Weekly Colonist.

FRIDAY, MAY 7, 1886.

ENGLISH TRADE DEPRESSION.

The second report of the London commission appointed to report on the depression of trade, although it contains a quantity of valuable information, shows at the same time that the inquiry into the causes of commercial and industrial depression is only in the preliminary stage. Most of the witnesses thus far examined favor free trade, and seem to regard it as the ultimate and true solution of the difficulties now appearing. Iron and coal traders complain that the fall of prices in these commodities has not been accompanied by a reduction of internal rates of transportation, so that their losses are much heavier than they justly ought to be. They urge upon the commissioners that the railways ought to be induced to reduce their freightage, particularly as the present disposition is not compared at all favorably with the action taken on the continent. The English charge for the transport of pig iron, for example, is one-third over the German charge, while the rate on wire is double that which is charged in Germany. On coal the freightage is less, but in the majority of cases, including more than half the commodities in the English market, the tariff in England exceeds the foreign tariffs on the same goods. This same grievance, discontent among British manufacturers and dealers, and the fact is found all that the investigation of the commission has developed up to this time.

THE FISHERIES DISPUTE.

The seizure of an American fishing vessel off Cape Breton, N. S., has moved the London Times to remark that that seizure brings into fresher prominence the long-standing dispute between the United States and this country over the seacoast fisheries question, and after stating features of the controversy adds that time now has come when some arrangement ought to be made with mortifying of a finality. The decision of the American senate that congress shall not provide any joint commission to consider and settle the fisheries question is a matter of reasonable regret. Such a temper on that part different from that which England has invariably displayed. Our action need not be affected by any unwise language which has been used in sensational debates. The English view has been that Canada is probably in the right, but that she must not look for support from this country in urging her unadmitted technical claims, and that it would be unjust for her not to insist on her full rights. We have made such large concessions before now that we may venture to continue them without fear of being in his temper misted. The editorial concludes: "There must be some interpretation found for the convention of 1818 which both countries can accept, and there will certainly be no disposition in this country to prolong the dispute about a matter in which Canada can hardly be said to have a vital interest, and England has no interest at all."

THE PANAMA CANAL.

The words reported to have been uttered by the Count de Lesseps will astonish until the Panama canal is finished. It will be found by that gentleman to be very difficult of accomplishment, unless he can procure the elixir of life that so prolonged the days of Dumas' creation, Joseph Balsamo. For not only is the great work far, very far, from completion, but the financial position of the company is such that while with sufficient funds to proceed, the payment of interest on the borrowed capital cannot be maintained. Attempts made to negotiate a new loan of $120,000,000 having failed in the unfavorable report by men of recognized competency and integrity having thoroughly ascended the superintendent of the French people, the government of the country appointed M. Rouseau as a commission to report on the extent, work done and on the possibility of its completion. Rouseau in his report in confirming the unfavorable an attempt will be made to float the bond in July next. The sum of $100,000,000 in gold coin has actually been expended on the canal. On the sum an annual interest of $6,000,000 is paid, and perhaps a twentieth part of the excavation has been done. The problem of damming the unruly Chagres remains unsolved. More, there is fiction in the axis of the projected canal where the cutting has not been completed to this day, and certain contractors who can be named cannot proceed with work until the chart profiles, cross sections, etc., have been made. Further, despite the huge expenditure of the canal company it has not a yet full right of way across the forty-seven miles of land separating Panama on the Pacific from below Aspinwall in the Atlantic. M. Rouseau says that a systematic report, commissioned in a systematic manner, with inspection to all points took place. It included examination of everything, either afloat or ashore, of course including both coasts of the isthmus, canal plans, work done, the railway line, plant, etc., and enquiry proceed that over three millions of dollars have been expended on the project. M. Charles de Lesseps is said to have been in constant attendance upon M. Rouseau during his commission, and his work was rendered in all observers. M. Rouseau did his work in a careful and conscientious manner, without fear and without favor. Many efforts had been projected to impede the commission, one of which is worth relating. One of the sections was pointed to be a very busy spot, laborers in hundreds being in the foreground with a train of dumping cars. A member of the commission looked puzzled, left the party and walked to the train of cars laden with earth. Being a stranger to the tropics he was astonished to see gaily dressed, nicely cut ladies on the cars. Later, when from the train on the party the forest and peculiar sublimity of the scene afforded great amusement. The train had been loaded for weeks previously months. The first comic effect was at the workshops near Colon (Aspinwall). He visited the workshops, where an astonishing activity prevailed. Hundreds hammered vigorously and perspired profusely. As soon as he was out of sight the hands left for their usual posts, and a small gang of workmen or so went on with their regular work. Again, when he visited a section near Emperador he found the hillside swarming with Jamaicans, working away as if for dear life; he proceeded to another spot, when five-sixths of the men were sent back to their proper sections. In spite of these ingenious schemes M. Chas. de Lesseps failed, it is said, to make M. Rousseau see things as the company wished. Many believe that the chamber of deputies will grant the company permission to close such a loan, but without any government guarantee. Next in order will be the herculean task of getting rid of tickets for a huge sum like $120,000,000. Lastly, supposing the government

responsibility of the construction of the canal, such a course while it might secure without fear of failure the completion of the project would more than probably give rise to international questions as to the control of such an important waterway.

EXPORTS AND IMPORTS.

The statement of exports and imports for the Dominion during the month of March, 1886, is as follows: Total exports, $5,520,761, of which $3,225,695 was the produce of Canada, and $194,795 not the produce of Canada. Compared with March, 1885, there is a total decrease of $454,395, made up as follows: Decrease in export of goods, the produce of Canada, $209,309; decrease in export of coin and bullion, $296,000; increase in exports of the produce of the mine, $51,000; increase in exports of Canadian produce, about an increase last March in produce of the mine, in agricultural products, in manufactures, and in miscellaneous articles. The decreases are in exports of fish, products of the forest, and animals and their products. There was an increase of $48,200 in the exports of products of fish and not the produce of Canada. The imports for home consumption for March during March last—not including British Columbia, whose returns are not as yet made up monthly—amounted to $6,079,090, of which dutiable goods were $5,273,596; coin and bullion, $138,454; and all other non-dutiable goods, $2,106,560. The duty collected amounted to $2,693,681. Compared with March, 1885, the dutiable goods of last month's importation were $5,275,020 and the free goods were $111,929 more, and the coin and bullion $116,320 more. The duty collected was $1,207,654 more than that collected in March, 1885. The import for home consumption of grain of all kinds shows a decrease of 33,252 bushels; of flour and meal a decrease of 14,645 barrels. The import of spirits of all kinds increased 176,663 gallons, of wines, other than sparkling, 55,416 gallons, of sparkling wines, 1,803 gallons. The imports of sugar show the following increase: Sugars below No. 9 Dutch standard, 25,679,686 pounds; sugar equal to No. 9 Dutch standard, and not above No. 14 Dutch standard, 12,054,816 pounds.

Pro Bono Publico.

To the Editor:—By the last mail I received a packet of catalogues of hand power threshing machines, copies of which I shall be pleased to post to each of your subscribers. I will confine their address to

Watson & Dunsmuir,
Burgoyne Bay, B. C.

Sunday Observance.

Victoria, B. C., May 3, 1886.

To the Editor:—Kindly allow a short space in your paper, as an example to Victorians. A Chemainus, through the medium of the church, on some of the missionaries lately arrived from Canada, orders have been posted in the saw-mill and shop proclaiming the closing of all business places on Sunday, for the purpose of giving those connected with the different branches of business an opportunity of attending divine service. And so the good work goes on. Sabbatarian.

YOUNG CANADA ON HIS TRAVELS.

Two Quaint Boys Travel Alone From Canada to Dallas, Texas.

As the passengers by yesterday's C. P. R. train were leaving the ferry-house upon the Dallas side of the bay, several of them called the attention of Officer Campbell, who stood by the gate-way, to two boys who were hastening down the platform. Each boy carried a large basket, and was evidently making strenuous efforts to keep a large basket from bumping on the ground. As the passengers passed out the boys did not appear to be in charge of any one, the officer called them aside and questioned them. One of the boys produced a letter, addressed to Mr. Rust, 2014 Taylor street, San Francisco, Cal. The letter was written in ink the following:

Conductor will please see that these two boys change cars at the proper place. They are going to 2014 Taylor street, San Francisco, Cal.

About an hour later Mr. Rust, who lives at 2014 Taylor street, was somewhat surprised upon opening the door to receive from his doorbell, to behold a gentleman accompanied by two dust-covered boys standing upon his steps. The little ones were industriously engaged in discussing a medley of peanuts. Upon the gentleman explaining how he came by the charge and showing the card, Mr. Rust identified the children at once. They had been sent from Napanee, Ontario, Canada, by their mother to Mr. Rust's address, where they might see that they reached their grandparents in Napa. The little ones had made the long journey from Canada in safety, save during their sixty days' search for by the various conductors they met with. These, since being found by Mr. Rust, that their mother had put them aboard the train on the afternoon of the 15th ult., in the basket attached to which a supply of victuals filled the large basket which they carried. Mr. Rust stated to a Call reporter that the mother of the boys is a widow with four children, and that grandparents of the young ones who live in Napa had written to her to send two of them to California. She having no one in whose charge she could place them, she determined to leave them in the hands of the conductors on the trains. Mr. Rust placed them on the afternoon train to Napa yesterday, and telegraphed the grandparents that they were coming.—S. F. Call.

England.

London, April 27.—The World says: Parnell and his friends are so confident of success that they have already begun to consider the ministry which will be formed on the establishment of an Irish parliament. The member for Cork will, of course, be prime minister, or, as his formal title, will probably be president of the Irish council, and the distribution of the other offices will be as follows: Chancellor of the exchequer, A. O'Connor; minister of the interior, Sexton; minister of agriculture, Biggar; minister of education, McCarthy; minister of public works, T. P. O'Connor; minister of justice, Chances; attorney-general, Healy; solicitor-general, D. Sullivan; minister of commerce, Harrington. It is also intended to appoint a minister who shall have charge of the relations of Ireland with the Irish in America, and it is probable that Patrick Egan will be brought over to fill the position.

JESSE COLLINGS

The Boy Agitator on the Tory Programme.

Jesse Collings, liberal, the author of the "Three acres and a cow" amendment which defeated the Salisbury government, and who has just been installed as a prominent member for Ipswich because of fraudulent electioneering practices, published a letter in to-day's issue in which he declares that the real issue in the present Mr. Gladstone's Irish policy is the question of safeguards for property. On this subject Mr. Collings says: "Not a single sentence has yet been uttered by any of the responsible ministers. The whole argument in favor of the Home rule bill," continues the writer, "is that there is

NO OTHER ALTERNATIVE

to concede the Irish or the Gladstone programme, or else to coerce Ireland. Parliament, as wholly incompetent to deal with the difficulties of Ireland and its relations with the present question of government in that country absolutely decline to accept, especially at the hands of those who in a few months ago would have scouted the idea of adopting a plan to give a separate Parliament to one group of counties, and who admit that authority will not reside in the hands of their father's self. Collings then points out the objections to the establishment of the proposed double orders in the Irish parliament is delusive. The fact that this proposal emanates from the respected premier alone preserves it from ridicule by the whole liberal party. Mr. Collings says that Mr. Gladstone's original proposal contained a surrender of the control of the Irish customs and excise to the Irish government, and argues that as that control can be taken away from the Irish parliament at any time, this arrangement is only temporary. Other arrangements could possibly be pertained.

A REPEATED PARLIAMENT

the writer contends, must demand and would be certain to eventually secure Irish independence. The Parnellites would be willing to follow the popular current so as to keep behind. Upon the question of safeguards, the writer says: "Doubt and fear would arise and demand the abolition of these things now looked upon as safeguards of the integrity of the empire." Therefore, Mr. Collings goes on, "we must take it for granted that the congregated scheme will not become law, and that the Irish question will become a subject of agitation and a cry for a repeal of the union with constitutions impossible to maintain. Those who vote for the measure on its second reading without positive assurance that

IRISH REPRESENTATION AT WESTMINSTER

will be retained, will vote for virtual repeal." The remainder of the letter is devoted to urging the adoption of Mr. Chamberlain's protective principles instead of those propounded by Mr. Gladstone. John Morley's quoted against the dual principle in an Irish legislature, Washington's farewell address is referred to as a powerful argument in favor of federation, as opposed to colonial subjection. The letter concludes as follows: "I yield to none in loyalty to and admiration of Mr. Gladstone, but I do consider that his plan is assigning the Irish cabinet upon the country without first consulting the liberal party."

QUESNELLE G. M. CO.

Favorable Report of the Mines—Creek Rising.

The report sent out by the Quesnelle Gold Mining Co. reports as follows with reference to the company's mine at Dixon Creek: He states that he has been there, and to a limited extent developed the property. Seven feet of the 300 feet sluice claim in the quantity that had been taken out of the mine and milled that other taken from across veins or feeders to the main ore vein. To the west and south-west of the veins or feeders to the main ore vein. To the west and south-west of the veins or feeders to the main ore vein. To the west and south-west of the