Weekly Colonist

FRIDAY, SEPTEMBER 7TH, 1888.

THE SCHOOL ACT.

In the course of the discussion which has recently taken place upon this subject, our Grit contemporary ventured to make the sweeping assertion that the principle involving what he characterises as differential taxation is not recognized in any civilized community. On the other hand we asserted that the principle of requiring the wealthier districts to contribute more towards state education than the poorer districts runs through the school systems of the older provinces of the Dominion. Now to the task: Turning to New Brunswick, we find by reference to the official report of the public schools that this principle of discriminating as against rich and in favor of poor school districts is broadly recognized. It is provided (see page 23, report 1885) that "Each Inspector shall, as directed by the Board of Education, determine and report to the Chief Superintendent what school districts under his supervision may be entitled during the ensuing year to special aid as poor districts, and the Chief Superintendent may allow to the schools in such districts such amount, not exceeding one-third more on the classification of Teachers of schools, from the Provincial Treasury, and one-third more per pupil from the county school fund, than the allowance to other school districts sharing such funds, as in his discretion may seem proper, taking into consideration the position and circumstances of such district."

We have quoted thus freely in order that the reader may see that we are not straining the text. Now, here is a provision, placing in the hands of a single officer of the Government discretionary power to give one-third more to certain school districts than to others out of the Provincial Treasury, and that upon the sole ground that such districts are poorer, and, consequently, less able to support their own schools. We find that in the year 1885, the number of school districts in New Brunswick, in receipt of this special contribution of one-third more was very large. Referring to the published reports for the other Provinces, we find the same principle carried into practice. Now it will be observed that this is virtually the same principle which is being applied to British Columbia, only on a very small scale, and with this difference, that, instead of selecting poor districts and giving them one-third more than the others, the four richest districts have been selected, and called upon to make a special contribution equal to about one-fifth of the cost of education within their respective bounds, the remaining four-fifths being paid as formerly out of the Provincial treasury. It will be seen, therefore, that while the principle involved is the same, the share of the burden placed upon the rich districts in this province is very much smaller than in the case of the other provinces. In the light of these facts, the public will see how silly, unjustifiable and misleading have been the blood-and-thunder attacks and assertions of our contemporary. There is still another feature of the case to which we would briefly call attention before dismissing the subject. During all these years this city has enjoyed the advantage of a free high school, established and maintained at the expense of the whole province. Here, then, were the great bulk of the taxpayers contributing towards the support of a free high school in the benefits of which they could have no direct share. Nay, more. In many instances poor settlers, who were compelled to see their own boys and girls growing up without any education at all, because there were no common schools within their reach, were made to contribute out of their penury towards giving the children in the wealthy city of Victoria a free common school education, *and a free high school education on the top of that!* There might have been some excuse for applying the drastic epithets to that condition of affairs which our contemporary has so freely employed in denouncing the very mild and just remedial measure which gave rise to this discussion. But did our contemporary, who now claims to be such a stickler for justice and so sensitive for the rights of the poor taxpayer, raise his voice in denunciation of that unequal and oppressive condition of things? Never once; and we ask the fair-minded citizens of Victoria and the equally fair-minded taxpayers of the whole province to make a note of it. The Grit organ had no word of complaint or warning when settlers in outlying districts were without common schools themselves, yet compelled to contribute their full quota towards giving Victoria free common and high schools. But the moment Victoria is asked to contribute specially twenty-five cents towards the maintenance of her own schools, in order that it may be possible to place a common school education within the reach of the poor settler's children, this self-constituted champion of justice and equity shouts about "jug-handled taxation," "highway robbery" and the like. Out upon such consummate hypocrisy—such blatant nonsense! But to enlarge upon this subject would be a libel on the intelligence of the people, who can readily see for themselves through the hollow cant and senseless rant of one who, under the specious guise of caring for the people, is moved only by a desire to hurt the government with the vain hope of helping his own poor, attenuated party.

SOMETHING ABOUT LLOYD'S.

A person wishing to become an underwriting member of Lloyd's, of London, must pay an entrance fee of £100, an annual subscription of twelve guineas, and five guineas for the presence of a substitute in the rooms. In addition to underwriters there are non-underwriting members. All members, whether underwriters or not, have to pay five guineas a year for a seat at one of the many desks in the room. An insurance broker desiring to effect insurance upon a vessel proceeds to the underwriters' room with a slip on which is given the name of the ship, with its class, master's name, cargo and destination. The broker endeavors to secure the name of a well-known underwriter to head the slip with a liberal line amount, say £500; others are then easily persuaded to follow suit with names and amounts they agree to write. The insurance is considered in force when the full amount is subscribed. A policy is then duly filled up with names of the underwriters, the amounts written on the back of the form. Insurance on a cargo is similiarly dealt with; but "ship" and "cargo" policies are effected quite separately, for obvious reasons. The rates of premium for single voyages vary from 2s 6d to 6 guineas. Any figure above this is considered a "sporting risk." *Lloyd's Register*, the presiding authority over the classification of British shipping, has existed for little more than half a century as at present constituted. But this well nigh perfect organization is the outcome of the previous existing registries. The affairs of Registry are managed by a large and representative committee of under-writers, merchants and ship-owners drawn from the shipping ports throughout the United Kingdom, and surveys are carried on all over the world by a large staff of surveyors, embracing some of the foremost naval architects and marine engineers of the day. Of the merchant ships of every type and nationality built in the United Kingdom no less than ninety per cent. are voluntarily submitted to the Society's survey and classification.

LAURIER'S "BREAK."

Hon. Wilfrid Laurier has "put his foot in it" in his St. Thomas speech on the President's retaliation measure. He has been soundly rebuked by the party organ, the Toronto *Globe*, and has been "damned with faint praise" by the *Mail*. It remained for the Ottawa *Free Press* to see merit in his unpatriotic and illogical remarks. Mr. Laurier's tour will, considering all the mistakes he has made, prove a veritable bonanza for the Administration. One has only to compare the public utterances of a Langevin or a Thompson with those of a Laurier to know on which side to look for the fearless, honest advocates of Canadian rights. Discredited by his own friends, Mr. Laurier returns to Montreal to find the local government in disorder, and Mercier's rule almost in its death throes. Never did the future of the Conservative party, from Prince Edward Island on to Manitoba, where Mr. Greenway is struggling against fate, and through to this Coast, seem more hopeful.

PIVOTAL STATES.

Which are the weak States on either side, in the present Presidential struggle across the border? This question is asked by many, and remains unanswered by an equally numerical force. In the struggle of 1884, between Cleveland and Blaine, four States went Democratic by small majorities: Connecticut, by 1,274; New Jersey, 4,412; Indiana, by 6,531; and New York, by 1,149. The total vote cast in Connecticut for all the candidates (including St. John and Butler, the "Fad" nominees,) was 137,233; in New Jersey, 260,753; in Indiana, 495,424; in New York, 1,167,169. These were considered pivotal points, and the vote of 1884 exceeded the votes cast for Governor in each State in 1885-86. All the Republican majorities in the various States in which they were successful were large, the lowest figures being 2,615, in Nevada (three electoral votes), and 4,066 in New Hampshire (four electoral votes). California (eight electoral votes) gave the Republicans 13,128; Illinois (twenty-two electoral votes) recorded 25,119; Maine (six electoral votes) 20,000; Ohio (twenty-three electoral votes), 31,802; Oregon (three electoral votes), 2,256; Wisconsin (eleven electoral votes), 14,698; Michigan (thirteen electoral votes), 42,834, and Minnesota (seventeen electoral votes), 41,779. It will thus be seen that the Republicans, should they by any possibility lose Oregon and Nevada, and even California (aggregating thirteen electoral votes), and carry New York, they would win with a total of 204 electoral votes. Failing to carry New York and Indiana, they would leave the Democrats with 203, even though the Republicans carried New Jersey and Connecticut; and even more disastrous consequences would follow should a defection take place in the Republican ranks in Ohio, Wisconsin, Michigan and Minnesota.

LANGEVIN, THOMPSON AND RETALIATION.

The speeches of Sir Hector Langevin, Minister of Public Works, and of Sir John Thompson, Minister of Justice, at Hagersville, Ontario, on Wednesday last were pregnant with significance, being the first public utterances of a minister of the government since President Cleveland's retaliatory threats were issued. They voiced the feelings of an almost united people—united at least in a belief that Canada must act in this emergency with dignity, fully believing as she does that retaliation is a two-edged sword, which may cut most deeply into the very life of the aggressor.

Sir Hector Langevin sketched the history of the fisheries dispute, showing that the United States fell back on the treaty of 1818 of their own accord, and that Canada was maintaining her just rights. After a great deal of labor to adjust the differences amicably by treaty, the United States Senate frustrated their efforts. Then Cleveland followed that up with the threat to punish Canada. What for? Because there was no treaty? It was not Canada's fault. The President wanted to stop Canadian goods from coming over American railways in bond, because American fishermen were not permitted to bond their fish over Canadian railways; but that right, with others, was given up by the Americans long ago in consideration of Labrador's fishing advantages. These advantages she had and would not give up, while the right to bond was demanded without any concession. Canada had made many concessions. The United States could not expect to have all the conceding on Canada's side. He respected the dignity of the United States, and he was sure they all did, but Canada had honor and dignity as a nation, as part of the British Empire, and no true Canadian was disposed to lower Canada's position. Referring to unrestricted reciprocity, he said it was a sugar-coated commercial union. While discussing President Cleveland's message, he said they should be collected and calm. If their neighbors got excited, they should consider the time at which their neighbors' excitement existed. They should not resent too many hard names and hard words spoken against Canada. Canada was a great country, territorially as large or larger than the United States. They had different institutions, some of which, at least, were better, in his opinion, than those in the United States. Canada had been responsible to her people, which was not the case in the United States. Was it not much better to have a ministry directly responsible to the people, so that when wrong-doing and mismanagement prevailed the people could turn the ministers out?

Sir John Thompson said the liberal leaders had been starring through the province of Ontario, but all their efforts were vain. An evil genius was pursuing them. They had been preaching a new gospel, proclaiming that the only salvation for Canadians was to adopt unrestricted reciprocity, but even while they were preaching about better trade relations, the President of the United States and the Senate took counsel together to find out the best way to harass Canada most with the least injury to their own country. There was little prospect of getting any advantage from the United States when its representatives showed such hostility, but he was sincerely glad at the good the President's message had done this country. It had evoked the national spirit, which speaks through the press and the people of both political parties. The citizens of Canada were in no mood to submit to the dictation of any foreign power. The liberal press in Toronto and Montreal was very plain in its statements. He admitted that the President of the United States was a great statesman; that he was at the head of a great nation and that the words he uttered were of great responsibility. The policy of this country should be one of great prudence, with a desire to conciliate rather than irritate, to be friendly rather than unfriendly with any foreign power in the world, but this was also a great country. All our citizens did not labor at developing the resources of the land; many Canadians looked to the trackless sea for their living, and when the rights of their fishermen were imposed upon it was their duty to uphold their rights and the honor of the country. All that was held up as a reason for non-intercourse was Canada's refusal to permit American fishermen to send cases of fish in bond over Canadian railways to the United States. The United States chose themselves to go back to the treaty of 1818, and its provisions were being enforced. There was nothing unfriendly in that. That their conduct in seizing American vessels was not harsh was borne out by the support of the British government on inquiry into every case. The United States in 1818 gave up the right to fish within the three mile limit. American fishermen were to have no commercial privileges on the Canadian shore. They could not salt their fish or buy supplies. They could only enter harbors in case of storm, or to make repairs; but the renunciation of these privileges was bought by giving American fishermen the right to fish along the coasts of Labrador and Magdalen island, and now they wish to hold on to these while they will not give up the old one. The means of retaliation proposed was withdrawal of the privilege to bond goods through the United States and Canada. This privilege was secured to them by article 29 of the Washington treaty, and it required two years' notice, by the terms of the treaty, before any article could be suspended. No notice of that kind has been given, and yet President Cleveland, regardless of the sacred obligations of the treaty, proposed to end this privilege without notice, and at a single stroke. "If, as the leader of the Opposition said at St. Thomas the other day, our carrying trade is going to be much injured, does not that show the great folly it would be to have commercial arrangements with the United States? Did you ever see a man who, when his house was on fire, wished his house larger and his loss greater? If we make the proposed arrangement the next time we get in the whirl of American politics every vital interest of ours will be sacrificed to win the votes of a few wards in the city of New York. The president's message is an interruption that puts a fatal mark across the page of unrestricted reciprocity, and leads the people of Ontario to believe, after all, with all the cries of a ruinous national policy, that the policy of development of this country, of making it a united country from the Atlantic to the Pacific, is a policy which enables Canada to say: "We can live without American railways and steamship lines; we can live in comparative comfort even if the United States will not deal with us or trade with us at all; all this is a much better policy for this country than to hand over its destinies to another people, to sacrifice them to their political interest."

These are brave words, worthy two of the prominent members of the great Canadian family, the one representing the French element, the other the English. It is a good thing to know in this crisis that the interests of the Dominion are in safe hands, in the hands of Liberal-Conservative statesmen, who, by a wise and far-reaching policy throughout, have advanced the Dominion to such a position that she speaks to the United States to-day as in every sense an equal. We need have no fear for our country's honor!

AMERICAN FAST TRAINS.

The racing of trains between London and Edinburgh that has attracted so much attention, recently referred to in the columns of THE COLONIST, makes it of interest to know how fast the best trains are in the neighboring Republic, or, perhaps it would be better to say whether it has any fast trains. Comparisons between the two countries can hardly be considered just, unless the greater obstacles to speed on American roads are taken into account. Journeys are apt to be much longer in this country than in England. Grades there are easy; here they are as a rule very difficult. This requires heavy engines to make the grades and heavy cars for safety. The American expects every comfort while he is traveling; the Englishman is willing to deny himself every comfort to have what he calls the "privacy" of a compartment car. The English train looks as if it were made up of packing-boxes on wheels; the American train is handsomer, but far heavier. When these disparities are considered, the differences in the relative speed of English and American trains seem less marked. *The Railroad Gazette* publishes a table showing the speed of trains between the principal cities of the United States. An examination of this yields some interesting results. It was found impossible to make allowances for stops in all cases, so as to give the speed of the train while in motion only. The figures give the average rate of speed as shown by the time actually consumed in the journey. This is the true standard, as the important point to the traveller is not how fast he travels at certain stages of the journey, but how long it takes him to reach his destination. The highest average of speed for the distance run is shown by a Pennsylvania train making 43.6 miles an hour between New York and Philadelphia. The fastest train on the Philadelphia and Reading makes the same journey, but with many more stops, in four minutes more, making its average speed 42 miles. This is a short run however. The fastest train on the New York Central makes the 441 miles between New York and Buffalo at an average of 41 miles per hour. The fastest Erie train to the same point, with a road 18 miles shorter, makes an average of only 32.5. The fastest Pennsylvania train from New York to Pittsburg makes 38.6 miles an hour, the run being just three miles longer than to Buffalo. The Pennsylvania "limited" between New York and Washington makes the 226 miles at an average of 40.8 miles an hour. But the fastest New York Central and Lake Shore train between New York and Chicago makes more than four times that distance, or 981 miles, at an average rate of 39.1 miles. The Pennsylvania route is shorter by 69 miles, and to equal the Central's time of 25 hours, has only to make an average of 36.5 miles an hour. Some good time is made between New York and Boston. The fastest Boston and Albany train makes 39 miles an hour, and the best Shore Line time is 38.2 miles. The average rate of speed on the Western roads is not of the highest. The fastest trains ending in Chicago are a Wisconsin Central train, which, having a much longer route to Minneapolis than its rivals, makes 31.3 miles an hour to approach their time; three Kansas City trains on different roads, and two Omaha trains, all making the same rate with trifling variations. These distances are all long, from 400 to 500 miles. It is a fact of some interest that although Southern railroads are renowned for slowness, the fastest Southern trains are faster than the fastest Western trains, and for long distances. The Cincinnati, New Orleans and Texas Pacific makes 826 miles between Cincinnati and New Orleans, and the Louisville and Nashville 811 miles between Louisville and New Orleans, both at an average speed of a fraction over 32 miles an hour. These rates will doubtless increase as road-beds improve and business grows. Fast trains certainly stimulate travel to some extent. But how to increase speed without a disproportionate increase of expense is a serious problem for the railroad managers.

EDITORIAL COMMENTS.

CALEB A. MALLORY, of Workworth, has been nominated by the Liberals for the East Northumberland, Ont., vacancy in the Local House.

IT is reported than Hon. Robert Young, a member of the New Brunswick legislative council, is to be made a senator in place of the late Hon. John Ferguson. Mr. Young is fifty-six years old.

THE vote on the contract between the Northern Pacific railway and the Manitoba Government was reached at three o'clock on Friday morning last. The contract was ratified by a vote of 27 to 10. Five Liberals voted against the Government.

THE New York *Sun's* London dispatch says: The Grand Trunk people here say they will spend money enough to buy Congress if necessary, to defeat any legislation hostile to their interests in connection with the transit trade of the United States.

THE political pic-nic at Hagersville, Haldimand County, Ontario, in honor of Dr. Montague, M.P., who visited Victoria last year, was a great success, being attended by over 5,000 people. Speeches were made by Sir Hector Langevin, Sir John S. D. Thompson, Dr. Montague, Arthur Boyle, M. P. (Monck), and Mr. McCallum.

THE C. P. R. Telegraph Co., have gained another legal victory. Judge Libleys, of the Supreme Court of the State of Maine, has tendered a decision refusing to grant the injunction asked for by the Western Union Co, to prevent the C. P. R., building a line across Maine. This ensures the breaking of the monopoly to the Maritime Provinces.

Consumptive Tendencies

are often inherited, but the disease itself may gain a foothold through impure blood, bad diet, unventilated rooms, etc. Keep the blood pure and the circulation perfect by means of Burdock Blood Bitters, and thus ward off consumption, which is simply scrofula of the lungs. tu-th-sat-dw

Prompt Results.

"I was very sick with bowel complaint last summer. I tried other medicines but all was no use until I tried Dr. Fowler's Wild Strawberry. The next day I was like a different man." Geo. H. Peacock, Stroud, Ont. tu-th-sat-dw

BOARD OF TRADE.

The Conference With the Minister of Customs and Deputy Minister of Marine.

Numerous Important Questions Brought Forward and Discussed—The Subjects Well Put and Equally Well Answered.

The board of trade meeting called for yesterday afternoon to meet Hon. Mackenzie Bowell, minister of marine, for the purpose of discussing various matters relating to Victoria's progress, was well attended, there being a full representation of the mercantile, manufacturing, and shipping interests.

At three o'clock Mr. Robt. Ward, president of the board, called the meeting to order. He said that he only echoed the feelings of the board when he expressed the gratification it gave them to meet the hon. minister that afternoon. There was a great deal more benefit to be derived from one personal interview than from much diplomatic correspondence, which perhaps only elicited the stereotyped reply that the matters referred to would receive consideration. If he (Mr. W.) referred to various questions which had been brought before him as chief of the department of customs he would kindly remember that Victoria contributed largely to the revenue of that department. The first questions which he would bring to the minister's notice were those in regard to the importation of contract labor into the United States, and the smuggling practiced by Indians returning from the other side.

Hon. Mr. Bowell said it gave him a great deal of pleasure to have the opportunity of exchanging opinions with the representative men of Victoria. He had always found that such conferences were productive of great good. As Mr. President had remarked, it was difficult to give matters submitted to them by correspondence that proper consideration to which they were entitled. While on Puget Sound the other day the Indians and their families in canoes had dotted the water, and he had been informed that they were on the way to the hop-picking fields. The question of Indian smuggling had been brought to his attention on several occasions. It was a difficult matter to protect a long coast line, and also in the interior where was merely an imaginary line. It had been recommended to construct a cutter to watch the Indians, but they had decided not to do so this year for reasons which it was unnecessary to recount. However, in conversation with their members, Messrs. Baker and Prior, it had been determined to place several preventive officers along the coast for the purpose of intercepting smugglers. They must know that a cutter could not detain a boat while it was sailing between two ports. When the goods had been landed with the evident intention to evade the customs laws, then it was possible to seize them. So far as contract labor was concerned, while it might be of advantage here to prevent foreigners contracting for labor in the Dominion, in other portions it would be a disadvantage. The law, anyhow, was readily evaded by omitting the signing of a contract in Canada. When the labor reached the other side the contract was entered into. If the Americans desired the labor of the Indians for hop-picking he had no doubt that they would secure it. With regard to the question of Indian smuggling, he would be glad to hear and note any suggestion from those present.

Mr. Rithet suggested that a proclamation be placed in the papers warning the Indians that their goods would be seized. This would deter the greater number of the Indians from smuggling. Some would carry it on under any circumstances.

Hon. Mr. Bowell thought that the papers reporting the proceedings would produce the desired effect.

Mr. Rithet thought an advertisement would be the better plan. It had also been suggested that Indian agents be appointed as preventive officers.

Mr. Fell was of a similar opinion. A great deal of smuggling was practiced on the west coast, and if the Indian agents were empowered to make seizures it would produce good results.

Hon. Mr. Bowell thought the suggestion in regard to Indian agents a good one.

Mr. W. Wilson said that the matter could be overcome by taking away the duties. (Laughter.)

Hon. Mr. Bowell said that that would be a good thing for the Indians. As they were not taxpayers, the funds necessary to carry out the government would come altogether out of the whites. (Laughter.)

President Ward said that he understood there was a different interpretation placed on two clauses in the Chinese Restriction Act with regard to the entering of Chinese into the country, by the collectors of Vancouver and Victoria. The point at dispute was the number of Chinese competent for a steamer to carry. There was another matter that he would like to refer to. He had been waited upon by a deputation of Chinese who had presented a petition to the customs in regard to alleged wrongs inflicted by the Chinese interpreter. While he acknowledged that it might not be within the province of the board to question the conduct of a customs officer, still he thought that the Chinese might be informed as to whether any action was to be taken to redress their grievances.

Hon. Mr. Bowell said that when the question of Chinese immigrants was submitted to him, he at the first blush was of opinion that the collector at Vancouver was in the wrong. However, on consulting the collector at Victoria he found that he held a similar opinion. The law stated that only one Chinese to every fifty tons should be carried, but it certainly could not be claimed that a Chinese returning from Seattle on a certificate was an immigrant. The latter term did not apply to them, and the same rule operated in the case of Chinese returning on certificate on the Chinese steamers. With regard to the Chinese interpreter, Mr. Vrooman, or Gardner, the memorial of the board and the petition from the Chinese merchants had received the greatest consideration. Mr. Parmalee, a shrewd and painstaking officer, had made a careful investigation and he had not discovered anything that would prove Mr. Gardner guilty of that with which he had been charged. Since he (Mr. B.) had arrived here, he also had made enquiry, but had not discovered anything that would substantiate the many charges that had been preferred against Gardner. While there perhaps had been negligences, still in justice to Mr. Gardner he must say that he had found nothing which would entitle him to throw discredit on him as a man and an officer. However, he had come to the decision that he would shortly abolish the office and continue the work with the present help. If this was found not to answer other arrangements would be made.

Mr. Fell spoke at some length in favor of Mr. Gardner, upholding him in the work he was carrying on against Chinese prostitutes.

Mr. President introduced next the important question concerning the calling of China steamers at Victoria. He claimed that as the Dominion Government were subsidizing these steamships they should not neglect to take into consideration the claims of Victoria for being made a port of call.

Hon. Mr. Bowell said that he had fully entered into this matter with the members for the city and others, and he would place the question before his colleagues on his return. He would, however, state that the government had no control over the C. P. R. in the matter of directing the policy of the present steamship line. Still, if they granted a subsidy, then the government would in all probability have something to say in the matter of ports of call, in their desire to make quick time the steamers may have heretofore omitted calling at Victoria, but he had been assured by Mr. Hanby and others that a couple of hours would be the longest delay to the steamers at this port. No subsidy had as yet been paid to the C. P. R. for any line, but it was voted, and he hoped that in the near future a regular line of steamers would be established between Japan and China, and also Australia, calling at Victoria and Vancouver. He had seen the matter of calling at Victoria in a different light since his arrival in the city, and would place the whole question before his colleagues on his return.

President Ward then dwelt upon the question of the San Francisco mail service. They had been informed some time ago that the service was to be continued, but up to the present mails were not taken by steamers. The overland service was most erratic.

Hon. Mr. Bowell said that he was hardly in a position to answer the question. He knew that a subsidy to these steamers had been granted and thought it had been in operation. He would also place this matter before his colleagues. He had learned from the postmaster here regarding the grievance they had about the transmission of mails to the south. Letters which left here were two days in arriving at Seattle. But this was a fault which could not be corrected by the government. However, they would represent the matter to Washington, and it might in this way be rectified.

President Ward said that he was glad that Mr. Bowell had had an opportunity of personally learning the facts of the case. Letters were nine and ten days in transit between Victoria and San Francisco. Invoices posted before the consignments arrived here many days after the latter had been stored in warehouses.

President Ward said another matter they desired to bring before him was the Alaska boundary question. He knew that it was a delicate matter, but there were many reasons why this important question should be settled and roads and trails built to the mines, which were within British territory.

Hon. Mr. Bowell said it was a question full of complications. The territory might belong to the Province or to the Dominion and if to the former then it was the duty of the Province to construct the means of communication, for they would derive the benefit from the opening of the country. He was not in a position to give a definite opinion on the matter, but thought where the benefits were purely local it would likely be answered that the Province should bear the expense.

Hon. Mr. Turner said that he thought Mr. Bowell had misunderstood the question. It was not suggested that the Dominion should build trails or roads within the province. But the boundary line was not settled, and if the province were to construct roads into these mines and then find that they were built within the United States it would be a dead loss to the province. It was therefore desirable that the question of boundary should be settled. The Americans had a large party in the region, and were securing every possible information, and they knew that the Americans were going to lay claim to a great deal that was within the province of British Columbia. It was at first thought that the land was but of little value, but it was now known that the land in question was valuable, and comprized several million acres. The Americans were seeking every information on the question, and he thought that Canada when it came to an arbitration should be equally as well posted as they in order that their rights might be protected.

Mayor Grant was quite in sympathy with Mr. Turner in regard to the boundary line. If the line was located as proposed by the Americans it would cut out several million acres of land. What he thought should be done was that a general average line should be decided upon, and this would do away with a survey in a very mountainous country. There were very few interests at present within the territory and it would be a most desirable time to come to a settlement. His worship gave a lucid explanation of the question, which is one with which he is intimately acquainted.

Hon. Mr. Bowell said that he was very glad that his attention had been called to the important matter. It had not been lost sight of by the Dominion, for they had had their most eminent geologists and geographers in the Yukon regions, among them Dr. Dawson. If the treaty was literally construed as mentioned by Mr. Grant, it would be to make the line follow a most absurd course. However, if the Americans thought they had any claim no matter how unjust or absurd, they would endeavor to enforce it. This was instanced at the Lake of the Woods, where the boundary line diverted off some miles into the lake simply because a treaty might be interpreted so as to show that they had a perfect right to it. They obtained no advantage in any sense, but because of their apparent right to it they had insisted that the line should be so drawn. He could say that the government had the matter under consideration, and that every effort would be made by the Dominion to have a fair settlement of the boundary between Alaska and British Columbia.

President Ward said that there were a couple of more questions, but they came more particularly under the head of the marine and fisheries department, and he was glad that Mr. Smith, the deputy minister, had consented to be present. The first was in regard to the deep sea exploratory survey. A survey had been made in 1886, but was comparatively barren of results. No survey had been made in 1887, but a promise was given that a steamer would be sent out this year. Arrangements had been made to that effect, but at a late hour the order had been countermanded. It was known that there were extensive fishing banks along the coast, but it was desirable that they should be definitely located. The Behring's Sea seizures might also be mentioned. It was highly important that the question of jurisdiction should be settled and the claims of the seined sealers disposed of.

Mr. Smith said that it had been arranged to send the government steamer Douglas on an exploratory survey, but a matter had turned up which necessitated its cancellation. An urgent request that the Indian department be given the steamer for the purpose of settling serious complications on the northern coast had been made, and they had been considered so important that the survey of the cod banks had been abandoned for this season and the steamer sent north. The Behrings' Sea seizures was a matter without his province, as it was in the hands of the cabinet.

Hon. Mr. Bowell said that the Behrings' Sea matter had not been neglected. The strongest and most forcible representations had been made, and state papers when published would show that the government had taken every precaution possible in the interest of the Dominion and more particularly this Province. He honestly believed that the matter would not be settled until after the coming Presidential election. The question would probably come before the United States supreme court, and nothing could be definitely settled until a decision had been reached there. It must also be remembered that American sealers had been seized as well as those under the British flag.

Mayor Grant said the loss had borne very hardly upon the men who had invested their money in the sealing business, and he thought it the duty of the government to advance these deserving people the value of the property they had been unlawfully deprived of, pending an equitable settlement.

Hon. Mr. Bowell said equitably there might be a great deal in what the Mayor had said, but practically there was no government which could undertake to adopt a principle of the kind suggested. It had to be decided whether the parties whose vessels had been seized were breaking the law in fishing in Behring's sea. No one would assert that a man who had been accused of a wrong should be recompensed before the matter had been considered and a judgment rendered. A moment's consideration would show the fallacy of the contention.

Mayor Grant said that in the present case the government had failed to warn the sealers that it would be at their own risk they entered Behring's Sea when clearing for those waters. They had done so this year.

Hon. Mr. Bowell said that the government were at that time holding the same impression as the sealers, that Behring's Sea was open to all comers.

President Ward said that there were one or two matters in connection with the fisheries. One was that of protecting the rivers from over-fishing. The board had frequently represented these matters to the government, and in some instances their recommendations had been adopted. The fisheries department had stated that they could not limit the number of canneries, but they could regulate the number of fishing boats on the rivers. He was glad to know that the board's recommendation for a signal station at Bonilla Point was about to be carried into execution. Additional lighthouses were necessary along the coast. The navigation of the Stickeen river should be improved by the removal of snags, etc., and this had been also suggested to the department.

Mr. Smith said that the matter of regulating the number of boats on salmon rivers was now being considered by the department and would no doubt be satisfactorily arranged. It was the intention of the government to establish a telegraph station either at Bonilla Point or San Juan harbor. The opinion of practical men seemed to be that the station should be placed at the entrance of San Juan harbor, which in the future might be made a harbor of refuge by the construction of a breakwater. The government had come to the conclusion that lighthouses should be erected on Patos and Stuart Islands, Gulf of Georgia. These were on American islands and the matter was placed before the Washington authorities, who had promised that the new lights would be erected. He had always found the American authorities very reasonable in their dealings, and they put up a more expensive structure than the Canadians, though the latter were equal to the service. When these were built and the one at Bonilla Point were built, he did not know where any others were required. They were also erecting a fog horn at Point Atkinson, and while the board might not feel interested in what was of benefit to Vancouver (voices—We do) the Dominion government did not consider these questions from a local standpoint, but acted for the general benefit of the trade and commerce of the colony. (Hear, hear.) When confederation took place there were only two insignificant lights in British Columbia waters, but since then eight additional lights had been erected and a fog-horn at Race Rocks, which had rendered good service. They must acknowledge that this was a good showing. They were now endeavoring to confine the channel of the Fraser River in order that sea-going vessels might ascend with safety to Westminster. The people of that city asked that a new chart of the river be made, and he saw no good reason why this should not be done.

Mayor Grant suggested that attention might be paid without benefit to the northern waters, from whence came at least one-fifth of the exports of the province. He might also at the present time call attention to the meagre mail service, which was altogether inadequate to the requirements of that region. Buoys could be placed with great benefit in some of the harbors of the northern coast. A small sum could reasonably be contributed for the carrying of a mail service up the Stickeen river into the mines. That portion of the province paid a large sum for duties and received nothing in return.

Hon. Mr. Bowell—Would a thousand dollars answer?

Mayor Grant thought that sum would provide a service six times in summer and twice in winter.

Mr. Fell thought that the near future would demand the construction of lighthouses and beacons in Queen Charlotte Sound.

Mr. Smith said that in every case where proper representations had been made to the department, they had always received consideration, and if the trade demanded the erection of lighthouses and beacons in the north, he had no doubt they would be provided. Up to the present no demand tending to that end had been made upon them.

After some further discussion this matter dropped.

President Ward said that there was still one matter to bring before the hon. minister, and that was the necessity of an insolvency law. Various attempts had been made by the provincial parliament to make laws that would equitably distribute an insolvent's estate, but hitherto without entire satisfaction. The board, in conjunction with similar organizations elsewhere had frequently drawn attention to this most important matter.

Hon. Mr. Bowell said the insolvency act was perhaps one of the most difficult that any government attempted to deal with. It had so many various ramifications, and there were so many diverse interests to consider. All important boards of trade and the Imperial parliament had urged upon the Dominion the necessity of an insolvency law of some kind in order that creditors might be protected. However, it had been up to the present found impossible to pass such a law in parliament. What might be the attitude in future he could not say. While the mercantile community were united in asking for such a law, the farming community had also to be considered. When a merchant failed he was enabled to make a settlement with his creditors, and commenced again with a clean sheet. But a farmer who unthinkingly endorsed a merchant's paper and became insolvent was almost irretrievably ruined, and had a load of debt hanging over his head for all time. He was reduced from an employer to a laborer. It could be seen, therefore, the many difficulties that met the legislator in framing an insolvency law. Provincial legislatures must continue to make laws that would fairly distribute insolvents' estates.

Mayor Grant said that he desired to say one word in favor of the postoffice clerks' whose salaries had been reduced. They were poorly paid and he thought the government should pay old and valued servants a fair remuneration. The present rate of pay did not at all compare with what clerks received in private business.

Col. Prior said that he felt sure that Mr. Bowell would bear him out in the statement that all these matters had been fully brought before him by himself and his colleague. However, there was one matter which had been overlooked. That was the necessity for the immediate construction of quarters for the officers of "C" Battery. They should at least be placed on the same footing in this respect with the batteries in the east. Their present temporary quarters were not fit to live in.

President Ward referred to the fact that nothing had had as yet been done towards improving Victoria harbor. The government engineer, Mr. Perley, had submitted a report, but up to the present they had not received a grant to carry out the suggestions contained therein. Although promised a sum this year, they had only received a small appropriation for dredging purposes. Before taking his seat President Ward expressed the thanks of the board to the Hon. Mr. Bowell and Mr. Smith for their courtesy and attention.

Hon. Mr. Bowell in reply said that he was more than pleased to have been present. While he would not promise that any of these matters would be carried out, yet he could assure them that all would be placed before his colleagues and would receive fair consideration. They must remember that they were only one of the many cities who were making similar requests from the government, and it would be impossible to meet them all.

The meeting then dispersed, all feeling gratified with the result of the conference.

From the DAILY COLONIST, Sept. 5th.

LOCAL AND PROVINCIAL.

First-Class Hotel for Seattle.

Hon. A. A. Denny, of Seattle, contemplates the erection of a first-class hotel in that city at a cost of $300,000. The building will be situated on Capitol Hill, in a five-acre plot of ground, and is to be as complete as money and care can make it, and the equal of any hotel on the coast.

Withdrawn for Repairs.

The steamship Geo. W. Elder is to be withdrawn from the Alaska route and placed in the dry dock in San Francisco, where she will receive new boilers and engines. The excursion season is now about over and it is thought the Idaho and Ancon will be amply able to perform the service on the northern route.

The West Coast Murder.

Superintendent Roycraft and a party of special officers will leave for the west coast to-day by the steamer Hope, to investigate the alleged murder of the Indian boy Moise by Isinnekwah, and if on enquiry the circumstances point to the latter as being the murderer, he will be arrested and brought to Victoria for trial.

Death of a Pioneer British Columbian.

James Inches, who for many years was in the employ of the government on the Cariboo roads, died last evening of heart disease. The deceased, so far as known, had no relatives in this country. He had been in very feeble health during the last 10 months, but had been kindly cared for by Mr. and Mrs. Tyler, from whose residence on Hillside avenue the funeral will take place on Friday.

Acknowledgment.

The principal of the British Columbia school for deaf mutes and the blind begs to acknowledge with sincere thanks the receipt of the following subscriptions: Mayor Grant, $10.00; Mr. Alex. Munro, $10.00; Hon. J. H. Turner, $5.00; Mr. E. B. Marvin, $5.00; Mr. J. B. Hall, $5.00; Rev. Bishop Cridge, $2.50; Mr. A. B. Gray, $1.00; Mr. A. Clyde, Spence's Bridge, $2.00; Mr. J. N. Henderson, $10.00; Mr. T. M. Henderson, $5.00.

The Isabel.

Everything on the steamer Isabel is in a state of confusion. Yesterday a gang of men was employed taking out her funnel and removing a portion of the deck houses, preparatory to lifting the old boiler out to-day. A stroll through the steamer repaid a reporter's curiosity in some measure. She is just the same as she was when employed as a passenger boat between this port and the Sound, except where the paint has worn off in places. Her hull is as sound as the day it was built, and her engines look very well considering the time she has been laid up.

From Behring's Sea.

The sealing schooner Halcyon returned from the north last night with a small catch. The captain had instructions not to enter Behring's, and only went as far as the pass. The weather was most unfavorable for sealing, fog prevailing during thirty-five days steadily. A couple of the hunters went ashore to shoot some game, taking with them a boat and three of the schooner's guns. They never returned, and it is supposed that they deserted. The Halcyon kept up her reputation for speed, and made at one time thirteen knots an hour with reefed sails. Her owners will likely send her on a halibut or cod-fishing cruise.

Robbed his Employers.

L. C. Lewis, agent of the electric light company at Port Townsend, has left that town short in his accounts something over $300, and is believed to be sojourning in Victoria. It is the old story of "wine, woman and song." Lewis came to Puget Sound about four months ago highly recommended by Boston bankers. He was sent to Port Townsend by the electric light company, but got in with a fast set, and ended by robbing his employers. He is said to be a handsome young fellow, of graceful address, and makes many friends. He became infatuated with a depraved woman and indulged in lavish expenditure beyond his means. This woman is said to have accompanied Lewis to this city.

The Volunteer Artillery.

There was quite a good turnout of the Volunteers last evening, but not by any means a full parade. After drill Lieut.-Col. Prior addressed the men, and stated that it was patent to all that unless the men did their share of the work it was utterly impossible to get along, and sufficient notice having been given all parties concerned, he was determined to maintain discipline, and those absenting themselves from the next four drills would be proceeded against under the provisions of