The Colonist

FRIDAY, MAY 17, 1895.

"THE PROGRESS OF CANADA." It is cheering to observe that the thinking feel that the men who have built up a new which figures do lie.

North America are as worthy of being con-

sidered true Britons as any of the race in

any part of the world or at any period of its

An article in the Edinburgh Review. "The Progress of Canada," is calculated to that in order to hamper and annoy the Govraise Canadians in the estimation of the ernment they do not hesitate to attempt to most intelligent part of the British public. and it is also calculated to please Canadians. The writer is friendly to Canada. He knows what the people of this country have done : he sees how they have solved difficult problems, and with very little help from the Mother Country formed themselves into a prosperous and self-governing commonwealth which is of considerable national importance now, and promises to become

"No one will deny," says the reviewer, present reign has been, not the victories won not care what harm they inflicted on by Great Britain in foreign wars, for these the people of the Province. That they were insignificant compared with those of will be again defeated we are perfectly other times; not triumphs in diplomacy, certain, but defeat and disappointment are for they have not been remarkable; not even success in literature, for more lasting fame has probably been won by writers of other periods; not the extraordinary expansion of commerce and wealth which has resulted from the evolution of sound economic ideas. national enterprise and scientific discovery. No, assuredly the most significant and enthe economic, intellectual and political de. ed. There has been plenty of that kind of

the Maritime Provinces, and consequently

men of Great Britain now take a greater, a ships there was a shippard in every creek in alone. They may gain converts, but those on more lively and a more friendly interest in the Maritime Provinces. Splendid wooden converts having nothing to gain by making Canada than ever they did. There are many ships were built in New Brunswick, Nova a display of their new opinions will hardly indications which show that the progress of Scotia, and Prince Edward Island as long be noticed, and the majority of them will in questions which every mederate protection this Dominion is closely watched in Great as there was a demand for such ships, and time be sure either to forget all about them ist and every honest free trader in the coun-Britain, and that Canadians are growing in the respect and esteem of their fellow-sub- thousands of dollars were lost by men who bie theory. The Government of Great Brititionist says that when this tariff for revenue jects in the Mother Country. This is did not know when to stop building wooden ain takes cognizance of none but overt acts; pleasant to Canadians, for although there is ships and when to sell those that they owned. mere opinion in a criminal sense counts for dient are examined by clear headed and unnothing they detest and despise more than Our contemporary ought to know this. Not nothing. The Government of the United prejudiced men they will find it impossible the spirit of the "poor relation," they do having that knowledge, or not making al. States acts upon the same principle, and so to distinguish them from a policy of moderate desire that their kinsmen in the Old Land lowance fer it, makes its parade of figures does that of Canada. The consequence is protection. The honest free trader comes should learn to appreciate them and should mendacious nonsense. This is a case in that in Great Britain, the United States and to exactly the same conclusion. He believes and a progressive nation in the wilds of

TRAITORS.

It is humiliating to be compelled to believe that there are men in this Province who are so vindictive, so filled with political spite, the Finance Minister is floating a loan in way to be revenged on the men who defeated them. Provided they gratified their pernot punishment enough for them. It is thousand pities that there is no way of punishing traitors of this kind in the only way that can reach their feelings. This can only be done by a cat-o'-nine tails.

Criticism on the financial state of the pro vince where it is understood and where it can be fully and promptly replied to, even during achievement of the reign has been if it is unfair and erroneous, must be toleratvelopment of those prosperous communities criticism in the newspapers of this province. which form the colonial empire of the Brit. but it has been met in the press and on the floor of the Legislature, and it has consequent-Canada is perhaps the most remarkable of these communities. When Queen Victoria ascended the throne, what is now Canada was a number of insignificant communities what any bond of connection. The provinces of British Columbia and Manitoba had then no existence even as colonies. The population did not much exceed one million, and is was divided nearly equally into two races not very well disposed towards each his fault if the wound he inflicts is not other. The people were discontanted; in fact a rebellion was in progress. The land tenure was not satisfactory to a large proportion of the people. The whole annual trade of the country, export and import, ly done no harm. But such criticism in Eng-

in the ships registered, but the reason of this is not because the national policy has been in operation, but because wooden ships have, to a very great extent, gone into disuse.

When there were appeared to the constant opinion than to stamp it out. The best way to treat the constant opinion than to stamp it out. The best way to treat the constant opinion than to stamp it out. The best way to treat the constant opinion than to stamp it out. The best way to treat the constant opinion than to stamp it out. The best way to treat the constant opinion than to stamp it out. When there was a market for wooden the wild theorists is to leave them severely Canada, socialists and anarchists occupy a in free trade and direct taxation because he comparatively insignificant position. But knows that direct taxation must necessarily important and increase rapidly.

GOVERNOR SCHULTZ.

indignant because Governor Schultz of sensible men, whether they are protection do the Province serious injury. Two of Manitoba applied to Dr. Bourinot for ad- ists or free traders, convicts himself of trythese traitors have chosen the time in which vice on the Manitoba school question. He ling to obtain political support on a false was as usual very bitter, and quite as usual pretence—that he is, not to put too fine a Province to the editor of London Truth governor to be like the model juryman of attempt to answer its questions. If they with the evident intention of making the some not very profound lawyers. They did the fraud would be immediately ex-Finance Minister's journey to London fruit- would have his mind to be on the questions posed. less. This is not the first time that foiled that come before him, no matter how diffiand disappointed politicians have tried in cult or how intricate they may be, a perfect greatly more important in the not distant this cowardly, treacherous and unpatriotic blank. He must look for advice and instructions from no one but his constitutional advisers. He must accept all they say, "that the most important feature of the sonal spite these contemptible creatures did whether it is wise or foolish, sound or unsound, as gospel. It would be something like high treason for him to have an opinion of his own upon any public matter. Following out the principle laid down by Mr. Mc-Carthy et al. it would be wrong in the Governor to read an Opposition newspaper or to hear an Opposition speech, even though that speech should be one of Mr. Mc-Carthy's own. This, of course, is utter nonsense, but it is just such nonsense as Mr. McCarthy utters in the House of Com-The Constitution knows nothing about

Dr. Bourinot. What he says on a given subject is no more authoritative than a speech of Mr. Martin's or than an article in the Nor'-Wester. Would any man outside a lunatic asylum be so unutterably foolish

What makes the Star's questions the more troublesome is that they are precisely the scheme and this incidental protection expewhere they are legislated against they become accompany any free trade system. But the Grit says that he is for free trade as they have it in England, and he takes very good care not to say one word about direct taxa-Mr. Dalton McCarthy affects to be very tion. He, therefore, in the judgment of all London to send one-sided and distorted statements of the financial condition of the

MORE ABOUT SHIPPING.

We were unable for want of space vester day to complete our exposure of the dishonesty of the organ of the Opposition in what it publishes about shipping under Protection in Canada. The Times was so disingenuous as to use the term shipping with the deliberate intention to mislead. The figures it gave referred to ship building, which is only one and a very distinct branch of the shipping business. Quoting these figures is a very old and stale expedient, and can only deceive very ignorant or inexperienced people. As we pointed out yesterday, the cause of the decline of the shipbuilding industry in Canada is the almost total substitution of iron and steel for wood and the general change from sailing vessels to steamers. This has centred the ship. building trade in Great Britain, whose immense facilities for iron and steel work-

why is posses and prospectivy.

The Billibrity reviewer that is an early reviewer than the entry of the form of the control of

SHIPS AND SHIPPING.

Arrival of Sealers—All in Hard Luck -Wreck of the Tug "Mogul."

Extension of Privileges to the Australian Canadian Steamship Co -Lime for Australia.

Sunday night's stiff gale of wind brought fleet of aix sealers into port from down a fleet of six sealers into port from down only ones from Victoria.

Following are the cabin passengers who left on the Umatilla for San Francisco last Capt. J. Gould; W. L. Rich, Capt. B. Balcom; Annie C. Moore, Capt. C. Hackett; Allen, Miss U. Benus H. G. L. Panchand. Maud S., Capt. R. E. McKiel; and Aurora, Capt. T. Harold. All have hard luck stories to report concerning the weather and their poor catches, but they bring no very late scaling news. The schooners are but the forerunners of a much larger fleet, comprising all the vessels still out which have been engaged in the coast sealing. Capt. R. E. McKiel, of the Maud S., is the master who reported seeing the wreckage of the lost colliers Montserrat and Keweenaw. There was some uncertainty about the find-ing of broken parts of the latter collier, but there now remains no doubt as to this. Capt. McKiel, while in Rose harbor, at the north end of Queen Charlotte island, saw the quarter board of the Keweenaw with the name of the vessel in large letters on it. This like an almost similar board had been as it is a considered. This like an almost similar board had been nailed in a conspicuous place on an Indian cabin. Besides this, Capt. McKiel has now in his possession a silver-plated lamp, evidently that of a big steamer, which he Glad Tidings, on whose account there has picked up off Cross sound. Still more wreckage, but nothing reoognizable or that could readily be identified, was brought to port by the Aurora. The schooner has had hard luck throughout. In leaving Kyuquot early in the season she and the Otto came into collision, the result being that she was sollised to put healt to port to make averaged. into collision, the result being that she was obliged to put back to port to make several minor repairs, and afterwerds she was delayed through calms, etc., for many days. Several missing cances are reported by the vessels which arrived, but all have been previously heard of. The San Juan, Captain Foley, with a catch of 137 skins, was spoken in the North by Capt. Balcom, of the Walter L. Rich, who was requested to report it had cleared and the captain decided here. The catches of the six schooners are as follows: Oscar and Hattie, 147; Katherine, 63; Walter L. Rich, 145; Annie C. Moore, 105; Maud S., 287; and Aurora, 108. As to the rumor that a second schooner hour or more she lay in this has been swamped no confirmatory news from side to side, pieces of was brought by the vessels, and there appears to have been little foundation for it.

ing has enabled it in the past to practically control the industry.

"Shipping," however, is quite another thing, and in this we propose to quote the last 20 years, from which the Times' dishonesty will be made quite apparent. The first column relates to the tonneas of years of the last column relates to the tonneas of years of the last column relates to the tonneas of years of the last column relates to the tonneas of years of the last column relates to the tonneas of years of the last column relates to the tonneas of years of the last column relates to the tonneas of years of the last column relates to the tonneas of years of the last column relates to the tonneas of years of the last column relates to the tonneas of years of the last column relates to the tonneas of years of the last columbia Tug Boat Company's fine steamer Mogul lies, so far as is now known, a total wreck. Meagre information to this effect reached the owners in a telegram from Capt. Smith of the Mogul, stating briefly that the vessel having been beached on Sunday to stop a leak, was in a most dangerous condition. This news having been wired to interested parties on the Sound, Capt. Libinterested parties on the Sound, Capt. Lib-bie hurried out to the wreck in a tug from ble hurried out to the wreck in a tug from Port Townsend. It was thought the result of his visit would be known yesterday, but up to a late hour last evening Messrs. R. P. Rithet & Co., representatives of the company, had received no additional news. Capt. Smith's reasons for beaching the Mogul on such a rocky, dangerous and exposed to place of coast can only be surmised. His last orders from here were to take the Brit. Ish bark Darra from Port Townsend that a released in the country, expect and import, the country capter and in country capter and import, the country capter and import, the country capter and in capter and in country capter and in country capter and in country capter and in country capter and in capter and in country capter and in country capter and in capter and in

THE MOGUL WRECKED.

Three miles east of Cape Flattery the

up the river on her first trip of the season. MARINE NOTES.

Steamer Joan came off the E quimale Steamer Joan came off the Equimals marine ways yesterday evening, where it was discovered that the damage she had received through touching the submerged reef near Nanaimo on Saturday last was very slight and was confined to the after part of her false keel. This was renewed, and the steamer this morning will leave at her usual time for Comex and the islands.

The Empress of China left for the Orient last evening, well laden. She carried few saloon passengers. G. L. Sidey, who is hound saloon passengers, G. L. Sidey, who is bound for Calcutta, and E. V. Goodman being the

evening: Miss L. Summers, Mrs. A. R. Allen, Miss C. Benta, A. P. Redington and

Steamer Thistle, Captain Langley, returned from the West Coast early Sunday morning. She had numerous consignments of produce from the San Juan settlement.

The Roche Harbor, a brand new steamer, arrived in from San Juan island last even ing with a seewload of lime for shipment to Australia on the R.M.S. Miewers. The C. P. R. has chartered two ships of

1.900 and 1,200 tons respectively, to carry tea from Japan to this port. They are the Orthis and the Freiburg.

The American schooner Comet is loading lumber at the Royal City Mills for Cali fornia.

Steamship City of Puebla arrived from San Francisco Sunday evening.

"GLAD TIDINGS."

As expected, the steamer Danube, which arrived from the North Sunday night, Still more been considerable uneasiness during the last fathoms of water. At noon the weather split off from time to time. The boat soon began to take in water and the pumps were put to work, but stopped in a few minutes as the water reached the fires and put them out; buckets were then resorted to, but the tide commenced to rise and she filled rapidly. All valuables were removed to the shore and steps were taken to beach the boat. This was accomplished satisfactorily and a party was sent in a row boat to Smith's Inlet for the necessary material to make temporary repairs. On he steamer was patched up and Monday at 10 o'clock she floated.

It was then decided to go to Smith's Inlet for necessary supplies. This was done and next morning another start was made; but again the weather was found to be too severe, and it was then decided to return to Name so that the missionaries could catch the Danube. After landing them there

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she was land. T on her re and it w Tuesday port, to c the pisto breaking, the trip b and no he the Cape The partie the full fu much for which circ fattest sa British C seaman knowledg however. at any tin

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the passenger the tender ha surprise to Queen abdic Her Majesty throne was in left the Austr general oreder From the S learned that t that the peopl tective princi ried out with position of air Shiels Berry a take. In orde colonial free Board recomm