The Colonist.

FRIDAY, SEPTEMBER 15, 1893.

AN OUTRAGEOUS PROCEEDING.

The manner in which the merchants of Victoria have been treated with respect to the landing of freight from the Warrimoo is only another instance of the unjust way in which the Canadian Pacific treats Victoria whenever it has a chance to do it an injustice. The Warrimoo had on board 3,243 packages of freight for Victoria and 1,857 for Vancouver. It is plain that it was the duty of the agent of the steamship to have the freight for Victoria landed with the least possible delay. There could be no excuse for departing without discharging the whole of it at its port of destination. But, instead of doing what common sense and business obligation required, the C.P.R. agent ordered the vessel to go on to Vancouver when but a very small part of her freight for Victoria was landed, contrary to the promise given by the agent but a very short time previous to the steamer's departure.

The explanation given on behalf of the agents of the steamship company does not mend matters. It is that they have made a new arrangement by which freight for the Sound is to be forwarded from Vancouver instead of from Victoria, where it can be handled with most convenience to shippers and consignees alike. No notification of this change was given to the shippers, and in consequence the packages for Victoria and for the Sound were so mixed in the hold of the vessel that they could not be readily separated. To save themselves trouble, arising solely from their own inconsiderate action, the agents deliberately sacrificed the interests of all the Victoria merchants to whom fruit had been shipped, in violation of a pledge distinctly given when the first vessel of the line arrived. Mr. F. W. Ward, the representative sent by the Steamship company from Australia, then pleaded ignorance of the geographical situation, and said: "We were strangers on the first trip, and did not know just how to proceed. We understand the situation now, however, and each steamer will in future tie up at the outer wharf, on both inward and outward passages, and handle all Victoria business directly there."

The whole proceeding is looked upon as an outrage by the mercantile community in the city. They say it is of a piece with the treatment Victoria has hitherto received at the hands of the C.P.R. There are some who declare that those who have played Victoria this mean and shabby trick will gain nothing by what some of them may regard as their cleverness.

THE PERVERSIONS.

The City Engineer's letter to the Mayor and Board of Aldermen of the 4th inst., contains the following sentence: "The contracts being executed by Mr. F. Adams and Messrs. Harrison & Walkley, comprise the Cook and View street drains and some of their principal branches, the drainage from all of which it is proposed to convey into the outfall sewer near Southgate street, through which it will be discharged at Clover Point, provision being made by means of an overflow to allow only so much of the *storm water (?)* to empty into the main sewer as will not overtax its capacity for carrying off sewerage until the population of the city is far greater than it is at present."

We have italicised the words "storm water" in the above sentence to ask whether—if the drains and their branches are converted into sewers as is proposed by members of the City Council—the liquid so carried down to the "outfall sewer" can be properly called "storm water." Will it not be the flushing of a sewer that very badly needed cleansing? Provision, the reader sees, is made to allow the fluid or semi-fluid, if there is too much of it, to flood the land near the outfall. Is that soil of such a nature as will readily absorb the sewage, or will it remain on the surface unabsorbed, a nuisance spreading not only offensive gases but disease over a considerable area. The residents of that part of Cook street cannot feel comfortable at the prospect opened up to them by Mr. Wilmot's letter. They know now that some members of the City propose to convert the View street drain and some of its principal branches into sewers, to allow the sewage to run into the Cook street drain, and then, when there is too much of it for the sewer to carry away immediately, to allow it to spread over the ground near their dwellings. What do they think of this plan? Do they intend to submit to it passively and in silence?

Then, there is another view of this beautiful scheme. The Cook street drain is large, and the pipe which conveys the sewage to Clover Point is comparatively small. The pipe was never intended to convey storm water to the sea. This storm water holds in suspension solid substances called silt, which must form a sediment in the pipe and in time choke it or greatly impair its carrying capacity. Is it in accordance with common sense to allow the abominable mixture of sewage and storm water to flow into a pipe which was never intended to be a passage for the storm or surface water?

The "outfall sewer," near Southgate street, is part of the separate system of sewers; members of Council proposed to make it part of a combined system of their own devising, a system which has been rejected by the authorities and which is not only not authorised by law, but is in direct contravention of law.

We should like to know who it was that authorised the discharge of the Cook street surface drain into the outfall sewer, and who permitted householders to connect their dwellings with the View street and other surface drains? If we are rightly informed, the consent of the Council has never been obtained to either of these extraordinary and, as we contend, altogether illegal proceedings. Converting the surface drains into sewers and making the outfall sewer do duty both of sewer and surface drain is, we understand, the work of men who had not the slightest warrant for what they did.

SEWER AND DRAIN COMMISSIONERS.

It will be within the memory of our readers that on two occasions by-laws for the construction of a combined system of sewers were submitted to the ratepayers and were defeated. In 1891, the separate system, to be constructed under the control of Sewerage Commissioners, was proposed; the Commissioners having been appointed by by-law, the loan to initiate the works was carried by a large majority. Without the appointment of the Commissioners it is very doubtful whether the ratepayers would have authorized a loan.

The proceedings of the Council in 1892 and 1893 clearly showed the public the desire of several of its members to ignore the Commissioners, and to vest the whole control of sewer and drain construction in the Council. This, we contend, is a direct breach of faith with the public, who have shown their opinion of the matter on two occasions by refusing to provide funds to be expended at the discretion of the Council for the continuance and completion of the work.

How does the case stand now? The Council are appropriating a fund, voted for an entirely different purpose, viz: for the construction of surface or storm water drains, to build sewers—for it is obvious a surface drain, to which sewerage is admitted, becomes a sewer, and more, it becomes a sewer of the combined system, which has twice, and with good reason, been rejected by the ratepayers.

When the Royal Commission sat to investigate the alleged misdeeds of a previous Council, one of the most serious charges made was that of spending money, voted for one purpose, upon another. The expenditure to which we refer is not made unwittingly, but after repeated warning, and we are not sure that the members of the Council who have authorized the course now being pursued cannot be held personally responsible for every dollar of the drainage fund which has been so improperly expended.

The public have in the most emphatic manner forbidden the Council to cobstruct sewers; though it is probable that if the ratepayers were certain that the Council would act in good faith, and vest the control of the expenditure in commissioners, a general desire for the completion of the system would be evinced, most of the ratepayers being fully aware that the work carried out by the Commissioners would be better and more faithfully performed and that the percentage for salaries and superintendence would be considerably less than that incurred for public works of any description under the sole control of the Council.

"A CLEAR NATIONAL DUTY."

The above is the title of an article in the Philadelphia Press, written in the interests of common justice. This is the article:

President Cleveland and Secretary Gresham now have the official text of the award made by the International tribunal, at Paris.

It creates a clear national duty. In 1886, 1887 and 1889, the United States seized, or waived, twenty British vessels in Behring Sea. The tribunal at Paris had no right to assess damages for these vessels, or even to say that damages should be paid; but it was empowered to decide whether the United States had a right to make these seizures, and it decided that this country had no right to make them.

This decision is enough. President Cleveland, without waiting for a demand from Great Britain, ought to go to Congress for authority to provide for an international commission to find what these damages are, and to pledge the United States to their payment.

President Cleveland is the more bound to do this, because these seizures were originally made on the orders of a member of his Cabinet, Secretary Manning; they were repeated by Secretary Fairchild, and condemnation proceedings were carried on at Sitka by a representative of the Department of Justice, while Attorney-General Garland was its head, and, presumably, under his instructions. Facts which even the New York Evening Post has at length discovered.

This, however, is a small matter. It is not this or that administration, but the United States, which is responsible. Payment should be prompt, voluntary and unsolicited. It should meet all the needs and demands of the case. Such action, both honorable and polite, is certain to add to the position of the United States before the world and render more likely a resort in the future to international arbitration in disputes to which the United States is a party.

No one can honestly gainsay what the Press has stated. The arbitration has found that the United States had not the shadow of a right to make the seizures. It follows, then, that in making those seizures the United States grievously wronged the owners of the British vessels. The only honorable or honest course which the United States Government can now pursue is to make full and speedy reparation for the injury done. There can be no excuse for either hesitation or delay. The right thing to do can be seen at a glance, and the men whose property was illegally taken from them, and whose business was damaged and in some cases ruined, have already suffered too long. We hardly think that in so plain a case the United States Government will pursue a pettifogging course, but will, as the Philadelphia Press suggests, make what reparation it can spontaneously and promptly.

A CURE FOR HEADACHE.

Headache arises from constipation, bad blood, dyspepsia or liver complaint. As B.B.B. cures all these complaints it is naturally the most successful headache cure existing. Once the cause is removed the headache vanishes.

THE HOME RULE BILL.

The House of Lords has done what every one, Home Rulers as well as Unionists, knew it would do. It has rejected Mr. Gladstone's Home Rule bill by an overwhelming majority. The preservation of the Union intact was, no doubt, the principal motive of the Lords in opposing the bill. Whether right or wrong, a very large proportion of the most intelligent men in Great Britain believe that the granting of Home Rule to Ireland on the terms contained in Mr. Gladstone's Home Rule bill would be a long step toward the dissolution of the Union, and they are determined that the integrity of the Empire must be preserved at any cost. Their sympathy with Irish landholders had no doubt much to do with their opposition to the Home Rule bill. They were satisfied that if the Irish people were allowed the full control of their own affairs, they would in a very short time find means to dispossess the land proprietors of Ireland, great and small. The policy of the Nationalists, particularly their Plan of Campaign, showed that they are fiercely hostile to landlordism, and gave their opponents reason to believe that if they had the power they would not permit a single landlord to remain in the country. Then again, the opponents of Home Rule, both in and out of the House of Lords, believe that, if Mr. Gladstone's Bill were allowed to pass, the rights of the minority in Ireland, from a religious point of view, would not be respected. They consequently considered that justice to the Protestant minority required that they should do what they could to oppose the enactment of a law granting Home Rule to Ireland. These, without doubt, are the three principal causes of opposition to Home Rule in the House of Lords, and indeed in the whole of Great Britain—determination to preserve the integrity of the Empire, sympathy with the landlords of Ireland, and fear that the Protestant minority would be oppressed and prosecuted.

The feeling against the measure and against Mr. Gladstone for introducing it is exceedingly strong, and it now remains to be seen whether the House of Commons or the House of Lords represents the feelings and convictions of the majority of the people of the Three Kingdoms on the subject of Mr. Gladstone's scheme of Home Rule. There are many who believe that the nation is with the House of Lords in this matter, and that the House of Commons, as at present constituted, does not represent the wishes and desires of the people on the subject of Home Rule. The action of the House of Lords has given the people another opportunity of expressing their will on this very important subject. In rejecting Mr. Gladstone's Bill that body has performed its function in being a check on legislation that may be hasty, crude and not in accordance with the wishes of the nation. When the people are appealed to again upon it, its fate will, for a time at any rate, be decided. If there is a majority in its favor the Lords will, in all probability, withdraw their opposition, but if the people decide against it a ministry will come into power opposed to Home Rule for Ireland. The battle of Home Rule, then, is to be fought over again in Great Britain and Ireland. How will it be decided?

RUMORS OF WAR.

There is talk of war again in Europe. As long as the great nations of that continent remain armed to the teeth, and as long as they appear to distrust one another, so long will there arise every now and then reports of the imminence of war. The Emperor of Germany has been lately reviewing his troops in Lorraine, immediately, as it were, under the eyes of France. He has been making speeches, too, in which he has expressed his determination to keep that Province an integral part of the German Empire. His speeches were not threatening, but they had nevertheless a warlike ring. Italy and France have had a misunderstanding, and that misunderstanding was none the less significant, because it was confined to the masses. The Governments of the two countries appear to be on friendly terms, but the Italian people have not forgotten how their countrymen were treated in France. They are still nursing their sense of injury and are evidently longing for an opportunity of being revenged on the French. Prudential considerations would not, it is probable, prevent their welcoming war with France. On the other side of the continent Russia and Germany have been carrying on a war of tariffs against each other. This has engendered ill-feeling between the people of the two nations, and it would not require a very great provocation to convert the war of tariffs into a war of rifles and cannons and other deadly engines of war. The visit of the Russian fleet to France has been interpreted into an expression of sympathy with that country in its hostility to Germany. This may be altogether a mistake; but if the Germans believe that the visit of the Russian fleet to France is intended as a sign to France that, in a quarrel with Germany, Russia is ready to take its part, it is of little consequence what Russia's real intentions are. The conviction on the German mind, grounded on a mistake, is likely to be quite as strong as if it were based on well ascertained facts.

It is whispered that the feeling between France and Great Britain since the difficulty about Siam is not so cordial as it was. It is suspected that the negotiations which resulted in preventing the Siamese seaports being blockaded have left a soreness on the public mind of France, and that the grudge rising out of the settlement of the difficulty in Siam, added to the jealousy on account of the continued occupation of Egypt, have made the relations between England and France more unpleasant, and more inclined to be strained, than they have been for some time. So much has this, in the opinion of some observers, been the case, that they have come to the conclusion that the sooner Great Britain joins the triple alliance the better it will be both for her and for the peace of Europe. It is said that the Emperor of Germany is not well pleased that England has kept out of the alliance so long. In his opinion it is both the interest and the duty of Great Britain actively to aid him and his allies in keeping the peace of Europe.

THE NICARAGUA CANAL.

It is disheartening to learn that the Nicaragua Canal Construction Company is in difficulties. It is hard to understand why an enterprise which is calculated to do so much good and which affords so fair a prospect of being profitable to those who undertake it, should languish for want of support. A year or two ago it appeared as if the canal would be constructed in a short time with very little difficulty. Men of standing and influence, among whom was the President of the United States, were favorably disposed towards it, and its projectors and advocates were sanguine of success. The project had many and powerful enemies, but it was believed that their opposition would not prevent the construction of the canal in the near future. But it appears that they, aided by the general and deep depression that prevails, have succeeded in giving the Nicaragua Canal scheme a set-back from which it is not likely soon to recover. That they have killed it we do not believe. The advantages which not only the United States but the whole civilized world are to derive from the canal are so many and so great that it cannot fail. As soon as confidence is restored and enterprising and far-seeing men are in a position to think calmly over the project and to judge it solely on its merits, we feel confident that it will revive. Means will be obtained to go on with its construction and it will be completed in spite of all obstacles and discouragements. The world wants the Nicaragua Canal, and it will have it sooner or later.

A PARLIAMENT OF RELIGIONS.

One of the most singular assemblages ever thought of is the Parliament of Religions, which is to meet in Chicago this week. It is to be composed of eminent men of all religions, Christian and non-Christian. The gentleman who has been most active in arranging this extraordinary meeting is a minister of the Presbyterian church, the Rev. Henry Barrows, D.D., pastor of the First Presbyterian church, of Chicago.

There will be at that congress, English, Irish, Scotch, United States and Canadian divines of various Christian denominations. There will be able representatives of Judaism. The Buddhists of India will have their advocates, and the followers of Confucius will attend to give a reason for the faith that is in them. There will be Mahommedans from Turkey and Parsees from India. Hindooism will have its exponents, and the Theists of various countries will be there to propound their views. It does not appear that the Latter Day Saints are to have a representative in the Parliament of Religions.

The subjects to be discussed are exclusively religious. As many of our readers would like to know what these men, differing so widely in religious beliefs, intend to talk about, we reproduce the programme for each day, from the 11th to the 27th of the present month.

1. Addresses of welcome, responses, etc. 2, God. 3, Man. 4, Religion, essentially characteristic of humanity. 5, Systems of religion. 6, Sacred books of the world. 7, Religion and the family. 8, The religious leaders of mankind. 9, Religion in its relation to the natural sciences, and to arts and letters. 10, Religion in its relation to morals. 11, Religion and social problems. 12, Religion and civil society. 13, Religion and the love of mankind. 14, The present religious condition of Christendom. 15, Religious re-union of Christendom. 16, The religious union of the whole human family. 17, Elements of perfect religion as recognized and set forth in the different historic faiths.

The discussion of some of these subjects by men of different religions must be intensely interesting. The discussions are, we think, not intended to be controversial, but it is hard to see how, in an assemblage of men differing so widely in opinion on many subjects, controversy can be avoided. It may be that one of the results of the deliberations of this singular Congress of men of many races and tongues and religions will be to find out that the religions of the world do not differ so widely as we have been accustomed to believe, and that true virtue and genuine goodness are pretty much the same in all countries and among men of all races and all creeds. At any rate, if this does not turn out to be the case, interchange of thought and opinion and opportunities for close observation may have the effect of causing men of different races and beliefs to understand each other better, and to make them more tolerant and charitable than they have been heretofore. The Congress can scarcely fail to have a liberalizing effect on those who feel an interest in its discussions. Much more than half of the antipathies and prejudices that exist among Christians are, there can be no doubt, the result of ignorance and estrangement, and is it not more than likely that if we knew more about the beliefs and the virtues of our fellow men who are not Christians we would think of them more kindly and conduct ourselves towards them more charitably? Even the portraits of some of the "heathens" who are to attend the Congress of Religions, dispose us to think kindly of them. It is hard to believe that men with such faces are bad men.

VERY SAVAGE.

The San Francisco Call is very far indeed from being satisfied with the award of the Behring Sea arbitrators. It is greatly disappointed and it is at no pains to conceal its dissatisfaction. In a late number it says:

The Chicago Inter Ocean considers it a "deeply significant and highly encouraging fact that no tribunal for the settlement of an international difficulty has been organized which did not accomplish its purpose." From present appearances the Behring Sea arbitration accomplished its object somewhat too effectually. Its object was to settle a dispute; the dispute is settled by practically removing the cause. Under the decision the United States has no right in the seals which will warrant the expense of protecting that right. So completely is the title of the United States to property in seals extinguished that it may be thought wise policy to extinguish seal life so far as the Prybiloff Islands are concerned. This, at least, is the course suggested by ex-Secretary Tracy as a proper one to take in case the right of property in seals should be denied. If the United States should kill the whole herd of seals while they are domiciled on the islands there would be no more work for poachers, and there would be no seal problem to disturb the relations of the United States and England.

There is no chance of the United States Government carrying out the threat suggested by ex-Secretary Tracy. The Commercial Company has got too good a thing, and it has too many friends in high places to permit such a proposal as a general massacre of the seals merely for spite being listened to for a moment.

UTILIZING FISH OFFAL.

To the Fraser River Canners:

GENTLEMEN:—Since I have had the honor to represent British Columbia in London, the question of how to best utilize the fish offal of our canneries has occupied a prominent position in my mind.

Whilst engaged upon this difficult question, some six years ago, I had the pleasure to meet a scientific gentleman, who has successfully solved several difficult chemical problems. He at once showed me that salmon offal could easily be controverted into an excellent fish guano, and conducted an experiment, at which I was present, the result of which obtained a gold medal at the Fishery Exhibition, held in London in the year 1883.

I found that there were several difficulties to be overcome before this discovery could be of any practical benefit to our Province.

1st. The difficulty of preserving and collecting the offal until after the rush of work caused by the fish run.

2nd. The question whether the fish offal could be converted into fish guano, in such quantities and of such a quality as to warrant investors to risk their capital.

3rd. To improve, if possible, the old process of burning the offal, which in itself is a nuisance, and very seldom produces a uniform quality of guano, from a chemical point of view, and by which the oil contained in the offal is lost, and only partly destroyed, to the detriment of the guano.

These are the problems which have been successfully solved after years of patient and persevering experimenting. The inventor of this valuable discovery, to make assurance doubly sure, placed the matter in the hands of an independent and eminent analytical chemist. This gentleman's report, together with three samples obtained from the result of working out this new discovery from fish offal, i.e., 1st, fish offal preserved for six months; 2nd, fish guano; 3rd, fish oil, I have already had the honor to lay before the Victoria, Vancouver and New Westminster Boards of Trade. I understand that you are willing to grant a bonus to anyone who will help you to dispose of what is now a nuisance, and that you will also willingly give the offal to anyone who will carry it away for you.

To enable the gentlemen interested in this discovery to raise the necessary capital for the manufactory of guano and fish oil, a bonus of £40 per annum from each cannery on the Fraser river will be required, as for the present it is contemplated only to use the offal collected from the canneries of the Fraser river, where the factory will be established. There being, I understand, twenty-one canneries on the Fraser, this will yield an annual subsidy of £840, which sum at 4 per cent., will provide a capital of £21,000. If you will guarantee this bonus to your respective municipalities, and the municipalities will guarantee same to the Guano Co., I am of the opinion that the necessary capital to place the plant and machinery and to commence operations, can be raised on this side. In return for this subsidy, all arrangements will be made by the patentee with the company to be formed.

1st. The canners will incur no expense in getting rid of their offal.

2nd. That they will receive a certain interest in the profits of the company, either a royalty of 5 per cent. per annum interest on the net profits of the company, or 5s. per ton of guano and 10s. per ton of fish oil. It is calculated that the annual supply of salmon and other fish offal will yield an annual output of guano of 960 tons, and 480 tons of fish oil, the royalty above mentioned would therefore be £480 per annum, which no doubt will be greatly augmented, when, in the course of a year or two, the offal from the Skeena and other places will be supplied. But in order that the province may reap the benefit of this valuable discovery by next season, it is necessary that no time should be lost in arranging essential preliminaries.

I have the honor to be, gentlemen,
Your obedient servant,
H. C. BEETON,
Agent-General for British Columbia.
33 Finsbury Circus,
London, E.C., August 14.

THE HACK STANDS.

TO THE EDITOR:—I notice in this morning's issue that Ald. Belyea has been preparing a by-law to provide for the removal of the hack stand from Government street, and also the express wagons from part of Yates street. This is a step I heartily approve of. They should never stand on Government nor on any other street in Victoria. The exact positions for the new stands for hacks are not stated positively enough, simply saying that part of Broad street and Douglas street would likely be selected for hacks, and the lower parts of Yates and Fort streets for express wagons. If such should be the case, I hope that none of the other aldermen will take the same view in this matter. If the hack stand on Government street is now openly admitted to be an abominable nuisance, is injurious to health, the air is so strongly polluted that every one would avoid passing those quarters if it were not that the principal business houses and offices are located there. To move this nuisance from one part of the city to another would be a most unjust act of our city authorities. They should, and most likely will, consider the health of the people on Broad and Douglas streets as valuable as of those on Government street. It is very doubtful whether a system considered an abominable nuisance in one part of the city could be legally transferred to any other part of it. Now about convenient positions—this is all bosh. Any one wanting a hack can get it by telephone from any stable, and if the hackman are not satisfied with this and are bound to solicit customers, let them stand in the streets without their cabs and telephone to their stables when any one wants them for a job.

RATEPAYER.

AUSTRALIAN TRADE.

Meeting Will Be Held to Formulate Requirements to Lay Before Hon. Mr. Bowell.

When Hon. Mackenzie Bowell, Minister of the Department of Trade and Commerce, arrives here next week to discuss with the B. C. Board of Trade the question of developing trade with Australia, as he proposes doing prior to leaving for the Southern colonies, the Council of the Board will be in a position to lay before him the views of the merchants of Victoria in precise and distinct shape. It is felt that the opportunity afforded should be made the most of, and in order that this may be done the whole matter will be discussed at length and in detail at the Board of Trade meeting, on Tuesday afternoon, after the cold-storage business has been dealt with. This was decided upon at the meeting of the Council held yesterday morning, and a special request is now made that all who are interested in the trade will endeavor to be present. In the meantime the secretary of the Vancouver Board of Trade has been communicated with and has been asked to say what the Vancouver Board proposes to do. The B. C. Board of Trade will, however, act for itself in the matter, and having been the first to take it up is most keenly interested. There is no doubt that the action of the B. C. Board of Trade in soliciting the co-operation of other boards throughout Canada had much to do with the movement for closer trade relations with Australia, and with the continued assistance of other mercantile bodies it is hoped that the outcome of the negotiations to be entered into will be satisfactory.

TO MOVE THE HACKS.

Ald. Belyea Gives Notice of a By-Law to Be Introduced at Next Monday's Meeting.

Stands to Be Provided on Several Streets and Regulations to Be Made Therefor.

Ald. A. L. Belyea, who, at the last meeting of the City Council, expressed himself so strongly on the hack stand nuisance on Government street, has now made the first practical move in the matter and gives the necessary notice that on Monday evening next he will introduce a by-law dealing with the question. What it is proposed to do with the hacks is not definitely known, but certain it is from Government street they must go.

It is understood that the new by-law will provide several hack stands centrally located at various points, any one of which will be as convenient, or nearly as convenient, as the present one on Government street. The express stand question is also to be dealt with, as there are numerous complaints made about the Yates street nuisance, caused by the express horses standing on that thoroughfare. It is quite probable that amongst other locations provided for hack stands the following streets will be named: Douglas street from Yates to Johnson; Broad street from Yates to Johnson, and Fort street from Government west to Store or Langley. As it is even more important that express wagons should be as near as possible to the mercantile establishments, due provision will be made for them. They will probably be placed on Yates from Langley west to Store, on Fort from Langley south to Store, and on Bastion square from Courthouse south to Store. This should provide ample accommodation for all, but should the space not be sufficient other locations can be had.

One of the most important conditions in the by-law will be the provision that the streets where hacks or express wagons are allowed to stand shall be swept clean every morning before 9 o'clock and the refuse be all carted away. This provision will prevent the presence of the vehicles and horses becoming a nuisance and will keep the stands clean and attractive at all times.

In Eastern Canadian cities the regulations governing hacks and express wagons, more particularly as to stands, are considerably more stringent than those in force here. For instance, in Montreal it is provided that at no time, except at the depots or wharves on the arrivals of trains or steamers, shall there be more than six vehicles on any stand. This rule is very strictly enforced, the result being that there is never any overcrowding. When hacks or express wagons are drawn up in line on any street they must be at least twenty feet apart according to the regulations. This rule has been law in Victoria, but, as a matter of fact, it has not been satisfactorily carried out. Ald. Belyea's by-law, will, it is understood, make strict regulations for the government of the stand, and, as is equally essential, provide the means of carrying them out. The by-law will be introduced on Monday night.

"THE re-incorporation of an old scheme for a railway from Chicago to St. Paul and Duluth, just announced, is accredited to the Canadian Pacific, the assumption being that it is part of a determination of this company to have a continuous line from New York to Vancouver, by way of Buffalo, Detroit (Wabash), Chicago, Minneapolis and the Soo line, the latter now being about completed to a connection with the Canadian Pacific's main line in Assiniboia. The distance from Chicago to St. Paul by the proposed road is 365 miles, or forty-five miles less than by the shortest existing route, but with six lines already in operation between those places it hardly seems likely that another will soon be built. The Canadian Pacific, however, has done several extraordinary things, and it is not beyond the range of possibility that it may some time run cars to the Pacific Coast via Chicago and Minneapolis."—Railway age.

Bluejackets for Esquimalt.

HALIFAX, Sept. 9.—The troop ship Himalaya will arrive here next month with a new crew, comprising 274 officers and men for H.M.S. Melpomene of the Pacific station. The men will leave here in a special C.P.R. train for Vancouver.

OFT IN PERIL.

LIVES of children are often endangered by sudden and violent attacks of cholera, cholera morbus, diarrhœa, dysentery and bowel complaints. A reasonable and certain precaution is to keep Dr. Fowler's Extract of Wild Strawberry always at hand.

THE FIJI ISLANDS.

A Traveller Talks About This Next Stopping Place for Australian Steamers.

Rich Yield From the Soil—The Natives Well Treated and Contented.

Half way between Honolulu and Sydney are the Fiji Islands, and in the very near future, probably, the Warrimoo and Miowera will make Suva, the Island capital, a regular port of call. The three weeks' trip to Australia will thus be so divided—in three almost equal parts—as to break the monotony of the voyage, and from the point of view of freight Suva ought to prove in time as good a customer as Honolulu now is. That will mean a great deal for the line.

One of the passengers on the Australian steamer which has just reached Victoria, is J. Johnson, now on his way from Australia to the West Indies, but who has spent seven years on the Fiji Islands. Mr. Johnson is quite sanguine as to the advantage to be derived from including the Islands on the Canadian-Australian route.

"The group," he says, "consists of upwards of two hundred islands, lying about 1,750 miles or five and a half days steaming from Sydney. Their only regular communication with the outside world at present, is furnished by a steamer running fortnightly to Sydney, in New South Wales, and another running in alternate fortnights to Auckland, in New Zealand. Sailing vessels from England occasionally arrive with supplies.

"Having been ceded by the chiefs to the British crown, the islands were formally annexed in 1874. They are governed as a crown colony. The Governor, who is also Colonial Secretary and Commissioner of Native Affairs, is Sir John Bates Thurston, who has been in the islands since he was a young man, and was a member of the Fijian parliament under King Cakabau. He presides over the Legislative Council, whose members are all nominated by the crown. After the annexation the native chiefs were provided for by being appointed governors, or "rokos," as they are called, of the several districts into which the islands are divided. A native parliament, called the "Vei Bosse," is held once a year, the members being all chiefs over a certain rank, who discuss affairs affecting the natives only, and make representations to the Governor, who formally opens the native parliament and then leaves the chiefs to deliberate in private.

"The population of the islands is close on 125,000, the native Fijians numbering about 110,000. There are between 2,000 and 2,500 whites, and the remainder are Indian coolies, Polynesians and Chinese. The climate is very pleasant and healthy, averaging about 75 degrees in one season and 80 degrees in the other. The heat is always tempered by the trade winds. In the season from December to March there is a pretty considerable rainfall, but the rest of the year is very fine.

"Volcanic in its nature, the soil is exceedingly productive. The chief products are sugar, bananas, pineapples, yams, tea and coffee, bread-fruit, plantains, peanuts, taro, cocoanuts, maize and arrowroot. The export of bananas and pineapples to New Zealand and Australia is very large. The yam, which in Fiji takes the place of the potato, is a highly popular article of diet with the white population. Many prefer it to the potato, and there ought to be a good market for it if exported to America. Yams are obtainable all the year round, and sell at about £2 per ton. Coffee growing has been almost abandoned for the present, owing to the ravages of a disease imported from Ceylon. Oranges grow all the year round, but having been altogether neglected are of poor quality. The pines and bananas are very good, and in great favor. The tea is of high quality, but is mostly used for local consumption, the industry being as yet only in its infancy.

"Sugar is the great staple. The plantations are chiefly owned by the Colonial Sugar Co., of Sydney, who export the entire product to the Australian colonies. The labor employed was mostly kanaka until seven or eight years ago, when the Fijian government made an agreement with India for the importation of coolies, of whom there are now 5,000 or 6,000 employed. The laborers are well looked after by inspectors of immigration, who make frequent visits to the plantations. The kanakas are not paid in money, but in trade, mainly cloth, knives, hatchets and similar articles, which are sold under government supervision at prices determined by contract. The pay of the kanakas is not extravagant, being £3, or $15, a year, so that at the end of the three years for which they contract they have $45 coming to them. Of course they are maintained by the planters, who also pay their passage money to Fiji and make a deposit to cover the cost of their passage back. The coolies get an average of a shilling a day. The native Fijians live by fishing, or by the cultivation of small tracts of land, allotted to them by the Crown. They are well adapted for working, but the government discourages their employment on the plantations.

Suva, the capital, is on the island of Viti Levu, the largest in the group, and it is on this island that the sugar industry is principally carried on, the plantations being on either side of the river Rewa. The population of the town is between 800 and 900 whites, engaged in trading and in the government service. The merchants are of several nationalities, but principally British. The harbor of Suva is large and deep, and being land-locked affords perfect shelter.

"There are three newspapers—the Fiji Times, published three times a week at Suva; the Polynesian Gazette, published at Levuka, the old capital of the group, on the island of Ovalau; and a paper called the Namata, in the native tongue, devoted to the Fijian interests and published under Government auspices, politics being eschewed. There are state schools for the whites, and the missionaries have a college which is doing great good. The missionaries are mainly Roman Catholics and Methodists. There are Episcopal churches in Suva and Levuka.

"The costume of the natives is very simple, consisting of a cotton shirt and sulu, or loin cloth. The taste for clothing will have to be acquired.

"Trade with the Islands has already reached considerable proportions, the imports being about $1,000,000 annually, and the exports $1,500,000. When the expected direct connection with the great centres of the world is given by the Canadian-Australian steamship line and the proposed Pacific cable, the Island ought to increase very rapidly in importance and prosperity."

"I'm so nervous"—before taking Hood's Sarsaparilla. "I'm so well"—after taking Hood's. Moral—"Be sure to get Hood's."