

The Colonist

FRIDAY, APRIL 15, 1892.

A CROAKER.

The News-Advertiser, with its usual ingenuity, labors to misrepresent the measures for the development of the deep-sea fisheries, and to create a distrust of that enterprise in the public mind. It says that:

"The Legislature has been asked to authorize the Government incurring a debt of \$750,000, and to donate 500,000 acres of land to a Company with which the conditions of the contract are still undefined and unsettled."

The editor of that paper knows that it is not proposed to incur a debt of \$750,000, or to donate 500,000 acres of land to a Company without having first secured assurance that the province will get full value for every dollar of outlay and for every acre of land granted. The Government does not intend to plunge into the deep-sea fishery project in the way the News-Advertiser would have it to be believed. The money is to be advanced by the Imperial Government, at different times, in sums of £50,000 each; and the land is not to be granted to the Company in a lump, or without some guarantee of good faith on its part.

The operations of the Government and the Company will be at first necessarily experimental. A few families of fishermen will be brought to this country, and but a small part of the first £50,000 expended. It is seen that the plan works well and gives a fair promise of success, more immigrants will be sent for. If, on the other hand, it is found that the scheme is radically defective, neither the Government nor the Company will be disposed to proceed with an enterprise which will be certain to result in failure. In that case the loss to either the Company or the Government will be trifling. The Government will lose very little money and no land at all. We are quite satisfied that the scheme will not fail. We confidently expect that the development of the deep-sea fisheries, from the first, will be a success both to the province and the Company, and that both will feel warranted in carrying out the project to its full extent.

Even in that case, the News-Advertiser is so obtuse and so mis-grown as to believe that the province will not be benefited. It says: "Should the Company succeed in carrying on a legitimate fishery trade, and a considerable number of Croakers be settled in the Province, we shall be as far advanced as would have been the case had private enterprise been permitted to continue operations in the development of resources, on which it has already successfully entered."

It is suggested by some of our Eastern contemporaries that this is not an editorial utterance of the Times, but merely the opinion of some irresponsible contributor. There is nothing in the telegram that gives any ground for this conclusion. The passage is reproduced from "an article reviewing the Behring Sea dispute." It is not of ten that a letter is spoken of by a professional journalist as "an article." At any rate, the utterance is significant, and should convince Canadians that, if they wish the relations between the Dominion and the Mother Country to remain cordial, they must be mutually beneficial, and the favors, commercial and other, must not be always on one side. We would not be surprised to learn that it was the conviction that a change is required that caused the Minister of Finance, at the close of his Budget Speech, to suggest the necessity of Canada helping those who helped her and of treating those who in matters of trade, are friendly to her, in a friendly manner.

UNPREJUDICED.

The New York Herald has all along taken a reasonable view of the Behring Sea question. It never gave any countenance to the claim of exclusive jurisdiction over that sea by the United States, and it was from the first strongly in favor of an amicable settlement of the dispute. Commenting upon Lord Salisbury's ultimatum it, in a late issue, said:

"Indeed, if England had flatly refused to agree to any arrangement for the suspension or regulation of seal catching in the Behring high sea the Harrison administration would have no right to enforce the authority it assumes. It claims nothing less than a monopoly in a part of the Pacific Ocean. It insists upon the right to drive out of Behring Sea, Canadian and all other foreign sealers. That claim can only be substantiated by proving the waters in question a closed sea. It is as impossible to do this as it is to prove the Atlantic ocean a mere cove."

It is refreshing to see a patriotic American can talking the same view of the United States claims as a patriotic Canadian. The Canadian may sometimes mistrust his own judgment, fearing that it may be warped and clouded by national prejudices and partialities, but when he sees an American of standing and ability reasoning in the same way as he does, coming to the same conclusions, and expressing himself, if anything, more strongly, he feels that he is not partial and that the position he takes is as strong as it can be made.

The Herald has no doubt as to what will be the award of the arbitrators. It comes to the same conclusion as the New York Sun does, but by a different line of argument, and it gives utterance to its opinion in a very different spirit. It says:

"No body of arbitrators will ever concede to the United States or any other nation a monopoly in the high sea. These are and must always be common property, open to all the nations of the world, incapable of appropriation by any one."

It may be all well enough for the United States to set up its claim. But it will be time enough to talk of enforcing that claim by arms when it finds more support as a right.

This is in striking contrast with the talk about "pirates" and "poachers," which the fire-eating but silly American newspapers indulge in so liberally.

VICTORIA AND SAANICH.

It is understood that the promoters of the Victoria and Saanich Railway are asking that the city and province encourage the building of the line by guaranteeing four per cent. interest on two hundred thousand dollars for a term of years. The proposed

railway would extend from Victoria to Saanich, a point in the North Saanich district, a total distance of about twenty miles. The road would furnish the Saanich peninsula with that cheap transportation which is so necessary to develop its agricultural capabilities. It is, besides, the intention of the promoters to operate steamers to trade with the islands of the Gulf, to run to New Westminster and Fraser river points, and to make rapid connection between Saanich and Blaine on the Canadian side of the international boundary. This service would really meet the demand that exists for more rapid connection with mainland points, it would also attract to Victoria a considerable trade from the Gulf and Delta, and aid in the agricultural development of the Fish Saanich peninsula. The amount of guarantee asked for is a modest sum compared with other similar requests, and expected that both the province and the city will see their way clear to grant the required assistance.

SIGNIFICANT.

It is nearly time that the Dominion assumed a different attitude as regards matters of trade towards Great Britain, than it has done of late years. There are many in the Mother Country who do not see that it is fair that Canada should look to her for protection when she is in a difficulty, while she not only does not contribute anything towards the maintenance of the army and navy, but actually puts her on the same level as regards trade as the most exclusive of foreign countries. Great Britain, they say, opens her ports to Canadians and gives them a free market, but Canada imposes heavy duties on almost all the commodities which she imports from Great Britain. Why then, they ask, should the British run risks for the sake of people who treat them in this way? The views of people who think and talk as these Englishmen do, are expressed by a writer in the London Times. The following passage is taken from an article in that paper on the Behring Sea dispute. Here it is:—

"The controversy only concerns a semi-independent colony, who treats us as a commercial enemy. These colonies are always embroiling us in foreign disputes. We are obliged to fight their battles, while they treat us as a foreign power. How long is this to last? A few troubles like the Behring Sea controversy will compel us to face the problem, and seriously ask ourselves whether the present relations between the Mother Country and the colonies are quite fair to the British taxpayers."

It is supposed by some of our Eastern contemporaries that this is not an editorial utterance of the Times, but merely the opinion of some irresponsible contributor. There is nothing in the telegram that gives any ground for this conclusion. The passage is reproduced from "an article reviewing the Behring Sea dispute." It is not of ten that a letter is spoken of by a professional journalist as "an article." At any rate, the utterance is significant, and should convince Canadians that, if they wish the relations between the Dominion and the Mother Country to remain cordial, they must be mutually beneficial, and the favors, commercial and other, must not be always on one side. We would not be surprised to learn that it was the conviction that a change is required that caused the Minister of Finance, at the close of his Budget Speech, to suggest the necessity of Canada helping those who helped her and of treating those who in matters of trade, are friendly to her, in a friendly manner.

THURSDAY'S DISASTER. Is it right to say that the street cars cannot be run without killing and injuring men, women and children? Are such accidents as happened on Douglas street, on Thursday, unavoidable? Was such an accident an accident at all, in the proper sense of the word? If the tramway company took proper precautions, if its first object in making its arrangements was to prevent danger to life and limb, if the motormen and conductors were as watchful and as careful as they could be, and ought to be, would not loss of life, either by those who use the cars or those who are on the streets on which they run, be an impossibility, or the next thing to it, an impossibility? It seems to us that the answer to this question should be an affirmative one. It should be the great aim of the company and its employees to reduce the danger to the public to a minimum. Nothing should be allowed to stand in the way of the safety of the public. If running ten miles an hour is dangerous, the speed should be reduced to the point of perfect safety. The employees should know that if, in order to save time, they run any risk of injuring man, woman or child, they made themselves liable to instant dismissal. The lives of thoughtless children should be especially precious in the sight of the tramway employees. They should under no consideration allow them to be exposed to danger. No matter how much in fault they may be, and no matter what foolishness they may be guilty of, the utmost regard must be paid to their safety. The delay of a car for a minute or two is not worth a moment's consideration when the life of a human being is endangered by proceeding. There must be a unanimity from disaster as far as human foresight and watchfulness and care can secure that immunity.

THE CORONER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

THE CROAKER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

THE CROAKER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

THE CROAKER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

THE CROAKER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

"WILL HE NO COME BACK AGAIN." Seeing the Liberal party drifting like a ship without a navigator, both its friends and its opponents are asking what can be done to save it from being hopelessly wrecked. Many naturally look to Mr. Blake to come to the rescue. He is, they say, a man of great ability and of high principle. If he takes the helm he could steer the ship safely into some port. We cannot quantify these rumors that Mr. Blake is willing again to enter public life, and to represent the constituency which he is to represent is named.

But it is by no means certain that there is any foundation for these rumors. The faith of the Liberal party as a whole in Mr. Blake is considerably shaken. His success, while he did occupy a leading place in the ranks, was not so pronounced as to cause its members to be greatly delighted or encouraged at the prospect of his return to public life. He has not, in the different positions he has occupied, evinced any great aptitude either for parliamentary work or political life. Liberals are all agreed that he is a wonderfully clever man, and they respect him accordingly. But there are very few who are ready to throw up their hands and cheer for him, or are eager to fight for him through thick and thin. This is not because he is cold and distant in his manner, for Parnell was unapproachable and almost repellent, yet he was enthusiastically followed by men of all ranks and conditions in Parliament and out of Parliament. The faith of his followers in him was almost unbounded, and their attachment was both deep and constant. But Mr. Blake does not possess the secret of attaching men to him, and of getting them to believe in him, no matter what course he may see fit to pursue. The Liberal Party was never united nor enthusiastic while he was its leader, and he was as far from success when he gave up the leadership as when he accepted it.

Having neither personal magnetism nor the prestige of success, it is not at all likely that he did take Mr. Laurier's place, or that he would be as successful as that amiable and accomplished gentleman has been. It is the conviction of many Liberals and many who are not Liberals, that Mr. Blake is not qualified to succeed in the political arena. It is well known that great lawyers do not often make great statesmen. And it does appear that the very talents which have won for Mr. Blake a high place at the bar, have prevented his succeeding on the platform and in the House of Commons.

Besides, what would Mr. Blake's policy be, if he were again placed at the head of the Liberal party? He repudiated the policy of unrestricted reciprocity, and no one has heard that he is prepared with another to put in its place.

THE COLUMBIA SOUTHERN. It is gratifying to find that the British Columbia Southern Railway Bill has been carried in the Dominion Parliament.

has been found that there is room through the Crow's Nest Pass for more than one railway. The probability, however, is that the Canadian Pacific will take measures immediately to get the Columbia Southern Company's charter, and will commence the construction of the line at once. This is what is required. Kootenay needs this railroad, and others, and we have no doubt that when once the line through Crow's Nest Pass is constructed and in operation, branch lines will be built to connect it with every mining town and considerable mining camp in the district.

IN EXPLANATION. We have no space to make any other comment on our esteemed correspondent "Tramway's" letter than to remark that we purposely refrained from giving parents a lecture about allowing their children to play on the streets, because we did not want the Company's employees to think that there can be any possible excuse for being careless of the lives of the little ones. No matter how many children there may be on the street, or how foolishly and daringly they may act, the motormen must be most careful not to endanger their lives. Matters have not come to that pass yet in this city of Victoria that it is an offence punishable with death for a child to play on its streets or even to get in the way of a street car when his attention is attracted by something that pleases him or excites his curiosity. We quite admit that the little fellows are sometimes very aggravating, but no amount of provocation should cause a motorman to do anything that will endanger their lives or their limbs. If it is necessary to stop the car in order to clear them out of the road, it is clearly the duty of the tramway employees to stop the car. There is a time to give parents a lecture but it is not just after a child has been killed on the track. That is the time to warn and admonish the company and its employees.

THE CORONER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

THE CROAKER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

THE CROAKER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

THE CROAKER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

"WILL HE NO COME BACK AGAIN." Seeing the Liberal party drifting like a ship without a navigator, both its friends and its opponents are asking what can be done to save it from being hopelessly wrecked. Many naturally look to Mr. Blake to come to the rescue. He is, they say, a man of great ability and of high principle. If he takes the helm he could steer the ship safely into some port. We cannot quantify these rumors that Mr. Blake is willing again to enter public life, and to represent the constituency which he is to represent is named.

But it is by no means certain that there is any foundation for these rumors. The faith of the Liberal party as a whole in Mr. Blake is considerably shaken. His success, while he did occupy a leading place in the ranks, was not so pronounced as to cause its members to be greatly delighted or encouraged at the prospect of his return to public life. He has not, in the different positions he has occupied, evinced any great aptitude either for parliamentary work or political life. Liberals are all agreed that he is a wonderfully clever man, and they respect him accordingly. But there are very few who are ready to throw up their hands and cheer for him, or are eager to fight for him through thick and thin. This is not because he is cold and distant in his manner, for Parnell was unapproachable and almost repellent, yet he was enthusiastically followed by men of all ranks and conditions in Parliament and out of Parliament. The faith of his followers in him was almost unbounded, and their attachment was both deep and constant. But Mr. Blake does not possess the secret of attaching men to him, and of getting them to believe in him, no matter what course he may see fit to pursue. The Liberal Party was never united nor enthusiastic while he was its leader, and he was as far from success when he gave up the leadership as when he accepted it.

Having neither personal magnetism nor the prestige of success, it is not at all likely that he did take Mr. Laurier's place, or that he would be as successful as that amiable and accomplished gentleman has been. It is the conviction of many Liberals and many who are not Liberals, that Mr. Blake is not qualified to succeed in the political arena. It is well known that great lawyers do not often make great statesmen. And it does appear that the very talents which have won for Mr. Blake a high place at the bar, have prevented his succeeding on the platform and in the House of Commons.

Besides, what would Mr. Blake's policy be, if he were again placed at the head of the Liberal party? He repudiated the policy of unrestricted reciprocity, and no one has heard that he is prepared with another to put in its place.

THE COLUMBIA SOUTHERN. It is gratifying to find that the British Columbia Southern Railway Bill has been carried in the Dominion Parliament.

sturdy independence in those times and less gentility. Boys should be taught to work, and they should be so educated as not to be ashamed of being engaged in any honest work, and to be too proud or too independent, after they are able to gain their own livelihood, to eat bread which they have not earned. Technical education is now advocated by the leading educationists of the day, and it is evident that the time is not far distant when it will be the universal opinion that the present system of education is not only defective but positively harmful.

NEWS OF THE PROVINCE. Dead Body Found by Comox Indians—Confirmation by the Lord Bishop. To Encourage Trade and Manufactures in New Westminster—The Experimental Farm.

Practical Education. The complaint is general that young men and women, in both town and country, no matter what their station in life, are disinclined to engage in any laborious occupation. The young men are on the look out for some "soft snare," and the young women will not, if they can possibly help it, do hard work or engage in domestic service. Everywhere are the farm and the workshop deserted for the counting-house and the store, and everywhere are good female servants most difficult to be obtained. This is not the case in new countries alone. Something like the same state of things obtains in the Old Country. Manual labor and domestic service are not regarded as "respectable." The "shop-lady" and the factory girl consider themselves some steps higher in the social scale than the domestic servant, and the girl goods' clerk is offended if he is placed on a level, socially, with the journeyman carpenter or blacksmith. Lady Aberdeen, in a very interesting paper on "Household Clubs," in the March number of the Nineteenth Century, says:

"The growing disinclination to domestic service which exists amongst the rising generation of boys and girls is very marked. The cry of the servile mistress grows louder and louder year by year on either side of the Atlantic. We hear constantly stories of advertisements appearing for cooks and laundresses and housemaids, offering comfortable situations and good wages; and receiving answers only from a few and unsuitable applicants, if from any at all, whereas advertisements for clerks, secretaries and sales women are answered by the hundreds. Why are these things so?"

One of the answers to this question is that the spread of education in every community has caused many persons to be discontented with their positions and ashamed of their occupations. This the friends of popular education indignantly deny. They say, and say with truth, that the intelligent mechanic or farmer makes a better workman or a better agriculturalist than one who is wholly without intellectual culture. Admitting that this is the case, it does not follow that the educated mechanic or ploughboy will be as contented to remain "in that state of life in which he has pleased God to call him" as the one who can barely read and write, and who is in danger of forgetting even the little he has learned in school.

We have long been of opinion that the kind of education which children get in almost all ordinary schools is calculated to give them a distaste for manual labor of all kinds, and has a tendency to cause them to look upon it, and its outward and visible signs, as low and degrading. The education of our time is exclusively literary. The standards of excellence in all schools are purely intellectual. Prizes and praises are bestowed for progress in mental work of many kinds. Naturally the boys and girls come to think that if they become good scholars they have done all that is necessary to prepare them for the battle of life, and they are led to believe that those occupations which require the exercise of the learning they have acquired are the most desirable as well as the most respectable. It would be strange if the education given to the children in all schools would have any other result. Not only does it cause them to prefer intellectual and semi-intellectual pursuits, but it breeds in them a positive dislike of physical exertion—except for sport—and manual labor of all sorts.

"WILL HE NO COME BACK AGAIN." Seeing the Liberal party drifting like a ship without a navigator, both its friends and its opponents are asking what can be done to save it from being hopelessly wrecked. Many naturally look to Mr. Blake to come to the rescue. He is, they say, a man of great ability and of high principle. If he takes the helm he could steer the ship safely into some port. We cannot quantify these rumors that Mr. Blake is willing again to enter public life, and to represent the constituency which he is to represent is named.

But it is by no means certain that there is any foundation for these rumors. The faith of the Liberal party as a whole in Mr. Blake is considerably shaken. His success, while he did occupy a leading place in the ranks, was not so pronounced as to cause its members to be greatly delighted or encouraged at the prospect of his return to public life. He has not, in the different positions he has occupied, evinced any great aptitude either for parliamentary work or political life. Liberals are all agreed that he is a wonderfully clever man, and they respect him accordingly. But there are very few who are ready to throw up their hands and cheer for him, or are eager to fight for him through thick and thin. This is not because he is cold and distant in his manner, for Parnell was unapproachable and almost repellent, yet he was enthusiastically followed by men of all ranks and conditions in Parliament and out of Parliament. The faith of his followers in him was almost unbounded, and their attachment was both deep and constant. But Mr. Blake does not possess the secret of attaching men to him, and of getting them to believe in him, no matter what course he may see fit to pursue. The Liberal Party was never united nor enthusiastic while he was its leader, and he was as far from success when he gave up the leadership as when he accepted it.

Having neither personal magnetism nor the prestige of success, it is not at all likely that he did take Mr. Laurier's place, or that he would be as successful as that amiable and accomplished gentleman has been. It is the conviction of many Liberals and many who are not Liberals, that Mr. Blake is not qualified to succeed in the political arena. It is well known that great lawyers do not often make great statesmen. And it does appear that the very talents which have won for Mr. Blake a high place at the bar, have prevented his succeeding on the platform and in the House of Commons.

Besides, what would Mr. Blake's policy be, if he were again placed at the head of the Liberal party? He repudiated the policy of unrestricted reciprocity, and no one has heard that he is prepared with another to put in its place.

THE COLUMBIA SOUTHERN. It is gratifying to find that the British Columbia Southern Railway Bill has been carried in the Dominion Parliament.

more boodling. Nova Scotia has its boodling eye. Two members of the Provincial Assembly are accused of falsifying the pay sheets of road inspectors, increasing the sum-total and drawing the money from the Provincial Treasury. One pay-roll of \$220 was increased to \$330, and another of which the sum-total was \$100, or less, was raised to \$289, a third of \$115 was increased to \$475, and a fourth from \$75 to \$368.

THE CROAKER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

THE CROAKER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

THE CROAKER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

THE CROAKER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

THE CROAKER'S WORK. A respected correspondent directs attention to the part taken by the Chief of Police at the inquest on the victim of the last tramway accident. We are quite at a loss to understand what warrant that official had to interfere in the proceedings. He had no more right to ask questions of witnesses and to criticize the observations made by jurymen, than any spectator in the room. It is the business of the Coroner to conduct the enquiry, and so strict are Coroner's who understand their duty and are capable of performing it, that they question the right of members of the legal profession to do more than to watch the proceedings on behalf of their clients. There are times when it is important that a Coroner's inquest should be most carefully and skillfully conducted, but how can it be so conducted if the Chief of Police is allowed to ask what questions he pleases, and to administer oaths to jurymen, who have a right to question witnesses. The Chief of Police has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform.

"WILL HE NO COME BACK AGAIN." Seeing the Liberal party drifting like a ship without a navigator, both its friends and its opponents are asking what can be done to save it from being hopelessly wrecked. Many naturally look to Mr. Blake to come to the rescue. He is, they say, a man of great ability and of high principle. If he takes the helm he could steer the ship safely into some port. We cannot quantify these rumors that Mr. Blake is willing again to enter public life, and to represent the constituency which he is to represent is named.

But it is by no means certain that there is any foundation for these rumors. The faith of the Liberal party as a whole in Mr. Blake is considerably shaken. His success, while he did occupy a leading place in the ranks, was not so pronounced as to cause its members to be greatly delighted or encouraged at the prospect of his return to public life. He has not, in the different positions he has occupied, evinced any great aptitude either for parliamentary work or political life. Liberals are all agreed that he is a wonderfully clever man, and they respect him accordingly. But there are very few who are ready to throw up their hands and cheer for him, or are eager to fight for him through thick and thin. This is not because he is cold and distant in his manner, for Parnell was unapproachable and almost repellent, yet he was enthusiastically followed by men of all ranks and conditions in Parliament and out of Parliament. The faith of his followers in him was almost unbounded, and their attachment was both deep and constant. But Mr. Blake does not possess the secret of attaching men to him, and of getting them to believe in him, no matter what course he may see fit to pursue. The Liberal Party was never united nor enthusiastic while he was its leader, and he was as far from success when he gave up the leadership as when he accepted it.

Having neither personal magnetism nor the prestige of success, it is not at all likely that he did take Mr. Laurier's place, or that he would be as successful as that amiable and accomplished gentleman has been. It is the conviction of many Liberals and many who are not Liberals, that Mr. Blake is not qualified to succeed in the political arena. It is well known that great lawyers do not often make great statesmen. And it does appear that the very talents which have won for Mr. Blake a high place at the bar, have prevented his succeeding on the platform and in the House of Commons.

Besides, what would Mr. Blake's policy be, if he were again placed at the head of the Liberal party? He repudiated the policy of unrestricted reciprocity, and no one has heard that he is prepared with another to put in its place.

THE COLUMBIA SOUTHERN. It is gratifying to find that the British Columbia Southern Railway Bill has been carried in the Dominion Parliament.

NEWS OF THE PROVINCE. Dead Body Found by Comox Indians—Confirmation by the Lord Bishop. To Encourage Trade and Manufactures in New Westminster—The Experimental Farm.

Practical Education. The complaint is general that young men and women, in both town and country, no matter what their station in life, are disinclined to engage in any laborious occupation. The young men are on the look out for some "soft snare," and the young women will not, if they can possibly help it, do hard work or engage in domestic service. Everywhere are the farm and the workshop deserted for the counting-house and the store, and everywhere are good female servants most difficult to be obtained. This is not the case in new countries alone. Something like the same state of things obtains in the Old Country. Manual