The Colonist.

FRIDAY, MAY 5, 1893.

A REPUBLICAN TORY.

The Portland Oregonian, if it were published in Canada, would be regarded as out-and-out Tory. It is very far indeed from believing in the infallibility of the crowd. It cannot be convinced that five hundred thousand or even a million of blockheads make one man of ability, or that mere numbers, no matter how great they are, can do work which requires extensive information and sound judgment for its proper performance.

Commenting on the following utterance of what it calls one of the "crank newspapers" "Were the referendum in vogue not one half the measures enacted by the legislatures would even dare to be submitted to the people, or, if they were, would stand not the remotest chance of success," the Oregonian says, "But as a rule those measures which were most rational and useful which had the best approval in experience and intelligence would be rejected, while those which were most stupid and most hurtful to the country, would be accepted. The ignorant and unscrupulous demagogue is already sufficiently powerful without giving him this vast increase of opportunity and power."

This is pretty strong for a Republican paper in a republic, but it is not at all too strong. The laws of a country should be the product of the collective intelligence and the matured judgment of its best men, but if the referendum were established and if plebescites were common, they would embody the folly or the fad of the hour, and would be enacted by men unused to the work of legislation, hastily and without due deliberation. Having recourse to the referendum and the plebescite is a tacit confession that representative institutions are a failure, and that the mob is better fitted to make the laws of a country than are the representatives of the people chosen for their fitness to do the work, and who are allowed ample time and opportunity for inquiry and discussion. It is very easy to see why demagogues and shallow enthusiasts favor the plebescite, but we do not think that the time is near when it will find advocates among men of intelligence, prudence and reflection.

THE GOLD RESERVE.

There is much talk just now about the danger of drawing upon the gold reserve of the United States. We are not surprised at this, for much indeed depends upon the Government of that country being able promptly to meet its liabilities in gold. The credit of the Government is required to sustain not only its greenback currency but an immense sum in silver certificates, which now only pass at their face because it is known that the Government is prepared to pay their full value in gold. If, as was reported a few days ago, the United States had determined to redeem the treasury notes of 1890 in silver, the whole business of the country would be thrown into confusion. As everyone in these days knows, the American silver dollar is intrinsically worth somewhere about sixty-five cents. Just imagine the panic there would be if the American dollar fell to sixty-five cents and perhaps less. This would be the immediate effect of the redemption of treasury notes in silver. The sixty five cent dollars now pass at par because it is known that the Government is prepared to exchange them for gold dollars worth each a hundred cents. This is an artificial value, it is true, but the policy which the Government has been pursuing of late years has made it necessary at almost any cost to keep up the value of its silver dollars and its silver certificates.

Since July, 1878, the United States Government has purchased $400,000,000 worth of silver. In the mean time silver has gone on depreciating, and now when there is talk of the Government not having gold to redeem the silver certificates it has issued, it is not surprising that people are nervous. The Seattle Post-Intelligencer says: "There is not a holder of silver certificates in the country that would sleep nights if he did not depend on the Government's virtual promise to redeem them with gold, and our whole silver hoard of $400,000,000 is worse than useless, because we have to store it and care for it after we have paid for it."

The uneasiness which has lately been felt by business men in the States, will convince those persons who imagine that the stamp on the coins and the words and figures engraved on the certificates give them a value, and will compel the people of the United States no matter what course the Government pursues to take them at their face. They must now be convinced that it is not the stamp or the authorization of the Government which gives the dollar and the silver certificate their value, but the belief that the Government is able and willing to redeem them in gold. Let the Government by its acts take away this belief and instantly down goes silver money to its intrinsic worth as bullion. But there is no fear that this will take place. The Government is evidently bound to keep every promise it has made, expressed or implied, and it has not only no intention to bring on a crisis, but it will do all in its power to avert one.

The credit of the United States Government, in spite of all drawbacks, stands very high. It will not be materially impaired, even if Mr. Carlisle does trench upon the $100,000,000 gold reserve. He can get all the gold he needs as he needs it, without having to redeem silver certificates and treasury notes with silver. So men who understand the situation are not uneasy. But the Government has, nevertheless, a difficult problem to face. What is it going to do with its immense store of silver? And does it intend to go on increasing that store?

THE AMERICAN NAVY.

The imposing naval demonstration which took place this week in the harbor of New York has set people talking about the navy of the United States. The Americans are justly proud of the appearance of their ships of war, and, no doubt, some enthusiastic United States citizens want to have their country made a first-class naval power. There are, however, patriotic Americans who have no such ambition. They believe that if the United States has a sufficient number of floating batteries and torpedo boats to defend her harbors, and a moderate number of swift cruisers, she will have all the navy she really needs. They want the republic to be a peace power and not a war power. They believe that the United States has nothing whatever to fear from foreign encroachment, and they are convinced that it would not add to her real power to be armed to the teeth and to assume a warlike attitude. Such a position, besides being unnecessary, will, they contend, add very much to the burdens of the people. A navy, particularly is in these days, a most expensive national plaything. It takes a great deal of money to build a ship of war in the first place and there is no knowing how soon the ship that was constructed at such an immense expense will become completely useless for fighting purposes. The armor which is this year regarded as impregnable may, by the invention of a new gun or a new torpedo, be next year a very imperfect protection or no protection at all. Competition between armor and guns and other engines of attack has been going on for many years and it will not until the next great war be seen whether the great navies of the world can be made to answer the purposes for which they were constructed.

There are Americans, too, who say that the possession of a great army and a great navy is a temptation to go to war which nations are not able at all times to withstand. The United States, they say, has nothing to get by fighting that it can not gain more easily and more cheaply by peaceable means. It never has been its policy and they hope it never will be its policy to interfere in the quarrels of other nations. The Republic has attained its present high and influential position among the nations without a great navy, and there is nothing to lead any one to conclude that it cannot continue as it has begun. Harper's Weekly, which may be fairly considered as representing the views and aspirations of the best class of American citizens on this subject, concludes an article on "Our new navy" with the following words:

The United States will degrade themselves if they ever yield to any temptation to act the bully. We are so situated that no just demand of ours will ever be denied by anybody, although we have no fleet to support it. We shall lose rather than gain in dignity as well as influence if our navy officers, inflated with the new sensation of having a big armament behind them, were to go swaggering around the globe with chips on their shoulders. The Secretary of the Navy can do no better service to the country, while adding some new vessels to our naval force, than to cause those who are to command them to be imbued with that modest dignity which is the true sign of conscious strength, and to have them carefully instructed in the principles of international law and comity, and in the teachings of Washington's Farewell Address.

THE VALUE OF TESTIMONY.

There are people in every community who place very little value on evidence of any kind. Weighing testimony is not to their taste, and they entertain a lofty disregard of facts and figures. They arrive at what they regard as sound conclusions by an instinct that they have which is wholly independent of anything worthy the name of evidence. Men of this stamp are found on almost every petit jury and they sometimes find their way into places of influence on newspapers. The process by which they make up what they call their minds on a subject is beyond the skill of the most profound and the most astute metaphysician to find out. Many of these men look wise and pretend to have a respect for the testimony they hear but have not the ability to comprehend. Very few of them openly express a contempt for facts and figures. There is, however, one of this class on the Times, who does not care a straw for any authority or any statistics which lead to conclusions different from those to which his instinct has led him. This is what he says in the editorial column of Thursday's Times:

With regard to the Government's "discoveries," the fact is plainly apparent that they are practically of no importance notwithstanding all the efforts of the organs to make them appear otherwise. Probably no man in British Columbia really believes that the white population of the Island is as large as that of the Mainland, and the figures so much dwelt upon by the ministers and the two organs, do not make it appear so if honestly dealt with.

Here we have the belief of "probably no man in British Columbia," who has not inquired into the subject preferred to the figures of the men who took the census and to the conclusions mathematically drawn from those conclusions. Those figures and the "discoveries" made from them are of "no importance," but the guess of this wonderful "man" is to be depended upon. Where did the Times' "man" obtain the data on which to institute a comparison between the population of the Island and that of the Mainland. One would suppose that if he was really an honest man possessing a single grain of common sense he would seek the information he required at the only authoritative source accessible. He would not take the surmises of other honest men as ignorant as himself for evidence. He would see what the authorities whose business it was to find out the exact truth with regard to the population and who had spent a great deal of time and much labor in making the search, have to say about the matter. He would know that it would be useless to apply to men who had nothing but their instinct to depend upon to lead them to right conclusions. Honest men have believed many singular things before this, and have refused to believe what is now so plainly true that to question its accuracy is regarded as almost idiotic. Honest men believed in witches and ghosts and sorcery and devination, and honest men refused to believe that the earth is round and that it moves round the sun. The honest men uninstructed and the honest men who refuse to be instructed have believed all sorts of nonsense and have turned a deaf ear to the plainest truths.

We have an instance of this before us. Although the Times makes light of the conclusions legitimately deduced from the census returns, it, with wonderful gullibility, swallows some 11,000 Indians, whom some "honest man," no doubt, has figured out, but who are not to be found in the census

A NEW LIQUOR LAW.

South Carolina has a brand new liquor law, but the indications are that it is not going to work very well. Like a good many other liquor laws in other places it has the support of a comparatively few enthusiastic advocates, whilst the indifference of the great body of the people when it was on its passage through the Legislature, now that it has become the law of the land has been changed to active hostility.

This law is not a prohibition law, though its object evidently is to make intoxicating drinks difficult to be procured by persons of moderate means. Under it the State is to be the only saloon keeper. The agents which it appoints will be the only persons empowered to sell liquor within its boundaries. The law goes into operation on the 1st of July, but some serious difficulties already present themselves. The Governor, who is to be Saloon-keeper General, is allowed only $50,000 to buy a supply of liquors for the retail business of the whole State. This amount the thirsty souls declare is shamefully inadequate. The money, it is said, will not much more than serve to purchase fittings for the Government saloons. After the selling places are secured and furnished there will be little or nothing left with which to buy the stock of liquors. If the money falls short it will hardly do for the Governor to buy on tick, for the Legislature may not see fit to vote him cash enough to pay his debts, and he cannot use the money taken over the saloon counters. That goes into the Treasury.

The next grievance is that the conditions under which the drinks are to be sold are such as to place them beyond the reach of the ordinary toper. Calculations have been made by experts, who have found that half of a pint the poorest "forty-rod" will cost at least twenty five cents, and as the law forbids the sale of inferior liquor, anything like a decent drink will cost at least fifty cents.

When the details of the law were made public, an agitation against putting it in operation was set on foot. The people protested most emphatically against the fifty-cent-drinks system. Meetings were held to devise ways and means to defeat the law. The indignant citizens of Charleston are bound not to sign the applications which the law requires before a saloon can be opened in any town or village. So great is the excitement that it is expected that they will not allow a single Government saloon to be established in the city. It is not to be supposed that they have also made up their minds to become total abstainers. Not by any manner of means; they are bound to have all they like to drink in spite of the law; so there is trouble ahead for the State authorities in South Carolina. If the account that we have seen is anything like true, it is not likely that the South Carolina experiment will be a brilliant success.

A GOOD CAUSE INJURED.

The time is evidently a bad one for Labor organizations. Their failures have been of late many and signal. They seem to have been both unfortunate in the objects which they seek to attain and in the means they have taken to accomplish their ends. On both sides of the Atlantic they have placed themselves in opposition to the law of the land, and they have lost the sympathy and the moral support of the other classes. Their attitude towards non-union men does not recommend itself to the sense of justice of the public. In both America and Great Britain the workmen who belong to unions are but a small minority, comparatively, to the workmen who have not joined any labor organization. Yet this minority aims to dictate the terms on which work shall be done by the whole body of workingmen. This appears to the ordinary citizen to be altogether unfair and contrary to modern usage. That majorities shall rule appears to be regarded as a self-evident truth by men of all classes and professions in democratic countries. The union men connected with the United States railways, as we see, are but fifteen per cent. of the workers, and we presume they do not form a larger proportion to the whole of their class in Canada. Organization gives the union men a great advantage over their fellow-workmen who are not organized. The union men are at perfect liberty to use the advantage which organization gives them to further their own interests and to increase their numbers and their influence. But they are not at liberty to use it to coerce and to tyrannize over those who have not seen fit to join their ranks or to inflict loss and inconvenience on the general public. Here is where the line is drawn both by the general public and the laws of the land.

Public opinion requires union men of all trades to respect the rights of others. When by threats and other means of coercion they attempt to force non-union men and employers to act as they dictate, they become tyrants, and they will be certain in the long run to be treated as tyrants, and to meet the fate of men of all ranks and conditions who abuse the power placed in their hands. They will be hated and feared; they will make for themselves bitter and unrelenting enemies, who will rejoice in their downfall and who will, whenever they have a favorable opportunity, do what they can to bring about or to hasten that downfall. This is what happened in Australia and is what is happening now in the United States. Where organized labor had one enemy in those countries three or four years ago, it has a score now. Men who, when the Unions were powerful, flattered them and hastened to do whatever they desired, now openly traduce them and rejoice when they fail to obtain what they contend for.

Does any one suppose that the men who witnessed the burning of the lumber yards at Hull the other day would feel disposed to help the men who caused such a wanton destruction of valuable property? The effect of that conflagration may have been to create a dread of strikers and of those who encouraged and justified the crime, but dread would not cause men to think well of the cause of organized labor or make them disposed to help unions in their future struggles to obtain what they believe to be their rights. Other acts of violence on this side of the Atlantic have had a similar effect. It is greatly to be regretted that a good cause should be injured in this way by those who are attempting to advance it. The way in which unionism has lost ground in the United States is made very plain by the tone of the criticisms of many of the leading newspapers of the country. This is how the Chicago Tribune comments upon a "manifesto" lately issued by the chiefs of labor organizations proposing a plan for a new and more comprehensive union of workers on railroads:

"This is a pretty scathing arraignment of the railroad labor unions. According to it less than one-sixth of the workers have undertaken to boss the rest, and have themselves submitted to be bossed by their own chiefs in such an outrageously despotic way that it merits universal condemnation, even if the power thus confided had not been abused to the great detriment of the public. The wages of the workers have been drawn upon extravagantly for the maintenance of their unions and to enable their chiefs to exercise an arbitrary power such as no national government in the whole of the civilized world would attempt to claim. And all this for the sake of achieving a series of dead flat failures, with the consciousness that success would have been in many cases inimical to the welfare of the community."

NOT THE GHOST OF A SHOW.

There are politicians of the baser sort in British Columbia who seem to delight in leading Eastern public men and Eastern newspapers astray as to the situation political, judiciary and social in the Province. Some of these gentry have led the Ottawa Free Press to believe that the Liberals intended to contest the seat made vacant by the death of Mr. Gordon and that they stand a good chance of success. "Even in British Columbia," says that paper in a late issue, "the Reformers are organizing and will contest the by-election in the Vancouver district on straight party lines." An attempt was, we believe, made to organize by a few men calling themselves Liberals in Nanaimo, but we have not yet heard that the attempt was a success. Our impression is that it was utterly abortive. This, at any rate, is certain, the so-called Liberals found themselves so weak and uninfluential that they saw it was foolish to contest the district, even if they could find a man reckless enough to lead what all well know would be a forlorn hope. The truth seems to be that the Liberal party has not a *locus standi* in the Province. Such opposition as there is here is rather the opposition of dissatisfied Conservatives than of men believing in Liberal principles and belonging to the Liberal party. They are Conservatives in principle, and have always been such in practice, but they believe that the Province has not been always treated fairly by the Government; and they also believe that the time has arrived in which something more than a nominal modification should be made in the trade policy of the Dominion. Although they have formed these convictions, they could not be persuaded to join the Liberal party or vote for the Liberal candidate. They have no confidence in the Liberals as a party, and they would rather bear the ills they have under the Conservatives than fly to others which they know not of, which they are sure they would have to suffer if they helped to place the Liberals in power. The Free Press may depend upon it that the Canadian Liberals will have to make very material alterations in their methods and in their policy before they can gain much support in British Columbia. This the Nanaimo men know very well, and this is what has prevented them from putting a candidate in the field.

A PLAIN STATEMENT.

The Times congratulates itself on the fact that we do not offer a straight contradiction to its statement that "probably no man in British Columbia believes that the white population of the Island is as large as that of the Mainland." To contradict such an indefinite statement as that would be almost as foolish as to make it. The man or the newspaper that depends for proof on the supposed impressions of men who can know nothing about the matter under discussion, when he has at his hand authentic and carefully prepared evidence, is, if the Times will pardon our being so very plain, not worth contradicting. There is in this case actually nothing to contradict, for the statement really and truly means nothing at all.

If our contemporary wishes to convey the impression that those who want to arrive at an intelligent conclusion with regard to the equitable apportionment of the representation of the Province, do wrong when they go to the census and the Department of Agriculture for information, we wish to say clearly and distinctly that we differ with it entirely. What other authoritative source of authentic information is there?

We believe that the Government were bound to apportion the representation according to the census. If they saw cause to doubt the accuracy of the census there was nothing else for them to do but to pause in the work and wait until either the figures of the census were verified or proved to be inaccurate. We will go further and say that if the Government had, as the Opposition demanded, gone on with the work of redistribution while they had any doubt respecting the correctness of the census they would have virtually broken the promise they had made. The assertion that the Attorney-General wished to "wrest wrong conclusions from the census" is simply absurd. The data which he used are accessible to all; the calculations which he made can be examined by everyone. If he has made any mistake, or introduced into his calculations any factor that should have been left out, the inaccuracy or the mistake can be readily exposed. But the Times takes very good care not to criticise the Premier's calculations. It scrupulously avoids the arithmetic of the question. It deals in generalities and makes random accusations. These, as every arithmetician knows, go for nothing where figures are concerned. The only authoritative figures accessible to those who desire to know the truth about the population of the Island and the Mainland prove with mathematical exactness that the really white population of the Island is greater than that of the Mainland. What Tom, Dick and Harry think or believe, or guess about the matter, in the face of the Dominion Government statistics, is not worth listening to.

BRITISH PACIFIC RAILWAY.

To the Editor:—Such arguments as I have heard advanced against aiding the British Pacific railway by guarantees are all based upon the idea that things will remain just as they are now after that road is built. I submit that if there is any likelihood that the building of the road will not lead to the great development of the Province, it would be better not to construct it at all. The country which it will traverse would not now give traffic enough for one train a month. It is only because we are all convinced that when the road is built a period of rapid development will follow, that we regard the project as one to be touched by anybody. If the Provincial Government and the Legislature thought otherwise, they ought to have refused any longer to allow the Subsidy Act to stand on the statute book. If the people thought otherwise, the press would doubtless have declared, in no mistaken terms, against permitting any company to hold out to the world that the railway was a project which contained the elements of profit. Therefore it is that I have little patience with the few persons who discuss the application of the company for temporary guarantees, as though those guarantees were an endorsement of a project of which as a people we could not approve. It seems to me important that the public should get the right view of the case, not only that they may deal with any application which the company may make in an intelligent manner, but in order that as a people we may make ready to reap the advantages which are certain to ensue from the construction of the railway. A great project like this is one which with which the people would do well to familiarize themselves.

The British Pacific presents itself to me in three ways:

1st. As a local road for the development of Vancouver Island;

2nd. As a road to unite commercially the central Mainland section of the Province with the Island; and

3rd. Ultimately as a new transcontinental line bringing to our city the traffic to be developed in the great Peace river country and a share of the trans-Pacific business.

I submit to the people of Victoria that it would pay this city to do anything in its power to aid the construction of a railway having for its sole object the development of Vancouver Island. Those persons who have examined the reports of the Government surveyors sent out to examine the unsettled parts of the Island will not need to be reminded that the public has hitherto had a very poor conception of the great natural advantages which the Island possesses, and if these advantages are unknown to most of our own people, still less are they known to the people of Eastern Canada, while the people of England and other parts of Europe are absolutely ignorant concerning them. Those who have never been called upon to impart information concerning this part of our Province to Eastern people or Europeans, can have no idea of the utter ignorance prevailing respecting the Island. Even those who are informed pretty well in regard to Canada as a whole are without information upon this point, for the very excellent reason that no one until very recently had the information. The best published handbooks give their readers only the vaguest ideas respecting Vancouver Island. Yet the Island has an area about five-sevenths that of Nova Scotia, and with some knowledge of both these parts of the Dominion, I venture the assertion that it is fully as capable of supporting population, acre per acre of the whole area as is the Atlantic province, which has a population of 450,000. I am satisfied that when I place the capacity of Vancouver Island to support population at the present population of New Brunswick, 321,000, I am well within the mark. Those who think that a statement like this is extravagant will do well to remember that in less than a quarter of the area of the Island in the adjoining State of Washington nearly 200,000 people are now residing, and the capacity of the settled district is not nearly reached. It seems to me that we want to get such facts as these well into our minds when we are considering whether it will pay us to take hold and aid the building of a railway to develop the Island.

Is such a development likely to come about, and what guarantee have we that it may reasonably be expected? I grant the propriety of considering this question, because if there is no likelihood that such development will take place, or something akin to it, the railway will never be profitable, and the company, the Province and the city ought not to throw away their property for nothing.

The experience of every part of the world is that the construction of a railway through a region abounding in arable land and other natural resources is certain to be followed by the immediate settlement of the country. We need not go out of Canada to find many instances to prove this, even in localities where the climate is not nearly as favorable to agriculture as it is on Vancouver Island. There are, I think, especial reasons why we may expect that the opening of Vancouver Island by a railway running its whole length will lead to a large immigration. One of these is that it has become difficult to obtain good farming land in the United States except upon terms which practically keep out the ordinary run of settlers. I need not go into details, for all newspaper readers are familiar with the Oklahoma rush and other frantic efforts of would-be homesteaders to get upon such portions of the Indian reserves as have been opened to white settlers. I am told that thousands of people in the United States are awaiting anxiously the opening of the Colville reservation in the state of Washington, a region which cannot compare in any respect to Vancouver Island. We all know that a large number of persons have removed from Washington into this Province and taken up lands, and more may be expected to follow, as soon as we have provided the means of reaching our vacant farming areas. My information leads me to believe that there are many persons in the Eastern Provinces who would gladly make themselves homes upon the Pacific Coast. There is an ou flow from those provinces every year and the difficulty of obtaining homes in the United States is every year becoming greater. They must *per force* seek the Pacific Coast or our prairie country, and they will naturally prefer the Coast.

Just at this particular time immigration to Australia from the United Kingdom has received a set back. It will be years before confidence is restored in the Australian colonies as a home for immigrants, yet the number of persons who desire to seek homes in the outlying portions of the Empire is no less now than it has been. Our great competitor for this immigration will be South Africa, and South Africa's great argument is that a railway is being constructed into a region well adapted to agriculture and rich in minerals. Every English paper, almost, is full of the South African project. It is the subject of hundreds of illustrations. It is presented to the public gaze in the rosiest of hues. It is kept constantly before the minds of the people. South Africa is a good country, but it is not, as has lately been alleged in a widely circulated article, the only country now worthy of the consideration of emigrants from England. For the average resident of the United Kingdom, Vancouver Island is far better suited than South Africa. And what is true of the people of the British Isles is still more true of Danes and Scandinavians, who have proved such valuable settlers in the United States.

It follows, from these considerations, that the one great necessity of Vancouver Island, apart from a railway opening its arable lands to settlement, is to interest in the settlement of the country some concern which will do what the Northern Pacific did for the Northwestern states, the Southern Pacific for Southern California, and what the South African company is now doing for South Africa. The Government can only do this to a limited extent. The men who are promoting the development of a country must have behind them the incentive of probable profit. Such a concern will the British Pacific railway be.

There are two reasons for believing that the company will feel itself under obligations to develop the region traversed by their line to the best of their ability. One is that they will have a large land domain on the Island which they will, as business men, wish to handle to advantage. The other is that they will have for every mile of road they build in the neighborhood of $10,000 invested without any other security than the value of their property, over and above the bonds issued against it. It is hardly necessary to argue that intelligent business men would not invest millions of dollars in a railway on the Island unless they proposed to do something further in order to get some return for their money. The $15,000 a mile for which they ask a Provincial guarantee will not build the line by many millions. These additional millions are the best security we can ask for the company's pledge to develop the country to the best of their ability.

I would like to enlarge upon the advantage which Victoria must derive from being the terminus of a railway intersecting for its whole length an island of the extent and richness of Vancouver, but this letter has already grown to a greater length than I intended. Suffice it to say that the trade of such an area will be sufficient of itself to make Victoria a prosperous and splendid city. I may say something about this in a future letter after referring to the other features of the enterprise mentioned above, that is if you will kindly give me space to do so. I confine this letter to the road as a local project for the development of the Island, for people are apt to lose sight of this apparently minor side of the enterprise.

ISLANDER.

NANAIMO, April 29, 1893.

THE CUTCH IN DEFAULT.

The Vice-Admiralty Court Holds That She Alone Was to Blame for the Accident.

The case of the E. & N. railway company, owners of the steamer Joan, v. the Union Steamship company, owners of the steamer Cutch, to recover damages resulting from a collision in Nanaimo harbor last November, was yesterday decided in the Vice-Admiralty court. The bench was composed of Sir Matthew B. Begbie, with Lieut. Roland Nugent of H.M.S. Champion and Lieut. C. M. Masters of H.M.S. Garnet as assessors. Hon. C. E. Pooley, Q.C., appeared for the plaintiffs, Messrs. E. V. Bodwell and P. Æ. Irving for the defence.

The judgment declares the defendant ship, the Cutch, to be alone in default, and that the Joan was not in any default, and condemned the ship Cutch in damages and costs, which are referred to the Registrar and merchants to ascertain the amount of damages.

The amount of damages, while not yet fixed, is estimated roughly to be somewhere in the neighborhood of $5,000 to $6,000. It is probable that an appeal will be taken to the Supreme Court of Canada.

NEW YORK, April 28.—Arrangements were made at the Police Gazette office today between John J. Quinn, backer of Ed. Smith, and Billy Madden, on behalf of Joe Goddard, for the latter and Smith to box four rounds, Queensbury rules, for the gate money. The contest is to be decided the last week in May, either in New York, Pittsburgh or Philadelphia. Goddard instructed Madden to arrange the match and also to arrange one upon the same conditions to box Bob Fitzsimmons. Madden has notified Fitz and when he replies the match will be arranged.

FIRE UNDERWRITERS.

Annual Meeting of the Provincial Board—Names of the Officers Elected.

Resolution to Resist the Municipal Tax Proposed by the City of Vancouver.

(Special to the COLONIST.)

NEW WESTMINSTER, April 18.—The annual meeting of the Provincial Board of Fire Underwriters was held here to-day, and the following officers were elected: President, Richard Hall, Victoria; first vice-president, H. T. Ceperly, Vancouver; second vice-president, C. E. Woods, Westminster; executive committee, Victoria—Messrs. Boggs, Maclure and Austin; Vancouver—Messrs. Richards, Banfield and Grassly; Westminster—Messrs. Mackenzie, Pearson and Ross; secretary treasurer, F. G. Richards, jr. The constitution and by-laws for the government of the Provincial board were adopted and a good deal of routine business transacted in connection with fire insurance generally.

It having been rumored that the Vancouver City Council intends passing a by-law for the purpose of taxing the different insurance companies doing business in that city, a resolution was passed binding the Provincial board to lend every assistance to the Vancouver board to fight the tax. It was also understood that if the Council persisted in forcing such a tax, the companies would withdraw all insurance from Vancouver and refuse to write any business.

This was all the business of public importance transacted. It has been demonstrated, the president says, that the provincial board has been of great assistance to the underwriters in British Columbia.

"WORTH A GUINEA A BOX."

A box of BEECHAM'S PILLS constitutes a family medicine chest.

Sick Headache, Weak Stomach, Loss of Appetite, Wind and Pain in the Stomach, Giddiness, Fullness, Swelling after meals, Dizziness, Drowsiness, Cold Chills, Flushings of Heat, Shortness of Breath, Costiveness, Blotches on the Skin, Disturbed Sleep, and all nervous and trembling sensations are relieved by using these Pills. Covered with a Tasteless and Soluble Coating. Wholesale Agts, Evans & Sons, Ld, Montreal. For sale by all druggists.

MUCH BETTER, Thank You!

THIS IS THE UNIVERSAL TESTIMONY of those who have suffered from CHRONIC BRONCHITIS, COUGHS, COLDS, OR ANY FORM OF WASTING DISEASES, after they have tried

SCOTT'S EMULSION

Of Pure Cod Liver Oil and HYPOPHOSPHITES —Of Lime and Soda.—

IT IS ALMOST AS PALATABLE AS MILK. IT IS A WONDERFUL FLESH PRODUCER. It is used and endorsed by Physicians. Avoid all imitations or substitutions. Sold by all Druggists at 50c. and $1.00.

SCOTT & BOWNE, Belleville.

TEACHER WANTED.

A teacher wanted at Duck's, immediately. Apply to

L. CAMPBELL, Trustee, Duck's P.O., B.C.

April 24, 1893. ap25-2cw-1t

THE GREAT ENGLISH PRESCRIPTION.

A successful Medicine used over 30 years in thousands of cases. Cures all diseases caused by abuse, indiscretion or overexertion. Six packages GUARANTEED to CURE when all others fail. Ask your Druggist for the Great English Prescription, take no substitute. One package $1. Six $5, by mail. Write for Pamphlet. Address EUREKA CHEMICAL CO., DETROIT, MICH.

For sale and mailed by LANGLEY & CO Victoria, B. C. fw1y-d&w-acd

TAKE NOTICE.

That I shall not be responsible for any debt unless contracted by my authority in writing. Dated this 20th day of March, A. D., 1893.

JACOB MUNDORF, of Bonaparte.

mc23-2m-d&w

Dr. J. COLLIS BROWNE'S CHLORODYNE.

THE ORIGINAL and ONLY GENUINE

Vice-Chancellor Sir W. PAGE WOOD stated publicly in court that Dr. J. COLLIS BROWNE was undoubtedly the inventor of Chlorodyne, that the whole story of the defendant Freeman was literally untrue, and he regretted to say that it had been sworn to.—*Times*, July 13 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE IS THE BEST AND MOST CERTAIN REMEDY IN COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA RHEUMATISM, &c.

DR. J. COLLIS BROWNE'S CHLORODYNE —The Right Hon. Earl RUSSELL communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—*See Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE is prescribed by scores of orthodox practitioners. Of course it would not be thus singularly popular did it not "supply a want and fill a place."—*Medical Times*, Jan. 12, 1865.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure for Cholera, Dysentery, Diarrhœa, Colics, &c.

CAUTION.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne," on the stamp. Overwhelming medical testimony accompanies each bottle. Sole manufacturer, J. T. DAVENPORT, 33 Great Russell St., London. Sold at 1s. 1½d., 2s. 9d., 4s. 6d. ap28

I CURE FITS!

When I say I cure I do not mean merely to stop them for a time and then have them return again, I mean a radical cure. I have made the disease of FITS, EPILEPSY or FALLING SICKNESS a life-long study. I warrant my remedy to cure the worst cases. Because others have failed is no reason for not now receiving a cure. Send at once for a treatise and a Free Bottle of my infallible remedy. Give EXPRESS and POST-OFFICE.

H. G. ROOT, M. C., 186 ADELAIDE ST. WEST, TORONTO, ONT.

se13-1y-w