

THOSE CHINESE SUSPECTS.

If the Albert Head quarantine station were in charge of any one else than the Dominion government the setting free of small-pox "suspects" without necessary though simple precautions would be surprising. What sort of quarantine is that which allows people to slip through without the fumigation of their clothes and the bathing of their bodies? These precautions have come to be looked upon as essential parts of an efficient quarantine service wherever modern methods prevail, but Ottawa does not appear to have been infected with the idea. It is not the expense that the work and the expense are thrown upon the city's shoulders, with the pleasant alternative of having smallpox germs brought in to cause another summer's trouble. It seems to us that if the work of the quarantine station is to be left to the city it is at least in the Dominion authorities to bear the expense. Some of the \$50 admission fees collected from the Chinese might be devoted for this purpose without injuring the Dominion revenue to any great extent.

THE DRY DOCK.

It is not yet settled whether the steamer Romulus will be obliged to leave the Esquimaux dry dock in order to make room for H. M. S. Champion, and as will be seen from our Ottawa dispatches, the Dominion Government is making another effort on her behalf. Of course if the Admiralty insists upon it the steamer must come out and let the war vessel go in, since the agreement with the Imperial Government has been made for the Esquimaux. We need not point out at great length the hardship that will be caused if the order is carried out. The Romulus will in that case be obliged to proceed in a very unsafe condition to Tacoma, the nearest point at which a dock can be found, and this would necessarily mean loss and trouble for the owners, for our people who would otherwise have the work of repairing her and for the country. We do not suppose the Admiralty order to dock the Champion would have been issued if the authorities had known what the consequences would be; but the order has been given, and Admiralty rule is known to be the very worst kind of red tape to break through. If the order is carried out we shall have a very clear illustration of the fatuity of the arrangement which makes such an affair possible. Surely the Government might have foreseen that very awkward complications would arise from the concession of unconditional precedence to the war vessels. At all events, it is easy to see now that an extremely awkward situation is liable to be brought about by it at any time; and therefore it would seem the part of wisdom to buy out the Admiralty's privilege. The only other alternative would seem to be the building of a second dock, or the enlargement of the present one, so that merchant vessels might be safe from finding themselves excluded. Anyway there should be a larger dock available than the one at Esquimaux, for we may expect to see a steady increase in the size of vessels resorting to these waters. We may not be found much fault with if we here recall to mind the fact that the Esquimaux dock could have been made very much larger than it is for the money that was spent on it. It is at such junctures as the present that the people here find particular reason to lament the Tory Government's public works methods.

The treatment of the coal oil duty affords a good illustration of the Dominion Government's persistent adherence to protectionist ideas and its unwillingness to undertake any real measure of tariff reform. In consequence of the determined agitation that arose, some slight changes were made last session in the duty and the regulations relating to coal oil. One of these gave permission for the importation of oil in bulk instead of in barrels, and it might well have been expected that this modification would extend to importation in tank vessels as well as tank cars. But some wholesale grocers and owners of small schooners in St. John, N. B., requested the Government to engage in low tank steamers to engage in the trade "would be a death blow to the carrying trade of small vessels running to and from our ports and Boston." That was enough; the Government immediately concluded to rule the tank steamers out. No matter what the cost to the consumer, the small schooners must be protected. From figures quoted from the Maritime Grocer, a Halifax trade paper, it appears that oil could be laid down in Halifax or St. John 3-2 cents per gallon cheaper than now if the tank steamers were allowed to carry it there. What better example of the folly of restriction is needed? We do not know that coal oil tank vessels have come into use on this coast, not if they should do so Victoria would be submitted to the same injustice as Halifax and St. John under this insensate legislation.

The architects and the milkmen having applied to the Ontario Legislature for legislation forming them into close corporations, the Mail thus sarcastically refers to the growing tendency of trades and professions to seek exclusive privileges: "At the present rate of progress it will not be long before the doors of every useful calling in Ontario will be shut to all who cannot qualify themselves with a lot of unnecessary knowledge, or who are unwilling to pay for a private character that can only be referred to in his article. One of the correspondents, on whom Mr. Stead has conferred the name of 'Julia,' is described as an 'infinitely intelligent' man, who 'can write with your hand.' Any one can write with your hand," Mr. Stead writes, "Any of your friends, who are of their professions, and set up qualifying examinations. All this is done for the alleged purpose of protecting the public. The best protection the public can have, where restrictions are not absolutely necessary, is open competition, with a fair field and no favor."

The Campbellford, Ont., Herald says that shipments of young calves, ranging in age from four to forty-eight hours, are being made from that town. They are being sent to Montreal to be converted into bonedless muttons, "bonedless turkey, chickens, etc." In view of this statement High Constable Johnson, of Belleville, has notified the local board of health and the chief of police of Montreal to seize the stuff, the purpose to which it is devoted being a violation of the public health act. It would seem that the authorities should go further than this and prosecute the men guilty of such practices. In the meantime the public would do well to look with suspicion on "bonedless turkey" of the Montreal kind.

Commercial Journal: We must say that we fail to see that the unused, unoccupied and at present useless site for a hotel near James Bay bridge is the proper place for the new post office and custom house. Why, in connection with it, we should like to know, should people be asked to pay much more for a site there will be no new postoffice at all? Is there an ancient African hidden somewhere in those excavations?

HIGHLY APPRECIATED.

Rev. Maitland's Departure Regretted.— Australian Mutton Storage. Vancouver, April 28.—Mr. Francis Bouchier, arrested yesterday in South Westminster, goes by the Islander to Victoria in charge of Sergeant Walker. Victoria, Miss Genn stays with him. His claim, in a dilapidated condition, and he looks very shabby. They stayed a week in Vancouver, registering at the Manor House as Francis Bouchier and wife, Victoria. When it was found who they were they were directed to pay and get out, but the proprietor got only a part of the amount due.

The C.P.R. people here have just received from Montreal official notification of the establishment of the A. S. C. M. W. M. T. S. steamer, leaves Sydney on May 10th. The company has arranged a scale of passenger and freight rates. Three trains arrive to-day. Mails and passengers were transferred at the side. The waistcoat of the brakeman drowned in the Fraser River in the fall of 1890, near Seabird Bluff, has been found in Nicomeuchouk.

Vancouver, April 28.—A petition praying the Governor-General to veto the government buildings act, was published this morning in the Standard. The petition sets forth briefly the financial statement of the Government for the last year, and ordinary expenditures from current revenue, states that the buildings are not a necessary expense, and that the Government is not representative of all parts of the province. The petition is signed by 1,146 voters. It is signed by 1,146 voters. It is signed by 1,146 voters. It is signed by 1,146 voters.

H. H. the Nawab of Ranpur, Bombay, and suite, are coming on the Empress of Japan on the 29th. He travels in regal grandeur. The militia department has refused to allow the city to build a reservoir in Stanley Park. The city is now going to examine all plumbers working in the city, and the city inspectors are approving all new work. The Board of Education is getting up a demonstration of welcome for the arrival of the Emperor.

Vancouver, May 3.—Miss Jean Macfie has been appointed matron of the Psychiatric Hospital. The formal opening of the Westminster and Vancouver short line tramway takes place on Tuesday next. The new Leckie master plumber, and R. Shortwood, journeyman, have been appointed on the city plumbing board under the new by-law, and A. Scoullar as inspector.

Prince Roland Bonaparte arrived this morning and was driven about the city and by Mayor Cope and David Oppenheimer. The corner-stone of the Coqualtoz Industrial school (Methodist) of Chilliwack was laid yesterday by Indian Commissioner Vowell. The reported announcement of Ben Bowser as sheriff will be announced to-day.

Vancouver, May 4.—The official burial of Homer Street Methodist church and a resolution to engage in the permission for the importation of oil in bulk instead of in barrels, and it might well have been expected that this modification would extend to importation in tank vessels as well as tank cars. But some wholesale grocers and owners of small schooners in St. John, N. B., requested the Government to engage in low tank steamers to engage in the trade "would be a death blow to the carrying trade of small vessels running to and from our ports and Boston." That was enough; the Government immediately concluded to rule the tank steamers out. No matter what the cost to the consumer, the small schooners must be protected. From figures quoted from the Maritime Grocer, a Halifax trade paper, it appears that oil could be laid down in Halifax or St. John 3-2 cents per gallon cheaper than now if the tank steamers were allowed to carry it there. What better example of the folly of restriction is needed? We do not know that coal oil tank vessels have come into use on this coast, not if they should do so Victoria would be submitted to the same injustice as Halifax and St. John under this insensate legislation.

Great Stead's Great Head. In the Review of Reviews Mr. Stead continues to describe his personal experience as "a human telephone." He is, he states, "prepared to prove that he has a friend in Edinburgh who can hear in London to write particulars of events occurring in Edinburgh, or even states of mind or feeling, without the intervention of any kind of mechanical intermediary." Specimens of these messages have been submitted by him to the London Research Society, and are to be reported on in due time. Mr. Stead assures his readers that while one was written by his own hand without being aware of what was going to be written before it took up the pen. Sometimes, he confesses, his hand writes messages which, on enquiry from the persons from whom they are supposed to emanate, are discovered to have no foundation. On the other side of the account, he is prepared to write constantly with his hand and "rarely make mistakes." From one friend he has almost every day for several months past received communications of this "automatic telegraphic" kind, the immense majority of which are of a private character that can only be referred to in his article. One of the correspondents, on whom Mr. Stead has conferred the name of "Julia," is described as an "infinitely intelligent" man, who "can write with your hand." Any one can write with your hand," Mr. Stead writes, "Any of your friends, who are of their professions, and set up qualifying examinations. All this is done for the alleged purpose of protecting the public. The best protection the public can have, where restrictions are not absolutely necessary, is open competition, with a fair field and no favor."

Two Armed Bandits Stop a Peaceable Citizen—Non-Union Crews. Nanaimo, April 28.—A public meeting was held in the council chamber last evening for the purpose of considering a decision about the celebration of the Queen's Birthday. There was a fairly good attendance and no difficulty was experienced in selecting committees for the various duties connected with the event.

Major Haslam will preside as chairman at the M. and M. L. P. A.'s concert on Monday night. Nearly every vessel lying at Departure Bay is short of men. The vessels were manned by non-union crews, some of whom are anything but sailors, and the deficiency of the late secretary is being made up by an early opportunity of getting off their ships. Rev. W. W. Baer's sermon on Sunday night last has been the means of treating local preachers of an early opportunity of getting off their ships. The advertisers deny being the person referred to in the sermon. Four youths have lately been having quite a jolly time at the expense of Dr. Davis. Close to the sidewalk in the kind of shelter known as doctor's stores, his wares, which of late had been diminishing so rapidly as to arouse his suspicion. Chief O'Connell, of the right hand, was the person discovered the burglars to be four youths, who are continually in mischief. The boys got away with 11 bottles of stout, 12 bottles of whisky, two bottles of beer and a quantity of soda water. The offenders will be brought before Magistrate Johnston on Monday. J. W. Bell, foreman of Haslam's sawmill, met with an accident yesterday, which resulted in the loss of the index finger of the right hand.

Three seamen of the ship J. D. Peters, now loading at Union, were brought down by the John, and lodged in jail for being drunk. The crew are non-union. The annual meeting of the Nanaimo Building Society took place in the Y.M.C.A. rooms last evening. The report presented showed that the society was in a flourishing condition, and during the past year \$1,146 had been absorbed in the various appropriations. There has been a net gain of nine stockholders. The liabilities of \$5100 incurred by the society were met by the late secretary, and reduced by nearly \$1100. Nanaimo, May 2.—The shipments of coal for foreign ports for the past month were as follows: To Vancouver, 1,146 tons; to Seattle, 1,146 tons; to Tacoma, 1,146 tons; to Portland, 1,146 tons; to Astoria, 1,146 tons; to San Francisco, 1,146 tons; to San Pedro, 1,146 tons; to Los Angeles, 1,146 tons; to San Diego, 1,146 tons; to San Jose, 1,146 tons; to San Luis Obispo, 1,146 tons; to Santa Barbara, 1,146 tons; to Santa Monica, 1,146 tons; to Santa Ana, 1,146 tons; to Santa Rosa, 1,146 tons; to Santa Cruz, 1,146 tons; to Santa Clara, 1,146 tons; to Santa Ines, 1,146 tons; to Santa Fe, 1,146 tons; to Santa Rita, 1,146 tons; to Santa Lucia, 1,146 tons; to Santa Catalina, 1,146 tons; to Santa Barbara, 1,146 tons; to Santa Monica, 1,146 tons; to Santa Ana, 1,146 tons; to Santa Rosa, 1,146 tons; to Santa Cruz, 1,146 tons; to Santa Clara, 1,146 tons; to Santa Ines, 1,146 tons; to Santa Fe, 1,146 tons; to Santa Rita, 1,146 tons; to Santa Lucia, 1,146 tons; to Santa Catalina, 1,146 tons; to Santa Barbara, 1,146 tons; 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