

The Colonist.

MONDAY, OCTOBER 30, 1890.

THE WAR.

The sharp fight reported from the neighborhood of Kimberley is in keeping with the other engagements with the Boers. It shows that with all their courage—and no Briton will deny them a full share of it—they are no match either in tactics or fighting qualities for our men. The way in which our fellows go at the enemy is beyond all praise. It has so far more than compensated for any discrepancy in numbers.

Reinforcements are beginning to arrive in South Africa. If Kimberley is able to hold out a few days longer, a relief force will be hurried up from the Cape, and attacked both from the front and rear, the Boers will not be able to continue the investment of that town. Kimberley must be relieved before the road is open to Mafeking.

There is some talk of mediation and about the Boers submitting propositions looking to a settlement. This is wholly out of the question. That is, the offers may be made, but while a single Boer soldier stands upon British soil, nothing of the kind will for one instant be considered. President Steyn made a bad blunder when he issued his proclamation declaring all Cape Colony north of the Orange river to be Free State territory. He has made it utterly impossible for Great Britain to stay her hand until the Orange Free State has been taught a lesson, and has completely destroyed any slight chance there might have been of foreign intervention. First we had the ultimatum of Kruger declaring that unless Great Britain would cease sending soldiers to South Africa and would reduce the force already there to what he thought proper, he would invade British territory. Then we had the Orange Free State without the slightest provocation invading Natal. Next we have the impudent proclamation of President Steyn annexing British territory. No nation in the world would stand such things. To do so would be to incur the contempt of civilization. We may be very certain that the British government will teach these traitors Boers a lesson before they are done.

The Associated Press despatches regarding the war are very unsatisfactory. We continue to print them as received, but caution readers to be careful in reading them to endeavor to distinguish between what are statements of fact or authoritative opinions, and what are merely the guesses of the correspondents thousands of miles from the seat of war. In the dearth of actual news, the correspondents furnish summaries. Some of the alleged news has a distinct United States flavor. For example, a few days ago the Associated Press correspondent said that the British people were comparing the reports from Natal with those sent out from Cuba by General Weyler in the beginning of the war in Cuba, and yesterday the Boer force was described as "the patriot army." It is not necessary to say that no one ever took the trouble of calling such things across the Atlantic. The accounts of General Buller's retirement on Ladysmith all bear the trade-mark of "grape-vine telegraphy."

The despatches from Lorenzo Marques indicate that the British estimate of the Boer losses at Glencoe and Elandsagte were, if anything, under the mark, and explain why General Buller took no steps towards preventing the junction of the two British commands in Natal.

The Boer losses in the campaign so far very greatly exceed those of the British. The prisoners alone must considerably exceed a thousand, since on October 28 a very large number landed in Pietermaritzburg. The loss in killed and wounded is also very large, although probably the reports are exaggerated in some instances. An interesting fact to be borne in mind in this connection is that as yet not a hostile shot has been fired in Boer territory.

The despatch in last night's Times to the effect that eighty-six Boer cannon had been captured, is evidently a mistake, as the enemy cannot have had anything like that number in their possession.

THE POLICE.

Even the expurgated accounts of the proceedings in the police court in the La Cote case are not edifying or interesting. The only reason for printing them is to permit the public to see that there are some grounds for the rumors, which have been in constant circulation for some time as to dissensions in the police force and what, if true, is worse than blackmail. We express no opinion as to the truth of the statements made in the police court. A few days ago the Colonist said that if the police commissioners did not investigate this matter, it would feel called upon to do so. The evidence brought out in the La Cote case, which we assume every member of the board will feel it his bounden duty to read, relieves us of any necessity to probe the matter and render it in the columns of this newspaper. Sufficient has been brought out in that case to cause the board to take immediate action, and instead of seeking any further reasons why they should hold a thorough investigation, we shall hold them responsible if one is not begun. If what has been brought to light in sworn testimony does not convince the commissioners that the time has come for them to act, nothing will do so.

The investigation should be prompt, thorough and public. When we say public we do not mean that all the unsavory details ought to be printed in the newspapers; but the papers can be safely trusted to exercise a sound discretion on

this point. So far as the Colonist is concerned it has no desire, unless compelled by the strongest sense of public duty, to print such evidence as is likely to be brought out, and we do not suppose that any such emergency will arise. But what is done ought to be open and above-board, so that no one can hereafter say that there has been a disposition to conceal anything. This is a public matter, and the commissioners ought to deal with it publicly and without fear, favor or affection. We defer any additional observations that might properly be made until the commissioners have had an opportunity of taking action.

FRENCH LOYALTY.

We have made scant reference in these columns to the attitude, real or alleged, of the people of Quebec towards the Empire in connection with the war in South Africa. The reason is that if there is anything whatever in the assertion that any considerable number of leading French-Canadians are disloyal, the matter is altogether too serious to be treated in a partisan spirit and on the strength of uncorroborated reports.

There are some things, however, which cannot be allowed to pass without comment. One of them is a statement attributed to Mr. Tarte to the effect that in the event of a war between Great Britain and France his duty would lie with France. Mr. Tarte does not appear to have contradicted this. It is his bounden duty to do so, if it is not true. He has undoubtedly the right to make the time and place for such a contradiction, that is within reasonable limits, but we think he is in danger of exceeding those limits. Mr. Tarte has an undoubted right to give his allegiance to France in preference to the nation that has enabled him to enjoy the freedom of which he boasts in his telegram to Col. Otter, but he has no business to be in a Canadian cabinet, if he contemplates such a course. If he feels that his duty is first to France, his prompt retirement from office is the only thing that is proper under the circumstances. Canada owes a duty to the Empire and it will be an outrageous thing if a man, who openly declares that the Empire is second in his thoughts should have a voice in deciding what the action of the Dominion shall be in the event of complications with a particular power. Unless this matter is cleared up at the earliest possible day, the indignant voice of public opinion will compel even the present parliament to vote want of confidence in the Laurier administration. The Toronto Globe says that no authentic report of Mr. Tarte's remarks has been published, and that the matter is one upon which a man might be easily misunderstood. It suggests that he might merely have meant that he feels the same feeling for France as a Scotchman feels for Scotland. The resemblance is not very clear, but the Globe has not Mr. Tarte's authority for suggesting even this way out of the matter.

We are glad to see that whatever Mr. Tarte may have said or meant, there are other French-Canadians, who feel and express in unmistakable language their loyalty to the flag. We are glad to see Mr. Bourassa saying in his letter to Sir Wilfrid Laurier, announcing his resignation: "A British citizen, proud of his rights and jealous of his liberty, loyal to England and her noble Sovereign, I am ready to spare neither my life nor my property, my words nor my deeds, for the defence of the British flag throughout the length and breadth of this Canada of ours." It will be noted that Mr. Bourassa is careful not to commit himself to any line of action in defence of the flag beyond the bounds of the Dominion. If Mr. Bourassa lived in England he would be a "little Englander," but we will let that pass for the present. His language is satisfactory as far as it goes. That it does not go far enough will be a matter for future comment.

At a meeting of the Montreal Board of Trade called for the purpose of providing for the comfort of the Transvaal contingent, a letter was read from the Vicar-General promising his zealous co-operation, and Alderman Laporte, speaking in French, the better to be representative of his compatriots, told the meeting that Great Britain could count upon the "united feeling of devotion among French-Canadians." Mr. Bergeron, M. P., in a public speech, declared that Quebec was with Great Britain heart and soul, and Deputy Speaker Lemieux, after declaring that Britain is fighting for the right, closed a speech to a large audience in Montreal, which received him with unbounded enthusiasm, as follows: "I am glad to say 'civis Britannicus sum.' I am ready to accept all the obligations conferred by the title. I claim all its privileges and I am not the loser."

In view of these utterances and others that can be cited, and also in view of the action of the Quebec government in continuing the pay of such civil servants as go to the front, we feel certain that the heart of Quebec is sound, and that such differences of opinion as

may be expressed as to the constitutionality of the action of the Dominion government in co-operating with the Imperial authorities in sending a contingent to South Africa are only such as must be looked for in a free country. But this does not excuse Mr. Tarte, if he is guilty of what is alleged, nor does it excuse Sir Wilfrid Laurier in retaining him as a colleague. We shall avail with much interest what these gentlemen have to say on this subject. We close this article by quoting the letter of Mr. Belcourt, M. P., to Major Rogers, captain of the Ottawa company:

I enclose you a cheque for \$30, which I desire you to expend as you may think best in providing some additional comforts for the brave Ottawa boys who will shortly join with you in the ranks of the British army in the Transvaal. I wish to prove by something more than words the admiration which I entertain for the flag that is dear to us all. The cause for which you have enlisted is the cause of progress and civilization and civil and religious liberty, and there is none more glorious than the flag under which you will serve. I for myself shall watch with keen interest all your movements, and I am sure that you and your men will acquit yourselves with honor, and return to us crowned with distinction. I wish you all good health and stout heart and God-speed. Hurrah for the Union Jack.

A Briton with twenty generations of British ancestors could say nothing better than this.

STRANGE COINCIDENCES.

On October 20th, Capt. G. A. Weldon of the Royal Dublin Fusiliers was killed at the fight at Glencoe. He had a short illness from the Nottinghamshire Regiment which he had been made captain time before the beginning of hostilities in South Africa exchanged into the Fusiliers in the place of an officer killed at Dargai Heights, on October 20th, 1898. The latter officer was promoted to fill the place vacated by one who was killed in the Sudan on October 20th, 1897. These are certainly very remarkable coincidences, and suggest a good many things. One of them is that British officers are doing more than their share in cementing the Empire with their blood.

TIME TO BE MOVING.

Mr. W. H. Langley, discussing the proposed railway and ferry projects in which Victoria is interested, exhibits a remarkable absence of faith in the future of this city. He says that a railway to the north end of Vancouver Island is a mythical thing. Mr. Langley is quite a young man, and we confess that it is a disappointment to see him so hopeless of the future of the city where he has such large interests. One would rather have supposed that with so much to gain from the development of Vancouver Island and Victoria, Mr. Langley would have been eager to advance by voice and pen anything that would tend to its development. Instead of this he turns upon the great scheme of Island development the hose of his sarcasm. And yet while he is sitting in the shades of indifference, men of means and enterprise are collecting from all available sources every piece of information bearing upon the alleged mythical subject. Mr. Langley would be wise to arouse himself to what is going on in the world and take the foremost position in the work of progress, to which he is fitted by his ability and his means.

For the information of Mr. Langley and others, who like him think that as it was in the beginning and is now it ever shall be, we beg to say that to the positive knowledge of the Colonist three quite distinct sets of capitalists, either of them abundantly able to put through the proposed railway to the north end of the Island, have the matter under their consideration. Mr. Langley chooses to imagine that the project is an attempt on the part of the Port Angeles railway people to pull the wool over the eyes of the people of Victoria. It is only necessary to mention that one of the notices of application for the necessary charter is on behalf of Mr. James Dunsmuir, to an impartial critic these objections were a matter of course. But it is not true that there was a change in this respect? Two arguments are advanced against a line of railway to the head of the Island and a line of fast steamships in connection therewith running to Skagway. One of them is that people will not travel by such a line, and the other that it will put an end to Victoria's present steamship service to the North. To an impartial critic these objections were a matter of course. But it is not true that there was a change in this respect? Two arguments are advanced against a line of railway to the head of the Island and a line of fast steamships in connection therewith running to Skagway. One of them is that people will not travel by such a line, and the other that it will put an end to Victoria's present steamship service to the North. To an impartial critic these objections were a matter of course. But it is not true that there was a change in this respect?

Mr. W. H. Langley has a long letter in the Victoria Times, which we may refer to again. It deals with the proposed railway to the head of the Island and Southern connection. Mr. Langley says this would make Victoria only a way station. What are Seattle and Vancouver now in respect to Northern and Oriental trade? The very extraordinary letter from Mr. Marchant which appears in last night's Times ought to be brought to the notice of the Dominion government. Mr. Marchant has a right, if he chooses, to extend his sympathy to men who have invaded British territory, but he ought not to be allowed to live upon the taxes paid by the loyal people of Canada, while parading this sympathy before the public.

We have a second letter from Mr. Tarts in regard to the city bridges; but as no new points are made in it there seems to be no special reason for printing it. There is one sentence which we reproduce here. Mr. Tarts says: "The Mayor yesterday refused to allow me to inspect certain documents in the office of the City Clerk, alleging that I was seeking weapons to use against the corporation." We have been under the impression that the records of the City Clerk's office were public documents, and think the Mayor ought to make some reply to this statement made by Mr. Tarts.

for northern business. We grant without argument that if things are to remain exactly as they now are, there is not the slightest use of building railways or anything else. Our city can drag along in its present means of transportation, adjusting itself to these as they are gradually worn out, and settling down to a pleasant sleepy-hollow sort of place; but we venture to say that the people, who now express fear lest the present transportation facilities of Victoria will be interfered with, will one day, not very far in the future, enjoy a quiet laugh at their own expense, while they reap a harvest in the enhanced value of their property, due to the greater foresight and energy of others who now meet with their opposition.

But we are told that the great scheme to bring the traffic to and from the North down over Vancouver Island and through Victoria will make this city only a way station. May we ask what it is now? Is it not simply a way station where a small proportion of the tide of travel comes, either as the merest birds of passage or to purchase goods? If more people brought their way, more will stop for the latter purpose. But may we ask if there are not other places on the Coast which may be correctly described as "way stations" in respect to this traffic? We think that Tacoma and Seattle may be so described, and the lesson which these two cities teach in this regard is a valuable one. They started with equal advantages, but Seattle has greatly outstripped her neighbor. The reason is that the people of Seattle were more awake to their opportunities than the people of Tacoma. Thus it has come about that while the latter remains a way station the former has become a supply depot. The Colonist has sufficient faith in the business enterprise of the people of Victoria to believe that when once this city is made a way station on the great highway to the North, they will derive the same advantages from that position as Seattle has.

We are told that traffic to and from the North will not use the all-rail route to the head of the Island, and in proof of this it is mentioned that the Manchester ship canal was built because water carriage was cheaper than land carriage. If this is a good argument for all to see, we bid farewell once and for all to the hope that Victoria will derive any advantage from quicker connection with the Mainland, by railway ferris. The argument is one that means stagnation if it is well-founded. But it is not well-founded, and the Manchester illustration does not support it. It is in fact without any foundation whatever.

It is based upon an entire misconception of the actual status and future demand of the Northern business. And here let us say that Northern business is beyond present computation. It is no mere transitory thing that will be frittered away in a year or two, but a great factor in Coast development that will grow apace during the next generation. This traffic demands at present quicker transportation than it now has available, and this can only be provided satisfactorily by an all-rail north end of Vancouver Island with ferry connection at the southern end with United States railways, so far as United States business is concerned, and with the Mainland of British Columbia, so far as Canadian traffic is concerned. If the imagination, which discovers a darky in the woodpile whenever any one advances a new project, were devoted to the realization of what proper communication with the continent means to Victoria and the whole Island, we would hear much less opposition to every project that is suggested.

We purposely avoid any reference to that point of Mr. Langley's letter which deals with the Port Angeles ferry project. This is not now before the public, and we have no reason to suppose that it soon will be. If our information is correct there is not the least probability that such a by-law as the city council is now engaged in framing will ever be submitted to a vote, and this being the case, it is wholly unnecessary to discuss whether Mr. Langley's imaginary railway man displays even rudimentary knowledge of the transportation business. If ever a company is formed to construct the proposed railway to the head of the Island the Colonist proposes to examine it as critically as it knows how. But that is not the subject of the present article, and we do not see how it can be of any use to do so does not meet with Mr. Langley's approval.

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POLICE

Commissioner's Report

Chief Sheppard

Although

As a result of a special police commissioners report...

Constable Clarys in the Lacoste case...

Best Victoria's show really as cause against two of the three...

The meeting of the board attended by all three...

The amended act designate the Mayor...

Mr. John St. Clair's engagement as athletic...

The last monthly report read at the previous...