strong combination to face, and unfortunately all the powers that now existed were not employed. The clergy must preach straighter, because moral restraint would prove in the end stronger than legal. But who would speak straight to the great ones? Who would ask them what they were doing to make gambling unfashionable and "bad form" in society? (Cheers.) Yet the great ones could do so much if they would. The clergy's practice must harmonize with their preaching. They must abolish raffles and church laymen must give up the mild excitement of threepenny points. They must discourage that rivalry of extravagance which was the curse of modern life. They must insist that gambling was wrong even more than it was foolish. He appealed to the press to drop missing word competitions, and to see that their advertisement and sporting columns were in harmony with the high moral standard of their leading articles; let them give up the publication of the prices in the betting market. The first thing was to convert the press, and after that, women must be enlisted to create a sound public opinion on this question of the devilish selfishness and suicidal folly of gambling in all its forms. (Cheers.)



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Among such given propitius rather than the months, and what even without the ing? Salmon can as elsewhere in t fished for with go a time when it w Outer Wharf at spring there are run of grise. A 'unning and bea rolling, and later in their myriads. tion to enlarge rather to explain requisite local kn fine sea-trout ca waters. The fish at certain stages means necessary carefully before the Bay, as I hav the tide and all t them, as far as I along. This doe promiscuously at different stage more or less mus

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TROUT AT COWICHAN BAY

BY RICHARD L. POROCK



COWICHAN BAY

TO most artistic fishermen, those who delight in fishing as a fine art, the most enjoyable form of the sport is undoubtedly to be obtained in fishing a running stream. Lake and loch fishing have been described contemptuously by some as the duffer's delight. With such a sweeping condemnation I most emphatically do not agree. Though to fish from a boat is not the ideal way of taking trout and my inclination runs towards that of the majority and leads me when possible to seek my sport in running waters, yet when I can get such sport as can be had by fishing from a boat in the salt water for the gamest fish for its weight in British Columbia waters at a time when the rivers are too swollen for wading, and therefore, in this land of thick forest, for satisfactory fishing, I am going to take advantage of it every chance that I get.

After all, we are not all in the hey-day of our youth and vigor, and there are such things as rheumatism, which are apt to bring themselves all too persistently to our notice after a long day in the water, and these are considerations that weigh in the balance when a fishing trip is in contemplation.

For the angler who wishes for a good day's sport without undue fatigue and with dry feet, within easy distance from Victoria, I can confidently recommend a trip to Cowichan Bay. Knowing the reputation that the Cowichan River has for its trout fishing, and also knowing that all the trout it contains run up from the sea, it is only natural to suppose that the bay at the mouth should contain a goodly number of trout at the right season, which is practically all through the spring and summer.

I have proved it this year by actual experience, and have never returned from there this season without a pretty basket of fish. At the actual time of writing the trout there are of large size, fairly numerous, and hungry.

Of course, it is well known out here that the sea-trout are to be had in practically all the estuaries of the coast and all the little bays into which a creek runs, but here is an almost ideal place for the visiting angler to try his luck and skill without going very far from town; indeed, it is possible to leave town by the morning train and be back the same evening with as heavy a basket of big trout as would content any but the most shameless fish-hog after a few hours spent on as lovely and picturesque a stretch of water as is on the coast.

At the head of the bay is the Cowichan valley; looking up the valley the scene is bounded by mountains gradually gaining in height as they recede further from the sea; on the one side is a rocky mountain coming steep down to the water's edge, opposite is a fringe of gradually rising land with more mountains in the far distance, with the picturesque little settlement nestled against its green background of cedar and fir and maple, and down some miles from the head the view of gleaming, dancing water is broken by the dark green background of an island. In the spring the grouse can be heard hoofing on either side, their low note traveling far across the water, while ever and again a cock pheasant calls his challenge to his rivals.

As one approaches the tide-flats a lonely heron is seen standing like a stone of the alert for its meal of fish, while the more majestic white-headed eagle rises with a scream from its perch on the top of one of the piles (that mark the river channel) and wheels away to a more respectful distance from its human disturbers.

Among such surroundings as these, and given propitious weather, which is the rule rather than the exception in the summer months, and what mortal could but be happy, even without the added attraction of good fishing? Salmon can be caught in numbers there as elsewhere in the season, but they can also be fished for with good chances of success here at a time when it would be futile to troll off the Outer Wharf at Victoria, for instance; in the spring there are the steelheads and a strong run of grills. About now the "springs" are running and being caught without difficulty by trolling, and later on the cohoes will be there in their myriads. But it is not the present intention to enlarge on the salmon fishing, but rather to explain to those who have not the requisite local knowledge how good baskets of fine sea-trout can be made angling in these waters. The fish may perhaps be easiest caught at certain stages of the tide, but it is not by any means necessary to study the tide-table too carefully before deciding on an expedition to the Bay, as I have tried it now at all stages of the tide and all times of day, and have caught them, as far as I could judge, equally well right along. This does not mean that one can fish promiscuously anywhere at any time though; at different stages of the tide different tactics more or less must be employed.

Owing to the large quantities of small-fry on the water and the fact that the trout are cannibals of the worst kind and prefer a fish diet to any other when they can get it, I have not had much success with the fly, and am afraid that it is hardly to be recommended

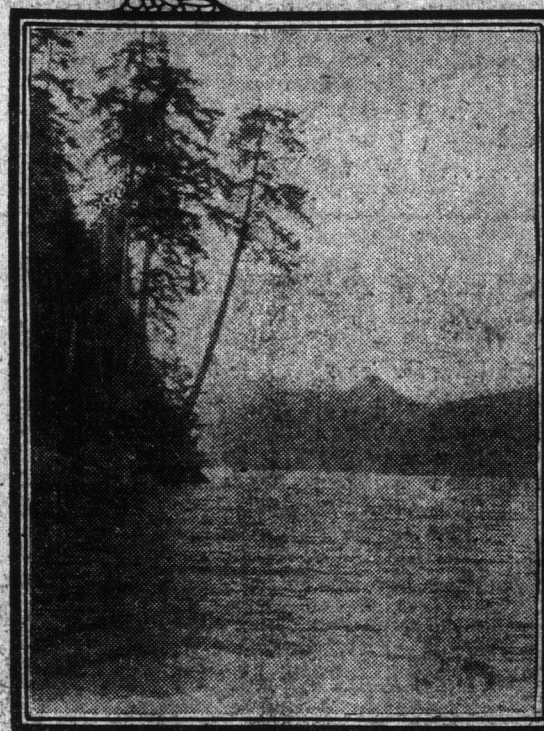
whenever there are large quantities of these little fish present for their larger and wiser relatives to prey on; but a small spoon can be used in such a way as to give almost equal sport to that which could be obtained by the use of the fly if it were practicable. The great objection to trolling is and always will be the use of a lead to sink the line to the requisite depth to attract the fish; after the fish is hooked the weight of the sinker on the trace prevents the free play that a fish will give on an unweighted line. In this kind of fishing this objection is done away with, as no lead is necessary or desirable, and only the smallest size of spoon is needed. The best to use is a little round spoon about the size of the thumb-nail on a single gut trace or an ordinary fly cast. Let out enough line to allow the spoon to keep just below the surface and no more, and row the boat only just fast enough to ensure the proper spinning of the bait. When the tide is high the best water to try is the river current, which can be readily distinguished by the oiliness of the water and the smooth streak which it causes in the ripple of the bay. Patience will be necessary, as in the current one will often hook a "green" fish, in other words, a piece of floating weed, but it is here that the best fish will be found to feed, and the best chances are of making connection with them. Keep well up towards the shallows and as near as can be judged to the line where the mud-flats end and the deep water begins. At low tide it is easy to recognize a well-marked line, as the flats end abruptly, and the change of the tide will show a marked line where the muddy water ends and the blue water begins, and here is the place where you will get the fish, which hang round the patches of sea grass or weed, which can be seen when the tide is out. The little spoon without a weight spins along an inch or two below the surface, and the cannibal darts out from the patch of weed where he is lying in wait for the unwary small-fry of his own and his cousin the salmon's tribe, and once you have him on your hook you may expect a good hard tussle before you bring him exhausted to your landing net; by the way, this latter is a necessity, as the fish are big, and it is well to take no chances in lifting them into the boat. Once the fish is hooked on this light tackle the sport it affords, though granted not as fine and exciting as it would be in a rushing stream, is nevertheless just as good as if a fly had been used, and indeed at times when the natural supply of fry, or shiners, to use a localism, is not plentiful in the vicinity, I see no reason why the fly should not do execution here as elsewhere on similar waters with which I am well acquainted.

There is perhaps one drawback to this kind of fishing about the present time, and that is, that a very considerable percentage of the angler's time will be taken up with releasing from his hook the voracious little samlets, which seem to have an appetite and a capacity for hooks quite out of all proportion to their size, but patience will be rewarded, and there will be no mistaking the bite of the worthy fish when it comes, and if the angler is alone, and the rod in the bottom of the boat when a bite comes, he wants to lose no time in seizing the rod before some three or four pounder drags it overboard in its first mad rush.

For the benefit of the intending visitor, it may be said that the quickest way to reach Cowichan Bay is by train from Victoria to Cowichan station, from there is about thirty-five minutes sharp walking, or about fifteen minutes ride on a wheel over a good road, with one steep hill near the end, and another rideable one near the station. Rigs can be obtained to make the trip to and from the railway. At the bay, close to the water's edge, there is first-class accommodation and a good supply of excellent boats for hire at the usual rates for this coast. Five minutes after reaching his quarters the angler can be on the water and, as soon as on the water, he can wet his line with a good chance of feeling a response from the other end.

WEIGHT FOR LENGTH

It is doubtless a common experience among fishermen to feel acutely at times the need for a spring balance when the unexpected but always wished-for giant has been brought to net. It is exasperating not to be able to tell with accuracy the weight of a fish, and to have to rely wholly on guess-work and the imagination when describing the catch to the unbeliever. The following table of weight for length, compiled by Mr. Edward Sturdy, an experienced Old Country fisherman, and contributed to the Fishing Gazette, will be found quite reliable for computing the weight of trout or salmon in condition. Although the balance may be forgotten, it is always pos-



A TYPICAL POINT ON THE COAST

sible to take the measurement with a piece of string or stick.

SALMON			
Length in Inches.	Weight in Lbs.	Length in Inches.	Weight in Lbs.
30	11.574	43	34.082
31	12.750	44	36.516
32	14.022	45	39.063
33	15.394	46	41.725
34	16.848	47	44.500
35	18.379	48	47.407
36	20.000	49	50.432
37	21.713	50	53.584
38	23.522	51	56.864
39	25.428	52	60.274
40	27.435	53	63.819
41	29.544	54	67.500
42	31.759	55	71.320

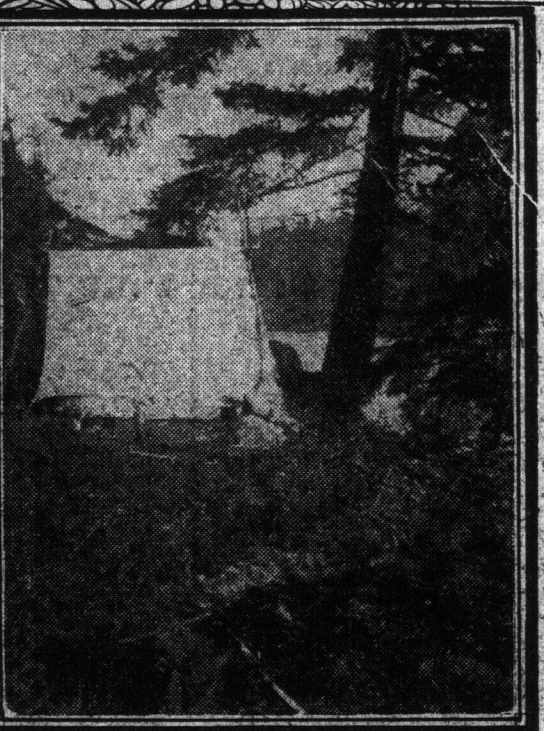
TROUT			
Length in Inches.	Weight in Lbs. Ozs.	Length in Inches.	Weight in Lbs. Ozs.
9	5 20	20	3 7
10	7	21	4 0
11	9	22	4 9
12	12	23	5 3
13	15	24	5 15
14	1 3	25	6 11
15	1 7	26	7 8
16	1 12	27	8 7
17	2 2	28	9 6
18	2 8	29	10 7
19	2 15	30	11 9

The measure should be taken from the snout to the middle eye of the tail fin.

WANTED—A STITCH IN TIME

The fish and game of this new country are a public asset, and it will be a sorry thing for the land if ever the enjoyment of them is allowed to get into the hands of a few rich men. At the same time it must be always borne in mind that, as the population increases and the number of sportsmen increases in proportion, something more must be done in the way of legislating to prevent the total extermination of the fish and game. No country can stand indefinitely the wholesale slaughter that has gone on in the past and been regarded with apathy by the bulk of those who should bestir themselves to moderate it.

Victoria has unfortunately gained the reputation of being slow; it is not the province of the editor of this page to discuss the water question, or the dust nuisance, or other problem, but, as Victoria has also the reputation of being the home of a large army of the best kind of sportsmen, it seems a pity that they should be so slow to bestir themselves in this matter. Victoria men will spend many dollars in securing the best of sporting dogs, and have dug down deep into their pockets some of them to pay for the introduction of species of game new to the country, and yet, when it comes to uniting to secure the necessary legislation admittedly needed on all sides to protect the fish and game and restrain the ravages of the fish and game-hog, they seem to fall down lamentably. It cannot be too strongly insisted upon that the game and game-fish of the country are one of its very valuable possessions and none should be at liberty to deliberately waste the natural wealth of the country. It is the business men in other parts of the province that are recognizing this and organizing to bring pressure on their representatives to compel the adequate recognition of the importance of the issue. What other settled country in the world has such totally inadequate protection of the common game? It is



CAMPED ON THE SPOT



not a question of imposing big licences on visiting sportsmen who take a head or two of big game out of the country, it is a question of protecting from an extermination that is within measurable distance of the commonest sorts of game that are now within easy reach and afford enjoyment to the multitude. We cannot eat our cake and have it too, why not be content with a reasonably sized slice at a meal and all help to see that the greedy boy does not take more than his fair share?

RIPARIAN RIGHTS

It seems to be still in dispute whether the ownership of land along a river-bank carries with it the power to prevent the general public fishing in the river. Most laymen cherish the opinion that the most the land-owner can do is to prevent trespass on his land, and that any attempt on his part to interfere with an angler wading the stream is quite illegal. This certainly seems to be just if not according to law, and, if the law is definitely and finally interpreted to provide otherwise and to allow the riparian owner to put obstructions in the way of fishermen wading or poling a canoe up the river it would be as well to alter it.

"Rod and Gun" for this month quotes in full a letter from Mr. Benjamin Hills, of Nova Scotia, re a law-suit pending there on this very point. It is a case which should be watched with the greatest interest by every sportsman in the country, as the question the case involves is one that is even more far-reaching than appears at first sight.

Mr. Hills says:

The Medway river is a natural highway. Rising in the South Mountains, about a dozen miles from Bridgetown, in the Annapolis valley, it traverses the Southwestern Peninsula to the Atlantic at Port Medway, flowing through a country rich in mineral, lumbering, and agricultural resources. Every year thousands of logs for lumber and pulp are driven down the river for many miles. It is constantly traversed by skiffs and punts and its free use is essential to the industry of the country. For some years past, certain parties have been quietly acquiring narrow strips of land, generally about thirty feet wide, along the river banks with a view to obtaining control of the fishing. From the earliest settlement of the country the public have enjoyed undisturbed the privilege of fishing anywhere on the river. Now that about all the available land bordering on the river has been secured,

an effort is being made to keep the public off and to reserve miles of the river for the exclusive use of a few individuals.

In the case of Dwyer versus Mack, Mr. Mack is accused of taking and destroying fish and disturbing the fish. The plaintiff also asks the Court to restrain Mack and all others from taking or disturbing fish, and also to confirm his ownership of the bed of the river and of the fish therein. Should the Court grant the request of Mr. Dwyer, it would give him power to stop all stream driving. The logs cannot be driven without disturbing the fish, and most stream driving is done during the fishing season.

It would also give him power to prevent boats from passing up or down the river. For that too, of necessity disturbs the fish, especially in Mr. Dwyer's particular part of the stream. Such a judgment would also confirm the claim of every owner of land on every river of Nova Scotia. American millionaires or Nova Scotia plutocrats would soon secure every available stream in the Province. Every stream worth fishing would soon be closed to all but a favored few.

It would mean that our railway and steamship companies would have to cease to advertise Nova Scotia as the land of free fishing and hunting; that the amateur angler must throw away his rod, and that the dealer in fishing tackle might as well shut up shop. It would mean that Nova Scotia would in this sense become the land of the monopolist, and not the home of the free. The Government now maintains an expensive department for the protection of inland fisheries. The people willingly pay the cost for the public good, but they certainly will not allow themselves to be taxed to keep up the fisheries for a few monopolists. Should the present attempt to close the rivers succeed, naturally the next step will be to stop the public from hunting. If one man owns all the fish in his part of the river, surely another one owns all the game on his part of the land.

Seeing the greatness of the issue involved, the people of Queen's County are subscribing liberally to a defence fund in order that the Courts may be able to fully investigate and finally settle the whole question. It is to be hoped that all over the Province those who are in favor of maintaining the rights of the public against monopoly will subscribe to the fund.

If the monopolists are right, let it be so declared, and let them undisturbed enjoy their privileges. If they are wrong, let the public know and freely exercise their own privileges.

HOW THE EX-LIEUTENANT BAGGED THE DECOYS

I accompanied the captain, who had carefully placed under his feet a dozen decoy ducks of the latest improved pattern, imported from New York, and on the merits of which he expatiated as we drove along. Arrived on the edge of the pond, Anton and I waded out to the centre of the pond and took our respective stations on two small islets. From our cover we could see one of the darkies, under the old captain's direction, placing the decoys in a small inlet, and in the opposite direction the lieutenant was wading along through the bushes near the shore on the alert for game. Suddenly the report of the lieutenant's gun was heard, and a flock of large whistling ducks rose and circled the pond towards us, to be greeted as they passed young Anton by two barrels, and as they swung off my chance came. On gathering in the spoil we counted seven ducks. The flock flew on up the pond, and turning at its upper end came down the shore, settling in a cove a couple of hundred yards above the captain, who, with the darky, lay concealed in the mangroves patiently watching his decoys. We could see the black boy earnestly pointing out where the flock had settled, and the captain set out to stalk them. At the same time the lieutenant retraced his steps, and after some time came in sight of the decoys, whereupon he promptly dropped under cover.

I looked across at Anton, who was pointing out this phase of the proceedings, and already shaking and swaying with unholly glee. With the ponderous lightness of an elephant the corpulent army man, who was also somewhat short-sighted, crept along toward the supposed ducks, his face glowing with heat and excitement; and when within range lifted his gun and poured two charges of heavy duck shot into the decoys. At the same instant the captain was preparing for action, having almost got within range of the ducks, when, startled by the double report, they rose and sped away, unharmed up the pond.—Forest and Stream.

