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The Colonist.

Colonist Printing & Publishing Company, Limited Liability 27 Broad Street, Victoria, B.C.

THE SEMI-WEEKLY COLONIST

Six months 50 Three months Sent postpaid to Canada and the United Kingdom.

A WALUABLE ASSET.

Victoria has many things to be

her unrivalled geographical position, and so on, all are factors of great value, but of nothing can she boast with more justice than of her people. There can be nothing finer in its way than a Victoria crowd. It is made up of well-dressed, wholesome looking people, and it behaves itself. Take for example the great concourse of people who attended the festivities at people who attended the festivities at the Gorge Park on Tuesday hight. We will not pretend to say how many there were, but they were numbered by thousands. Thousands went by the tram cars, thousands went by boats; hundreds in carriages and hundreds walked. But amid them all there was not one person who took advantage of the absolute impossibility of policing the locality to conduct himself or herself in an offensive manner. When you come to think of it this is a very you come to think of it this is a very remarkable thing. On the water were hundreds of boats. Of course as has been said by some one, Victoria people are amphibious. They are as much at home on the water as ashore, much at home on the water as ashore, but it would not be surprising if among all the boats which went up and down the Arm and for an hour or two were congested off the park, there had been some people who did not know how or were unwilling to complete themselves as they luct themselves as But there was not slightest thing to complain of Big boats and little boats, launches canoes, boats decorated and ecorated, boats with lights and boats without lights moved freely around, sometimes getting in each other's way, sometimes coming gently into collision, but never by any possibility was there any unpleasantness. When it came to be time to go home, and thousands of people gathered at the Gorge to see the boats go through against the heavy current, one wou have supposed that some event of sur-passing, interest was in progress to judge from the cheers that greeted the successful oarsmen and the goodnatured laughter at the unsuc Everything was fun and good humor. We know of places where amid such a gathering of boats it would have a gathering of boats it would have been thought necessary to have a police launch, and an effort would have been made to make some kind of regulations for the people in the boats to observe. But in Victoria there would be a rebellion if anything of the kind was attempted. It was the same ashore. Possibly there were some policemen somewhere about, but if so they managed to keep themselves out of sight. There was nothing for them to do. Backwards and forwards through the half-lighted groves of the park the thousands of people moved, old and young, fathers, mothers, youths and maidens and children in arms, but everything was orderly. Outside of the park and for half a mile or so horses and carriages stood along the roadside or half concealed among the trees. But nothing was molested.

Now, what does this mean? A visitor once described the scene up the Arm on the Queen's Birthday as "a magnificent illustration of popular self-government." He said that such a thing could not be seen anywhere in the United States. He said that he saw for the first time in his life. saw for the first time in his life ne saw for the first time in his life thousands of people demonstrating the findamental principle of the Common Law by so using their own rights as not to interfere with the rights of others. This seems to be the secret of the whole happy result. Our people know how to govern themselves. Long may they deserve this high praise.

FARES TO SEATTLE.

It is said that some Seatile gentiemen are coming over to Victoria to men are coming over to Victoria to megoliste for a settlement of the "rate war" between that city and Victoria. When the representative of the International Steamship company was here as a condition precedent to the termination of the "war," and it was that the winter thatfic between the two cities should be turned over to his company. This is the very thing to which the people of Victoria take stremuous exception, and there is no combination of business men in this city, who would venture to claim a right to assert that the opinion of the community is to the contrary. The Camadian Pacific entered the field expressely at the request of the Victoria people, who wanted a safer and more comfortable winter service than the Alaska Steamship company was giving, and any arrangement that would lead to a withdrawal of the Canadian Pacific from the Seattle route in the winter would meet with the strongest kind of a protest. If the international people do not like the existing arrangement, let them get out of the wilner service. They say themselves that there is plenty of business for the two lines during the summer. Victoria is making any complaint on that score. So while we shall be glad to have as many seattle people as can make it conventent to the proposition of the International Steamship company.

"A MAD WORLD." It is said that some Seattle gentle-

sentative body of Victorians to consent to the proposition of the International Steamship company.

"A MAD WORLD."

"A MAD WORLD."

What has come over the spirit of our erstwhile good-humored contemporary the Vancouver World? On Tuesday it devoted a column to abusing this fair city, which it describes as a dog-in-the-manger of the rankest breed, but the real object of it was to create in Nanaimo a feeling that Victoria is hostile to its interests. "A mad 'World," my masters." Our Vancouver contemporary tells us that when a person comes to Victoria he is told not to go to Nanaimo and that the people of Victoria have influenced the C.P.R. not to have influenced the C.P.R. not to have the boats and trains connect at that city. It also plans materially. There are always a plans materially.

there are many places on Vancouver Island worth visiting, and many na-tural resources worth developing. Possibly if the World will promise to Possibly if the World will promise to be real good, we may feel sometime like printing some nice pictures of the city in which it is published, and in the meanwhile we beg to remind our contemporary that, if it would like to do a little in that line itself, we shall be very beauty to quote it reter. to do a little in that line itself, we shall be very happy to quote it rates on photo-engravings. But without admitting that Victorians have been at all remiss in their duty to other parts of the Island, the article in the World reminds us that it is timely for the business people of this city to cultivate the closest possible business relations with all surrounding districts. We do not favor anything like unfriendly rivalry between the two places, but it is important to note that the good city on Burrant Inlet that the good city on Burrard Inlet is reaching out for the trade of local-ities, which ought to do their chief business with Victoria. The article above referred to is only a part of

C.P.R. PLANS.

Sir Thomas Shaughnessy has concluded his holiday. With the energetic head of the Canadian Pacific a holiday is only a change of occupation. He seems to have been a fairly busy man during the weeks he spent in England, and report has it that he turned his "leisure" to good advantage. It is said that he has reached an understanding with the British government in regard to the "All-Red" route, which will be eminently satisfactory when it is announced. It is added that he has had a very satisfactory interview with the British cabinet in which the whole subject of Sir Thomas Shaughnessy has cor mail transportation between Great Britain and the Orient was discussed. As to the future plans of the company we quote the following from the Mon-treal Witness:

treal Witness:

For some time past the executive of the C.P.R. has had in hand the project of equipping both its Atlantic and its Pacific fleets with larger and faster vessels than any which have ever run to Canadian ports. The development that has been talked of is to place the Empresses on the Pacific, and to build two or even four vessels equal to anything running into New York for the Atlantic business.

Decision in the matter, however, has been delayed because of uncertainty as to what action the British government was prepared to take in the matter of subsidy, and also in regard to the Blacksod Bay project.

Sir Thomas has always maintained that the great difficulty of making a fast all-red route successful is the question as to whether it is commercially practicable. He is said to have declared to the British government in the most emphatic terms that the

declared to the British government in the most emphatic terms that the C.P.R. would make such a project commercially successful, pointing out that the C.P.R., with its thirteen thousand miles of railway is a unique traffic producer, and could bring to such a line of fast steamships traffic that could be gained by no other means. He has, moreover, made a means. He has, moreover, made a strong point of the fact that the C.P.R. already has an all-red route in operation, and therefore as the pioneer of this difficult enterprise, is entitled to first consideration. He also made the announcement that whatever the British government considered was necessary in the matter of equipment either on land or sea, the C.P.R. was prepared to provide, subject of course to a satisfactory agreement as to subsidy. It is probable that no decision will

It is probable that no decision will be come to in the matter for some time yet, but the prospects are con-sidered excellent for the fast all-red

Informs us that we never tell any one anything about the beauties of the West Coast, or the scenery among the Islands of the Gulf or the lovely stage of the Opinion that there is nothing in the province worth seeing outside of the opinion that there is nothing in the province worth seeing outside of this city. And so it goes on to the extent of a thousand-words or so. If these things that are said about us were true, they would be said, but as they are not true they are only absurd. Victorians never grow weary of telling of the beauties of other parts of the province, not even excepting those of Vancouver. Happily the ests in all parts of British Columbia, and they could not afford, even if they wished, to belittle the attractions and advantages of other localities. This is one of the reasons why they always have good words for Vancouver. In its very humble way the Colonist has been trying to make it known that there are many places on Vancouver Island worth visiting, and many na
number of emissaries of foreign powers in London, whose duty it is to get hold that to get hold that they need twy it to get hold of all kinds of information, and it is take Huron, including Lake Huron, including the north channel. It is said that they meet with greater success than is all desirable. In Containing the provision, and it is take Huron, including the north channel. St. Mary's River and Lake Huron, including the north channel is all desirable. In Containing the provision and approved by the commission of its provision with the same hard they meet with great with provi

The provincial tour, which Mr. Mc-Bride and Dr. Young are now taking, has called forth a good deal of comment. Very general satisfaction has been expressed that the Premier and the Provincial Secretary have taken an opportunity to see for themselves the conditions existing in the lower Mainiand. This has not been confined at all to supporters of the Provincial Mainland. This has not been confined at all to supporters of the Provincial Government, and there is no reason why it should be, for whether we are political friends or opponents of the ministry of the day, we are all alike interested in those things, which are calculated to promote the well being of the province, and it will not be denied that it is to the public advantage that the Premier and as many of the ministers as possible should visit as much of the large area under their jurisdiction as their multifarious duties at the capital will allow. capital will allow.

But there is an aspect to this tour But there is an aspect to this tour which is possibly even more satisfactory than this, and it is the demonstration afforded that we have reached, as far as local politics are concerned, an end of a long period of political unrest and partizan bitterness. There were very many people, who questioned the desirability of dividing provincial politics on federal lines, and it cannot be successfully denied that there were some reasons against such a step.

successfully denied that there were some reasons against such a step, which were fully threshed out at the time. When Mr. McBride announced his intention to form a ministry on straight Conservative lines, there was undoubtedly a strong protest from many quarters, but that it was a wise step subsequent events have fully demonstrated. It gave us settled political conditions, and only those who are able to recall the state of politics in this province less than a decade ago can appreciate what this means. The effect upon the business of the province, we mean now not the public but the private business, has been very pronounced for there is no doubt the vince, we mean now not the public but the private business, has been very pronounced, for there is no doubt that the country was greatly injured by the continual reports that went out concerning the chaotic state of politics, and the resultant unfortunate condition of the public treasure.

tion of the public treasur?

As the person who, more than any one else, was responsible for this new departure in provincial politics, Mr. McBride deserves well of the people, and the capable manner in which he has conducted affairs during his premiership gives him a further claim upon public confidence. In this work he has been admirably assisted by his colleagues, who have devoted themselves to the public welfare with the most praiseworthy industry and singleness of purpose.

TWO TREATIES.

Two draft treaties between the British government and the United States have been submitted to parliament by Sir Wilfrid Laurier. They relate to subjects with which Ambassador Bryce has been interesting himself. One provides for the remarking of the International Boundary, and the other for the protection of food fishes. The re-marking of the Boundary will take in the whole distance from the Bay of Fundy to the Pacific Ocean, and it is divided into sections which are thus described in the treaty; Passamaquoddy Bay; from the mouth to the source of the St. Croix River, including the determination of the ownership of the islands in the river; from the Surce of the St. Croix to the St. Lawrence; from the Intersection of the St. Lawrence to the mouth of the Pigeon River; from the Pigeon River to the Lake of the Woods; from the Lake of the Woods; from the Lake of the Woods to the summit of the Rockies; from the Rocky Mountains to the Gulf of Georgia; and from the 49th parallel to the Pacific Ocean.

We do not know which islands in the St. Croix River are the subject of draft treaties between the

to the Pacific Ocean.

We do not know which islands in the St. Croix River are the subject of question as to ownership, but assume they are comparatively small, for the St. Croix above tidewater is not a large river, except where it broadens out into what is known as Scoodic Lake. There can scarcely se any open questions of importance as to territorial rights involved in the treaty, for over a very large part of the distance the boundary has been marked for many years.

The treaty in regard to the fisheries is of great importance, for by it an effort will be made to arrive at uniform and effective measures for the protection of food fishes in waters contiguous to the two countries. The contiguous waters to which the regulations will apply are Passamaquaddy Bay, the St. John and St. Croix Rivers, Lake Memphrenagog, Lake Champlain, the St. Lawrence River, where it constitutes the International Boundary, Lake Ontario, Niagara River,

lished," on the ground that it would enable the Naval and Military authorities to suppress all references in the papers to naval or military affairs. Indeed the powers, which the proposed measure confers upon the authorities are so very wide, that they can hardly be reconciled with British notions of freedom. Confessedly the case is a difficult one, but its critics think it can be met without unduly interfering with the liberty of the subject.

BRITISH COLUMBIA POLITICS

The provincial tour, which Mr. Mc-Bride and Dr. Young are now taking, has called forth a good deal of comment. Very general satisfaction has been expressed that the Premier and the Provincial Secretary have taken an opportunity to see for themselves the conditions existing in the lower Mainland. This has not been confined

No argument is necessary to persuade residents of Canada that it would be an excellent thing if we could have a preference over foreign countries in the markets of the United Kingdom, and it seems rather absurd that some people should talk as though a political issue could be raised in this country on that question. It in this country on that question. It is for the people of the United King-dom to say if the Dominion and the other parts of the Empire shall have this privilege. Obviously there are two points of view in this matter, that held in the Mother Country and that occupied by the Colonies. It is impossible for the people of all parts of the Empire to look at the matter in just the same light. There are difficulties on all sides. It is easy to theorize on the subject, but when it comes to putting the theories into practice, to convert them from ab-stract principles to concrete fiscal re-gulations, many difficulties will be certain to arise.

certain to arise.

There is no doubt that there is a distinct movement in the United Kingdom in the direction of protection. Whether it will prove strong enough to bring about a radical change in the fiscal policy of the country it is premature to say. The electorate has not yet had an opportunity to pronounce squarely upon it. Tremendous interests are bound up in the maintenance of free trade and it is open to question if any single election will tenance of free trade and it is open to question if any single election will serve to settle the question, even if the nation determines to adopt a protective policy. But it does not follow that protection means, inter-Imperial preference, for the latter question involves so many monitual concessions that difficulty might be found in arranging any practical scheme. If free trade within the Empire were proposed, we fear that there are certain interests in Canada which would strongly protest, and doubtless the same is true of other parts of the Empire. We are far from suggesting that a workable scheme cannot be devised, but we do say that such a scheme has not yet been proposed. Doubtless it is premature to one, and we only mention the to remove an impression, whice to remove an impression, which seems general, that every sign of growth of general, that every sign of growth of the protectionist principle in England means the development of inter-Imperial preference. It is true that Mr Chamberlain, to whom is due the credit of giving British thought an impulse in the direction of protection, always coupled with it the idea of Imperial consolidation through the means of commercial arrangements, but Mr. Chamberlain left details very much in the air, which, indeed, was inevitable, for neither he nor any one else could pretend with any show of reason to have ready a perfected plan. If we are to have preference within the Empire, it is necessary at first that the United Kingdom shall adopt the principle of protection. It is for this reason that such great interest attaches in Canada to the results of the recent bye-elections in the Mother country.

The townsite of Fort Churchill is to be laid out under the direction of the Department of the Interior. This has a decided business aspect. It makes the Hudson's Bay railway seem nearer.

We have received a number of responses to our request for the names of persons resident in Victoria before 1858 and shall be very glad to get others. If any readers happen to know of such persons, we wish they would let us know. let us know.

Mr. Armand Lavergne has resigned his seat in parliament and is to be a candidate in the approaching Quebec elections. Mr. Lavergne is a follower and devoted admirer of Mr. Henri Bourassa. He is a brilliant young fellow.

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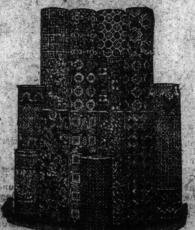
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