

VICTORIA'S DUTY.

All who have given the subject any attention are now agreed that British Columbia is on the eve of a great awakening. The mineral resources of the province have attracted world-wide attention, and a large influx of people from all quarters of the globe is expected to occur with the opening of spring. Conservative estimates place the number likely to pour into the country before 97 has bidden us adieu at 100,000; at any rate the present population will be very largely increased. This is cheering. Many Victorians, however, are prone to be pessimistic. They argue, indeed, that the population of the city may be expected to fall off considerably because of the departure of many of our residents for the gold fields of the upper country. This will doubtless occur. On the other hand are to be found those who secure comfort in the thought that the island and coast mines are "looking up"; and this is expected to largely offset any loss the city may suffer in population by emigration to the Kootenay country. While we accept the theory that many of our idle citizens—unfortunately we have many—will leave Victoria for the mining districts on the Mainland in the early spring, and that the population of the city will to that extent decrease, we still hold to the belief that the outlook for the future of Victoria is of a decidedly cheering character. To begin with, Victoria has advantages over every other city in the province which are not to be spoken of lightly. Her natural beauties are unexcelled by any city in the world; her climate has made her famous; the walks and drives around the environs are charming; facilities for boating are unsurpassed anywhere on the continent—in short, Victoria is the most attractive spot on the Pacific coast north of San Francisco, and even compared with the cities south of that point it is questionable if she would be allotted a secondary position. Why, then, should Victorians be in doubt as to the future regarding their fair city? Let our citizens but rouse themselves to a sense of the importance of the manifold attractions which this city possesses over all others that can possibly compete with her in that direction and they will feel less pessimistic regarding her future. But—and here is the pivotal point in our city's career—Victorians must rouse themselves; they must recognize that while their city occupies an enviable and unique position in the possession of so many natural beauties and advantages, there yet remains much for the people to do to secure for her that recognition of her claims to which she is unquestionably entitled. What is to be done? This: Make Victoria the most desirable place on the coast to live in; make her something more than a desirable place to visit. How can it be done? In this way: Clean up the streets, paying the principal ones in the business portion of the city; complete the sewers; secure a sufficient supply of good water; clean up Chinatown—that eyesore; beautify the park. No doubt other matters require attention, but those we have mentioned are to our mind the most important. But, we hear timid ones say, all this costs money. True; but who is there who will declare that it would not be money well spent, providing the needed improvements were secured? The gentlemen who are in charge of the civic affairs of the city this year have, we are happy to say, given evidence of their capacity to deal with municipal matters in a business-like manner, and we believe the majority of our citizens recognize that fact. Let the people then give their support in their efforts to place the city on a good basis; let them have sufficient confidence in them to entrust them with the handling of the important needed public improvements, and we believe their confidence will not be misplaced.

"There is a tide in the affairs of men, which, taken at the flood, leads on to fortune; omitted, brings disaster." Is not the tide favorable now? And shall we continue on in the old rut and court that disaster which is suggested by the immortal bard in the lines above quoted? No, let us stand together for the good of Victoria; let us make her a modern city; let us be ready to receive and hold as residents the many who will visit us this season. And when the approach of winter shall drive the miner from off the snow-clad hills; when work in all the camps ceases for a season, and the swarm of delvers in mother earth with their store of glittering, yellow gold are turning from the scene of their labors for a brief respite, let us say to them: Here in Victoria is to be found your haven; here you can live decently, comfortably and happily.

THE BILL VETOED.

President Cleveland's action in vetoing the immigration bill passed by congress, with its famous Cortis amendment, makes a worthy closing to his admirable presidential career. As in many other instances, Mr. Cleveland has not hesitated to do what he saw to be his duty, though a weaker man might have excused himself on the ground that the will of the people is supposed to be represented by congress. It would be a libel on the people of the United States to admit that they, any large body of them, are in favor of this precious piece of legislation. Their misfortune is that their political conditions very often allow a few histant demagogues to pose

as the spokesmen of the nation, while as a matter of fact they represent nothing but a small though noisy and pestiferous element. In his veto message the President spoke of the Cortis amendment in language very much like that used by Senator Palmer, language that could hardly be improved on for severity and vigor, though quiet and dignified. No person at whom the measure was aimed could ask that anything stronger than Mr. Cleveland's words should be used. "The prohibition against the employment of aliens upon any public works of the United States is in line with other legislation of a like character. It is quite a different thing, however, to declare it a crime for an alien to come regularly and habitually into the United States for the purpose of obtaining work from private parties, if such alien returns from time to time to a foreign country, and to constitute any employment of such alien a criminal offense. When we consider these propositions of the bill in connection with our long northern frontier and the boundary of several of our states and territories, often but an imaginary line separating them from the British dominions, and recall the friendly intercourse between the people who are neighbors on either side, the provisions of this bill affecting them must be regarded as illiberal, narrow and un-American." Of course this veto may not settle the matter; the old congress has hardly time enough to take action, but the new one which comes in to power to-morrow may be of like mind. In the event of its passing the bill, what may Mr. McKinley be expected to do? The answer is very much in doubt.

KOOTENAY LAND DISPUTES.

Kootenay is going to have at least as many disputes about land titles as it will have of paying mines. Part of the Rossland townsite is involved in one of these, and what with claimants under various pretences of right; the mud of titles is terrible. Sandon has been placed in a similar position by a recent judicial decision rendered by Judge Fortin. Brandon and Slocan City, the twin towns at the foot of Slocan Lake, are said to be threatened with a like infliction. The Rossland Miner gives this explanation of the trouble and its remedy: "It must be admitted that land titles in Kootenay are pretty badly mixed. This is owing almost, if not altogether, to the government's action in designating the miner of the surface rights of the mineral claim. This system has now been in force for about four years, and already we have seen enough of its fruits to be heartily sick of it. Wherever in Kootenay a town has sprung up since the system was amended in this respect we have squatters' difficulties, endless litigation and a condition of things generally which discourages investment and retards the growth of the country. The remedy for this state of affairs is obvious, and it is as easy as falling off a log. While it is true that most of the land in Kootenay, or at least southeast Kootenay, is granted to or reserved for railways, there is still some territory which is vacant crown land. Probably little can be done to better define the respective rights of the owners of granted lands and the owners of mineral claims on such lands, but so far as the crown lands are concerned all that has to be done to prevent any more disputes is to give to the mine-owner the same surface rights to his mineral claim as the proprietor or purchaser of agricultural lands acquires. There is no sense in having two conflicting titles to every valuable piece of ground in West Kootenay. The system has proved a failure, as every miner in Kootenay knew it would, and the sooner a return is had to the old system of titles the better. If the government is afraid the miner will get too much for his money, by acquiring what may be called a mineral claim, a provision could be inserted in the act requiring him to return to the government a certain percentage of its surface whenever he should plant it into blocks and lots. If the tinkering with the mining law which took away surface rights from miners had resulted in furthering public interest there would have been less cause for complaint. In point of fact it seems to have benefited only land-grabbing government favorites, who already had "pull" enough. How long will this province be content to be ruled by a set of pettifogging politicians?"

Says the Globe: "In Canada as in the United States it is a frequent complaint that government and bank paper currency is issued and reissued until it gets into an unsanitary condition and becomes a medium for carrying disease germs. The Bank of England never reissues a note, and though its notes be merely carried from one counter to another they are invariably destroyed. Though such waste is unnecessary, better judgment might be shown regarding the reissue of torn and dirty paper currency."

LEGISLATIVE NOTES.

Mr. F. S. Barnard is again the means of creating considerable excitement in the legislature. It will be remembered that some four years ago Mr. Barnard, while lobbying for a water bill, used some very complimentary language towards Mr. Kellie. The language was such that it would not stand publication, and the Hon. John Robson, who was then premier, was compelled for the sake of the dignity of the house to call upon Mr. Barnard for an apology. When the bill to accelerate the incorporation of Rossland, Nelson and Grand Forks was being considered in committee a few days ago, Mr. Hume succeeded in securing the insertion of a clause by which the respective towns would be given authority to take water from adjoining streams. Mr. Kellie, who remembered his very unpleasant interview with Mr. Barnard some four years ago, remarked something about the wheels of the gods grinding slowly. Mr. Barnard is not the kind of monopolist, however, to give up without a struggle. Mr. Rogers has given notice that he will move to recommit the bill for the purpose of inserting a section which provides that before the said cities shall exercise the powers conferred on them by Mr. Hume's clause, they shall purchase the whole plant or system of any existing persons or corporations now supplying water or light to the said cities, or any of them, or any of the inhabitants thereof, in accordance with the provisions of and upon the terms relating to purchase by municipalities or corporations, as set forth in any special act or acts authorizing any such persons or corporations to supply such water or light to such cities or the inhabitants thereof, or in the event of no such provision being contained in such special act, then at a figure to be determined by arbitration, in accordance with the provisions of the Arbitration Act, 1893. Provided, however, in arriving at the amount of compensation to be paid to such persons or corporations, the arbitrators shall in no wise take into consideration the value of the rights, powers or privileges of the company."

Now as Mr. Barnard's company is at present endeavoring to furnish the town of Nelson with water, the amendment has probably been introduced for his special benefit. Color is lent to this statement by the fact that, yesterday each member of the house was furnished with a type-written document over the signature of Mr. Barnard, in which he advanced arguments why Nelson should be forced to buy his waterworks. It will be interesting to note how many members will champion the cause of a monopolist against the interests of a growing city. Twenty-one private bills is a fairly good record for one day. Eight of these were water bills. The legislature was wise in refusing to consider the very small legislation of a very small people. Mr. Sword put the matter in a nutshell when he stated that if they took the high ground that the Cortis bill was a piece of narrow-minded legislation, it would be inconsistent to advocate the adoption of similar legislation. The majority of the members of the legislature have awakened to the fact that the province has entered upon a new era and that it is no longer good policy to attempt to throttle a growing town in the interests of avaricious speculators. Consequently Mr. Robson's amendment, which, if passed, would have compelled the town of Nelson to purchase almost useless waterworks at an exorbitant figure, found but few supporters in the house. Even the premier was forced to admit that it would be wrong to force the municipality to buy waterworks that were unequal to the requirements of the town. The decision of the house will be satisfactory to everyone excepting Mr. Barnard and his company. Members of the government are not yet divorced from the idea that they should have some right to interfere with the management of municipal affairs. Yesterday the premier and attorney-general spoke strongly in favor of the insertion of a new clause in the town and cities bill, by which those towns could not borrow any money without the approval of the government. The amendment was opposed by members on both sides of the house, and the vote recorded against it ought to have convinced the members of the government that they would act wisely in allowing municipalities to attend to their own affairs without any interference. Mr. Helmcken was anxious that the ladies of Rossland, Nelson and Grand Forks should have the privilege of exercising the franchise, but he made the fatal error of adding that only property owners, male or female, should be allowed to vote. The house would probably have favored female suffrage, but as that was associated with the disfranchisement of all save property holders, Mr. Helmcken's amendment met with little favor. Nelson expected every member to do his duty. Nelson can now have water free from contamination. "Twas a famous victory."

The happiest man in the house yesterday was Mr. Hume. The people of Nelson should give him a public reception upon his return. He put up a bonnie fight in their interests. The Board of Trade Give Their Consideration to the Companies Act. The Board of Trade held a meeting yesterday afternoon, the president, Mr. D. R. Ker, being in the chair. The secretary read a letter from Hon. J. H. Turner acknowledging the receipt of a letter requesting that the government be petitioned to have a sum placed in the estimates for the purpose of making a trail from Hazelton to the Omineca country. The letter stated that the matter had been laid over until the estimates were considered. The reply to be sent to the Dominion minister of trade and commerce regarding the extension of trade was drafted. The general opinion of the board was that a very good step in extending Canadian trade would be the appointment of agents in foreign countries and the other British colonies. The reports of the British consuls and vice-consuls throughout the world would also be of great benefit in this direction. Several other suggestions and amendments to the letter were made, and the president and secretary were ordered to complete it and forward it to Ottawa. A letter was then read in reply to enquiries made as to the trade between Vancouver, the Yukon, Mexico, Central and Southern America, from J. B. Alexander, British vice-consul at Tacoma, showing that the Norwegian steamer Transit had made four trips, taking freight to the value of \$70,524, and the British ship Amaraopora one trip, when she took freight valued at \$16,000. The British consul at San Francisco, J. B. Warburton, wrote in reply to the inquiries made by the board, that there was a possibility of an opening for a line of steamers to run in competition with the Pacific Mail Steamship Company between British Columbia and Panama, touching Puget Sound, San Francisco, San Pedro de Martin and going into Circle City. In September he met the steamer Bella at Fort Yukon with two barges in tow, carrying about 800 tons of freight. Captain Moore favored the White Pass as the best route to the Yukon country. The question was brought up by one of the members that it was in United States territory. Captain Moore said that the only available way to get into the country was through United States territory. The Stickeen route Captain Moore did not think to be a good one; it was only navigable three months during the year, and when it was it was the worst navigable water in Canada. Seven months out of the year it was frozen stiff, and the remaining two months it was too shallow. No boat carrying more than 90 tons could go up the Stickeen. Taku river, too, was only navigable one month during the year; all travel by way of the Taku was practically land travel. The White Pass the captain held to be the best route. By way of this route a pack train could be taken along at any time if three or four men were sent ahead with axes blazing a trail. He had always been in favor of this route and advised the board not to consider the Stickeen route at all. Without a railway that route would never be of any use. Captain Moore thought that it would not be long until there were 50,000 to 60,000 people in the Yukon country, and he urged the board to consider what the trade of those people would be to British Columbia and to Canada. There were rapids on the White Pass route, but that difficulty could be overcome by building a steam tramway for four or five miles. Mr. Gillis said he had been three years in the Yukon country. Unless different methods managed goods could not be handled from the mouth of the river in sufficient quantities to keep the men living in the Yukon supplied. Owing to the ice a boat could not get up the river until July. Before that month no connection could be made with the ocean boats. And a boat could only run from then to September, which would mean only two trips. The residents every year run short of provisions. The diggers at Circle City are all showing up well. The number of whites, in his opinion, in the Canadian territory, were from 600 to 800. In the Yukon in 1894 there were 300 people, and now there are 1,500. One-third of the people who go there never go into the interior; the other third remains in the country. Mr. Gillis did not think the route by way of Chilkoot Pass a good one. The White Pass was a feasible way. The country was not rough, and a railway could easily

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The matter was an old one and had been discussed at length at previous meetings of the board. A letter was received from Mr. Geo. Hadwin, thanking the board on behalf of the Coviechan Agricultural Association for their efforts to obtain terms for the settlers on the line of the E. & N. Railway. "I regret," the letter said, "that you have not even met with common courtesy at their hands. This appears only to emphasize the complete difference with which the Messrs. Dunsmuir appear to view the claims of the public."

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They argue, indeed, that the population of the city may be expected to fall off considerably because of the departure of many of our residents for the gold fields of the upper country. This will doubtless occur.

On the other hand are to be found those who secure comfort in the thought that the island and coast mines are "looking up"; and this is expected to largely offset any loss the city may suffer in population by emigration to the Kootenay country.

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In short, Victoria is the most attractive spot on the Pacific coast north of San Francisco, and even compared with the cities south of that point it is questionable if she would be allotted a secondary position. Why, then, should Victorians be in doubt as to the future regarding their fair city?

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But—and here is the pivotal point in our city's career—Victorians must rouse themselves; they must recognize that while their city occupies an enviable and unique position in the possession of so many natural beauties and advantages, there yet remains much for the people to do to secure for her that recognition of her claims to which she is unquestionably entitled.

What is to be done? This: Make Victoria the most desirable place on the coast to live in; make her something more than a desirable place to visit. How can it be done? In this way: Clean up the streets, paying the principal ones in the business portion of the city; complete the sewers; secure a sufficient supply of good water; clean up Chinatown—that eyesore; beautify the park.

No doubt other matters require attention, but those we have mentioned are to our mind the most important. But, we hear timid ones say, all this costs money. True; but who is there who will declare that it would not be money well spent, providing the needed improvements were secured? The gentlemen who are in charge of the civic affairs of the city this year have, we are happy to say, given evidence of their capacity to deal with municipal matters in a business-like manner, and we believe the majority of our citizens recognize that fact.

HER MAJESTY Loyal Canadian People THEY SHOULD BE STRONG AND HEALTHY. Pain's Celery Compound Enable Our Women to As Long as Our Que it Will Give Our Men Strong Vigorous Manhood Sickly Canadians Can Be Hale, Healthy and Worthy of Their Country. Pain's Celery Compound Good Work. The City of Van... The Yukon... The Stickeen route... The White Pass... The Taku river... The Chilkoot Pass... The Omineca country... The Hazelton... The Rossland... The Nelson... The Brandon... The Slocan... The Circle City... The Fort Yukon... The Bella... The Amaraopora... The Transit... The Warburton... The Scaife... The Hadwin... The Moore... The Gillis... The Dunsmuir... The Ker... The Slocan... The Hazelton... The Rossland... The Nelson... The Brandon... The Slocan... The Circle City... The Fort Yukon... The Bella... The Amaraopora... The Transit... The Warburton... The Scaife... The Hadwin... The Moore... The Gillis... The Dunsmuir... The Ker... The Slocan... The Hazelton... The Rossland... The Nelson... 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