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Vol. I.

VICTORIA, B. C., FRIDAY, FEBRUARY 26, 1904

No. 7.

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Some Elements That Have Helped to Improve the Prospects of the City, And Will Accomplish Much More.

That Providence helps those who help themselves is an admitted axiom in business affairs. The recent history of Victoria proves this. Two or three years ago an agitation was begun at the Board of Trade to bring about the erection of a first-class tourist hotel here by the Canadian Pacific Railway Company. Only those who were in touch with what transpired know the coolness of the reception accorded to the proposal by the railway authorities. The Board of Trade committee were told politely but very firmly that nothing would be done. But the committee was not to be easily put down, and after a little the then newly organized Tourist Association took the matter up. Pressure upon the company was strong and persistent, and at last proved successful. The same thing occurred in regard to the steamer service to Vancouver. The Princess Victoria affords an illustration of the business people of a city can do when they resolve to proceed. There was really no reason, except the determination of the Victoria people, why the C. P. R. might not have decided to extend its improvements no further west than Vancouver, and left this city to work out its own salvation. But the railway people were wise in their day and generation. They saw that Victoria proposed to secure accommodations and facilities to which her position entitled her, and also that this city had other strings to her bow. We have seen some of the results and are to see more. What is true of our relations with the C. P. R. seems likely to prove true in regard to fish traps. The resolute manner in which that matter was taken up seems very likely to produce great results. So also the Paget Sound service has felt the effect of the determination of our people. These things are worth thinking over. They show what we can do if we try. They ought to be, and there is reason to believe that they will be, an incentive to greater effort in the future. Stronger than her unrivalled position, stronger than her climatic advantages, are the resolution and energy of the people of Victoria, when once they are put forth, and it is upon these that we must rely for success in the future.

The time has passed when Victorians will wait for things to come to them. They are going to reach out for things. They are going to get the men and the money to accomplish great achievements, and it is resolved to employ them to that end. The great effort which now ought to be made is to secure the best means of transportation to the North. A speaker at the meeting of the Mining Association said that Cassiar was to be the next scene of great mining development and that it would soon come to the front in a decided manner. Victorians ought to realize this. There are men in this city, who know more than any one else about what Cassiar was and who can form some idea of what it may become, when it is given moderate transportation facilities. This is certain to get. The new transcontinental railway is sure to be constructed; a line to the Yukon waters will either be built contemporaneously or will follow the other line as an absolute necessity. This means that the greatest mineral region in the world will shortly be opened for exploitation. Victoria must be up and doing to secure the best possible means of connection with it. This can be done by the construction of a railway to the northern end of this Island, and that railway will of itself develop a region that is capable of making Victoria one of the most prosperous cities on the whole Pacific Coast. Build that line and within ten years after its completion Victoria will be a city of a hundred thousand people. This is not extravagant language. It is a moderate estimate of what may be expected when this city is the terminus of the quickest, safest and best means of transportation to the immense region embraced in Northern British Columbia, the Yukon Territory and Alaska. A half million square miles of country, richly mineralized almost everywhere, lies to the north of us and can be better developed from Victoria as a base than from any other point. Seattle grew from a city of 40,000 to one of 120,000 in less than seven years because of the business built up in a small part of Alaska and at Klondike. What remains to be done in the North is so vast that what has been done will seem small by comparison, and Victoria can, by seizing the advantage of her position, occupy the first place in respect to the trade and commerce of the continent.

The lesson which the solution seems to have for the people of Victoria, whether business men or real estate owners, is that the strongest possible effort should be made to secure railway construction to the north end of this Island, the line to be so located as to develop the best portion of the intervening distance, and connection with any and all railways that might be built across or through Central and Northern British Columbia. The city should obtain the shortest and best means of communication with the interior of the province and the Yukon, and also with the vast grain-growing and cattle-raising areas lying east of the mountains. To accomplish this end every legitimate effort should be made.

The Grand Trunk Pacific will be realized. Very little stock should be taken in the prognostications of failure. Only a week ago Mr. C. M. Hays wrote a letter, which has been published in which he spoke definitely of the undertaking as a project of the Grand Trunk Company. If that company should fail to carry out what its directors have arranged, we have Sir Wilfrid Laurier's assurance that the line will be built anyway. But better than all promises by company directors, stronger than the strongest assurances of any premier is the great fact that the country through which the line is to pass is one, that by reason of its immense resources and advantages, will compel the provision of transportation facilities, and working to the same end is the resistless movement of population into Canada now in progress.

The Canadian Northern is heading towards the Coast and Mr. William Mackenzie, its energetic president, says the line will not stop short of tide water. There is plenty of room for it, plenty of country for it to develop. Its line will undoubtedly lie south of the Grand Trunk Pacific, and hence be nearer Victoria.

With both of these railways and with the all-Canadian line to the Yukon, Victoria must, if possible, secure connection. A committee of the Board of Trade has the matter in hand, and the city is backed up by the three municipal authorities and by all our public men. The first thing to ascertain is what is the prospect of securing such a connection, and next how shall we go about getting it.

Another matter, to which the energy and influence of our business men and public bodies might well be directed, is how to ensure that transcontinental railway connection shall begin at this coast simultaneously with construction in the East. This may present some difficulties, but may not. But an attempt ought to be made immediately to ascertain if there are any obstacles in the way of such a desirable consummation, and if so whether anything can be done by the people of Victoria to secure them. Let the same energy that secured the improved service to Vancouver, the improved service to Seattle, the certainty of a great tourist hotel and the all but absolute assurance of the establishment of a great fishing and game industry at our doors, be exerted in this other and vastly more important field. The people of Victoria and all the people of Vancouver Island should join forces in this great work. Let us see what can be done, if we make a long pull, and a strong pull and a pull altogether.

Acquitted by the Supreme Court. Mamma—"Well, dearie, if you won't tell me some more for me, perhaps you'll tell God so." Little Jean (ten minutes after)—"I told Him. I said, 'I beg your pardon, God.' And He said, 'Don't mention it.'"

THE STORY OF THE WEEK.

The war news of the week was more vague and contradictory than that of the previous week. St. Petersburg has been whistling to keep its courage up and rejoicing over victories that appear to have taken place chiefly in Alexief's despatches. There is very little doubt that the Japanese attempt to block the entrance to Port Arthur was a failure, but not a very expensive one to the attacking party. This seems to be about the sum total of the definite news. It stands to reason that we can have little more to tell. The limitation of Japanese naval operations is obvious. A fleet cannot do much when the enemy's vessels keep out of the way behind strong fortifications. Of what use a fleet is when it dare not put to sea is not very clear, for this only a partial triumph (1) scored by the Russian navy was the sinking of a merchant steamer by the Vladivostok squadron. Under these circumstances the next news to be expected should be from the land forces. It is not at all certain from the despatches just what these are doing, except that Japan is landing a great many men in Korea and Russia is hurrying men to the front as fast as the Siberian railway can carry them. But there is considerable uncertainty as to where the "front" is. We are told one day that it is at Mukden and the next that it is at Harbin. These points are about 350 or 400 miles apart. The latter is the point where the line from Port Arthur joins the direct Siberian railway from Vladivostok. It is in territory that is conceded to belong to Russia. Mukden is in Manchuria and 200 miles or less from Port Arthur. From Harbin to Vladivostok the distance is approximately 400 miles by rail, making the distance from Port Arthur to Vladivostok by way of Harbin approximately 1,000 miles. This may in one sense be called the Russian front, and against it the Japanese forces are advancing. The despatches indicate that between the railway and the Yalu river, which is the northern frontier of Korea, the Russians have a large force. The Yalu is about midway between Chemulpo, where the Japanese seem to be landing most of their men, and the Manchurian railway, or, say, 200 miles from either. These figures show how unreasonable it is to expect decisive land operations so early in the Campaign and afford data whereby readers of the daily telegrams may judge of their intrinsic probability.

Considerable uneasiness is manifested in Eastern financial circles over the forthcoming judgment of the Supreme Court of the United States, that is known as the *Merger Case*. This involves the legality of the arrangement under which the Hill-Morgan combine virtually consolidated the Great Northern and Northern Pacific Railway companies. It is supposed that the decision, favorably for the combine, may be, will have a serious effect upon more than one company and prejudicially affect the money market, for a time at least. Meanwhile the New York banks are increasing their reserves at rather a feverish rate. Portals for the money business of the whole country, including Canada, there is an immense amount of money, which New York cannot control, and the people generally are in easy circumstances. The price of the stock of the combine, notably wheat, are abundant and command good prices. While this is the case any financial stringency must only be local and temporary.

It is reported that Great Britain and Spain have formed an alliance and that Portugal is mobilizing her forces. The Imperial Government appears to be strengthening her position. The reported mounting of heavy siege guns at Warsaw, which is not very far from the German frontier in Russia, indicates that the latter power may not feel as confident of the good will of the former as the despatches of a week ago suggested.

It is alleged that the United Kingdom has about to settle with all outstanding disputes between them. One of those is the Newfoundland land question—the French shore question, as it is called. This dates from 1713, when by the Treaty of

Utrecht the island was ceded to Great Britain, but the French were granted certain concessions in regard to fishing in territorial waters and landing to dry their fish upon the shores. Just how far these concessions extend has been a matter of dispute almost ever since they were granted. Other open questions, that are said to be practically adjusted, relate to Egypt and Morocco. The information available here on these matters is too indefinite to warrant any attempt to explain what the despatches refer to.

Fears have been expressed that France will be called upon to help Russia, because Korea has not resisted the landing of Japanese troops on her shores. Such resistance would have been futile and would have given Japan an excuse for claiming the country as conquered territory in the event of the final defeat of Russia. It is absurd to claim that, under such an excuse, Korea is to be regarded as Japan's ally, with the understanding of the Franco-Russian alliance. If France went to take part in the war, Korea's action might serve as an excuse, but it would be a very trumpery one. There is no evidence that France wants anything of the kind.

If the report that the Japanese have landed in force at Tossiet Bay is correct, the probabilities are that a determined effort is to be made to cut the Russian railway connections and isolate Port Arthur and Vladivostok. Tossiet Bay is only about 50 miles down the coast from the last named port and if the Japanese have occupied it, they have certainly a very daring feat to their credit. They are said also to have occupied Hanchan, which is about 40 miles inland from the bay. The Japanese tactics, as they appear to be developing, are on a broad scale. They aim at cutting the Russian line of communications, while threatening the coast terminus of the railway. It is a very aggressive plan of campaign and can only be carried out by celerity of movement, in which particular the Japanese are very proficient.

The correspondents, in the absence of war news, have been telling us a great deal about the relations between Great Britain and Russia, and it is alleged that the Czar is prepared to fight us on the Indian frontier without further notice. A disinterested observer might think that the *Muscovite* has his hands full in Eastern Asia, but these stories of complications form a part of the news of the day. They may safely be liberally discounted, as may also be the report that Russia has undertaken to let Turkey have a free hand in Bulgaria in return for permission to pass the Dardanelles with her Black Sea fleet. The other European powers have something to say both as to Turkey's freedom of action and as to the passage of the Dardanelles.

The Hague arbitration tribunal has rendered its decision in the case of Great Britain, Germany, Italy, the United States, and others against Venezuela. It will be remembered that the three powers named blockaded the Venezuela ports in order to compel that troublesome country to settle certain claims. The decision gives them preference over the nations which refrained from taking any steps to collect their claims. They must wait until the amounts due the three nations concerned in the blockade are paid, which it is estimated, will take two years. The United States is commissioned to see that the decision of the tribunal is carried out.

It is announced that the proposed amendments to the Grand Trunk Pacific contract will be submitted to the shareholders of the Grand Trunk Company on March 8th. The public will therefore be in possession of the particulars of the proposed changes before Parliament meets on the 10th, and the discussion of the changes on the floor of the House of Commons will be greatly expedited. The amendments to the contract, which poses as an independent, thinks that the necessities of the transportation problem will be met by the extension of the Intercolonial to the Great Lakes.

Truth.

A weekly newspaper published at Victoria, B.C., by C. H. Legrain.

Subscription Price ... \$1.00 a Year

Advertising rates on application.

Printed by T. B. Cusack, Corner of Courtney and Gordon Streets.

The Commonwealth of Australia is threatened with very serious political complications owing to the ascendancy of the Labor party in the Senate. This party demands that there shall be an end of public borrowing, that eight hours shall constitute a day's work, that the property of absentees shall be heavily taxed, local option in respect to the liquor traffic extending to absolute prohibition without compensation. State life insurance, the prohibition of monopolies, a progressive income tax, the abolition of capital punishment and a number of other measures. A coalition of the government and opposition to thwart the Labor party is talked of.

The Times complains of an Eastern post singer of Canadian rivers and has nothing to say of those of British Columbia, and wants the poet to come West and see them. This is wrong. British Columbia should speak for its own poets. By the speaking of poets of Canadian rivers, did the Times ever encounter a poem by James Hannay, D.C.L., in which the following stanza appears:

"Oh speak not of Magaguadavic
Or beautiful Memramcook;
But come where the Scodowob-
scodoo
Flows down to the Scodowob-
scodoo."

And there were about a dozen more like it in which such mellifluous names as Qatawamkewick, Nietawayick, Wapspeghen, Upsalquick, a lot more were handled in a fashion that was appalling but at the same time metrical.

The Dominion Government has taken the initial steps towards the granting of permits for fish traps by the sending out of a proposed regulation for the purpose of ascertaining if they will meet the views of practical men. The regulations also provide for purse seines and drag seines. This will be very satisfactory news to the people of this city and the lower part of the coast, and ought not to excite hostility anywhere. The idea that the most economical and most scientific way of taking salmon should not be permitted solely because it would have a tendency to build up the canning business in a particular section is not defensible. The magnitude of the industry is such that it overshadows all local considerations. It is a business that will be greatly developed in the future, if the fish supply is properly secured. The British Columbia fisheries are not exploited nearly so much to the detriment that the government justifies, although perhaps sufficient has been done to meet the present requirements of the markets. As a rule business men may be relied upon not to allow opportunities to make money to pass unimproved. On the other hand it may be that those engaged in the fishing industry have their hands full, and that we must wait for new men to develop new lines. Be this as it may, our fisheries are worthy of as great attention as our mines, while forests may be exhausted and the richest mineral deposits may be worked out, the harvest of the seas is perennial. The fishing banks to the westward have continued to yield an undiminished supply.

The plan of army reform contemplated that hereafter the defence of the United Kingdom shall be entrusted to volunteers and the militia, the regular troops being disposed of in stations beyond seas, with the object of occupying with trained soldiers every strategic point within the Empire. This is a radical departure from the system which met with such great favor some forty years ago and has continued in force up to the present time. The idea then was to withdraw as many as possible of the regular troops, leaving only garrisons of the Queen's dominions, except India, and such points as Gibraltar, Malta and a few others. But there has been a great change since the time that Tennyson felt compelled to make his famous protest against those who would cut the Mother Country free from:

"Our ocean-empire with its boundless homes
For ever broadening England."

Public men of all classes in Great Britain realize now as never before

the obligation of empire, and that one of the chief of them is to be ready for all eventualities. Therefore the conclusion has been reached to keep the army at all the outposts.

It is reasonable to assume that this new disposition of the regular forces will have a very important bearing upon Victoria and Esquimalt. In view of the greatly increasing importance of the port which the Orient is playing in the world's politics, the Empire must be as strong as possible upon the North Pacific Ocean, and the only place where this strength can be massed, is British Columbia. From Hong Kong to Victoria, measuring along the coast line, the distance is more than 8,000 miles, and in all that distance the Empire has nothing in the nature of a naval base except that at Esquimalt. Neither is there on all the vast littoral a point better adapted for a naval base than the city of Victoria in the vicinity of this city. We are at the most southerly extremity of the six degrees of the coast of this continent over which the Union Jack flies, and hence enjoy greater climatic advantages than any other point. The Strait of Juan de Fuca, the harbor and away the safest of all the entrances from the ocean. Behind us lie the great grain fields and cattle ranges. In short Nature has marked out this locality as suited beyond all others as a headquarters of strategic importance. The importance of our position must prevail in the long run, and there are indications that the War Office has already awakened to the necessity of utilizing it.

"I am very much disappointed with the way things are going," said a Conservative member of the Legislature on one of the closing days of the late session, "and it would not take much to make me resign." Said another: "I've a good mind to quit. The Attorney-General will bring in a bill; we will discuss it in committee; Macdonald will criticize some of its provisions, and the division bell will ring, when we go in and hold up our hands for Wilson's ideas, no matter whether we like it or not." Probably if the Liberals were in office, Liberal members would have talked in this way. The gentleman referred to have really nothing to complain of. In common with a great many other people, they wanted "party lines," and they've got them. At the same time neither of them quite appreciates the limitations of the obligation of party loyalty. Perhaps it would be more correct to say that this obligation is very imperfectly understood, not only by the followers but by the party leaders as well. The leaders of a party have a right to expect the support of their followers on questions of principle; they are very unwise to insist upon it in matters of detail. The idea, that everything which emanates from the government must be passed or rejected by the government must resign, is not warranted by British parliamentary history. A member of the House should insist upon absolute freedom from party allegiance in the consideration of details of legislation. The gentleman for the second gentleman above quoted.

The case of the first member quoted—both the expressions are from actual conversations—is more difficult. When a man is in a disagreeable mood, he is likely to be much more than the course followed by his political leaders, but he has no course open to him except the resignation of his seat? Must he continue to sit in the House and give his support to men who have lost his confidence? The answer to this depends upon the view we take of the position of a member elected by a political party. If he is simply to follow the party leader, then he must either do that or resign. He may use his influence within his party to bring about any line of action, but he must pocket his disappointment. Even if by going to the other side he can secure what he thinks the public interest demands, he must not go over. His loyalty is first and foremost to his party. If things get so bad that he cannot stand them, he must resign his seat and let his constituents decide the issue. It is submitted that this is very unsound doctrine. It reduces a member of the Legislature to the status of a mere party delegate. It substitutes the caucus for the Legislature. We will probably continue to have party government in this province, but it will be a serious detriment to the public welfare unless members of the Legislature refuse to obey the crack of the party whip, when their own consciences tell them that they are wrong. Even under "party lines" there is room for individual independence, and a man can be trusted to stand by a people who has the courage of his convictions, no matter what "the machine" may say or do.

The Clallam.

The Lessons of the Disaster Reviewed.—Jurisdiction Should Not Be Surrendered.

The coroner's jury in the case of the victims of the Clallam wreck, having rendered their finding, the whole subject may now be fairly and advantageously discussed. The incident is one of very great importance apart altogether from the loss of valuable lives, and it ought to be handled with fairness and without passion, but at the same time with the view of rendering the chance of such a disaster occurring again as remote as human forethought can secure.

The finding of the jury was as follows:—
"Our verdict is that the said Louise Harris, Ethel Dwyer, Alexander Harvey, Minnie Murdoch, Jessie McDuff Galley, Jeannie Geraldine Galley, Nathaniel Pell Shaw, E. Harry Joy, Margaret Isabella Gill, William Cherrett, Bruno Lehman, Charles W. Thompson, E. Lockwood, Hattie Moore, and George Reynolds, Robert Albert Kimmons Prince, Dollie C. Sallins, Peter LaPlante and R. J. Campbell died as a result of their death at a point on the coast of Vancouver Island, about four miles southeast of Trial Island, by drowning and exposure, and that George Reynolds, the master of the said steamer Clallam, did feloniously and unlawfully kill and slay the said persons against the peace of our Lord, the King, his crown and dignity."

"The jurors also found that the chief engineer of the said steamer Clallam is deserving of censure for being negligent in his duties in not keeping his pumps in proper working order. The jurors also find that the steamer Clallam left Port Townsend on January 8th, 1904, in a very poor condition, having defective deadlights, a defective rudder and improperly equipped lifeboats."

"And the jurors do recommend: (a) That a more thorough inspection be made of all vessels by competent and qualified inspectors than is at present the custom, and that at carrying of rockets and other distress signals should be made compulsory."

"(b) That the Dominion Government be asked to keep a larger and more powerful boat for quarantine service in place of the tug Earle, now in commission, which could be used in case of impending disaster. (c) Also to have a light placed on Trial Island." The first question to be considered is whether or not the charge of manslaughter, for that is what the finding in regard to Captain Roberts amounts to, is an offence over which the courts of British Columbia have jurisdiction. Mr. McPhillips, K.C., who presented the Attorney-General's request, is reported in the Times as saying very definitely that our courts have no jurisdiction in the premises, and Mr. McLean, Deputy Attorney-General, is quoted by the same paper as holding a similar view. It is submitted that neither of these gentlemen should have been in such a hurry to surrender the jurisdiction of the Province. These semi-official opinions settle nothing, but they are likely to be quoted in the United States, and it is unfortunate, to say the least, that neither of these gentlemen referred to did not feel called upon to refrain from expressing so decided a view upon what is, at least, a debatable question. It is true that a vessel on the high sea is governed by the law of her flag, but it is not established that the Strait of Juan de Fuca is a part of the high sea, and the facts warrant a contrary opinion. The three-mile limit is not involved in this case. The Treaty of Washington, concluded in 1846 between the United States and Great Britain, defined the boundary between the dominions of the two nations on the continent to extend from the termination of the forty-ninth parallel on the mainland "westward along the said forty-ninth parallel of north latitude to the straits of the channel which separates the continent from Vancouver Island, and thence channel, through the middle of the channel and Fuca's straits to the Pacific Ocean."

It is very clear from this that the High Contracted Parties considered the Strait as territorial water and not as the high sea, and it is submitted that each would be stopped from setting up against the other that it had no jurisdiction on its side of the dividing line drawn in pursuance of the treaty. It is clearly, therefore, surrounded and enclosed" and upon it the governments of the adjacent land "have the physical power of acting," to quote the language of Sir R. Phillimore in Regina v. Keyn. It is also worth while "the defence

and security of the State" requires to be held as territorial and not a part of the high sea, which is the test applied by Wheaton to distinguish between territorial waters and the high sea. These considerations, it is submitted, are of themselves sufficient to give our courts jurisdiction, and they are supplemented by "The Territorial Waters Jurisdiction Act, 1878," passed by the Imperial Parliament, which is applicable to all parts of the Empire, which gives the courts jurisdiction over offences committed by foreigners upon foreign ships in territorial waters. Whether the United States government would recognize this statute as binding upon their courts may be an open question, although in view of the Treaty of Washington it is submitted that if any nation is in a position to say that British Columbia courts have no jurisdiction over offences committed on foreign ships north of the international boundary defined by the treaty, the United States has not. Conceding that the question may be an open one, surely it would be good policy on the part of our Government to insist upon the jurisdiction and permit the United States government to raise the question. The Seattle Post-Intelligencer concedes that the question is debatable, the only persons who show a disposition to surrender any right we may possess being those who ought to be the first to maintain it.

There is one argument against the position of a prosecution under the tradition proceedings now, and that is that the witnesses have scattered far and wide; but the demand was formally made upon the representation of such proceedings a few days after the disaster, and the witnesses were available and the proceedings for extradition could have been carried on at Seattle. It is idle to say that the Attorney-General's office did not know the nature of the evidence. If it did not, it was alone in its ignorance.

Notwithstanding the probability that the case may go no further, the verdict of the jury will have a far-reaching effect, and the community is under an obligation to Coronor Harris and the government to see that the jury for the able and conscientious manner in which they discharged their duties. It is to be regretted that there was so much contradiction on matters of detail and probably much of this could have been cleared up by cross-examination, but cross-examination is not permitted before a coroner's jury. At Seattle the witnesses were not examined by counsel, so that the fact remains that notwithstanding the holding of two investigations the whole unfortunate incident has been most unsatisfactorily examined. Only by the institution of criminal proceedings, or a civil action for damages can the full facts be brought out and it is almost too late to do this, because of the difficulty of getting the witnesses. It is regrettable, doubly unfortunate that criminal proceedings were not instituted within a few days of the disaster.

It would be folly to pretend in the light of the evidence that the Clallam was ever properly inspected by a Canadian officer, that is except so far as the boat was concerned. It is very properly a ship, that is ready for sea, without opening her up is an impossibility, and when Capt. Collisier said that much had to be taken for granted, he only said what every one suspected was the case. Indeed, the fact of the Clallam's condition as if most of the material points were taken for granted. There has been some talk about international comity requiring a Canadian inspector to pass without too close criticism a ship to which a United States inspector has given a certificate. International fidelities! The evidence clearly shows that in the case of the Clallam the policy of construction was "the most boat for the least money." There is no getting around the fact that the ship, six months after she left her home hands, went to pieces in her weather officer describes as a "fresh galley." If international comity comports a Canadian inspector to give a certificate to such a craft, then it is time that every Canadian officer, and system of inspection was in force that will give people some guarantee that seaworthiness in a government certificate means fitness to ride out such storms as the vessel may reasonably expect to encounter. This fitness the Clallam did not possess.

The facts developed at the inquest bring up the whole question of inspection. Take the case of the Clallam's boats. These were passed by the inspector at this port although they fell far short of the requirements of the law. It is required that no steamboat with passengers on board shall proceed to sea from any Canadian port or shall ply upon certain named lakes and rivers or upon any lake or river, which is at point on the vessel's route more

than a mile wide, without a certain number of boats equipped in a specified way. The Clallam had boats enough, but they were not equipped in the regulations provide. They had no sea anchors, rudders, sails, masts, compasses, oil and means for distributing it, boat hooks, lanterns, spare oars, or water bakers, all of which the regulations require that they should have. They appear to have been through the inspection in some respects. The explanation given by Capt. Collisier for his not requiring these things was that in his opinion they are not necessary upon vessels navigating the inland waters of this coast or even on vessels plying upon the West Coast of Vancouver Island, or to Queen Charlotte group or to Alaska. They must be provided if the steamboat is to ply on a river that is a mile wide in places, but they are unnecessary in the case of steamships whose routes should be defined by the open ocean, a latitude where severe winds of storms are common and where the coast is one of the most dangerous in the world. Comment upon this extraordinary opinion held by the inspector is hardly necessary.

The conduct of Capt. Roberts might be made the subject of a great deal of criticism, but the most that will be said here is that he appears to have done those things which he ought not to have done and left undone those things which he should have done, and in short to have displayed an entire absence of even the rudimentary principles of seamanship in an emergency. It is hard to believe, and it is unnecessary to believe, that his thought was how to have his ship and that he was regardless of the lives of his passengers. Some of the evidence may create this impression, but in fairness to Capt. Roberts it must be mentioned that he did not have an opportunity of cross-examining the witnesses. The reference is to the investigation before the coroner, not to the Seattle farce, when the inspectors, who might, if the facts were brought out, be held responsible in some degree for the disaster, sat in judgment upon the case and selected as a scapegoat the officer, whose guilt, if established, would remove blame from their shoulders. If Delaney left the sea-cook open, then it is not necessary to conclude that the ship opened up. If he closed the sea-cook, then the ship must have opened up, and one who sat as judge, would have had to condemn himself. Therefore Delaney was adjudged culpable.

The conclusions which follow from the evidence in the Clallam case are these:—
Steamboats plying on what we call the inland waters of this coast must be very substantially constructed and thoroughly fitted with first class life-saving appliances;

Inspection should be thorough and frequent;

All steamships carrying certificates should be immediately given thorough inspection, with the exception of new vessels, and these should be examined as to their equipment;

The certificates of steamships for the carrying of passengers, or in respect to life-saving appliances, should be cancelled and new certificates should not be granted until all defects are remedied;

The inspector should be a salaried officer and not dependent upon fees; and that the government be required to carry the international signal code, rockets and detonators;

Means of going to the relief of steamers in distress should be constantly in readiness;

Regular practice in boat drill should be made obligatory upon the officers and crew of all passenger steamships;

Additional light, fog and signal stations are needed in the vicinity of Victoria.

The appointment of Lyman P. Duff to the Supreme Court bench will give great satisfaction to the whole bar, who have learned to appreciate his very great ability and his eminent fitness for the judicial office. Mr. Duff possesses that rare quality of mind which is especially adapted to the study of the law. It is analytical and constructive. Mr. Duff loves his profession for itself, not merely because it affords a means of earning a living. To him a proposition in law is not merely a question between parties, but a part of the system of jurisprudence to be determined by the application of principles of general application. In other words law is a science, modified necessarily by circumstances in its application to individual cases, but so far a science that its decisions are always supported by fundamental rules. British Columbia is very fortunate in having a Supreme Court bench all of whom, with the honored exception of Mr. Justice Drake, are men, who have youth on their side.

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About Town.

The proposal to fill in a part of Rock Bay and carry the street railway to Esquimalt up Government street, and across the bay on a solid filling meets with almost universal approval. The plan is to extend Bay street to Bridge street. It would be more costly, but more satisfactory, and in the end cheaper both to the city and the tramway company, to extend Orchard street to make a junction with Work street. This will ultimately have to be done. In the meantime the proposed arrangement will be a great improvement upon the present route to Esquimalt via Rock Bay bridge. It will almost necessitate the immediate improvement of Government street as far as Bay street. Possibly to expect so great a length of street to be paved with wood would be unreasonable, especially because of the character of the abutting properties, but the permanent pavement might be extended as far as, as Fisguard street, and from there on asphalt macadam might be laid. This makes a very fine roadway. The growing importance of Esquimalt and the increasing number of people who live on the west side of the Arm make it timely to take up the matter of providing a first class driveway between the heart of the city and the Naval Station. It will pay.

The people of Victoria, thanks to the efforts of the Alexandra College, are to have an opportunity of hearing Harold Bauer, recognized as one of the greatest pianists there are. The critics are to be relied upon Mr. Bauer is particularly strong in what it is the fashion to call tone-color, or that particular feature of execution, which appeals to hearers and differentiates the virtuoso from the mere virtuoso. Of brilliant pianists there are scores, but of those who can make the instrument speak to the heart there are few indeed. Of these few Mr. Bauer is said to rank very high. He is even placed by some of them side by side with Paderewski.

A citizen remarked yesterday that if a man wanted proof of what "Truth" said last week concerning the healthiness of the retail trade in the city, he would try to rent a store and judge from the degree of success he would have.

The prospect of the issue of trap licenses causes a great deal of favorable comment in the city. Every one who is a trapper means very much for Victoria and the surrounding country.

Trounce Avenue is private property, but it is a public thoroughfare, and the city would not be going out of it way to see that it is kept clean and dry.

The Pollards will shortly leave us, but we will have still with us the youngest judiciary that Canada can boast of.

A Cincinnati professor has arisen to remark that a knowledge of how to dance and to make cocktails is an essential part of the education of a civil engineer. There is a pointer for the promoters of a British Columbia University. How would it do to start with cocktails and dancing and add the minor features of the profession later?

In the absence of definite news the rumor factories are working overtime. At present the storm signals are hoisted over the United States and we are gravely assured that our country is in the line of the storm in the straits. When the reasons advanced for this opinion are analyzed they reflect more credit upon the ingenuity of the correspondents than upon their accuracy; but what is the use of printing a dozen "extra editions" unless you can make them interesting?

"Truth" is the most progressive weekly paper in the Province.

The Societies.

SONS OF ENGLAND.

Next Wednesday night of the Island lodge will fraternally visit Alexander Lodge with District Deputy Heiler. No doubt members will make a point of being present that night. Let the other engagement slide for once.

ORANGEMEN.

Thos. A. Duff, Grand Organizer for the insurance department of the Orangemen, is making a flying visit to this part of the country. He is now in Nanaimo, but will be back to attend a special meeting at Saanich on Tuesday next. He will also meet Lodge 1426 on Wednesday in the A. O. U. W. Hall.

SONS OF ST. GEORGE.

Grand President G. H. Cocking was cordially greeted by Milton Lodge on Tuesday evening. At the banquet which followed the Grand President referred to a movement which is on foot to amalgamate with the Sons of England. Influential as they are at present, these two patriotic societies would undoubtedly be much more powerful if united.

WOODMEN OF THE WORLD.

Victoria Camp No. 52, C. O. W. O. W. got through its business in short order on Friday evening last. Numerous friends had been invited for a social evening. At nine o'clock all adjourned to the larger room, where for several hours the fun was fast and furious.

The Ladies' Circle in connection with this order have now under consideration the question of obtaining the services of a canvasser, an offer having been received from a party desirous of taking up the work. Should negotiations prove successful it is expected that the ladies will do their utmost to assist in the growth of their Circle.

ANCIENT FORESTRY.

Wednesday night, after completing routine business and considering two applications for membership, Court Northern Light resolved itself into a Civil Court in which a breach of promise case was tried before Judge Solomon. The plaintiff was a Miss Neckerhook of this city, who sued Mr. Robbercock, also of this city, for five hundred dollars damages. Counsel J. W. Bolden opened the case for the plaintiff in a professional and humorous speech. He then put the lady in the witness box and led her step by step to disgorge such evidence as was material to his side of the question. Counsel Mansel also supported him, while Counsellors Gibbs and Brakes defended the case with great ability.

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denance as was material to his side of the question. Counsel Mansel also supported him, while Counsellors Gibbs and Brakes defended the case with great ability.

Though the proceedings from time to time became rather mixed and the evidence was of a very conflicting character, the spectators enjoyed the humorous situations and witty speeches to such an extent that Sheriff Davies at times found it difficult to preserve order. Witness Dowdall was one of those quick-witted sort who are ready to swear to anything that is suggested. Witness Bantley apparently would not give the opposing counsel an inch—of the Sam Weller sort. Witness Yarrow kept the court smiling whenever they were not laughing, while Witness Williams favored one side about as much as the other.

The jury, consisting of A. Mansell, W. H. Shaw, J. E. McDonald, J. H. Goyette, T. Deaken and J. Keeler, did not take the matter very seriously. They dismissed the case with costs and recommended that an action for perjury be brought against defendant.

Next Wednesday Court Northern Light will pay a fraternal visit to Court Victoria. They will meet at 8 p.m. in Caledonia Hall, Blanchard street.

EPWORTH LEAGUE.

An old-fashioned school was the feature of the Metropolitan League meeting on Monday evening. The

ladies looked very picturesque in odd fashioned school-girl garb. The geography class created much interest and the programme was a first-rate one. The performers were: Mrs. Knott, Mrs. Charlton, Mrs. Foxall, Mrs. McCallum, Miss Wier, Mrs. Foxall, Miss E. Jones, Misses Pearl and Lettie Matthews, Arthur Charlton, Savary Knott and Willie Foxall. Refreshments, followed by the National Anthem, brought a most pleasant evening to a close.

IN MACCABEE HIVES.

An interesting meeting of the Queen Alexandra Hive, Ladies of the Maccabees, was held last Monday afternoon at Alexandra Royal College, when the following officers were installed: Mrs. D. R. Harris, Mrs. E. W. Vincent, Miss Birdie Cooke, Mrs. J. K. Lawson, Mrs. D. Christopher, Mrs. Dr. Foot, Mrs. R. Campbell and Mrs. A. B. Reid. There was a full attendance of members, and this newly organized hive is falling out to double the membership of the order in British Columbia by June next. The initiation of new members took place at Victoria Hive No. 1 on Tuesday evening of this week. At Temple's Hall, Victoria West, Baxter Hive will install its officers for the ensuing year, this business having been unavoidably postponed at the last meeting. The ladies are preparing for a specially enjoyable time on that occasion.

A. O. U. W. JOTTINGS.

Matters in this old establishment are fast settling down, after the putting into force of the new plan of assessments.

In Victoria the lodges are putting new life into their work, and the Mainland February has proven to be the best month for some time past for applications. In the very near future we may look forward to a substantial growth in this, the pioneer of fraternal insurance societies.

This Society has disbursed since its inception over \$137,000.00.

ODDFELLOWS.

The "at home" given by the Sisters of Rebekah, I. O. O. F., on Tuesday evening, was an exceptionally pleasant function. The large hall of the order was comfortably filled with the Sisters and their friends, and an efficient orchestra added to the harmony of the occasion. A short programme of songs, recitations, etc., was rendered. Miss Grace King sang "Robin Adair" very acceptably, receiving an encore, when she responded with "Mary of Arzyle." Miss Ethel Green also rendered two recitations in her original pleasing style. Refreshments followed the programme, after which cards and other games were indulged in by the audience, the hour being late when the party broke up.

At their meeting last night Dominion Lodge completed the initiations of last week.

Lambada Lodge will be at home to their friends on Wednesday next.

KNIGHTS OF PYTHIAS.

The regular session of Victoria Lodge No. 17, K. of P., was held on Thursday evening. A large attendance was present including Past Grand Chancellor N. Bins, of Trail, who is at present visiting our city as a delegate to the B. C. Mining Convention. Considerable interesting business was transacted, including the admittance of a member by transfer from the Mainland, the advancement of a Page to the Esquire rank, and receiving the application of two candidates. Victoria Lodge is composed of some of our best citizens, and the interest evinced by its members in the working of their society is such that the success of the lodge is beyond a venture. It was organized August 23rd, 1893 and is therefore nearly eleven years old. Its teachings are "Friendship, Charity and Benevolence." To its members in case of sickness they pay a substantial weekly sum which enables the sick member to earn that while not able to work and earn his usual wages he has something coming in to keep the wolf from the door. The financial condition of the lodge is good, having over \$3,000 in its funds. They have paid out in sick and funeral benefits over \$3,500 since organization. To young men especially is it offered a defence against every evil to keep them perfect in their manhood.

DOINGS IN EAGLEDOM.

The greatest activity prevails among the Eagles at the present time. The work being done by Victoria Aeris F. O. E. in the last few weeks is no doubt a record breaker among the fraternal societies of this city. New members are being added to the membership roll by the score and the

aerie is finding it difficult to keep abreast of the demand for admission to the order. As a result three meetings had to be held in the last two weeks and a circular notice has been sent out among the members calling another special meeting for the purpose of initiating another large class of candidates. The following are the figures showing the phenomenal work done by the aerie in the last two weeks commencing February 10th:

Applications received and in waiting previous to Feb. 10th	13
Applications received—	
February 10th	57
February 17th	20
February 24th	35
Total	125
Initiated Feb. 15th, 17th, 24th	67

Candidates to be initiated at next meeting 58. It is anticipated that at this special meeting many more applications will be submitted to the aerie as many of the newly initiated brothers being fully enthused and filled with admiration of the aims, objects and noble principles of the Fraternal Order of Eagles, as well as the beautiful teachings and lessons imparted to them, have expressed their intention of bringing into the order many of their friends.

Under the existing circumstances it is natural that a happy feeling prevails among local eagles, to which state the healthy condition of the aerie's finances largely contribute, the secretary's reports showing the receipts at the last several meetings to range from \$150 to \$500. The hall committee's report was received last Wednesday and while there is no intention to profit financially it is in a measure pleasing to note that the recent masquerade ball netted the aerie the handsome cash balance of \$50, which sum was placed in the social fund. The thanks of the committee was extended to caterer J. M. Hughes and Brother Al. Belanger, who had full charge and so successfully managed the supper arrangement and table decorations at the ball.

STATIONARY ENGINEERS.

The engineers of Victoria have been invited to join with the engineers of Vancouver and other places to form a Provincial Association. It would not be a union in the generally accepted sense of the word, but its objects would be as follows:

1. The education and advancement of the individual member in his endeavour to become an efficient engineer.
2. The placing of members in positions suitable to them and to their employers.
3. The desire to live up to, and the enforcing of the Aet governing stationary engineers.

For some time past the Victoria engineers have had a local association with aims similar to the above. The question now before them is whether they will join the Provincial Association or not.

THE NEW HOTEL.

Though in some places it is a long way down to hard pan, forty-five feet at the deepest spot, the foundation for the new C. P. R. hotel will be a good one. The building will stand across one of the old channels, so that there will be no chance of the foundations moving, there being a gradual slope either side. The irregular glacial formation makes it impossible to say whether the hard pan slopes towards the retaining wall or in the opposite direction. The hole now being put down will decide that question. Two more have to be bored along the back of the building lot. As soon as this is done work on the foundations will commence.

MRS. JOS. R. ROY.

The following item, clipped from the Ottawa Free Press, will be read with sad interest by many Victorians. "Mrs. Joseph R. Roy, wife of the inspector general of the public department, died on Saturday at the family residence, 212 Colborne street. Mrs. Roy, who had been suffering for the past seventeen months from a complication of diseases, was in her twenty-fourth year. Her maiden name was Edna Harvey. She was born at Victoria, B.C., but had resided in Ottawa for the last three years. She leaves two children to mourn her loss. Mrs. Roy had endeavored herself to a wide circle of friends in Ottawa, and the news of her death caused a widespread grief. Miss Harvey, who was in attendance on her at the time of her death. The funeral will be held tomorrow morning from the family residence. Requiem mass will be celebrated in St. Joseph's Church, and interment will be made in Notre Dame cemetery."

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CLOVERDALE ATHLETIC ASSOCIATION.
Our basketball team are highly elated over their victory. They have won the junior championship for the city. Next year they may have a tussle with the seniors. President Croot smiles all over when you mention Cloverdale. No wonder, either.

For the past six months this association has rented a hall but they want a better one, their own. A building fund has been started and the concert last week was held for the purpose of augmenting that fund. Further donations will be gladly received by any of the officers or members. A site has already been selected for a new building opposite Theodore Davis's house on Douglas street.

Y. M. C. A.
Mr. J. R. Thompson, Y. M. C. A. is interesting secretary, who spoke to three different audiences on Sunday last, is a man of ability and power. His account of the Y. M. C. A. work at the Metropolitan Church astonished his hearers. The power of the work can be judged when it is now an accomplished fact that large corporations consider to build a Y. M. C. A. building for their employees a paying investment.

The annual meeting of the Association will be held in the auditorium on Wednesday evening next. There will be five vacancies in the directorate to be filled. It would be well for members to consider the matter well beforehand in order that they may choose wisely. On the directors depends largely the success of the association.

The management trust that the present small debt will be wiped out before that meeting in order to have a fair start for the coming financial year.

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On Divers Themes

THE UNIVERSITY.

Rev. Leslie W. Clay.

Rev. Leslie Clay thinks that the University should begin with a Provincial Mining School of a technical character. To this other departments could be added from time to time as the finances permit. Arts, medicine, law, all would come before long. We cannot begin with denominational schools as they did in Manitoba. Conditions have changed since then. We must meet modern conditions by modern methods and in a mining province like ours a mining school would arouse more interest than a purely academic course. In order that this may become an accomplished fact Mr. Clay looks to the land endowment which has been a basis from which to commence. Why not use the Indian Reserve for this purpose? It is in every way a suitable place for a college building. Even Vancouver must be satisfied if such an eligible site were obtainable. It is preposterous that those wishing a higher education should have to travel fifteen hundred to three thousand miles in order to get it. Many of our best young men drift away to the Leland Stanford and other United States universities and some of them do not return.

Bishop Cridge.

Bishop Cridge had not given the subject exhaustive study. He thought it well to go slowly, making the university an outgrowth of the High School system. There are several unused rooms in the High School building. These might be utilized for advanced classes and by admission arrangements with the eastern universities pupils may be able to take their Bachelor's Degree without leaving the province. Any institution for higher education should be un denominational though not irreligious. There would be very likely some strife respecting the location, but he thought Victoria was the proper place. To stop the southward drift of much of our young blood was the greatest argument in favor of a British Columbia university. He agreed with the suggestion that the Government should give aid by means of land reservation. Of cash—well they had none to give. There were already many calls on the people of Victoria, therefore he doubted if much money could be raised by subscription. If it were simply an extension of the High School the cost would not be very great at first.

Rev. Elliott S. Rowe.

"We should have a university at once, an undenominational provincial university," said Dr. Rowe. "Just how we are to get it, we need not as plain as the fact that we need one. The Government might set apart sections of land for the purpose of an endowment and wealthy citizens should be called upon to contribute both by gift and legacy to this cause."

It would be a good plan to form an organization and appoint a board of managers to receive donations and take care of them until a sufficient sum has accumulated to begin work. This plan would continually keep the scheme before the public and a nucleus would be formed.

Have the institution as large as possible, but by all means HAVE IT. A small university is much better than no university. Many people cannot, and others will not, send their children across the continent. The cost of travelling would pay half of the expenses for the year, and then they are quite out of reach of the home influence. That means the curtailing of the home life of our children to the first sixteen years, something not to be desired. We are already beginning to find, even in Victoria, that few of our children get more than a common school education. There is nothing to which the child can look forward, no impulse to go on, as is found in a university town. Some young men are taking advantage of the California colleges, they being much nearer than our own Toronto and McGill. Down there they breathe an American atmosphere and everything tends to draw them away from their native land. If we will have good Canadian men we must educate them in Canadian institutions in order that they may look upon Canada as their own country, the land they love above all others. In her they will then take a pride and we shall build up here such a nation as will be an object lesson to our neighbors and a blessing to the world. Victoria, the capital, is certainly the natural location for an

educational institution. Its citizens are the most wealthy, its professional men of the highest standing. The fact that this city holds a large residential class and is especially adapted for a residential city at once points it out as the home for a university. The professoriate might be partly composed of professional men who practice here, thus lessening the initiatory expenses.

Bishop Perrin.

"When you speak of a university my thoughts instantly travel back to the university that I know. I mean that of Oxford," said Bishop Perrin. "To my mind a university means much more than a mere teaching institution. It is a place where scholars congregate, where one comes in contact with great minds. About its atmosphere is an indefinable something that influences a person to higher and greater things. I think that instead of trying to establish a small institution here it would be better to send a few of our best young men back to Toronto or Montreal where they would get a measure of the university atmosphere. To explain what I mean I often use a very homely illustration—"

"If I want a good cup of tea I take a little water and a few leaves of tea. That is all I need. That is a little water and make it only warm. So with the young men. I would pick out a few of the best and give them every opportunity in order that they may have some great men among us. I am an educationist and believe in public school education that the best public school education that we can give him. The High School should be made self-sustaining and then by means of scholarships or state aid the few at the top should be given the opportunity to go on."

A large number of the great men of England have by means of such scholarships been raised from the masses. We cannot all be great scholars, so I think it would be better to have a few as great as possible rather than a mediocre many. "Of course the time will come when we must have a great Western University, but that time is still far off. In the meantime it would be a good plan for the Provincial Legislature to set apart lands for the purpose of endowing such an institution when we are ready for it."

CENTENNIAL CHURCH.

Tuesday's musical entertainment was a great event in the life of the Centennial Methodist choir. Since Mr. William Hicks undertook the training of the choir of the north church, they have been steadily forging to the front until this winter they decided to undertake some high class oratorio work. "Joan of Arc" was chosen and the result was highly creditable to all concerned and most enjoyable to those who listened. Mr. Jesse A. Longfield accompanied on the organ and Miss Hicks on the piano. The soloists were Mrs. Green, Mr. Gideon Hicks and Mr. H. Ives. A series of special services will be held in this church commencing on Friday next, a special choir of forty to fifty voices rendering the music.

The winners of the Y. M. C. A. shuffleboard tournament will visit the North Ward Young Men's Club on Friday evening, the latter having accepted a challenge to shuffle with them.

OUT OF TOWN.

Ladysmith.

Mr. Geo. Thomson, Government Agent, received instructions from the Provincial Engineer to report on the need of a public wharf here, and also to examine the water front for a suitable site. Mr. Thomson has reported that such a wharf is badly needed and has recommended that it be built at the foot of Buller street. The wharf will be about 200 feet long and will have a depth of 25 feet of water at low tide. The cost is estimated at \$15,500.

During the gale that raged Sunday night a boom belonging to the Cheamains mill broke away and the logs were floating about the harbour. The tug Daisy spent Monday and Tuesday collecting them. This is the second time within a week that the boom has broken.

Two years ago when the school was being built there was a great fuss about the Government wasting money on an eight-room school. It has now become necessary to furnish more accommodation for pupils as the present school is overcrowded. Mr. Robinson, Superintendent of Education, was in Ladysmith last week and decided that a two-division school should be erected at once.

The little son of Capt. Parker of the barge Oregon met with a serious accident Wednesday evening by falling down the head of the vessel. On Saturday, V. C. C. was injured about the legs in No. 1 mine. Extension, by a car jumping the track and knocking him against one standing on another track.

Mr. and Mrs. John W. Coburn gave a progressive euchre party on Monday evening, it was one of the most enjoyable parties given this season. Those present were: Mesdames Rolston, Richards, Boyle, Pelkey, McIntosh, Misses Ramsay, Milligan, Buchanan and Messrs. Stewart, Munro, Boyle, W. and E. Marshall, McIntosh, Pelkey, Rolston, Weaver, Herter and Dr. Brost. Miss Ramsay and Mr. Pelkey won the first prizes and Messrs. W. Marshall and Stewart the booby prizes.

Cumberland.

The secretary of the License Vintners' Association registered a protest with the Cumberland City Council at its last meeting against the wholesale dealers for selling contrary to law. The association also called the Council's attention to the fact that the Chinese and Japanese vend liquor without licenses. Though the last is properly a provincial matter, no doubt it will come under the same category as gambling among the Chinese, being a private preserve for those most interested.

A mass meeting was called by Mayor Short on the 22nd inst. for the purpose of discussing the need of a tri-weekly mail service, Mayor Short in the chair, Mr. Partridge, secretary. Messrs. Willard, Bale, McKnight, Bruce and others spoke, urging the necessity of new mail facilities. It was resolved that the Mayor, through the Council should petition the Postmaster General and Mr. R. Smith, M.P., to grant mail service on Tuesday, Thursday and Saturdays.

The Presbytery has sustained the call extended by St. George's Presbyterian Church of this place to Rev. R. Elmerst. He will be inducted on Thursday, March 10th. Rev. Mr. Menzies will preside, assisted by Messrs. Miller, Taylor and Ewing.

The concert and dance given in aid of Trinity Church was well attended and to those who arranged the programme much credit is due. Mrs. Christina's rendering of the Intermezzo from Rustiana was very pleasing. Mr. Napier and Rev. Mr. Christina proved that they will be decided acquisitions to musical circles, their singing being much appreciated. Mr. Taylor, Mrs. H. Ives and Miss McQuatt contributed to the success of the entertainment in their usual happy manner. The proceeds were \$50.

Mr. and Mrs. Grant were made happy parents by the birth of a girl baby. Mr. Grant, M.P., is around town again resting from the arduous labors of the recent session.

Mr. L. Nunn, our genial assistant postmaster, left for Seattle on Sunday to visit his brother, who is reported seriously ill.

It is reported that pumps in No. 8 mine are again broken and that the water is hindering progress. No. 4 is making a record considering the conditions—800 tons per shift. They look for about 1,000 tons of coal a shift shortly, minor accidents as well as major fever than for a long time in this mine.

A cutting affray among the Japanese colony here, growing out of an over-patriotic Jap's desire to learn to fight his country's battles in Manchuria, without the formality of paying his debts. The result was one man carved slightly; the other cooling off in the local jail.

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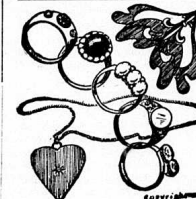
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