

The Colonist.

FRIDAY, NOVEMBER 15th, 1889.

WHEAT INCREASE.

The millers of Ontario have been working very hard to get the duty on flour raised. They say that the discrepancy between the duty on wheat and the duty on flour works to their disadvantage, and that justice to them demands that Canadian flour have a greater measure of protection. The millers are energetic and persistent and they have powerful friends. They have not been successful hitherto because the representatives from the maritime provinces and British Columbia would not consent to increase the taxes on bread. But it appears that the millers are now doing their best to get the Ontario farmers on their side, and their efforts promise to be successful. The Montreal Gazette expresses their cause. (Its editor in chief represents an Ontario constituency.) It labors through an editorial more than a column long to make it appear that the Dominion will be benefited by compelling the people of the provinces who are under the necessity of buying flour to pay more for their bread. The array of figures it produces to prove this singular proposition is truly formidable. But the argument is addressed chiefly to the Ontario farmers who are raisers of wheat. The Gazette does its best to show them that it is to their interest to make common cause with the millers. It closes its elaborate appeal with the following sentence, which is evidently expected to win over the farmers, most of whom will not be able to make head or tail of our contemporary's figures: "It," says the Gazette, "the reasonable demands of the millers is not granted an agitation for the abolition of the duty on wheat will follow as a logical consequence, for the millers can hardly be expected to submit to the double pressure of American competition and exclusion from the cheap wheat of the United States. Either adequate protection should be accorded or the wheat duty should be removed."

The alternative is one upon which the provinces which do not raise enough wheat for their own use will not take long to deliberate. They will say at once "Take the duty off both flour and wheat." A duty on bread is not according to the eternal fitness of things. There is no law in nature which compels one set of men to tax the bread which another set eat. It may suit a few millers in Ontario to make bread dear for the inhabitants of British Columbia, New Brunswick, Nova Scotia, Prince Edward Island, and the considerable portion of Quebec, but we cannot see that it is the chief end of the Parliament to increase the profits of the millers at the expense of the people of the provinces who have named. We really think that the Ontario millers, if they are worth their salt, can be able to worry along with free wheat and free flour. Barring the exigencies of life is not a fiscal policy. Bread is the raw material of all industries, and the cheaper the workman can get his bread the more comfortably he and his children can live. The duty on wheat does not help the Ontario farmer. The great wheat market is on the other side of the ocean, and the "British" farmer makes a wheat crop or cheap on this side. If Ontario raises more wheat than it needs for its own use, its farmers will get no more than the British price for their surplus, no matter when it is used. If that province does not raise enough for home consumption then the Government does not, we presume, wish to convert axactly into farming by keeping foreign wheat out of the country by means of high duties. The fact is, this threat of taking the duty off wheat is nothing more than a beggar. Ontario farmers ought to know this, for they have seen that wheat was never cheaper than it has been since the imposition of this duty. This is because its price depends almost wholly on the foreign demand. If they are taken off wheat, the Ontario farmer would not know the difference, and the Ontario miller would not have a fair field and no favor. That is all they ought to ask, and this is more than British Columbia miners receive.

THE BOGUS TELEGRAM.

The organ of the Opposition tried very hard two or three weeks ago to raise an agitation on the Chinese question. It did not succeed, not because the citizens of Victoria take no interest in the question, but because they are too intelligent to pay any attention to sensational articles based upon what had all the appearance of being a bogus telegram manufactured for the occasion. Because we refused to treat the alarmist effusions of our contemporary seriously it abused us very vigorously, and it has not yet, we are obliged to repeat, said for our silence. We were at the time quite certain that the organ was, for purposes of its own, making a great deal about nothing, and we now find that in refusing to be a party to disturbing the public mind unnecessarily we took the right course. In the Toronto Empire of the 29th ult. we find the following editorial paragraph: "When the Opposition romance writers have had their inventions as to supposed sayings and doings at Ottawa thoroughly exposed, there is a fine in succession, they are found falling back upon imaginative tales of intervention from Missions. Thus they have now concocted a story of a telegram from Downing street upon the Canadian authorities to do away with the poll-tax on Chinese immigrants. If the Colonial Office were to take any step of the kind it would hardly address itself to Grit correspondents in the Canadian Administration, which has not received such a despatch. Parliament will no doubt be guided by the wishes of British Columbia as it was in imposing the poll-tax, for the small number of Chinese reaching the other provinces makes the question one of local practical importance to them at present. The Grit theory seems to be that the Government should not exclude Chinamen, and that in case of their admission the working men should vote for Mr. Laurier."

It would be edifying to know where that despatch out of which the Times made so much capital was manufactured, for manufactured it was. It is a little singular that it came first in time to enable our contemporary to try to set the heater on fire for the purpose of getting up an opposition to Mr. Earle. The scheme was not a very ingenious

ELECTION FUDGERS.

The Times in one of its characteristic articles on the Constance Cove matter alludes to its agitation previous to the election of Mr. Earle, and blames us for not helping it to exact pledges from that gentleman. In what better position would the city be now if previous to election day a meeting had been called and Mr. Earle subjected to the time-honored ordeal of "heeking"? Suppose he had been asked questions on a dozen different subjects and required to give pledges as to the action he would take on them all, what difference would it make with regard to the virtual closing of Esquimalt harbor to commerce? What the Times was chiefly exercised about then was the Chinese question. It had repudiated the Restriction Act on the 16th. It was on this question chiefly, if not solely, that it demanded an expression of opinion from Mr. Earle, and wished to have him pledged. The only resolution submitted to Alderman Wilson's meeting on the 15th to this subject, suggests Mr. Earle had intended that meeting and given as many pledges on the Chinese question as the most exacting of the electors might demand, what effect could the fact of his taking those pledges have on his action with regard to the transfer of Constance Cove to the Admiral on the station? He would in that case have to use his discretion precisely as he will have to do now. He had made no promise with regard to Esquimalt harbor, and he would have to take the course which, in his judgment, would best further the interests of the citizens of Victoria. As he is a sensible, straightforward man who wants to do what is right on all occasions, and who, besides, has a perfect knowledge of the whole matter, he can be trusted to do what is best calculated to promote and preserve the interests of his constituents. As in this, so in other matters, the Chinese question included. Our contemporary must see that a representative of the people cannot be pledged on all subjects that may come before him. He may be called on to decide on matters of very great moment which no one had foreseen when he was a candidate. Circumstances may be such that he will have to take action on these subjects without his having an opportunity of consulting his constituents. Much must of necessity be left to his discretion. Those who elect him must trust him whether they like it or not. He cannot be always coming to his constituents to ask them, "What I vote for, and I support, or what I oppose and what I measure?" A man who has no little self-reliance and is so distrustful of his own judgment is not fit for the position of representative of the people. If he is too timid to decide independently, he should not be placed in a position where he must, at times, act on his own judgment or betray the interests of those who elect him.

THE C. P. STEAMSHIP LINE.

The Canadian Pacific Railway Company is determined to have the best steamship service on the Pacific. The Americans, when they hear of the magnificent steamships which this Company will in a little more than another year carry on the route between British Columbia and China and Japan, will no doubt renew their outcry against the subsidized British lines. But it is not alone the mail subsidies that will make the Canada Pacific line a success. The push and enterprise of the projectors will be more potent factors in outstriking the line to be a formidable competitor to the American lines than any aid which they may receive from Government. The course with which the Company tackle big enterprises which less courageous men would not think of undertaking cannot be sufficiently admired. They saw that first-class lines of steamships on the Pacific and the Atlantic were necessary to the successful working of their trans-continental line, and they set about securing them though stupendous obstacles stood in their way. The Pacific line may now be regarded as an accomplished fact, and an Atlantic line in connection with their road will, we have no doubt, before very long, be established. Mr. Shaugnessy, Assistant President of the road, returned the other day from Great Britain. This is what he said about his mission to the representative of the Montreal Gazette: "I went over," said that energetic gentleman, "mainly in connection with the steamships for the Pacific service. The company has made a contract with the Naval Armament Construction Company, of Barrow-in-Furness, for three steel ships. They will be 100 feet long, 51 feet beam; the depth of the hold will be 38 feet; 9,000 horse-power, and about 3,750 tons dead weight carrying capacity. They will be fitted with particularly, at least equal in construction, finish and equipment to the best afloat; they will be tested on the measured mile to eight knots, and will be provided with every convenience and luxury that can possibly be demanded by the needs of travellers. The Pacific steamships are to be lighted by electricity, and the effort in designing the ships has been to improve where possible on the best Atlantic lines. The ships are to be ready for sea the first in fourteen, the second in fifteen, and the third in sixteen months, and they will be placed immediately after they are completed, on the service."

AN INHOSPITABLE COUNTRY.

Every year we hear of suffering in Labrador. The miserable inhabitants of that inhospitable coast seem to be nine-tenths of the year in a starving condition. Why they ever went there is a mystery and why they stay there is more mysterious still. The land is not productive. The soil is thin and the summer is very short, so that the settler who makes an attempt to cultivate the ground can grow hardly worth considering. The fisheries are not plentiful. When the fish are plenty the poor people cannot get more than enough to last them through the long, cold and dreary winter, and when they are scarce, as they often are in these days, they must starve or appeal to the people of the provinces south and west of them for relief. Such an appeal has been made on their behalf by the Rev. Bishop Ross and a Mr. Quinn. But there will be great difficulty in getting supplies to them so late in the season and there is no use in sending them money. The Montreal Witness says that the early Norse adventurers called the dreary and ungenial country in which their poor wretches are trying to live, Hialland. The word is too long by two syllables. Why anyone should want to live there as long as there are any other habitable regions on the earth's surface it is impossible to comprehend. Yet it is said that the natives—white natives—are unwilling to leave the God-forsaken land. It may be that all ambition and energy have been stunted and frozen out of them. The Montreal Witness suggests that they be sent to British Columbia, but we fancy that this province has little use for men and women who do not possess energy enough to get out of Labrador as soon as they see a chance. And the chances are numerous enough, for they could leave in the summer time in their own boats. Navigation is not dangerous at that season, and when they were once on the St. Lawrence all they would have to do would be to follow the shore to get to a habitable country. We are very much afraid that these Labrador fishermen and their families would not be a very desirable acquisition to any community in which continuous work is required to make a living. They cannot have acquired the industrious habits which they are, for during a great part of the year they have nothing to do. We suspect that this mode of life has unitted them for hard and constant labor. We would not be surprised to find that it is unwillingness to work hard and, continually, that keeps them where they are. They would rather starve in half, or more than half, idleness than live in plenty where they would have to work three hundred days in the year. People like this are not wanted in a progressive country. Labrador is good enough for them.

A REASONABLE REMONSTRANCE.

We are pleased to find that there are some of the citizens of Vancouver who regard Victoria with friendly feelings, and who do not make it the main object of their existence to glory and misrepresent this city. It is by no means pleasant to have to be continually contending and contending the vain and unmeaning statements which are made by envious and unscrupulous persons in a sister city respecting the trade and the progress of Victoria. These persons are laboring under the altogether mistaken notion that by running down Victoria they are helping to build up Vancouver. But if they were sensible and observant, they would know that the attempt of the slanders and maligners to make himself of consequence by speaking evil of his neighbors is never successful. He is sure to be found out. He may give those whom he libels some annoyance, but for himself, before very long, estimated as his true value. He is judged by his own merits and not by the demerit he is so fond of ascribing to others. As it is with individuals so it is with communities. Vancouver is not a dollar the richer today, or the less farther ahead, for all the "fishhoods" and misrepresentations that have been uttered by the citizens about Victoria. Whatever progress Vancouver has hitherto made is due to other and very different causes.

We trust that the time is not far distant when the detractors of Victoria will be regarded by the citizens of Vancouver as the enemies and not the friends of their city. That some advantage has been made towards this very desirable end, may be seen by the following paragraph from the Vancouver Free Press: "World on Mr. Robert Ward's letter to the Canadian Gazette. This is how the

THE AMPHION ACCIDENT.

It is very greatly to be regretted that the Governor-General's attempt to reach the Mainland on Saturday in time to meet the appointment of the corporation of Vancouver, ended as it did. It must be apparent that what was promised to be a pleasant trip should come so near ending in a dreadful tragedy. The morning was foggy but the mist lifted at times and it appeared almost bright. The fog must have been more dense in the strait of Haro than it was on this side of the island. But the strait is difficult to navigate in all but the very clearest weather. Capt. Nelson's trip took every precaution but there was nothing to show him that his position was peculiarly dangerous. Soundings could not have helped him for the water is very deep in all parts of the channel and within a very short distance of where the Amphion grounded the rocks were in the depths of water. As the vessel was made in the side of the vessel and she appeared in immediate danger of sinking, there was no confusion on board the ship. The force of discipline was then felt. The officers were cool and collected, every man was at his post, and orders were cheerfully and promptly obeyed. Everything was done that skill and experience could suggest to save the ship. Captain Hulon bringing his ship into port in the condition she was, is said by those who are competent to form an opinion, a wonderful piece of seamanship. Of course there are many persons on shore who are astonishingly well-informed as to the event, and we are ready to declare that if the ship had taken a different course from the one she was headed for, she would have been differently, and if her speed had not been exactly what it was the vessel would have got safely through the strait and would have arrived at Westminister in good time. But it is not wise to put much faith in the criticisms of landmen respecting nautical affairs. They may consider themselves competent to pronounce upon the seamanship of Captain Hulon, but no one would be so foolhardy as to trust his life to their skill on the calmest of seas in the clearest of weather. Strict enquiry will no doubt be made into everything connected with the disaster by officers competent to arrive at an intelligent and just conclusion. Until then it will be becoming in the fresh water critics to say very little about the matter.

AN AMERICAN PUBLISHER.

Professor Angell's paper on the Behring's Sea difficulty in the November number of the Forum is noticed with approval in the newspapers of both the United States and Canada. It cannot be said that the professor writes for the purpose of injuring the cause of the Republic or the party, for he is a Republican himself, and a supporter of President Harrison. He, no doubt, opposes the American claim because he is an honest man who does not wish to see his country placing itself in a false position before the world by making a claim which is contrary both to reason and the facts. Mr. Angell proves very clearly that Behring's Sea is not a closed sea, and that Russia never contended that it is what the lawyers call a "mare clausum." He shows that Behring's Sea is less of a closed sea than are the Gulf of St. Lawrence and the Gulf of Mexico. The nation that made such a claim while he was a candidate, either of these parts of the Atlantic coast will have to calculate upon the most vigorous opposition from the United States. The Gulf of St. Lawrence washes no shore that is not owned by Great Britain, yet when United States fishermen are required to keep three miles off the coast in that gulf they complain loudly. Professor Angell makes the claim of the British to preserve the fur seal on the high seas because those animals are born on American territory, only to show its absurdity. "It may be argued," says Mr. Angell, "that since the seals which are taken in the Behring's Sea are born on the soil in the Philipoff Islands, we have an exclusive claim to them in the sea, or at least a right to protect them from outsiders. But some of the best seal-breeds of Copper Island and Behring Island, both of which belong to Russia. How is it possible to maintain a claim of property over seals on the high seas under any principle of law applicable to wild animals? The right to own property rights in animals from their birth until their death is not the right to own their soil, except for the time we hold them in our possession. A claim by Canada to wild seals was based on territory after the birds had passed their boundary would be just as valid as ours to seals in the open sea."

ABOUT GOLD.

There seems to be no fear that the world's supply of gold will run short. New gold fields are being discovered and many of the old ones are still productive. There is, besides, as far as the gold-bearing rocks are concerned, a very large portion of the earth's surface which we can claim as auriferous. In any line of the wealth of precious metals contained in the mountains of British Columbia alone? In South Africa the mines yielded about \$4,000,000 in the first six months of this year against \$2,000,000 for the same period in 1888. In Queensland, Australia, the increase over last year has been estimated at \$15,000,000. In the province of Brazil the gold fields have been discovered which is estimated at 4,000 square miles. It is calculated that the amount of gold on the earth is valued at \$1,500,000,000. Very little has been heard of the digging in the north of China. They are said to be very rich and their development has hardly commenced. The argumentation that has been made to the effect that the supply of gold is fast being exhausted, and that the gold mines of California, Australia and South Africa were discovered. Previous to 1848 the annual increase of the world's supply of gold was \$40,000,000. After the discoveries in California and Australia it had increased to \$100,000,000. The production kept at that high rate for some time, and then commenced to decrease. In 1880 it had fallen to \$100,000,000, but an increase has again set in. How long it may last no mortal can tell.

A LEGISLATIVE MUDDLE.

Political matters are in a muddle in the Territory of Washington. It is still a Territory, for the proclamation declaring it a State has been on account of the want of a certificate from Governor Miller. More delay. The state legislature was, by the constitution, to have met on the 6th of November, but there is as yet no state of Washington, and the legislature that meets before the President's proclamation is issued is not the legislature either of the state or the territory. In fact it is nothing more than a meeting of citizens, and cannot set up a legislative

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REAL ESTATE.

E. M. JOHNSON, Notary Public and Conveyancer. (ESTABLISHED TEN YEARS.)

The following Properties, Town, Suburban and Country are good investments:

1 acre Gorge Road, water front. 2 1-2 acres Cadboro Bay Road. 3 acres and House Saanich Road. 5 acres Cedar Hill. 14 acres and House, etc. Gordon Road. 17 acres Cadboro Bay Road. 25 acres Gorge and Burnside Roads. 40 acres and House, etc. Gordon Road. 100 acres do. East Saanich Road. 103 acres South Saanich. 200 acres Head of Saanich Peninsula. 200 acres Shawigan District. 300 acres Prospect Lake. 373 acres North Arm, Burrard Inlet. 400 acres James's Island. 485 acres Shawigan District. 670 acres Sooke—Timber. 900 acres Lake District. 970 acres Osoyoos District, with 15,000 acres Grazing. 1000 acres Metchosin District. 1100 acres Happy Valley. 4350 acres Fraser River.

Building Lots in town, from \$200 to \$35,000. 2 Corners on Government Street. 4 Corners on Douglas Street.

RENTS AND INTEREST. Special attention given to collection of Rents and interest, and prompt returns made. Highest references if required.

CONVEYANCING in all its branches cheaply and expeditiously carried out.

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BUSINESSES FOR SALE. We can offer choice of two of the leading enterprises of the Province, long established and running profitably. Capital required in each case about \$250,000 00.

Maps, detail plans, and all information at Office, Cor. Government and Bastion Streets, VICTORIA.

PROFITABLE FARM AND STOCK FOR SALE. 200 Acres at Somenos Railway Station, AND ON THE TRUNK ROAD TO NANAIMO.

With stream through the property. Good fishing in vicinity. 70 acres under cultivation. 30 acres pasture and stumps. 100 acres timber, oak, hemlock; 5 rows. House, brick chimneys; 2 barns, one with stable. 10 x 20—one with hay carriage, fork, etc. 60 x 25. Bakery, Grocery, Chicken house, woodshed, etc. etc. 30 Head of Stock, with Bull; 8 Horses and Cows; with Stallion; Harness; 1 Heavy and 1 Light Spring Wagon; 2 Buggies; 1 Dump Cart; 2 Ranges; 8 Harness; Horse Hay Rake; 2 Mowers; Self Rake Harrower; New Sifter; and wood Barn; 1000 Bushels Mounted Power, and Separator; Fodder; and 7 sheep; Stock and Drilling near