

The Colonist.

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(except the city) at 15 cents per week
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TOURISTS.

The success of the Victoria Tourist
association has stirred up the good people
of Vancouver to go and do likewise,
and a tourist association has been formed
there for the purpose of stimulating
travel and bringing visitors to the city.

We hope this association in Vancouver
will be most successful, and indeed the
people of this city have taken hold of
the project with such enthusiasm and
energy that success is bound to attend
their efforts. We confess that it is not
merely goodwill and friendly feeling to-
wards Vancouver which induce us to wish
the tourist association there every suc-
cess, although we hope these elements
are not wanting, but a realization of the
fact that an organized effort made to
attract tourists to Vancouver cannot but
react favorably upon Victoria. Just as
such an effort in Victoria is bound to
have a beneficial influence in Vancouver.
It is pretty nearly certain that two out
of three of the tourists attracted to Vic-
toria by the efforts of the Tourist as-
sociation here, will visit Vancouver before
they return home, and it is equally cer-
tain that two out of three of the tour-
ists attracted to Vancouver by the ef-
forts of the Tourist association there
will visit Victoria before they return
home. So that a doubling of the adver-
tising machinery is bound to have a
most beneficial effect upon both cities.
Victoria may take a certain amount of
credit for having blazed the trail, so to
speak, and having shown what can be
done by organized effort in developing
tourist traffic. But we only hope that
Vancouver will be successful in carrying
the good work being accomplished here.

There is far more ground to be covered
and worked up than the Tourist as-
sociation of Victoria can possibly overtake,
and we hope that between the two as-
sociations there will be no wasteful com-
petition, but mutually beneficial co-
operation. They are both excellent op-
portunities for putting into practice the
modern doctrine of "community of inter-
est."

We would not go so far as to suggest a
"merger" of the two associations, because
both have a distinctly separate sphere
in advertising their respective cities, but
where there is such an obvious com-
munity of interest as exists, it should
be recognized in their activities. We
remember a story of a tourist who was
asked on his return home whether he
had enjoyed the change and rest he had
gone in search of. "No," he replied.
"The water got the change, and the
landlord got the rest." But then he
had visited the Scottish Highlands, and
not Victoria and Vancouver, in British
Columbia. The primary object of tour-
ing is to enjoy change and rest. It is
always seemed to us that if the business
man who is rushed and worried from
morning till night, leaves his home in
search of change and rest he ought not
merely to change his surroundings, but
also his method of passing his days. Why
tour when rush and worry are the two
things he has left home to avoid. Having
mapped out his route in general terms,
and posted himself on its attractions so
far as he is able beforehand, he should
carefully burn time tables and guide

books, adopting as his motto, "Tomor-
row is as good as today, and the day
after a little better." There have only
been two perfect tourists of note in the
world. One of them was Oliver Gold-
smith, and the other Robert Louis Ste-
venson. They represented an unapproach-
able ideal among tourists. But the closer
tourists approach to their careless en-
joyment of what passes, without reckon-
ing on how they are going to "do" this
and that and the other thing, the more
real benefit and pleasure they will secure
for themselves.

PELAGIC SEALING.

The Ways and Means committee of
the United States Congress has reported
favorably upon the Elliot-Biedler bill,
contrary to the expectations of all civil-
ized people. This bill empowers the
Secretary of the Treasury to kill all the
seals upon the Pribilof Islands except
10,000 females. The reasons for this
extraordinary proposal are not so easily
discerned as its barbarity is apparent.
The American contention appears to be
that the pelagic sealing of the Canadian
fishermen threatens the fur seal with ex-
tinction, while the females are killed upon
the feeding grounds at sea. The Canadian
are nursing pups on the shore, with the
consequence that the pups die, the
supply of seals is diminished and the
herds threatened with total extirpation.
We do not propose to consider the
merits of this contention, but merely the
extraordinary character of the remedy
brought forward. The remedy is to kill
all the seals except a few before they
breed or go to the feeding grounds at
sea. The idea in this remedy is appar-
ently that it will so reduce the seal
herds that pelagic sealing will no longer
be profitable, and the remnant will be
protected by reason of their small number
as a sort of zoological curiosity. It may,
however, be permissible to point out
that if pelagic sealing is reducing the
herds, the slaughter proposed in the bill
will merely anticipate what the pelagic
sealing would more gradually accom-
plish itself, namely, the reduction of
the herds to a point where pelagic seal-
ing would be no longer profitable; where-
as, on the other hand, if pelagic sealing
is to go on until the seal herds are
exterminated, the reduction of the
herds would merely accelerate and not
retard their extermination. We are
afraid that an alternative course is pre-
sented here which admits of no escape,
and which leaves as the only possible motive
of the bill a desire, not to protect the
seals, but to destroy a Canadian indus-
try, and to do so even at the expense
of exterminating the seal herds which
maintain it. A very similar proposition
might be put forward with regard to the
salmon of the Fraser river. Canada
might contend as indeed she does con-
tend, that trap fishing is injurious to the
supply of fish, and in view of the fact
that Americans continue to use traps in
their waters adjacent to the river, might
conclude to poison the river dur-
ing the run of fish, and at one fell swoop
destroy the fishing industry altogether.

Such action would be exactly comparable
to that proposed under a bill which has
been favorably reported by the Ways
and Means committee of the United
States Congress. If the one recourse
would be abominable, atrocious, and con-
trary to the usage of civilized man, as
it undoubtedly would, what is the other?
Fortunately for the reputation of the
United States to have a bill favorably
reported is not the same thing as to have
it passed. There are ways and means
of killing good legislation, and there are
ways and means of killing bad legisla-
tion, and there is not the slightest likeli-
hood of this bill passing both Congress
and the Senate. The people in the United
States who have discussed even the
step which has been taken, have found
it necessary to apologize for it, and have
intimated that the action of the Ways
and Means committee was designed as
a lever to respect the vested interests
settled by the Paris arbitration tribunal,
and without any intention of such out-
rageous barbarism being actually put
into effect. Whatever may be said in favor
of protecting the seal, we fear that in
the long run the public will be better
served by the bill which has already
gone, and the elephant, which is rapidly
going, unless there are fastnesses in the
law which will enable us to preserve
in which the species may be preserved.
No wild animal of value to humanity has
been so long to maintain and guard the
rapidity of man; and possibly this is a
feature of a beneficent evolution trans-
forming man from a hunter into a hus-
bandry and a cultivator.

large question, not immediately germane
to pelagic sealing.

A CAB ACCIDENT.

The Right Honorable Joseph Cham-
berlain has sustained a somewhat severe
accident in a commonplace and every-
day common way. Hansom cabs are an
essential part of the life of the metropoli-
tan, and are easily manipulated in the
dense traffic, and are also very com-
fortable to drive in. But they have
prominence in which comes into painful
contact with the city traffic, and in
a standstill. The momentum of the
upper portion of the cab swings it for-
ward, and the driver, who is sitting in
the rear, is thrown forward, and the
cabs are fitted with drop shutters.
The driver is not supposed to be in the
case of wind or rain. These are not
more than eighteen inches or two feet
from the face when they are let down,
and so many accidents have occurred
through passengers' heads being pro-
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