

THE CITY LOSES.

The city of Victoria has lost the bridge accident cases. There will be much regret among the citizens generally, but no very great surprise. Everyone will now see how wise it would have been to have settled these claims a couple of years ago. The late Chief Justice Davis on more than one occasion expressed himself very strongly in favor of such a course, and the Colonist endorsed his views. We believe the reason why this advice was not taken was that the city authorities questioned the propriety of acknowledging the legal liability of the city, and perhaps there is something in the suggestion that the Mayor and aldermen have no legal authority to recognize a claim the validity of which has not been determined. Nevertheless, it would have been wiser if the whole matter had been submitted to a popular vote by the presentation of a law authorizing the borrowing of a sum sufficient to meet the amount that might be agreed upon in settlement of the several claims.

The legal responsibility of the city having been settled, nothing we assume remains to be done except fix the damages in each case. There will naturally be a disposition in each instance to ask as much as possible, but it will be the duty of the city authorities to resist all unreasonable claims. We think the taxpayers will endorse any settlement made, which is not out of all countenance, but at the same time will sustain the authorities in resisting exorbitant demands. Public opinion would be thoroughly satisfied if the several claimants will agree to accept reasonable sums, and the matter is closed up without any unnecessary delay. We suppose nothing will be done until Mr. Taylor returns from London.

IS IT A CRISIS?

The Vancouver World regards the retaining of Mr. Duff as counsel in the Deadman's Island case as indicating that a crisis is approaching in provincial politics. It says: The crisis in provincial affairs has nearly been reached. It is a well-understood fact that the influence of the Attorney-General has been dissipated, and that the Minister of Finance has come out on top. If evidence were needed of this fact, it is found in the presence of Mr. L. P. Duff, of Victoria, acting with Mr. Martin for the province in connection with the Deadman's Island matter. One does not have to go further than Hastings street to learn that the fact that Mr. Duff with him, with instructions to uphold the British Columbia case, no matter what the hazards may be. He is taking his political fortunes into his own hands, for it is possible that Mr. Martin might defeat him in the city, though we do not believe he could—but he assumes the only position a minister of Her Majesty's government in British Columbia could in defending provincial rights and securing to the people their heritage. We have all heard of "Fighting Joe," but it must be a supreme fighting Joe who permits the executive to place another lawyer practically over him when the initiative came from him. It is currently reported—and believed to be true in well-informed circles—that Mr. Martin will shortly be retired, as the existing conditions render the general administration of public affairs hopeless.

It is currently reported in this city that Mr. Duff was taken into the case at the special instance of Mr. Cotton, and with the avowed object of giving the Attorney-General the confidence of his colleagues. Of course, no official statement to that effect is forthcoming, and Mr. Duff says he was retained by the Attorney-General. The ministers can give the plausible excuse for retaining Mr. Duff that the relations between the Attorney-General and Mr. Ludgate have been such that other counsel ought to be associated with him in a proposition which is sustainable by good sense and usage, even when the attitude of members of a cabinet towards each other are of a friendly nature. Of itself there is nothing in Mr. Duff's retention to justify any political speculation. It derives its significance from the well-known hostility between Messrs. Cotton and Martin in reference to Deadman's Island, and especially from the remarkable scene which transpired when the Vancouver delegation were over here last week.

As the World says, Mr. Cotton is taking a very great risk politically in breaking with Mr. Martin on this issue. If Vancouver loses the industry which Mr. Ludgate intended to establish, the loss will, on the face of the facts, be due to the stand taken by Mr. Cotton, and on the other hand, there are many people in that city, hitherto politically opposed to Mr. Cotton, who will support him against Mr. Martin. The chief difficulty which the government would experience in the event of the election of Mr. Martin would be to get another attorney-general. The only lawyer except Mr. Martin in the present government party is Mr. Henderson, and he would hardly be acceptable. Certainly existing political conditions bring about their legitimate result, there will be stormy times in local politics before the summer is over.

RAILWAYS TO THE YUKON.

We think that in British Columbia there will only be one opinion in regard to the decision of the government to grant no charter to railways from points on Lynn Canal to the Yukon, pending the settlement of the boundary question. It is of the greatest importance that here should be an all-Canadian line from the coast to the Yukon waters. If when the boundary is settled it is found that Lynn Canal is Canadian, the necessary all-Canadian line will already be established.

lished in the White Pass & Yukon road. Doubtless rival roads would be constructed, but all lines from Lynn Canal would be Canadian from end to end. If, however, it should be determined that Lynn Canal belongs to the United States the necessity for a line from some point further down the Coast and in territory undoubtedly Canadian will be imperative. But, as Mr. May says: "Why not charter the lines from Lynn Canal and build the all-Canadian route later?" Our reply is that if several lines are in operation from Lynn Canal there will be difficulty in getting a company to take hold of a project starting from a British Columbia port. If the final decision is that Lynn Canal is in Alaska the Canadian government should refuse a charter to any company seeking to build to the Yukon waters. The White Pass & Yukon road will serve all the purposes of those who desire to have a line connecting the coast of Alaska. There should be no other railway from Canadian Yukon to a port in Alaska.

MR. COSTIGAN'S DEFECTION.

Mr. John Costigan's speech in defence of his abandonment of his party was an explanation which explained nothing. After reading it one felt induced to ask what the real reasons were. Speaking with some little knowledge of the facts we are inclined to attribute his action, except so far as it may have been influenced by the family considerations to which Sir Charles Tupper referred, to his long friendship for Mr. Blair, to whom he had given his support in provincial politics for years. His defection was an almost logical outcome of the New Brunswick local election. The following from the St. John Globe, edited by John V. Ellis, M. P., a pronounced Liberal, is interesting in this connection:

When it is remembered that this gentleman was the petted and spoiled child of the party under Sir John Macdonald, Sir John Abbott, Sir John Thompson and Sir Mackenzie Bowell, and that Sir Charles Tupper gave him 'fresh opportunities, his explanation will not be found to be either lucid or convincing. As a party man, Mr. Costigan has not had to suffer from the stings and arrows of outrageous fortune, and he might well have been sustained with steel, the fate which took down his party and his leader, Sir Charles Tupper, when he formed his short-lived government. He took him into it, but took him upon his own terms. And even after reading Mr. Costigan's explanation of his party leaving-taking, and without Sir Charles' rejoinder one can see very well that there was no principle whatever in the motives which induced the member for Victoria to leave the party to which he owed so much. If every time a man met with some slight, real or fanciful, he broke with his party, personality must ever prevail over principle. In party administration there may be many objectionable things, but the least of these is the ordination, where principle is not concerned, of the individual to the general objects and purposes of the party organization.

JAPANESE IMMIGRATION.

An editorial in the News-Advertiser suggests the thought that the provincial government proposes to lock horns with the Imperial government in regard to Japanese immigration. Before this is done, it is to be hoped that the subject will be much more freely discussed than it has yet been, and that there will be no attempt to mislead the people by presenting the issue in a false light. British Columbians will ask for very good reasons indeed before they will set themselves up in opposition to the well-understood wishes of Her Majesty's government. No reasonable man will ask that the province shall place itself in antagonism to the interests of the Empire. Let it be kept in mind that the question of Chinese immigration is not involved in the issue raised by the disallowance of the acts of the local legislature. So far as appears from anything that has transpired, those acts would have been left to their operation if they had applied only to the Chinese. The original idea of the promoter of the legislation, Mr. Macpherson, was to apply it only to Chinese. His first amendment moved in the house to an incorporation bill mentioned Chinese only. It would have passed without anything more than a formal dissent on the part of some of the members, been assented to by the Lieutenant-Governor, and become and remained the law of the land, if it had not been amended so as to include Japanese. The Colonist immediately pointed out that the inclusion of the Japanese in the legislation without a word of explanation from any one or a single reason being assigned for so doing, was hasty and dangerous legislation, and that it would cause a protest to be made by Japan, to which the Imperial government would not turn a deaf ear, and thus the original object of the act might be defeated through the efforts of over-zealous people to embrace too much within its scope. It was understood that Mr. Macpherson, in moving in the matter in 1897, represented the labor element, and that element was then apparently satisfied to have only the Chinese excluded from employment on certain classes of work. Like the eight-hour amendment put through in committee last session without notice to anybody, it was something which the people in whose behalf it was ostensibly made did not ask for, but now that it has been thrust upon them, demagogic agitators and politicians hungry for office are endeavoring to make them believe it to be essential to their welfare.

The Colonist has never attempted to deny that there is such a thing as Japanese competition. Indeed it has pointed out that this competition was one of the things which the workmen of Canada must be prepared to face. It is an economic condition, and inevitable by the determination of the white nations to open the Orient to their commerce. But while admitting the existence of this competition, just as we ad-

mit the existence of competition between the resident population and new-comers, no matter from what country, we have endeavored to point out that so far as Japan is concerned, the effect will not on the whole be injurious. The Japanese do not as a rule underbid Canadians in the labor market; they do not live in a rigidly fastidious; they endeavor to adapt themselves to the conditions of Occidental civilization. Moreover Japan is country in itself a commercial character, and we regard it as highly detrimental to the best interests of British Columbia and its workmen that anything should occur to interfere with the enlargement of our trade relations in that direction. We believe that when the issue is properly presented to the people of this province, they will sustain the action of the Imperial government.

VICTORIA AND TOURIST TRAVEL.

Tourist travel is a source of large profit to the city which secures it to its great extent. Only those who have taken the trouble to look into the matter know just how much it means. Perhaps it is not an exaggeration to say that the difference to Victoria between a good and a poor tourist year means \$200,000 less expended here. Such are the attractions of the place and its surroundings that it better means of access were provided the magnitude of the tourist business would be equivalent to the expenditure of at least \$1,000 a day for every day in the year. In a few years the volume of travel would far surpass this, especially if an effort were made to render the place one where strangers would like to remain for a few days.

Victoria has many things to commend it to visitors. Its location is ideal. It is surrounded by beautiful drives. The islands in the neighborhood furnish a variety of scene that it is difficult to equal anywhere; but most tourists see very little of this. Esquimalt is an object of interest to every one. Along the E. & N. railway are many points of interest. Some day, let us hope, it will be possible by an hour's ride to get a glimpse of the Pacific Ocean. Other cities may be successful rivals to Victoria in the race for trade, but in respect to beauty of surroundings our city is peerless on the Pacific Coast.

The desirability of advancing the commercial importance of the city ought not to be lost sight of, and we hope that what is said in this article will not divert attention from that phase of Victoria's future. But our people ought not to lose sight of the mine of wealth at their feet. Our beautiful summer weather and our matchless scenery. We do not make enough of either of these great advantages. Nothing can do these great things, but the least of these is the Victoria summer day. Long hours of sunshine, never too warm; nights that bring refreshing sleep, and all the while an atmosphere that is renovated by sea breezes at least once a day. No storms interfere with enjoyment; year after year passes without a peal of thunder ever being heard. There is no finer rest in the world, and if we would only enter to the wishes of the class that has leisure to rest, there is much more money in it for us all. There is much around Victoria to interest visitors, which even those who have resided for years in the city know little or nothing about. For example, if the Victoria & Sidney railway would put on a neat little steamer to carry parties from the terminus of the line out among the islands and up Saanich Arm, it would soon become a highly popular trip. We do not exaggerate when we say that there are no more beautiful spots than the entrance to that arm. A gentleman who has seen about everything worth seeing said of the view looking up the Arm that it is unrivalled. Travellers go into ecstasies over the Hudson and the St. John. Thousands of tourists ascend the St. John to Frederickton every year for no other reason than to enjoy the scenery. But the people of Victoria can see the word of one who knows that a sail among the islands and up Saanich Arm is incomparably more beautiful than even the lovely St. John or the much-vaunted Hudson. How many people in Victoria have ever gone to the top of Cedar Mountain? Not many, we fancy; yet the view from there is magnificent. Tourists would be delighted with it. Other examples could be cited if necessary; but these two indicate the class of attractions that we have to offer to visitors who come to stay with us for a few days. Handsome houses and fine gardens can be found in all parts of the world; the delightful combinations of mountain, forest and sea and islands which Victoria has around her may perhaps be equalled somewhere else, but certainly are not surpassed. One of the members of the British Association, speaking of this to the Colonist, said: "I keep wondering all the time how it happened that Nature lavished so much beauty upon the surroundings of Victoria."

The first step toward making Victoria the headquarters of tourist travel, and not merely a place where a few stragglers from the great army come for half a day, is to provide better means of getting to and from the Mainland. What we want is fast and luxurious steamboat connection, whether with or without a railway ferry. So far as tourists are concerned, steamers are all that is needed. A fast and luxurious boat on the Vancouver run and another on the Seattle run would lead to a vast increase in the volume of travel. It would pay the city to secure such a service. A bonus is necessary, it ought to be forthcoming. Give us such steamers, and travel will increase. Then enterprising men will soon provide means for the entertainment of visitors. There will be pleasure resorts up the Arm, a steamer running from Sidney; a line of stages to Cedar Mountain; pleasure trains

twice or more a day or more to Shawinigan Lake; excursion boats out to the ocean, and perhaps some other means of reaching the West Coast. Our proximity to it would be a drawing card if we had any means of showing the ocean to visitors. We throw out these suggestions and hope they will not be wholly lost sight of.

EXCLUSION OF ALIENS.

The Province labors through nearly a column to show that the Colonist was wrong when it said that the Placer Mines act does an injustice to aliens, and cites section 3 of the act to prove it. The section fully proves the Colonist's case. It reads as follows:

A free miner's certificate issued before the coming into force of this section, shall not entitle the holder to the same to take up, record or acquire any interest in any claim under the Placer Mining act, but such certificate shall be valid only with regard to claims recorded under the Placer Mining act, and the circumstances in this sub-section stated.

The Colonist was quite aware of the existence of this section, and for this reason, and to avoid being misunderstood, the following sentence was inserted in the reference to the law: "The right to prospect and record claims is what we now refer to." The section quoted expressly takes away this right from aliens, holding free miners' certificates, while reserving to them the title to claims recorded before the passage of the act.

When the act was before the legislature, the Colonist pointed out that it was a piece of outrageous injustice for the province, after issuing free miners' certificates to aliens, who came into the country in good faith, breaking up their connections at home and expending money with us, to step in and take away from them the right to use those certificates, which when they bought them were good for a year. We pointed out that hundreds of aliens had come into British Columbia prepared to remain here for a year and prospect. It is true that if they were lucky enough to find a claim and get it recorded before the passage of the act, they could hold the claim, but if not they were left in the lurch. The worst feature of the case is that the government officials went on taking money from aliens for certificates even after the law excluding them from placers had been passed. After the act became law the Colonist drew attention to the case of one man, an alien, who came to the province. He went up to Atlin and took out his certificate, when he found another alien who had discovered some good claims and recorded them. He bought this man's rights, paying him \$3,000 in cash, and the vendor left the country. The purchaser then discovered that at the time he took out his certificate, the law in question had been passed, so he cannot hold his claims, nor get back the money he paid for them. This is not an isolated case. Surely the legislature ought to have guarded against the possibility of such injustice.

The Province is inclined to sneer at the Colonist for saying that it advised the government to provide against this sort of thing. Well, we can stand it. There is a difference between our conception of a newspaper's duty and that which influences our Vancouver contemporary. The Colonist is old-fashioned enough to believe it has as much right to its opinion upon current topics as any politician, that it is its duty to study every public question which comes up, and to contribute its share towards perfecting legislation. Our contemporary prefers would-be funny remarks and cheap notoriety exclusively to itself, for any competition that the Colonist will give.

THE BUBONIC PLAGUE.

Without desiring to create any needless alarm, the Colonist thinks it well to direct attention to the presence of the bubonic plague in Hongkong and other Oriental cities having more or less intimate connection with Victoria. This disease is a terrible scourge, and very little is known about it. When once it gets a foothold there seems to be almost no possibility of eradicating it. Originating in India—at least so it is thought—it has during historic times devastated both Europe and Asia. It recently became very widespread in and around Bombay, whence it has extended to Madagascar and to some parts of Arabia. As has been mentioned, it has become very prevalent in some parts of China. In Hongkong it has been kept under control, although it prevails to a very considerable extent among the Chinese in that city. In view of the large number of Chinese who are brought over on every Pacific liner, it is important that the most stringent regulations should be adopted to prevent the importation of the disease. It does not appear to attack white people in India, except very rarely, only sixteen deaths from it being reported among Europeans there in three years. Even among the native population it finds its footing chiefly among the filthy and unclean. The immunity of the white population is attributed to the absence of such a class among them. Doubtless if it once got a foothold in the slums of large cities in Europe and America it would do deadly work. There would be no reason to fear the plague in Victoria, even if a case or two should be brought to the city, if it

were not for the intimate relation between the Chinese and the white population. We direct attention to the matter, and hope that the officials charged with the preservation of the country from such invasions are on the alert against this one.

PASSING COMMENT.

The Cascade Record thinks there are too many townships platted in this province. This is one of the evils of the West, but the rule of the survival of the fittest prevails, and it is better to trust to that than to interfere with private enterprise legitimately exercised.

The Silvertonian says that the new law relating to miners' certificates, like all the acts of the present legislature, is tangled and misleading. The open question agitating our contemporary is whether certificates taken out before May 31 are of any value. No one knows.

The Times claims credit for having forestalled the Colonist in agitating that the most made of the attractions of Victoria as a pleasure resort. The Colonist did not suppose it was doing anything more than directing attention to a matter that has been discussed often and on in Victoria for the last twenty years.

Even the Westminster Columbian finds itself forced to enter a protest against the action of the government in educational matters. The ground of objection is the new regulation for the distribution of the per capita grant, which it says, "will prove a vexatious, cheese-paring regulation for the schools, and is hardly conceived in the proper spirit." Our contemporary points out that the new regulation is especially objectionable because it was promulgated after the estimates for the year have been made up by the school board.

A GOOD TEST.

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NOTICE.

Notice is hereby given that 30 days after the 1st of June 1899, the Chief Commissioner of Lands and Works for a lease of 2,000 acres of pastoral land, situated on the north side of the Chilliwack river, commencing at the southeast corner of lot 45, G. L. Lillooet district; thence north one-half mile; thence east three miles; thence south one-half mile, more or less, to the Chilliwack river; thence westerly along north bank of said river to point of commencement. Chilliwack, May 31, 1899. F. M. BECHER.

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Landslide
White
One Man Crushed
Others Injured
Recovery
Engineer Leslie
Golden Gate
Missing

The Bennett Lake and ing and Transatlantic steamer Amur arrived at Victoria after a speedy trip. She reached Nanaimo morning, bringing the fatal landslide on the wherein one man was others seriously, if not a most interesting account was furnished by P. The accident occurred last on the line of the W. way, about a mile beyond The three men, whose be ascertained while the port, were working on the snow, when a snow-slide bringing with it a lot of the men could get out of the slide they were stuck down the hillside. A men were at work further and hearing the call for assistance of their unfortunates was a help, and the other two were ed and unconscious. On the White Pass railroad and was soon on the spot power to alleviate the two men, but gave very their recovery, as he thin back broken.

When the Amur reached the city of the steamer, looking for the body of the chief engineer, who was the night of June 3. Leslie was not found, but the recovery of the body, the Amur is leaving the been found.

The Hudson Bay Company's Amur left Wrangell on her first trip up the Skeena on the return to Skagway. She was back at Wrangell. She had only got up the river when some of broke down, and she was return to Wrangell for repairs.

The Amur landed three and a large quantity of the Cassiar Central railroad rival of the Amur the sea was all ready to take passengers and goods and larger amount of travel as soon as the boats are a through.

Switzerland Bill and his Hig, were seen at Skagway to Dawson. They have amount of machinery on Skagway, to take in to Da On the way down he Am Cutch and several American the stern-wheeler with a la plant on board, and the Yukon. This boat for a floating store to run all kinds of goods, but very fresh beef.

The Amur brought down Archie Macree, who died The body goes to Vancouver.

Ross Eckhardt, Alex. Major Wilson left for June 5.

PATENT OFFICE
According to Trethewey abstract from the United States Patent Office, 30, 542 patents were issued week, 463 being to United States, 37 to Great Britain, 9 to France, 2 to Austria-Hungary, 2 to China, 1 to Italy, 1 to New Zealand, 1 to Peru, and 1 to Victoria. number, 149 were assigned to others before were granted.

The Canadian patent March is just to hand, and patents granted during of which are to British Columbia are as follows: George D. couver, acetylene gas generator; W. Bacon, Enderby, chalk Shaw, Victoria, quick-closing camera retorts; and Rob Vancouver, sluice-box.

A PROPHETIC DREAM.
The following prophetic-ly related by the president of the seminary in the United States been the custom of one of to invite all the students, w of the faculty, to dinner at the annual Thanksgiving d morning of that day the wifor suddenly fell down in room at 8 o'clock. That o'clock one of the student from a bad dream. He t that he sat down with the at the Thanksgiving dinner, mediately one of his follow in his place, saying that it ful duty to announce to that the wife of the host died at 8 o'clock that m dream, however, he had ished from his mind as an probability, and had thought about it. But on going to taking his seat with the com-unspeakably moved to see in the dream rise and make the announcement a dream.

There are many forms of ne men that yield to the use on Pills. Those who are nervous weakness, night sweat try them.