

The Colonist.

FRIDAY, DECEMBER 22, 1893. LOOK AT THE CITY.

The best way to judge how the affairs of this city of Victoria have been managed during the last two years is to examine the city itself. Evidences of mismanagement and neglect meet the eye in every direction. The streets are phenomenally bad. They could hardly be worse. In some places they are almost impassable and everywhere they are disgracefully dirty.

The sidewalks are in a very little better condition than the roadway and the crossings. They are rough, ugly and congested. And, bad as they are, they are not kept in good repair. The want of signs showing the names of the streets is a disgrace to the corporation. This is an evidence of neglect and backwardness that forcibly strikes every stranger.

The sanitary condition of the city is very far from what it ought to be every one admits. It could be very greatly improved by the exercise of care and watchfulness on the part of the authorities, and a very moderate expenditure of money.

The city's water supply is far from being what it ought to be, and what it easily could be made if the mayor and corporation had an intelligent conception of the city's needs, and had made a good use of their opportunities and the means at their disposal.

The best proof of a workman's skill is the work he does. It is by that he is judged by all prudent men. This is how an intelligent opinion of Mayor Beaver's qualifications as an administrator is to be formed.

"THE PEOPLE OF HAWAII." In Wednesday's Oregonian is an article headed "The People of Hawaii." Here is its first paragraph: "The people of Hawaii are behaving in this crisis of their affairs with a mingled resolution and dignity that entitles them to the respect of the civilized world.

DESERVED COMMENDATION. The Mercantile Guardian, published in London, in its leading article November 18, compliments Mr. Huddart very highly on his pluck and enterprise. It says: "When we find a man who rises superior to circumstances, who meets each rebuff with still bolder enterprise, it is difficult to say too much in his praise, or to admire too greatly his dogged determination to hold on to the course that he has mapped out for himself."

doubt very much if "the people" on whom the Oregonian so generously lavishes its praise, when they are all told, form one-tenth of the population of the Islands.

Harper's Weekly, which expresses the opinions and feelings of quite a large proportion of the best citizens of the United States, thus describes "the people," who, according to the Oregonian, have been acting with such "resolution and dignity," in a way very different indeed from our respected Portland contemporary. It says: "In the afternoon of the same day a special committee of safety of thirteen members—mostly aliens, five Americans among them—was formed, ostensibly for the maintenance of the public peace."

A NEW PHILOSOPHY. We boast that this is an enlightened age—the most enlightened age that the world has ever seen—yet men in these days propagate singular doctrines, and they find people to believe in them and to act upon them. There are the anarchists, for instance. They are at war with all the world. They teach the doctrine of murder, murder by wholesale, murder of the innocent, of those who cannot possibly have offended them, and there are men, and women too, who embrace their terribly inhuman creed and who carry it into practice.

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BARKING UP THE WRONG TREE.

The McKinley tariff has been in operation in the United States for about four years. That tariff was to have been a great boon to the American farmer. The exclusion of Canadian farm produce was to give him a livelier market and better prices. It was also to benefit the American lumberman and other producers. Has it performed what was promised?

The Oregonian informs us that wheat is so low that the cost of production is barely covered. Lumber mills are working at half capacity; wool sells below the cost of production; and the warehouses are burdened with it because there is no market even at the present price; sheep have fallen one half in value.

WALTH NOLLY US'ED. On the second day of the present month the Royal Victoria Hospital in Montreal was formally opened by His Excellency the Governor-General. But this magnificent institution is not a Government work. It was built and will be in great part maintained by the princely generosity of two Canadian gentlemen. On the year of the Queen's Jubilee, Lord Mount-Stephen and Sir Donald A. Smith, jointly made a donation of one million of dollars for the purpose of erecting and maintaining in Montreal a hospital for the healing of the sick of all races without distinction of race or creed.

From as much as can be ascertained of the working of the proposed amalgamation of pilot boards the old pilotage boundaries are to be wiped out, and the fourteen pilots are to cruise in a cutter off Flatlay, between Race Rocks and Flatlay, and speak incoming vessels, for the purpose of collecting compulsory pilot fees. This is just what American captains would benefit by. They would be signally benefited by the new system. Answer, "Port Angeles." They would sail in United States waters to Port Angeles, thence to Vancouver or whatever British Columbia port they desired, quite unmolested by the pilots, but if the old boundaries are to be retained, and the compulsory fees increased under the proposed new system, then American vessels will stop coming here, entailing a large pecuniary loss to each port.

This constitutes a blow which may well have crushed all enterprise and hope out of a man. The labour of months had been lost, and a matter of hardly less importance, the immediate profits and future prospects of the line were imperilled.

Mr. Huddart, however, proved himself to be the man who would not allow his enterprise to be damped, and within a week had chartered the Arawa, from the Shaw, Savill and Albion Company, for eighteen months. The Arawa, which was at that time at New Zealand, is a much larger vessel than the one whose opportunity it displaced.

ANOTHER SHIP CANAL. The Manchester ship canal is completed and will be formally opened on the first day of the new year. It is a great work, and is a monument both of commercial enterprise and engineering skill. It was constructed in the face of difficulties of an ordinary kind.

The canal is only 35½ miles long, yet it has cost somewhere about seventy-five millions of dollars. The work of construction was commenced in 1887, and it has gone on continuously ever since.

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These people laugh at the teachings of Newton. They know better than he did; and they pity the ignorant and deluded creatures who believe that the earth is a solid body, and that it revolves round the sun. They plume themselves on being superior to such silly and vulgar superstitions. There is a society of these superior people in a place called Beaver Falls, in the State of Pennsylvania. Their apostle is one A. L. Macdonald. This New Light has lately paid a visit to the Look observatory in the Rocky Mountains, and what he has seen through the great telescope of that institution has confirmed his belief in the peculiar theory of the earth which he and his friends have adopted.

To my mind the whole Copernican system resembles taking advantage of the earth is a hollow conceit, and the sun is up in the centre, divided one-half light and one-half dark.

The following captains were interviewed in the pilot boat: Capt. W. H. Talbot, San Francisco; Capt. Peterson, of the Etoile, San Francisco; Capt. Markham, of the Snow and Burgess, San Francisco; Capt. Bastinaon, of the ship Beaconfield, England.

The opinion expressed by the pilots in session is: 1. If the Province of British Columbia is determined to continue to exact compulsory pilotage fees to their own disadvantage any variance from the present system would not be desired by the captains, particularly from San Francisco, as it would entail more expense on them. 2. Two tow boats are all that are necessary from Flatlay to Vancouver, Victoria or Nanaimo. The captains said they felt when they were steering after a tow boat. Pilot-services should be optional.

THE DUTY OF CIVILITY. Lord Aberdeen did well to advise the school children of Ottawa to be courteous. It is hard to overestimate the value of good manners and observances as in kindness of feeling. The gruffest and most discourteous person likes to be treated with civility and kindness.

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Montreal, Dec. 16.—Hon. William Henry Austin, late Chief Justice of the Bahama Islands, whose conflict of authority with Sir Ambrose Shea, Governor of the islands, created much comment about four years ago, died in this city to-day at the age of 69. He had been living here in retirement since he left the Bahama. La Grippe was the cause of his death.

kindly feeling. It is not so hard to do this as some may think. Everyone has some good qualities which deserve respect. There can be no doubt that kindness is at the bottom of courtesy. In fact there can be no genuine courtesy without it.

ATTEMPTED JAIL DELIVERY. A Gang of Convicts Led by a Life Man Try to Escape. Their Lively Rush for Liberty Thwarted, the Kingleader Seriously Wounded.

New Westminster, Dec. 15.—(Special)—A desperate attempt to escape was made shortly before 5 o'clock last evening by a number of penitentiary convicts working in the outdoor gang. The attempt was unsuccessful. A representative of the Colonist visited the penitentiary to obtain full particulars of the incident, but Mr. McWhide said all the information he could give, and that three convicts had tried to escape, and that one had been shot in the leg. The little revolt was witnessed by one outsider, however, who gave the following particulars: A gang of 51 convicts had been working all afternoon in the ravine within the walls to the west of the Warden's residence, not far from the Columbia street limits of the grounds. A few minutes after 4:30 p.m. an order was given the convicts by the guards in charge to form up and return to the Penitentiary.

PILOTAGE REFORM. Meeting of Captains at Vancouver to Discuss the Existing System.

Contemplated Changes Also Talked Over—The Opinions Expressed. VANCOUVER, B.C., Dec. 15.—(Special)—Marine men are talking about little else than the proposed amalgamation of the pilotage boards.

Could not vessels easily escape them? Would not pilotage dues have to be increased to meet the extra expense occasioned by the building and running of a new cutter, if said dues could be collected?

It is possible to compel a vessel signalled at Cape Flatlay to pay pilotage? These questions Mr. Johnson thought would be well considered before any action was taken. He did not think these questions could be satisfactorily answered. As far as the Vancouver board was concerned, they were satisfied with the present system, which had but one flaw—vessels were not obliged to pay half pilotage if the pilots failed to signal them.

Matters appear to be logging along very well up at the Silver King. There are at present some twenty-five or thirty miners at work, in addition to the surface gang. All of the underground work has been done by contract, and judging by the reports, those who have taken the work up have done very well.

The crash attracted the attention of the Indians near the bridge now under construction, at the mouth of the river. The steamers Hot Spout, George Fisher, on being caught by the fall, were struck by the rocks. Mr. Fisher, the boatman, was pulled into boats, and the men were saved.

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DRIFTING. Drifting has been done each way from the wharf which connects the upper and lower levels. These drifts are about 45 feet long, and are in solid ore. Two new contracts have been let to carry on this drifting to some further extent.

A Gentleman. Who formerly resided in Connecticut, but who now resides in Honolulu, writes: "For 20 years past, my wife and I have used Ayer's Hair Vigor, and I attribute to it the dark hair which she and I now have, while hundreds of our acquaintances, ten or a dozen years younger than we, are either gray-headed, white, or bald."

AWFUL CRASH. A Bridge at Louisville—Numbers of Lives Lost.

How the Catastrophes of Winter as to the Louisville, Ky., I span of the iron and the bridge now under construction, at the mouth of the river, collapsed about 10 o'clock, crushing to death twenty persons, some of whom were women and children. Only six bodies have been recovered, and it is feared that the bodies of the other sixteen persons are somewhere in the debris of the bridge.

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Ayer's Hair Vigor, and very soon, it not only checked any further loss of hair, but produced an entirely new growth, which has remained luxuriant and glossy to this day. I can recommend this preparation to all in need of a genuine hair-restorer. It is all that it is claimed to be."—Antonio Alarum, Bastrop, Tex.

AYER'S HAIR VIGOR