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VICTORIA, B. C., FRIDAY, MARCH 18, 1904

No. 10

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## Truth.

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Printed by T. R. Unack, Corner of Courtney and Gordon Streets.

"Truth" makes no special claim to being a newspaper in so far as the news of the day is concerned, but it published on Friday last and commented upon the fact that Hill and Morgan had lost the "Merger case." The daily papers had the news on the following Tuesday.

Old-timers tell us that they used to have better weather thirty years ago. If this is true, there was no excuse for such performances as D. W. H. tells about in his diverting tales. Weather such as we have had for the last month would justify pretty nearly anything.

"Stand by me when I'm right! Man alive, the Grits will do that. What I want is some one who will stand by me when I'm wrong." This observation is attributed to Sir John Macdonald, and it expressed what many less bold leaders think but are afraid to say.

The funniest thing in this vale of tears is the assumption of social superiority indulged in by some amiable people on this continent. It is not difficult to understand that in Europe one part of the community should be thought a little higher than another; but in America, where the laborer's son may become a financial magnate, and the "washday" may, if caught young enough, aspire to become a social dictator, it is a pretty good plan to take people as you find them.

The funniest person is the superior individual who claims to be independent in politics. He is usually simply disgruntled, and his independence usually consists in saying meaner things about his former friends than their opponents would think of saying.

The funniest notion is that the world owes every man a living. Don't make this mistake, young man, of supposing that the world owes you anything under an obligation by being born. The world would have got along very comfortably without you.

The Roseland Evening World thinks the new transcontinental terminus will be a great rival to the other coast cities. Not so. The new city will develop its own business. The World also thinks we need a railway running up the coast around the heads of the various inlets. To build this would be almost a superhuman task and unnecessary because the same purpose could be served by the railway up Vancouver Island and a system of car-ferries. The world likewise thinks that a railway built from some point in Kootenay northward as far as Dease Lake would be a great thing for the country and open an splendid market for the west. It is entirely right. The World talks about Butte Inlet. There is no such water as Butte Inlet. There is a Butte Inlet.

EDITED BY C. H. LAGRIN. When told that it was proposed to change the name of this paper to "Progress," a gentleman laughed and said: "The idea of expecting progress in Victoria." During the very few years the gentleman referred to has been resident here, he has had considerable success and has in a fair way of making more; yet he seems to have contracted that pessimism, which afflicts a number of Victorians. Nothing hurts a town more than that sort of thing. There is capital enough in this place to accomplish wonders, but money is not to be had from enterprise. Seattle never would have been more than a little saw-mill town if her people had made up their minds twenty-five years ago that there could be no progress there. No one would suggest that men, who have had enough money to live on, should jeopardize their all in business ventures; but it is not too much to ask those, who can or will do nothing themselves, to stop throwing cold water upon the efforts of others.

News comes of a rich strike on the head waters of the Liard River, and a rush of moderate dimensions has set in to that remote region. When spring comes, if the report is confirmed, hundreds and perhaps thousands of people will go up the Stikine to the new grounds. When Mr. J. W. Haskins, who was upon the Liard waters in the interest of the Rosella

Hydraulic Mining Company, returned a year or more ago, he predicted that the next great rush of gold miners would be in that direction, and it was to be in a position to provide means of transportation that he proposed the incorporation of the B. C. Northern and Mackenzie Valley Railway Company. Mr. Haskins has on other occasions given evidence of a semi-prophetic instinct in regard to mining development, and it would not surprise those, who know him best, to learn that he has again made a prediction that will be borne out by events.

It is stated that all recent anti-Japanese legislation passed by the Legislature of this province will be disavowed in some quarters. This seems altogether probable, and it is not easy to see how any one could have expected anything else. The relations between the British Empire and Japan are of the most friendly character, and it is impossible to suppose that minor legislative bodies can be permitted to act in a manner calculated to disturb them. There is a constitutional question involved in the legislation referred to. Neither political party in this province can claim any advantage over the other on this question. They are on party lines now, and the Conservative party in Canada is in the same boat as the Liberal party in this respect.

The treaty-making power is being discussed at Ottawa and a somewhat hysterical tendency is manifested over it in some quarters. The suggestion that Canada shall make her own commercial treaties is not a new one. It is a quarter of a century old, at least. It has been supported by Conservatives as well as Liberals. When the first protective tariff was passed, Lord Lorne, the Governor General, asked the Colonial Office whether he should reserve the Bill for Her Majesty's assent, and was told to follow the advice of the Canadian Ministry. This was a long step towards the recognition of the right of the dominion to make their own commercial arrangements with other countries. It may as well be understood now as at any time that the people of Canada are the masters of their own destinies. They can be trusted to exercise the right in such a manner that the integrity of the Empire will not be endangered. Those who watch events in the United Kingdom must long ago have been convinced that the statesmen of that country have quite enough to do without seeking to manage the remainder of the dominions. His Majesty, con- sidering which he is, is not to be ignorant. There was a time when a cry of "treason" was raised because some people protested against Downing Street dictation. Self-government will be the end of British connection, and the ultra-loyal folk of those days.

Parliament is in session, and the indications are that not much contentious business is likely to occupy its attention, apart from the modifications in the Grand Trunk Pacific contract. Just how much debate this will call for remains to be seen. Opposition is in duty bound to criticize the changes, but it is to be hoped that they will not consider themselves called upon to thrust out the whole question anew. The position of the Conservative party on this subject is not satisfactory. Sir Wilfrid Laurier is so much committed to the construction of a new transcontinental line as Sir Wilfrid Laurier. He went on record in this regard when he moved his substitute proposals as an amendment to the Government's plan. The difference between his and Sir Wilfrid is on details. The inconsistency in his party's attitude lies in the fact that the Conservative press assails the whole project, in which assault it is backed up by the so-called "independent" press, which assails the public, and the old-world wisdom about transportation problems, the nature of which it is careful not to specify. The position of the Government is a comfortable one. The revenue is buoyant; business conditions throughout the country are satisfactory; the several ministers are handling their affairs admirably; after nearly eight years of office there is not a scandal on the political horizon; racial and sectional feelings have wholly disappeared; the old-time popular anti-socialist who distill the old and new members are vanishing; the Dominion is higher in the opinion of the world than ever before; our position as an integral part of the Empire has greatly advanced; immigration is pouring in; there is a tone of hopefulness from the Atlantic to the Pacific which augurs well for the future of the transcontinental railway as an assured thing. It would be difficult to find an administration in any country

that is sailing in as smooth waters as that of Sir Wilfrid Laurier is at the present time, and everyone, friends and political opponents alike, will be glad to know that the genial statesman, whose firm hand is on the helm, is in excellent health, with apparently many years of usefulness before him.

Sit down on Saturday night and see how much you can remember out of the hundred or more columns of "news" that you have read during the week, and you will be surprised how little of it has stuck in your memory. This is not an argument against daily papers, which necessarily print a lot of matter in which only certain individuals, and which they alone charge their memories with; but it affords one of the reasons why the daily press of to-day is not as influential as the weekly press of our father's time. A modern daily paper covers so much ground that it can only touch matters of opinion cursorily. It is beginning to be recognized everywhere that the vocation of the daily paper is to publish news only. This will bring about the establishment of weekly papers devoted entirely to expression of opinion. It will also add to the influence of public speakers, which has of late been declining, owing to the manner in which our subjects were handled by the daily papers.

The estimates for the next fiscal year submitted to Parliament call for an expenditure of about \$75,000,000. This is a large amount of money but apparently the country can afford it. The revenue is very buoyant, as is shown by the fact that there will be a surplus of some \$20,000,000 at the year. Three courses lie open to the Government. One is to reduce the revenue, which can only be done by reducing the tariff, or by increasing it to such a percentage as will reduce imports. But business conditions are very satisfactory, and such an interference with them is undesirable. A second course is to let the surplus revenue accumulate in the sinking fund; but there is no object in doing that, because the sinking fund will take care of itself. A third course is to spend the money as it comes in, and that is what the Government proposes to do. No one feels the burden of taxation, and it is wise policy to make the public service as perfect as possible. Therefore, the Government will not raise rates, especially as they involve no increase of taxation, are a subject for congratulation.

### THE STRAIT OF JUAN DE FUCA.

Is it the Open Ocean and Have Beliegers a Right to Wage War Upon its Waters?

It is understood that the Attorney-General of this Province holds the Straits of Juan de Fuca as much a part of the open sea as are the Straits of Dover. The opinion of the Attorney-General does not settle the matter, and the rights of the United States, as to the Straits of Juan de Fuca, are a subject for consideration. It is understood that the Attorney-General of this Province holds the Straits of Juan de Fuca as much a part of the open sea as are the Straits of Dover. The opinion of the Attorney-General does not settle the matter, and the rights of the United States, as to the Straits of Juan de Fuca, are a subject for consideration. It is understood that the Attorney-General of this Province holds the Straits of Juan de Fuca as much a part of the open sea as are the Straits of Dover. The opinion of the Attorney-General does not settle the matter, and the rights of the United States, as to the Straits of Juan de Fuca, are a subject for consideration.

It is conceded that a vessel in the Straits of Dover more than three miles from the British coast is under the law of its own flag. That is, if an offence is committed upon such a vessel the offender is to be tried under the laws of the country whose flag the ship carries, and not otherwise. If the Straits of Juan de Fuca are the same in this respect as the Straits of Dover, it follows that, if a foreign ship puts into the Quarantine Station and from that point sails for Vancouver, it is under the law of its own flag from about fifteen minutes after it leaves Quarantine until about half an hour before it reaches Vancouver, except for the brief period when passing between the Islands, when it will be under British or United States law according as it may be on one side or the other of the centre line. Hence, an alien vessel engaged in a ship flying, let us say, the flag of Morocco, should kill a British subject at any time on the voyage be-

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<b>BASKET CLOTH.</b> New Wool Basket Cloth, 44 inches wide, in all the newest colorings. Per Yard.....90c.	<b>HOMESPUNS.</b> New Homespuns for Bicycle Skirts, 1 1/2 yards wide, all colors. Per Yard, \$1.00 & \$1.25	<b>FLAKED HOMESPUNS.</b> New Flaked Homespuns, in all the popular colorings, 54 inches wide. Per Yard.....\$1.25
<b>FANCY TWEEDS.</b> Fancy Tweeds, in neat combinations, 54 inches wide. Per Yard.....\$1.25	<b>PLAIN FRENCH VOILES.</b> New Plain and Flaked French Voiles, 44 inches wide, in all the new colors. Per Yard.....\$1.25	<b>HARRIS TWEEDS.</b> Exclusive Suit Lengths of Harris Tweed, in rich fancy stripe effects. Per Yard.....\$1.40

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tween Quarantine Station and Vancouver, except as above excepted, he would be amenable to the laws of Morocco and to those laws only. It also allows that a ship of United States registry, taking the inside passage to Alaska, is subject to the laws of the United States when more than three miles from shore, which means that she would be passing from jurisdiction to jurisdiction with almost every change of course. These are the extraordinary and wholly needless conditions which would follow if the opinion attributed to the Attorney-General is accepted as the law.

But there is another aspect of the case, which is of more general interest, namely, as to the rights of beliegers in the Straits and the waters reached thereby. If the Russian Baltic fleet sails for the Orient by way of the Straits of Dover and is intercepted there by a Japanese fleet, it will be conceded that there is no right in international or any other law to prevent a sea-fight from taking place there, in which case the three-mile limit would be very promptly disregarded by both parties, and it is difficult to imagine that either Great Britain or France would consider such a disregard as amounting to a violation of the laws of neutrality. It will be conceded that, if a Russian war vessel put into either Dover or Calais because of stress of weather, a Japanese war vessel would have the right to lie up in the Straits, and the three-mile limit will wait for her to come out and then there give her battle. Do these conditions hold good of the Straits of Juan de Fuca? They must if the cases of the two Straits are parallel, in which event vessels of no powers now belligerent in the Orient may any day sail up the Straits and fight off Trial Island, where the Callam's boats were lowered. Or a vessel of one of the belligerents may put into Victoria or Port Angeles and a vessel of the other belligerent may wait for it out in the Straits, until the hours of grace allowed to a belligerent vessel in a neutral port have expired. It is submitted that we are not driven to accept any such conclusion.

The Straits of Dover and the Straits of Juan de Fuca are not similar in relation to the open sea and the nations of the world. The former are the highway by which the commerce of nearly half of Europe

must pass to reach the Atlantic. They unite the North Sea with the ocean. All the nations of the world have a common interest in them, and for any one nation to claim sovereignty over them, except so far as is absolutely necessary for the security of the bordering state, would be an absurdity that would never be propounded, or, if propounded, would never be allowed for a moment. But the Straits of Juan de Fuca are not a highway between two great open seas. They do not lead to waters bordered by several independent states. Belgium, Holland, Germany and Denmark border on the North Sea, as well as France and Great Britain—hence the latter can maintain a claim to sovereignty over the Straits of Dover because they own the shores, to the prejudice of the former. The nations which own the shores of the Straits of Juan de Fuca own all the territory reached by those straits and by the latter can maintain a claim to sovereignty over the Straits of Dover, because they own the shores, to the prejudice of the former. The nations which own the shores of the Straits of Juan de Fuca own all the territory reached by those straits and by the latter can maintain a claim to sovereignty over the Straits of Dover, because they own the shores, to the prejudice of the former. The nations which own the shores of the Straits of Juan de Fuca own all the territory reached by those straits and by the latter can maintain a claim to sovereignty over the Straits of Dover, because they own the shores, to the prejudice of the former.

It is submitted that the Straits of Juan de Fuca are territorial waters, belonging either to Great Britain or the United States, and therefore in any war in which neither of these powers is engaged are neutral waters. It is further submitted that the powers ought to give notice to the world that these waters are to be regarded as territorial and therefore closed to other belligerent powers except in strict accordance with the rules of international law as to neutral waters.

In this connection attention may be directed to the decision of the Privy Council in The Direct United States Cable Company vs. The Anglo-American Telegraph Company, 2 App. Cases 394, where it was held that Conception Bay, a sheet of water 50 miles long and 20 miles wide—is a part of the territorial waters of Newfoundland. The opinion attributed to the Attorney-General would, if it were sustained, cut Canada from jurisdiction over the mouth of the Strait of Juan de Fuca, and the United States, and other waters, where territorial rights have never been disputed, and it would compel the government to surrender all claims to

sovereignty over Hudson's Bay. One of the reasons given by the Privy Council in the case above referred to for holding that Conception Bay is territorial water is that the British government had exercised sovereignty over it, which emphasizes the unwisdom of the position alleged to have been taken by the Attorney-General in regard to the Strait of Juan de Fuca.

The subordinate question of criminal jurisdiction might well form the subject of a treaty between Great Britain and the United States, so far as ships of these powers are concerned, which treaty might define explicitly to what part of the inland waters and under what circumstances the criminal jurisdiction of the Courts of Canada or those of the United States respectively shall apply. The suggestion is made because of the unique nature of the geographical situation, to which it will be found to be exceedingly difficult to apply the rules which work well enough under normal territorial conditions. As to the ships of other powers, it is submitted that the law gives the Courts of the countries named full jurisdiction over their respective territorial waters, and that these embrace all straits, gulfs, bays and channels within a line drawn from Cape Flattery to the nearest point on Vancouver Island.

### Lecture Recital.

Mr. Hugh Kennedy will give a lecture recital in the Institute Hall, View street, on Tuesday evening, the 5th of April, assisted by Miss Fairall, pianist; Mrs. H. Walshe Windle and Mrs. Hamilton Foot, accompanists; Dr. Nash, violin; Dr. Cobbett, viola; Master Bertie Foot, cello. The programme will be as follows: Three Old Songs, Mr. Hugh Kennedy; (a) Etude No. 12, Opus 10 (Chopin); (b) Teoteco (Chaminade); Miss Fairall; Aria from an Opera, Mr. Kennedy; Adagio from Quartette, Opus 16, (Beethoven); Mrs. Windle, Mosses; Nash, Cobbett and Foot; Aria from an Oratorio, Mrs. Walshe; Valse Brillante, (Wieniawski); Miss Fairall; Three Modern Art Songs, Mr. Kennedy; Le Cygne (Saint-Saens); Bertie Foot; Archibald Douglas (Loewe) Mr. Kennedy.

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**VICTORIA, B. C.**



## On Divers Themes

Topics of Timely Interest Discussed by Prominent Business Men of the City.

Yesterday's telegrams announced that the sealing question had been brought up in the United States House of Representatives with the view of altering the existing arrangements. "Truth," thinking the subject one of general interest, made some inquiries in regard to it.

Captain Cox in an interview said that according to the terms of the Paris Award, 1894, the regulations drawn up were made binding and unchangeable. The commission was to meet again every five years, but only for the purpose of making further regulations. They have no power to abrogate those already in force.

Lord Hannan, chairman of that commission, when he returned to London, is reported to have said that it was necessary to keep the heads and bounds in the near future. In the past, goods were shipped from Asia by the Suez Canal to England, thence across to this continent, by way of general interest, made some inquiries in regard to it.

"What we sealers want," said Captain Cox, "is to return to the old system under which we worked previous to 1894. It is clearly a case of injustice that anyone should be restricted on the high seas. But what makes it worse is that the Japanese, who are not bound by the award, come right into our sealing grounds and use guns whereas we must use nothing but spears. After the seals have been shot at they become so scarce that it is impossible to find them, and thus the Japanese reap the harvest while we stand by and watch them."

"Russia would benefit by the abolition of pelagic sealing because that country has valuable resources on Commander Island, Robin Island and Joseph Island. It is reported that Japan has entered into a secret arrangement with the United States though just what that arrangement is we don't know."

"It would be beneficial both to Canada and the United States to kill off the seals. The sealskin is a luxury, not a necessity. On the other hand fish is a necessary article of food. About the year 1900 a Senatorial commission from the United States started a campaign against the protection of seals on the ground that the fish are being slaughtered to provide them with food. It is estimated that there are over a million seals in Behring Sea and as each seal eats about six pounds of fish every day besides the large quantity that it wantonly destroys, the consumption of fish by these animals is considerably over two billion pounds every year."

"Victoria would be a splendid location for a fishing business," said Captain Cox. "I met a man who there is now an offer on hand of between fifty and seventy thousand dollars to put into such a business if only local men will put up an equal sum. The establishing of this industry would be a good thing for the population of over fifteen thousand which it is now. There is a splendid market on the West Coast of South America as well as in Australia. In the latter country the preferential trade relations with us should give us a great advantage in supplying them with the articles they need but cannot produce."

"A great incentive to the opening up of a large fishery here would be the establishment of a Dominion steamship line to South America. It would pay from the first, for the people there need almost everything that we have and we need many things that they produce. This matter is being talked of in Ottawa, and if only our local men will keep it continually to the front there is every likelihood that the Federal Government will take the matter up."

### Victoria's Trade.

"Truth" has interviewed a number of business men on existing conditions and the future prospects of business, and will publish their views from week to week. Today it gives an interview with George Carter, of Carter & McDaniel.

"You are wholesalers, Mr. Carter."

"Well, no," answered he, "but neither are we retailers. Our business is unique one. We are importers of the trade. All our sales are made through samples of which we carry some 5,000, all different. We buy from almost every part of the world, especially Japan, China, Ceylon, Australia, New Zealand Great Britain and the continent of Europe. We can buy absolutely anything that anyone can make. There are no bounds to our business."

"In order to get the necessary con-

nections to be able to do this I have travelled around the world. This was necessary in order to get in touch with the Oriental method and mind. The Easterner has his method of doing things and nothing will move him from that method. He must take his time. Many people do not realize this and wonder why they can't get what they want just at once. If a customer wants a certain cable the broker in that country and the goods are forwarded if ready, or the artist-artisans set to work to prepare them."

"I started alone here in 1895 in a very modest way. Now we do business with the whole country as well as cable the broker in that country as well as San Francisco. Mr. McCandless is now on a tour through the United States pushing the Oriental wares."

"If we were in Winnipeg or Seattle we could handle our business better just now but the trade routes are changing fast and this part of the world must necessarily grow by leaps and bounds in the near future. In the past, goods were shipped from Asia by the Suez Canal to England, thence across to this continent, by way of general interest, made some inquiries in regard to it."

"Do you think," said I, "that the projected transcontinental railway will affect you very much?"

"Of course it will," said he, "as his face brightened with enthusiasm. 'If we only get to work with the Island Railway, connecting it with the new transcontinental railway; it is bound to be a grand opportunity. Victoria is the first and last port of call of all the liners and the only place at which the United States liners will call. Make this the southern terminus of the Grand Trunk Pacific and the success of Victoria is assured. For the reason I have given, it is certainly the most convenient point and therefore the most profitable one. There must be a southern terminus, for it will not pay the Grand Trunk Pacific to be isolated. The Island Railway should be got into shape at once or preparations made so that it will be a grand opportunity when the new transcontinental railway opens."

"Come with me," said he, "and let me show you where our work is done—our sample rooms."

We went together to the basement, where so many of the great department stores as in a retail establishment, merchandise from every corner of the world. Beautiful Samatra, Hiroto, Imari; carved and awata wares from Japan; bronze ebony work of the Ceylonese; Berures hammered brass and silver; exquisitely carved sandal and sheharopore wood from Bombay; the delicate needlework of Delhi, Madras and Cashmere; choice rugs from Persia, Turkey, Ahmednagar and Mizapore; spices and drugs of the orient; silks from Shanghai and Japan; running from these came the regular "Far All" from China for the masses of the people, the finer British china for the well-to-do, also the crystal Bohemian glass, the far-famed potteries of Staffordshire are represented by choice sections of their ware. The value of this to the business of the sample room here he can buy with the same facility that he would if he were in the potteries themselves."

### THE HON. T. R. McINNIS.

The Part He Played at a Critical Period in the Political History of British Columbia.

The late Hon. T. R. McInnes held, at one time or another, nearly every position which a Canadian can be elected by his fellow countrymen, and he also occupied the distinguished offices of Senator of Canada and Lieutenant-Governor of British Columbia. The men of whom this can be said are few, and it is perhaps the highest tribute that can be paid to the memory of the man who passed to his rest on Tuesday night at his home in Vancouver. In the exercise of his disposition, a good friend, by no means a relentless opponent, a thorough Canadian and an ardent supporter of British institutions.

The most conspicuous incident in his career was his dismissal of the late Premier, Mr. Turner, from his authority in an unconstitutional way, and his course has never been defended. The most that can be said of it is that attempts were made to excuse it by reference to the unsatisfactory political conditions existing at the time. It was, however, constitutionally, the dismissed ministers by their correspondence with him after the event came as near justifying

ing his course as they possibly could, for it showed an animus towards him absolutely inconsistent with the relation in which they stood. The change that Lieut.-Governor McInnes was actuated in his course by a desire to get his son into office was unwarranted by the facts, and, moreover, it is well known to some people, at least, that Mr. W. B. McInnes might have entered the cabinet in 1898, if he had made an effort in that direction. The real reason of Mr. Turner's dismissal, and the calling in of Mr. Beaven was undoubtedly a desire on the part of the late Premier to get his son into office in a ministry in which the public would have confidence. When Mr. Beaven failed to form a government, the calling in of Mr. Semlin, leader of the Opposition, was the logical course. When Mr. Semlin met with defeat, Mr. McInnes made it clear, when he called him in, that he called in an appeal to the people. The election resulted in Mr. Martin's overwhelming defeat, and the logical conclusion was that the people had pronounced adversely to Mr. McInnes. The latter then, in the circumstances, and sent for Mr. Dunsinuir. The effect of this, upon the country was excellent, and it might have saved Mr. McInnes his official position, if it had not been that the very large majority of the newly elected house, including all his new ministers, at once asked for his dismissal. It is just as well to pass this incident by without comment. It will not stand close criticism. The only course left for the Dominion Government was followed, and Mr. McInnes retired to private life. Looking back over the events of his brief term of office, while it is impossible to defend his ideas of the power of the Lieutenant-Governor, there is no reason whatever to doubt that he was influenced in all that he did by a sincere desire to advance the interests of the province in whose future he had unbounded faith.

## Out of Town.

### Ladysmith.

D. O'Connell had his leg broken last Wednesday evening by falling off the sidewalk in front of the Abbotsford hotel. The walk at that point is about three feet above the road.

Last Thursday evening the Methodist parsonage was the scene of a very interesting gathering. The members and friends of the congregation, to the number of forty, had agreed to surprise the pastor and his wife and to leave a substantial testimonial of their good will behind. This they did. The evening was spent with games, music etc., and the company and the pastor parted after mutual felicitations.

Rev. C. H. M. Sutherland, of Mt. Pleasant, Vancouver, is preaching anniversary sermons on Sunday, March 20th, in the Methodist Church.

The concert in the opera house on Monday evening under the auspices of the First Presbyterian Church was a great success. Nothing had been left undone, and those who flad the management of the concert are to be congratulated. The following was the programme: Piano solo, Miss Bryden; song, "Jesus Lover of My Soul," Mr. D. Roberts; recitation, selected, Miss Leisk; song, "Wait," Miss Gahlan; vocal duet, "Laird's Watch," Messrs. J. Evans and T. Lewis; song, "For All Eternity," Mrs. Boyle; banjo solo, Miss Bryden; song, "The Old Brigade," Mr. Gould; song, "The Idler," Mr. T. Lewis; recitation, Miss Leisk; vocal duet, "The Gates of the West," Messdames Watson and Boyle; song, "In Old Mr. Lewis's Song," Mrs. Boyle; song, selected, Miss Gahlan; song, "Helping the Maple Leaf to Grow," Miss B. Bryden; quartette, Messdames Rolston and Boyle, Messrs. Thomas and Gould.

On Monday evening there will be a Rainbow Tea and concert at the Methodist Church.

Mr. W. Fletcher announces that he has over sixty applications for the Eagles, and that a lodge of that order will be instituted in Ladysmith next week.

Jas. Johnston, a boy working on the motor in No. 2 mine, Extension, had his leg broken on Wednesday afternoon by being caught by the tail rope, while the motor was switching cars in that mine. He was brought to Ladysmith in the ambulance car and taken to his home.

The Methodist Church has been undergoing some renovation and is to be re-seated throughout.

The Nanaimo Minstrel Club gave a minstrel show in the opera house on Wednesday evening and judging from the applause, each number was much appreciated. The singing was of a very high order and the jokes

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● Coronation Biscuits.....	25c. per lb.
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● Short Bread, in tins.....	25c. each.

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were up-to-date, being mostly local

### Cowichan.

The meeting held in the Agricultural Hall, Duncan, to celebrate the centenary of the British and Foreign Bible Society was very fairly attended.

The Rev. J. A. Leakey was in the chair, and short addresses were given by the Revs. W. N. Carr, C. M. Tate, W. C. Schlechter, Mr. J. N. Evans, M.P.P., and Dr. Bolton. These speeches brought out many interesting particulars of the great work accomplished by this society. Though a hundred years old it is by no means decrepit.

The Cowichan Central Liberal Association held its annual meeting in the Agricultural building, Duncan, on Monday, the 14th inst. Only routine business was to the fore. Mr. J. McI. Campbell was re-elected President, and A. A. Herd, Treasurer-Secretary.

On Wednesday, the 9th inst., a Chinaman was killed by a falling three on Mr. W. Forrest's farm, South Cowichan. He was one of a gang getting out ties for the Electric Tramway Company, Victoria. Coroner Norcross held an inquest.

It was found that the poor fellow's death was due to his own want of skill and care, and therefore did not hold an inquest.

### Cumberland.

The ceremony of induction of the Rev. J. R. Elmhurst to the pastorate of St. George's Presbyterian Church of this city took place last Thursday evening in the presence of the congregation. The Presbytery of Victoria met in the basement of the church prior to the induction when the following members were present: Revs. Mr. Miller, Taylor, Menzies, McKenney and Hall. After the transaction of the customary business on such occasions they adjourned to the body of the church and proceeded with the induction. Rev. Mr. Miller, of Nanaimo, addressed

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the minister; Rev. Mr. Taylor addressed the congregation. Rev. Mr. Kinnon preached the sermon. The ceremony was both instructive and interesting. The congregation as well as Presbytery were invited to a daintily served supper in the basement of the church by the Ladies' Aid. All things point to a joyous future for the church, and the congregation are to be congratulated in their new pastor.

Current rumor points to the installation of an electric plant at Courtney Falls of sufficient magnitude to supply all the mines in this locality as well as equip the short line road between here and the wharf at Union Bay.

There is town talk of a large number of dwellings to be erected shortly by the city of gentlemen interested. The city is short on desirable buildings for dwellings.

Much regret is being expressed that the regular manager of Simon Leiser's store is about to leave. Mr. Collier stands highly in the esteem of the citizens of the community as an up-to-date business man and as a courteous and honorable gentleman.

Mr. Frank Little, general superintendent of the Wellington Colliery Company's mines, arrived Saturday on the Tisler. Messrs. Cody and Moore, mine experts, came with him. Sunday they visited together the several mines situated here, returning about the same day by the Tisler.

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Strangers arriving in the city, late or early, by boat or train, are met at the wharf or depot by our courteous and well trained porters (thus being saved a lot of worry) and conveyed to the hotel in the finest buses that money can provide, absolutely free of charge.

The bedrooms are modern, large and well lighted, and possesses an air of solid comfort seldom found in city hotels.

We are furnished in oak, electric lighted, belled, and the carpets and easy chairs are of the best.

The reception corridor and parlor form a pleasing rendezvous for lady guests, while the office or reading room is the one place in the city where you will find an acquaintance if he is in Victoria.

The rates are better than most first class hotels, but they are responsible for the Dominion Hotel having no dull seasons.

American Plan \$1.50 to \$2.50 per day. European Plan (room only) 50c. to \$1.50 per day. Just think of it! A room with bath attached and meals for \$2.50 per day.

We ask the stranger to see the Dominion Hotel before arranging elsewhere.

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