

Some Fruits Of Victory

Togo's Triumph May Drive the Russians Away From the Pacific.

Japan's Hand Is Free To Deal With the Maritime Provinces.

Returns of Killed and Wounded in the Keocat Great Naval Battle.

TOKIO, June 2.—(Nusa)—With the destruction of Russia's naval power, interest is returning to military operations on land. Togo's victory tremendously alters the military situation, and removes all limits of offensive operations against Russia's maritime provinces. It is now possible to advance to Vladivostok, seize Sakhalin, the mouth of the Amur river, Kamchatka and any point on the Tumen river and the Arctic circle that the Japanese may desire.

A foreign military observer, discussing the question with the correspondent of the Associated Press says: "Togo's victory may drive Russia away from the Pacific coast in Asia. Japan now has a free hand in Russia's maritime provinces and her offensive capabilities are limited. Nothing bars her way except the Russian forces at Vladivostok, whose speedy isolation to the Japanese, and Russia's defensive capacity is now entirely limited to the capacity of the Chinese-Siberian railway."

The Japanese Losses. Tokyo, June 1.—The Japanese losses in the recent battle of the Sea of Japan were 12 officers and men killed and 424 wounded. The losses were distributed as follows: Mikasa, 63; Asahi, 31; Kikabaru, 30; Kikabaru, 29; Oikawa, 28; Kashima, 28; Tashima, 19; Asama, 15; Naniwa, 17; Tokiwa, 15; Yamato, 11; Chitose, 10; Ise, 10; Ise, 9; Hashidate, 5; Nihata, 5. Casualties on the destroyers and torpedo boats were 57.

Commander Togo was wounded on board the Adzuma. Admiral Togo, replying to the imperial receipt commending the admiral and his sailors, expressed his appreciation and further says: "That is an appreciation and goes beyond our expectations is due to the brilliant virtue of your majesty, to the protection of your ancestors, and not to the action of human beings."

"We shall be faithful and answer to the imperial will."

Thanking the Victors. Admirals Yamamoto and Ito, responding to the Emperor's receipt, thanking them for the victory, and expressing thanks on behalf of the navy, and pledge the navy to a faithful discharge of its duties.

A telegram from Sasebo says that Admiral Rojstvensky stated in an interview which he held to clear up the misunderstanding of the fleet and revealed the presence of his fleet.

London, June 3.—According to despatches from Shanghai, the Japanese are preparing an expedition to the island of Sakhalin, and have threatened to send a fleet to Shanghai to compel the Russian government to accept the terms of the despatch says, has induced the Russian consul to consent that the vessels be interned.

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FRUIT TREES, PLANTS, BULBS

The Best Nursery Stock at the Lowest Prices

NOTICE OUR GREAT BARGAIN OFFER

The best nursery stock at reasonable prices is our motto. Our trees are free from insects and diseases. We have a large stock of trees and plants, and we will sell you a tree or a bush at a price that will save you a great deal of money. We have a large stock of trees and plants, and we will sell you a tree or a bush at a price that will save you a great deal of money.

For two dollars we will send you one of the best class strawberry plants named below. These are strong, first class plants, and the varieties are the best.

For six cents we will send you one dozen grape vines, purchaser's selection of varieties from the list given below, extra large vines, extra large fruit, extra large leaves. The varieties are Concord, Moore's Early, Warden, Moore's Diamond, Delaware, Ives Seedling, Catalpa, Salem, Lindley, Niagara, Champion and Elvira. We will supply you with any of these varieties at the same price.

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INTERNATIONAL CONVENTION. Notable Speakers for Forthcoming Religious Gathering at Toronto.

In connection with the arrangements which are now going rapidly forward throughout America in preparation for the great international convention of Sunday school workers, which is to open in Toronto on the 23rd—and which Postmaster-General Shaubert says of this city is to attend as provincial delegate—400 notable speakers for the forthcoming religious gathering at Toronto.

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The Trouble May Yet Blow Over

Prospect Bright for Settlement of the Labor Dispute at Nanaimo.

The Mass Meeting Held Last Night Addressed by the Leaders.

From Our Own Correspondent. Nanaimo, B. C., June 1.—In connection with the present labor troubles in this city, a public meeting was held tonight, which was addressed by Thos. Burke, a member of the national board of united mine workers from Illinois, and also by Mr. John Hutchison, president of district No. 10 of the same organization, on behalf of the united mine workers. Mr. Burke offered to submit the whole question of the dispute to arbitration, the local union to pick two men, the Western Fuel Co. two, and these to sit on a fifth whose decision on the questions at issue would be binding on both parties. Mr. Hutchison was willing to accept the same operations at the mine to regulate the miners' wages since their taking charge of the local collieries, and on the other hand.

The Very Few Factors. The company had granted the men, closing his speech with statements which went to show that the local miners had nothing to fear before an arbitrator, and on the other hand had everything to gain. Mr. Hutchison recognized the united mine workers in this just proposal of the mine to arbitrate, whatever result of the men to pick of closing down the collieries must rest on the shoulders of the company's officers.

After tonight's meeting the dispute looks nearer to a settlement than at any time since the present crisis arose. John Mitchell, the president of the United Mine Workers of America, and perhaps his speech which stated that the continent since his successful termination of the disastrous anthracite strike of 1902, does not arise out of the present crisis. Mr. Mitchell said that he would also be in Nanaimo to see the situation during the present crisis. He said that he would also be in Nanaimo to see the situation during the present crisis.

Related Meetings. In addition to the convention, the following other meetings of related organizations were held: The Women's Club, at the opening of the convention; International Institute of Sunday School Workers, at the opening of the convention; "Field Workers" and the Primary and Junior Organizations—June 20 to noon June 20, 1905.

Meetings of the committee on education—June 23, 1905, 9 a. m., at King Edward hotel. Annual meeting of the editorial association of the Methodist Publishing House, June 20-23, 1905.

Meeting of the international executive committee—King Edward hotel, June 22, 1905, 11 a. m.

Vienna, June 2.—The Neue Freie Presse today announced that General Baron Fejervary has practically succeeded in forming a cabinet for Hungary, and that he will accept portfolios under his premier's name. The news was made public at the beginning of next week.

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Portland Fair Formally Opened

Vice-President of U. S. Makes Official Address to Vast Crowd.

Over Fifty Thousand Visitors Present During the First Day.

Washington, D. C., June 1.—President Roosevelt, in the presence of the members of his cabinet and the resident members of diplomatic corps, at the White House at 4:22 p. m. touched the button which formally opened the Lewis and Clark exposition at Portland, Oregon. The electric flash sounded the chimes in the government building on the exposition grounds and started the exposition. A battery of artillery stationed in the lot immediately south of the White House, fired the national salute of twenty-one guns, beginning on the instant the President pressed the telephone key.

Portland, Ore., June 1.—Everything was ready for the opening of the Lewis and Clark exposition this morning, and the event was performed under excellent auspices. The Lewis and Clark exposition is a grand affair, and the opening ceremony was a grand success. The Lewis and Clark exposition is a grand affair, and the opening ceremony was a grand success.

The vice-president of the United States, Charles W. Fairbanks, made the point of honor in his address. He said that the Lewis and Clark expedition was a grand achievement, and that the Lewis and Clark exposition was a grand success. The Lewis and Clark exposition is a grand affair, and the opening ceremony was a grand success.

It is estimated that fully 50,000 persons passed through the exposition gates during the day, and more are expected to come in the future. The Lewis and Clark exposition is a grand affair, and the opening ceremony was a grand success. The Lewis and Clark exposition is a grand affair, and the opening ceremony was a grand success.

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The vice-president of the United States, Charles W. Fairbanks, made the point of honor in his address. He said that the Lewis and Clark expedition was a grand achievement, and that the Lewis and Clark exposition was a grand success. The Lewis and Clark exposition is a grand affair, and the opening ceremony was a grand success.

Spanish King's Visit to Paris

Alphonse Displays Little Concern at Attempt on His Life.

Attends State Functions and Is Enthusiastically Received.

Paris, June 1.—King Alfonso today continued to enjoy the festivities which were prepared in his honor, apparently undisturbed by the attempt on his life. He was accompanied by the President Loubet. His first day in Paris at 8:30 a. m. for the camp at Chalons sur-marne to review the troops of the Sixth Army corps. He was enthusiastically received by the people, and his visit was a grand success. The Lewis and Clark exposition is a grand affair, and the opening ceremony was a grand success.

The Colonist.

TUESDAY, JUNE 6, 1905.

The Colonist Printing & Publishing Company, Limited Liability. No. 27 Broad Street, Victoria, B.C. A. G. SARGISON, Managing Director.

THE DAILY COLONIST

Delivered by carrier at 20 cents per week, or mailed, postpaid, to any part of Canada (except the city) United Kingdom and the United States, at the following rates: One year \$1.00 Six months .75 Three months .50

SEMI-WEEKLY COLONIST

One year \$1.00 Six months .75 Three months .50 Sent postpaid to Canada, United Kingdom and United States.

THE LATE RT. HON. SIR JOHN A. MACDONALD.

On Tuesday the late Sir John A. Macdonald will have been dead for fourteen years. It seems but as yesterday when the sad but unexpected news was flashed through Canada. It is only a little over a month since the people of Great Britain were celebrating the anniversary of the death of Lord Beaconsfield, better known to the world of politics and statesmen as Benjamin Disraeli. In life, friends of these two great men were fond of making comparisons between them. There was a certain strong facial resemblance, and there were certain mental characteristics and political instincts in both which were alike. In their own ways they performed services to their respective countries and parties, which were similar. When Sir John Macdonald first came into prominence in Canada he represented the Liberal element of the Tories, and his influence upon his party in Canada was not less than that of Disraeli upon the Conservatives of Great Britain. Each reconstructed and moulded the policy of his party, leaving it vastly different in position and composition from that in which he found it. Comparison of lines of development in each case might be extended to great length and in many particulars. Disraeli was of Jewish descent with many of the Oriental characteristics of mind prominently displayed. He was subtle of intellect, fond of display, highly imaginative, gorgeous in rhetoric, bitterly invective, ambitious of power and prophetic in instinct—a world-marked man, confident in his own ability and masterful in his diplomacy. He had a wonderful knowledge of the follies and weaknesses of men, a keen judge of character, and was versatile and adaptable. Sir John had many of the characteristics of the Celt, and in these he approached through other avenues of development traits not unlike those we have described in his contemporary. In addition he possessed a vast fund of humor, in a sense one of the highest forms of intellect, an invaluable acquisition to a public man. In Sir John it softened, refined and humanized what in Disraeli brought him in such sharp contrast and antagonism with the leading men of his day. That element in the Canadian statesman made him loved and revered among his followers, where Disraeli was admired and feared. Each was brilliant in the exercise of his powers, and each possessed in an eminent degree imagination which influenced the policies they inaugurated and stimulated the public mind to varying degrees of enthusiasm. They differed most largely in their personal relations with the people. Disraeli was a figure in public, always dazzling, always interesting, always extraordinary. Personally he held aloof from the people he influenced and had few intimate friends. He lacked sympathy. He commanded attention and following. Sir John Macdonald was full of humanity, a man who was loved for his faults as well as for his many virtues. He was attractive and magnetic, and exercised among his followers a rare personal influence. Ambitious of power and not always too scrupulous as to methods, he nevertheless kept constantly in view certain ideals, and made his methods subservient to his main objects. His very faults, for which he was so often criticized while in power, enabled him to carry through measures by bringing into line various inharmonious elements which would have been impossible to any other man in his position as premier and political leader. Though many charges were made against him as to corrupt practices, he never at any time in his political career took advantage of his opportunities to benefit himself or his family. He never asked of the people of Canada any favor which they would not have cheerfully and voluntarily bestowed upon him. He died a poor man. He was wholly unselfish except in a political sense, and that he loved power rather for the opportunities it afforded him to give his life aim effect than for the mere exercise of it is amply demonstrated by the results of his administration.

In judging the ethical side of the great Conservative chieftain, we must take into consideration the conditions in which he was developed as a statesman, and the problems he had to solve. To do this it is necessary to take note of the "characters of the men who were his contemporaries, of the burning questions which agitated the public mind and furnished the battle cries at the polls, and of the great and almost overwhelming difficulties which had to be overcome." We would, indeed, need to go back to the time when British rule was first introduced into Canada, and to trace the events of the storm period of history up to Confederation, during which the best part of his life had been spent. In 1844, when he first stepped into public life, as a representative for Kingston, the land was rent with a struggle of forces, connected with political reform and political abuses, that had continued for some years and was destined to continue for years after. From that day he was in

the thickest of the fight. As now, there were religious, race and educational questions to be dealt with. Responsible government, land tenure, national development, imperial relations, school systems and many other questions were unsolved problems. Canada, limited as it was to two sections, Upper and Lower, was passing through a transition stage and progress was slow as compared with these days of steam printing presses, railways and electric communication. There were many factions and sections and interests to deal with. He was, politically, cradled in storm, reared in storm and lived in storm. The present generation has but little conception of the strenuous nature of political life prior to Confederation.

The keynote of his policy throughout all his stormy years is to be found in his very first election address to "the free and independent Electors of the Town of Kingston" in the following language: "I, therefore, need scarcely state my firm belief that the prosperity of Canada depends upon its permanent connection with the Mother Country; and that I shall resist to the utmost any attempt (from whatever quarter it may come), which may tend to weaken that union." It is the very same note that was breathed in his last public utterance in his appeal to the people of Canada prior to the elections of 1891: "As for myself, in court or in camp, my subject is British. I was born a British subject. I will die with my utmost effort, with my latest breath, will I expose the 'velled treason' which attempts, by sordid means and mercenary proffers, to lure our people from their allegiance. During my long public service of nearly half a century I have been true to my country and its best interests, and I appeal with equal confidence to the men who have trusted me in the past, and to the young hope of the country, with whom rests its destinies for the future, to give me their united and strenuous aid in this my last effort for the unity of the Empire and the preservation of our commercial and political freedom."

Sir John's aim throughout public life was the unity of Canada. He has been referred to by Sir Wilfrid Laurier as pre-eminently the Father of Confederation, and among his plans and policies, which have all become realities, now were a National Policy, a Canadian Pacific Railway, trans-Pacific steamers, fast Atlantic liners and a Pacific cable. Among his dreams was closer connection with the Mother Country. His larger policy may be expressed in unity and expansion. He aimed from the outset at an educated, free, a prosperous, vigorous, wide Dominion. This has, so far, been realized equal at least to his most sanguine anticipations. At the outset there was little but ardent patriotism and a vivid imagination to warrant the hopes upon which his heart was set. A population of about 1,500,000 in British America has risen to 6,500,000. A trade of about \$25,000,000 has grown to one of nearly \$500,000,000. These figures do not by any means represent the real progress that has been made. There was not a railway in Canada nor a mile of telegraph. The West was unknown except to the fur traders of the Hudson's Bay Company.

As we judge, as we have said, the character of Sir John Macdonald and the results of his life, which was almost wholly a political one, by the rough and tempestuous career through which he passed from Canada in its infancy to Canada in its fulfillment. He had many rough paths to make smooth, many irreconcilable elements to harmonize, many prejudices to overcome, many sectional and sectional issues to solve, many enemies to placate, many impetuous friends to satisfy, many crises to avert. His methods were necessarily not always ethical, because he had conditions that were far from ideal to cope with. Experience modifies the quality of mental and moral endowments and fighting scars. The majority of the world's heroes will not bear the scrutiny of too fine an analysis of either motives or methods. If examined history with a microscope there would be no heroes. To form an estimate of his character as a statesman and his ability and accomplishments, we shall take a not too partial view from Sir Wilfrid Laurier's remarks in the House of Commons after his death had been announced. "I think," he said, "it can be asserted that, for the supreme act of governing men, Sir John Macdonald was gifted as few men in any land or any age were gifted, gifted in the most high of all qualities, qualities which would have shown in any theatre, and which have shown all the more conspicuously the larger the theatre. The fact that he could congregate together elements of the most heterogeneous, and bind them into one compact party, and to the end of his life keep them steadily under his hand, is perhaps during all these years the fact which he maintained, not only the confidence, but the devotion and the ardent devotion and affection of his party, is evidence that besides these high qualities of statesmanship to which we were the daily witnesses, he was also endowed with inner, subtle, indefinable characteristics of soul which wins and keeps the hearts of men."

"As to his statesmanship, it is written in the history of Canada. It may be said without any exaggeration whatever, that the life of Sir John Macdonald, from the date he entered Parliament is the history of Canada, for all the events, all the facts, with all the developments which brought Canada from the position from which Canada then occupied—the position of two small provinces having nothing in common but the common allegiance, and united by a bond of paper and unity and nothing else—to the present state of development which Canada has reached. "In my judgment, even the career of William Pitt can hardly compare with that of Sir John Macdonald in this respect, for, although William Pitt, moving in a higher sphere, had to deal with problems greater than ours, yet I doubt if, in the management of a party, William Pitt had to contend with difficulties equal to those that Sir John Macdonald had to contend with."

PATRIOTISM AND BUSINESS.

The time has not yet come in the history of the country when we need to be ashamed of, or apologize for, an expression of patriotism; but in considering the position of railways in the Similkameen it is not patriotism so much as sound business principles that should influence our decision. No one in British Columbia, much less the people of the country, desire to deprive that part of the country of the benefits of railway communication. To the latter it is a question of very great importance, and their interest in it is proportionate to the benefits they hope to derive from it. In the construction of a railway our business men would like to have the opportunity of selling some of the supplies necessary, such as cement, dynamite, shovels, picks, carts and other paraphernalia of that class. That is, they would like to be able to sell these things in fair competition with the merchants of Spokane and St. Paul. They would like, when the railway is finished, to be able to sell some of the goods which are consumed by the employees of a presumably Canadian railway. The people of the interior of the country would like to see the workshops and the roundhouses of the V. & E. located somewhere in their midst and the employees live and sleep on the Canadian side of the line. The railway has to subsist upon the trade that originates in Canadian territory, and it is business, and not patriotism, which suggests that some of the incidental advantages of the railway, too, would be enjoyed by Canadian territory. We would all prefer to have many of our people as possible employed on a railway which derives its traffic from Canadian soil and obtains its privileges from a Canadian Parliament. If these things were assured to the Canadian side of the line, the railway company taking advantage of as many short cuts as it liked across the boundary line in order to save expense and to secure a greater volume of traffic between the two countries, the railway taking such a route direct to the coast, and if its management shoulders that risk that is nobody's business in particular but its own. What the people want is a route that will give a direct line to Canada as well as to the railway company, and an amount of misrepresentation and misstatement of facts that will be used to deceive the people in respect to the Grand Trunk Pacific, will be cancelled out. Certain amendments are asked to the charter, which was originally granted as an all-Canadian proposition, so as to secure a direct line to the coast, and the lines of least resistance to and across the boundary line from Grand Trunk to the coast. The question arises then: "What guarantee can be given to the Canadian side of the line to the United States, and find a terminus at Everett or some other point in the United States, and find a good business to permit such a line to be accomplished under cover of being a Canadian enterprise? Throwing aside the question of patriotism altogether, would it be fair to British Columbia, to Canadian interests, and to the people of the country, to remain on the Canadian side of the line?"

There is absolutely no opposition to what is promised if it is honestly carried out, but there is yet no guarantee that it will be carried out. We have had sufficient experience of the promises of railway promoters and politicians not to take for granted what is not in the hand. Sir Wilfrid Laurier, in his speech, he will not hesitate about giving security in sufficient amount to make the people of the country feel that the line is good, but his bond will be far better.

AN ALL-CANADIAN RAILWAY.

We sympathize with the people of Similkameen in their desire for railway communication, and we can understand that they are desirous of seeing the Great Northern railway, or any other line, under any conditions. For years they have been looking forward to a railway, it has been frequently promised. A railway, too, is built for the future as well as for the present, and the people need not necessarily be stigmatized as an enemy to Similkameen or a friend to monopoly because they happen to oppose the particular view which is presented in that district and favors a policy which conserves some of the benefits of railway construction to other parts of the Province and of Canada, as well as to the particular district through which the railway happens to run.

While we believe in a policy of Canada for the Canadians, we do not believe in a too strict and narrow application of the principle, which can be carried to the limits of absurdity; but we do believe in the principle to the full extent of not permitting any railway or other public policy being carried into effect which gives a greater share of benefit to the United States than to Canada. If we examine the proposals that have been made, it is what is likely to happen in the present instance. We have pointed out that it is the intention to build through Canadian territory over Hope Mountain to the coast, and that the amendments to the charter asked for being granted, in fact, every British Columbian and Canadian should hold up both hands for a railway to be built without a subsidy or a single cent; but the charter should be cancelled, and the penalty is attached for not proceeding further. What penalty is there for not commencing at Cloverdale to build east after the desired legislation is passed? The Similkameen gets the benefit of railway communication and railway competition. It is not desirable if that is not desired. We answer "yes" under certain conditions. It is possible, as Benjamin Franklin discovered, to pay too dear for one's wishes.

CABINET REPRESENTATION.

The Ottawa Free Press discusses Western representation in the Cabinet. It says that the principle of representation in the Cabinet is admitted at all of sectional representation, the West is not directly dealt with in the allocation of portfolios. It says that the West will be in the West. Does any one suppose that the West will be satisfied that fourteen-fifteenths of the portfolios and all the waywardness of the cabinet members stand today in respect of population, area and interests requiring legislative action? It is much the more to be condemned.

THE ELECTION OF MR. HYMAN.

The Ottawa Free Press thinks it is a very ungracious thing to oppose the election of Hon. Mr. Hyman, the new Minister of Public Works, in London, Ontario, particularly as the leader of the Opposition, Mr. Borden, was allowed to be elected by the Ontario voters. It is presented himself for election in Ontario. It bases its case on the self-interest of the Ontario voters, but the system in itself is not so important as the principle to be observed. Experience in marketing will soon determine the best methods.

RAILWAYS AND BUSINESS.

In the case of the V. & E. running along the Canadian and American territory, there is no analogy between that and the Michigan Central and the Michigan Short Line, or other railway of a similar character that may be instanced. The Michigan Central in Canada is simply part of a system which takes a short cut between Buffalo and Detroit. It was originally built under a charter acquired by the Canada Southern Railway Company. It is almost wholly used for through traffic, which neither originates nor ends in Canada. It does a very limited business in the Province of Ontario. The short line through Maine enables the C. P. R. to lessen the distance between Montreal and St. John. It practically has no reference to, and does not affect in any material degree, the traffic on the Maine side of the line. The Grand Trunk and Canadian railways, connects at Detroit and Port Huron with American lines, which do a large business with Western through traffic. There is no analogy, as we have stated, in the case of such railways and the V. & E. The latter is a road doing business under a charter granted to it by the Ontario Legislature. The officers of the company are all Canadian, and it is a matter of mere formality. It is owned and operated by an American corporation. The charter was originally granted under which to build a line from Midway through the Similkameen and to the coast. It is a part of a system now proposed to build a line to the coast, which line is to be built backward and forward across the boundary line, and whose traffic is to be secured by a guarantee to be given to the United States. What is proposed is a diversion of the original idea, which in itself is wholly unobjectionable, provided the original object is kept in view, viz., to be continued through Canadian territory to the coast. The President of the Ontario Railway and Navigation Board, who is in charge of the charter granted for a definite purpose to be used for a wholly different purpose, is not a person who is to be trusted. The V. & E. charter for what it is intended, and what it ought to be, has contained valuable papers to his taking advantage of the natural gradient to be had by crossing and recrossing the line between Grand Forks and Princeton. The thought to be guarded, however, that it shall not be diverted at Princeton into American territory and into the hands of the United States. There should be some reference to Canadian interests. As we pointed out yesterday, every ounce of labor performed on the railway by an American, and every dollar for supplies will be purchased in St. Paul and Spokane. It is not a case in which the money goes to the Canadian side of the line. The saving in freight alone will enable the contractors to offset the duty, and in a railway which is to be built in Canadian territory each day of travel the alien labor will be ineffectual even if it were honestly attempted to be enforced.

A COMPARISON OF METHODS.

Liberal journals have the hardihood to refer to the attempt of the Conservatives in 1896 to adopt or rather continuing separate schools after the Government of that day had decided to build a railway. It is true, that as a result of the decision of the Privy Council, a remedial measure was adopted, and that the railway was largely through the feeling that was expressed at that time, the Liberal-Conservative Government was defeated. There were other causes connected with the defeat, but the school question was mainly responsible. However, the Government and industry have not learned their lesson. It would be unwise to carry out what appeared to be the plain direction of the public opinion, and many of their friends considered it to be a policy politically, the course was persisted in, and proved in the end to be poor politics. It is not necessary to say that the Government had the support of so good an Orangeman as Sir Mackenzie Bowell, who considered the issue to be a matter of the difference in the position then and now is this: The Liberal-Conservative Government imposed a tax on the province already organized measures of relief from the educational minority on account of a privilege which it had been granted to it by the Privy Council. It is not necessary to provide such relief. At least, that was the opinion of the majority of the Privy Council. It is not necessary to provide such relief. At least, that was the opinion of the majority of the Privy Council. It is not necessary to provide such relief. At least, that was the opinion of the majority of the Privy Council.

FRUIT PACKING.

The Ottawa news yesterday morning stated that the chief of the fruit division, would leave next week for British Columbia to confer with fruit growers here on the methods of packing fruit. This is a matter of importance, and will result, if nothing more, in attracting greater attention to an essential feature of the fruit business, and will result in the placing of the fruit on the market in a more attractive and profitable stage, that of packing, is as essential as any other. The very best specimens of the very best varieties will fall in the hands of the fruit grower, and if they are not packed in neat, conveniently-sized packages, properly graded and packed, will other than the best varieties will fall in the hands of the fruit grower, and if they are not packed in neat, conveniently-sized packages, properly graded and packed, will other than the best varieties will fall in the hands of the fruit grower.

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QUALITY WINS.

A most remarkable case of youthful and feminine depravity is reported from Toronto. Josephine Carr, a girl of 13, stole a baby carriage, in which was a baby, from the sidewalk on the side of the street, and afterwards hid in a culvert by the Carr girl, who then sold the carriage for a small sum of money. She was afterwards caught by the police, and she was only one of a number of girls living in the same neighborhood, who stole bicycles and baby carriages, and sold them. One of them confessed to the police, stating where four stolen wheels could be recovered. Josephine Carr had been unfortunate in her home relations, and latterly had become completely caloused.

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The theory of Vincent Harper in his "Mortgage on the Brain" that man's brain is a sort of tenement house which may be occupied by distinct personalities, and that the time being can exclusively control the physical organism, seems to have had a remarkable confirmation in the case of a young girl, a patient of Dr. Albert Wilson. An account of it appears in the Montreal Daily Star, according to which she was possessed of ten different personalities in rapid succession, each specifically described and vouched for. Men of fiction, by happy chance or intuition, have found some of the greatest of modern discoveries and inventions. Lytton, in his "Coming Race," performed many wonders with his mysterious force "vryl" that have since been all but paralleled, and Jules Verne was little short of prophetic in many of his creations.

The Royal Society of Canada came into existence during the vice-regal stay of Lord Lorne, who the Duke of Argyll, at Ottawa. It has gone on successfully and now its annual meeting and the annual publication of its proceedings are looked forward to with special interest by its members are leading scientists and literateurs of the Dominion, and the papers of the Society represent the best thought of Canada. The late Sir John George Bourinot was secretary for years and did much to further its aims. He was succeeded by Dr. J. H. Dewar, King's Printer, one of the best authorities on the earlier history of Canada. The President is usually a man of high standing. At the meeting just concluded last week, Dr. Benjamin Sulte, the genial historian of French Canada, retired, and was succeeded by Dr. Alexander Johnston, professor of mathematics and natural philosophy at McGill, who has contributed valuable papers to the Royal Society and the British Association for the Advancement of Science. A very valuable programme was presented on the occasion of the last annual meeting referred to.

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General Hardware

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Walter S. Fraser & Co., Ltd.

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(From Frid Fined For Assault Mexican, who was arrested with assaulting a Carlier, a woman of 40, Magistrate Hall yesterday. He was \$12.50. The fine was Strawberries Slow this season of the year offering, however, an local and retail at 25c. City dealers say that the weeks ago, although a fairly full one, but

Bank Clearings Gr. Clearings for May, Victoria Clearing House \$212,042, a very good month for last year, growth is maintained for May, 1905, \$2,725,430; and 1901

The Eye-elections, turned Tupper, K. C., returned from Ottawa, with city. The city is feeling a bit that the Conserva London, Ont., and ve Oxford, as well in elections.

Married at Portlan dist manse, Portland morning the marriage Macgregor, of this M. Baker, of Victoria. The ceremony by Rev. Francis B. S. that was held at the tion for a couple of wing to this city to tence.

Discover Salmon P meeting of the B. C. tion, it was mention W. that inferior not being offered, the detriment of bona fide Cannans' Association, Columbia salmon, tralian market.

E. & N. C. P. R. I for the purchase of the and lands by the C. progress. In that co. Dunsmuir, accompan Whyte, second vice-pr Creelelan, general cou pole, general superintendent of the B. & N. R. party will return this

Newspaper Change- ing the Vancouver formally changed hand. The president of the and Publishing Co., property to L. D. Tay clates, who have enter over the B. & N. R. Mrs. McLagan's interest stood that the World Victor W. Odium, ed Dickens taking charge

Police Statistics—Du May the police records in possession of intoxica

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EXAMINE OUR PRICES OF TOILET ARTICLES

The Toilet Articles we handle have an enviable reputation, and we do not treat lightly a reputation based on years of fair dealing.

PERFUMES Our Gold Label Perfume has the odor of the flowers and a lasting fragrance. Toilet Soap, Toilet Sundries, Glycerine, etc.

THE T. EATON CO. LIMITED TORONTO CANADA Our Testimonials are Satisfied Customers

Victoria at the Portland Fair

Tourist Association Arranges to Make a Creditable Exhibit.

Every Prospect of Tremendous Volume of Travel to the West.

Thanks to the enterprise and energy of the Tourist Association, Victoria is to be well represented at the Portland exposition...

Mrs. Hunter's Story Says She and Her Husband Agree Perfectly—Both Quite Well Again.

DR. KENNEDY'S PILLS FOR THE CURE OF CONSTIPATION. Mrs. I. Hunter, of 111 Raglan Road, Kingston, Ont., has written for publication a statement of her case as follows:

Says B.C. is a Wonderland World-Traveled Tourist Declares Its Scenic Beauties Unsurpassed Anywhere.

Is Member of Party Going on a Special Steamer to Seattle.

A NEW LIGHTHOUSE. Contract Let for Structure to be Erected at Once on Maljocin Island.

Shipping Master's Peculiar Action Refuses to Allow Canadian Shipmaster to Sign on Princess Victoria.

Canadian Certificate Is No Good—Must Have a British One.

THE CAMOSUN. Said at Vancouver Repairs Not as Extensive as Reported.

YUKON ICE FREE. Steamer White Horse the First to Leave for Dawson.

Mariners Indignant. But the contention of the shipping industry is held by local mariners to be unjust.

HEALTHY AND VIGOROUS. Mr. John Shelton, the well known bridge builder, of 101 Sherwood St., Ottawa, writes:

FIVE HUNDRED PERISH. Earthquake at Sauter Works Great Devastation.

RAILROAD MEN TALK RATES. Clergymen, Dog and Donkey Problems to be Discussed.

MR. JOHN LEWIS, SURREY CENTRE, B.C. Suffered For Over a Year With Kidney Disease and Terrible Backache—Dr. Chase's Kidney-Liver Pills Cured Him.

CRUSHING DEFEAT FOR BALFOUR. Liberal Elected in North Yorkshire Over Conservative.

PRESIDENT CASTRO'S VIEWS. Message to Congress Refers to Troubles With the United States.

PHILADELPHIA GRATERS. Mayor Requests Two Officials to Hand in Resignations.

THOU A PRISONER? THOUSANDS of men are prisoners of disease as securely as though they were confined behind bars.

Nervous Debility and Seminal Weakness. Our NEW METHOD TREATMENT is a Cure of No. 25 years in Detroit.

DR. KENNEDY'S PILLS FOR THE CURE OF CONSTIPATION. 146 SHELBY STREET, DETROIT, MICH.

It is So Easy to Cure Yourself of CONSTIPATION. Fruit-actives will do it—surely and quickly.

PROVINCIAL GAZETTE. New Peace Officers for Northern Districts—School for Arrowhead.

Gossip of the Royal City. Fishermen Discuss Prospects for the Coming Season's Work.

Active Preparations for the Approaching Dominion Exhibition.

The New Cannery. The new cannery which is being constructed on Lulu Island is being constructed on Lulu Island.

First Step to Peace. President Roosevelt Has Heard of Talk With Cassein.

JAPS BEGIN ADVANCE. General Linevitch Reports a Forward Movement.

TREATY WITH AFGHANISTAN. Foreign Secretary Defends Measure in the Lords.

THE OLD RELIABLES. The New Westminster lacrosse team plays in Seattle on June 10th.

NOTICE is hereby given after date I intend to apply for a special license to cut and remove timber from the following situated on the south side of the River, Renfrew District:

NOTICE is hereby given after date I intend to apply for a special license to cut and remove timber from the following situated on the west side of the River, Renfrew District:

NOTICE is hereby given after date I intend to apply for a special license to cut and remove timber from the following situated on the east side of the River, Renfrew District:

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