

The Colonist.

THURSDAY, APRIL 14

EASTER.

The Easter festival holds a warm place in the heart of Christendom. This is not only because it commemorates an event, which to millions of people is the only sure evidence that there is any hope beyond the grave, but because the busy and toiling world, which in spite of all that civilization has accomplished is found more tightly to the headmill of labor than ever, feels the need of something to stimulate hopefulness. Intelligent hope is perhaps what most distinguishes the civilized man from the savage—a hope that trusts not to blind chance for the fruition of its desires, but recognizes a divine law of cause and effect as permeating every field of human activity. The gospel of Easter is a gospel of hope.

It would be impossible to measure the good which this old festival has done for humanity. We mean now the Christian festival, not the pagan one for which it has been substituted. It touches the life of Christianity, and in spite of the cavil of skeptics, Christianity is the greatest force that ever has operated in the world for the betterment of humanity.

When one comes to think of it apart from the religious sympathy, and prejudice, if you will, that the customs and teachings of centuries have thrown around it, that is when it is regarded purely in a historical sense, Easter is a most remarkable festival. To commemorate the birth of an individual is common enough. To set apart a day as sacred to the memory of his death is by no means extraordinary. But it is worth stopping to think a little over the astonishing fact that to-day hundreds of millions of people will gather to celebrate a resurrection from the dead. And this celebration has continued for nearly nineteen centuries. It was observed during the days of Imperial Rome. It was not forgotten during the Dark Ages, when the northern barbarians held sway over Europe. It held its place during the Renaissance. And the last four hundred years of marvellous progress in arts, science and general education it has not only kept its place, but gained a stronger hold than ever upon the mind of the civilized world. And what is it? It is the festival of an event without precedent or repetition. It stands unique among all the events upon which men ponder. The evidence supporting it is of the scantiest kind. Indeed one may say that without the testimony which the inner consciousness of many generations gives, and which Job expressed in his historic phrase: "I know that my Redeemer liveth," the resurrection would long ago have been relegated to the domain of fable and Easter would have ceased to be observed. It is this feature of the teachings of Christianity, that is the strength which they gain from the testimony of millions of individuals, that makes the religion, whose chief witness is the open tomb of its founder, the greatest force in the world.

The Columbian talks about the attitude of the Turner government towards the Japanese. Will our contemporary oblige us with answers to a few questions? If so will it please respond to the following? Does the Columbian believe that Japanese immigration is an actual menace to white labor in this province and what are the facts upon which its belief is based? In view of the fact that the Imperial government has extended to the Japanese the same privileges in British territory as are extended to the people of the most favored nation, does the Columbian believe that legislation discriminating against them is likely to receive the sanction of the crown? Ought not the prospective trade relations between Canada and Japan and the existing identity of interest between the British and Japanese governments in Oriental matters to be taken into consideration, and ought our legislature to seek to enact laws, which will have a tendency to create a friction between the two countries?

It is stated on good authority that Hon. D. C. Fraser will be either appointed a puisne judge or to the vacant chief justiceship of British Columbia. Should he be given the minor position it is asserted that Mr. Justice McColl will be appointed chief justice. It is more than likely the latter course will be followed, as it is believed that it would prove more acceptable to the British Columbia public. So far as Messrs. B. V. Bodwell, of Victoria, and E. P. Davis, of Vancouver, are concerned, it is now said that they never had the slightest chance of receiving the appointment. It is further said that it is the intention of the Dominion government to secure imperial legislation to legalize such an appointment, if it is made, and also a similar one made some time ago in Manitoba.

General Lee, United States consul at Havana, has a daughter and she is decidedly a good-looking girl, if we may judge from her portraits. But why should her picture find a place in every paper on the continent, Canadian as well as American, that prints pictures? Things like this give journalism in America a character all its own.

A SLIGHT UPON THE PROVINCE.

The appointment of an Eastern province lawyer to the vacancy upon the Supreme court bench in British Columbia will be resented alike by the friends and opponents of the Laurier ministry. Especially will this be the case, if the appointment is of a gentleman, who whatever his qualifications as a political campaigner may be has yet to earn even mediocre standing at the bar, and but not because of lack of ability, but because

cause his attention has been given to the practice of politics rather than to that of the law. If a prominent Eastern lawyer were selected, that is one who is prominent as a lawyer and whose experience at the bar would be considered such as would fit him for a place on the bench of his own province, it would be objectionable enough, but to send out a man who is wholly unfamiliar with the statute law with which he will have to deal would be utterly indefensible. If the office is to be given, as now seems likely, simply as a reward for political services, we say an outrage of the most flagrant kind will be perpetrated. There may be something in the point that there would be nothing illegal in filling the present vacancy. We do not know and are not disposed to do any hair-splitting over that question, for the spirit of the terms of union will be violated by such an appointment whether the letter is or not.

The reflection upon the bar of the province implied in the appointment of an outsider will be of the gravest possible kind. If the Dominion government is of the opinion that British Columbia is so destitute of lawyers of talent that it is necessary to send in an inexperienced man from elsewhere, it is time steps were taken to disabuse its mind and prove the contrary. In the party that has hitherto supported the ministry there are gentlemen quite as fit for the vacant position as any Eastern man who has been named in connection with it; but even if this were not the case, there are lawyers on the other side of politics who could fill the post in a highly efficient manner, and it ought to be possible for the Ottawa authorities to rise above partisanship, if necessary, in the matter of the judiciary.

We do not like the proposed action for another reason. It is to be understood that hereafter British Columbia is to be a sort of pasture where worn-out political hacks can be turned out after their usefulness in the East is gone? There is a great deal of feeling on this point. If judges are to be imported, why not every official? This question is being asked not only by those who have hitherto opposed the administration, but with a great deal more earnestness by those who have supported it. The proposed appointment is "bad politics," a bad precedent and an uncalled for slight upon the whole province.

A RAILWAY TO THE NORTH.

Vancouver is alert to the necessity of prompt action being taken by the Provincial as well as the Dominion government to secure the construction of the railway to Teslin Lake. We think we express the feeling of the people of this city when we say that they want to see a plan adopted that will secure a railway from a British Columbia seaport to the Yukon waters at the earliest possible day. They are willing to lend their influence and support to the immediate construction of the line from the Stikine river to the lake, but will not be satisfied unless the contract goes further, and provides for a road from tide water on the British Columbia coast. We think also we may safely say that, if this can be secured, the question of cost to the province will be regarded as secondary, provided, of course, that the amount given is not so unreasonably large that it is clearly a needless bonus. What they want to see done is a contract made that will bring about the building of the wagon road at once, the railway from the river to the lake this season and the remainder of the line within two years. They are willing that the province should give enough to secure this and will accept the judgment of the government as to what is sufficient, provided the work is done. By this we mean that if the government asks the legislature to give a sum which is not palpably extravagant public opinion will approve of the act.

We think that Hon. Mr. Turner and his associates are ready to do what is right in the premises, and this quite apart from any political considerations whatever. They are influenced solely by the business interests involved, and they are quite ready to ask the house to do what the province can afford to do for such a purpose. Naturally they wish to make as good terms as possible for the province, and it is fair to remember that other important enterprises must also be considered. We are not without a strong hope that a means will be discovered whereby the legislature can extend sufficient aid to warrant the immediate inception of the work, without in the least hampering it in respect to the other projects calling for assistance. One thing is very certain. Hon. Mr. Turner and his associates are fully impressed with the immense importance of something being done at once. Nevertheless it is desirable that public opinion should make itself felt, so that they may know that the people are with them in the adoption of any policy which may be found to be necessary.

The News-Advertiser admits the necessity for the building of a railway from the Stikine to Lake Teslin and its extension to the coast of British Columbia, but insists that the provincial government ought not to take up the project or do anything for it. It says it takes this position "because both on principle and practical grounds, any provincial aid is neither desirable nor possible." It says that the province cannot afford to aid the project and that the Dominion will build the road anyway. The Vancouver paper is wholly wrong as to the inability of the province to subsidize the railway, and it has no means of knowing whether or not the Dominion will do anything more than it has done. If any one were in a position to say that the Dominion will at once take up the matter, we should join with our contemporary in urging that none of the money of the province should be put into it; but no such guarantee can be given. On the contrary, so far as the public knows, the government of Canada has decided upon no line of action at all. Our Van-

couver contemporary will not claim to have any sources of information as to the intentions of the Laurier ministry not available to the rest of the world.

Neither can our contemporary give any assurance that when the government does act it will not take hold of the project for a road from Edmonton. The same influences which contributed to the defeat of the Mackenzie-Mann contract are urging the Edmonton route. The News-Advertiser warmly endorses what they have already done. Are we to understand that it is prepared to aid them in the second part of the programme? The News-Advertiser does not seem to appreciate the pressing nature of the emergency or the danger of lines being built which will divert the trade of Vancouver or Victoria. Our contemporary's attitude on this matter is its usual one of obstruction. The News-Advertiser is prolific in "don'ts"; it overflows with that sort of wisdom that discovers obstacles in the way of every project and objections to every possible policy. British Columbia has had just a little too much of that sort of thing. If the construction of the railway between the Stikine and Teslin Lake goes for another year, it will be because of just such arguments as those indulged in by the Vancouver paper. In view of the pressure for the Edmonton route, of the effort being made to secure a route that will start from the head of Lynn Canal and thus build up a city on what is now de facto United States territory, and also in view of the great advantage it will be to Victoria, Vancouver and the whole Coast section of the province to have the Canadian road begun at once and pushed through to the coast, we think this autumn, the province is justified in going to a considerable responsibility, if it is necessary, to avoid postponement of the work.

As to the credit of the province not being equal to such an outlay, we need only say that the financiers of the Old World reckon the credit of British Columbia very much higher than does the News-Advertiser.

The description which our correspondent gives of the condition of things in the ditches around Havana seems incredible; but unhappily there is only too much reason to believe it to be in no way overdrawn. This state of things cannot be allowed to continue. It is undoubtedly very bad that the Queen-Regent of Spain may be compelled to go back to Austria and take her boy with her, as would likely be the case if Cuba is taken out of the hands of Spain, but wherein does she deserve more consideration at the hands of mankind than these wretched women of Cuba. We have not much to say in favor of the Cuban rebels. They are a bad lot, although infinitely better than the loud-mouthed Cuban junta in New York; but a nation that has shown itself so utterly unfit to govern a dependency as Spain in regard to Cuba, is entitled to no consideration whatever. The island should be taken from her, and if the residents are not fit to govern themselves, as is altogether likely, some nation should take it in hand, that will be influenced by at least the commonest instincts of humanity.

Mr. J. T. Pierre has asked the Colonist to reproduce his letter, which appeared in the Times last evening in regard to his case against the Western Assurance Company. We do not think it advisable to do so, and upon this principle: The case has been tried in court and has been decided in favor of the defendants. The question involved seems to be a mixed one of fact and law, but chiefly of law. Now the proper course for a party to take where a case turning on such points has gone against him is to appeal to the higher court and not to the public. If the higher court holds to the decision of the court below, then it will be time enough to agitate for legislative interference, to correct the alleged public wrong. It would be very unwise for newspapers to permit litigants to try their cases over again in print.

An Atlantic liner, like the St. Paul, burns 350 tons of coal a day in order to make 21 knots. Running at half speed, she can get along with 50 tons. In other words, in order to double her speed, she must increase her fuel consumption seven-fold. The explanation of this very great disproportion between speed and fuel lies in the fact that water is non-compressible. Any one can try an experiment for himself to prove this, and may at the same time illustrate why great power is needed to secure a comparatively small increase of speed. Take a basin of water, rest the hand upon it and lower it slowly and it will be submerged with the greatest ease. Strike the water sharply and a strong momentary resistance will be felt. This is because water cannot be compressed and must be shoved out of the way in order to let anything pass through it. The slowly moving steamship moves its own volume of water much more slowly than the swiftly moving vessel does, and the latter process requires a vastly greater exertion of force.

The Rossland Miner makes what seems to be a very well founded complaint that foreign mining corporations are not complying with the provision of the law requiring them to have an office in this province. It does not say that no companies are observing the law in this particular, but that there are some very flagrant instances of neglect. The Miner says that no one wants to take upon himself the prosecution of the offending companies. We suggest that the Attorney-General's department might give this matter its attention. Doubtless a circular note to the delinquent companies would have the effect of leading them to comply with the law. While we agree with the Miner about the unwillingness of individuals to set the law in motion for the recovery of the penalty there can be no possible objection to any one furnishing the necessary funds. The government of Canada has decided with a lie that such companies. The department cannot itself know which of

them are at fault.

Mount St. Helen's, a beautiful conical elevation upwards of 3500 feet high, situated in southern Washington, was in a state of moderate eruption last week. The farmers living in the vicinity were so much alarmed that many of them left their homes and moved to the towns. This mountain was in a violent state of eruption in 1831, again in 1843 and again in 1854. The eruption of 1843 lasted for three months, when the lava flowed freely from the crater, the summit being brilliantly illuminated at night. The other eruptions were briefer, but were very violent while they lasted. The Indian name of this mountain signifies the abode of fire, showing that it has been subject to such outbreaks as that of last week.

We reproduce from the B. C. Mining Journal a description of the country around Lake Teslin. There seems to be very little doubt that this is one of the most promising portions of the whole Pacific Northwest and that its development taken in connection with what the Cassiar Central will do upon its leased ground, will be instrumental in filling that portion of the province with an industrious and prosperous population at an early day. Northwestern British Columbia seems destined to follow Southwestern British Columbia in attracting the attention of the world.

The Senate is under fire again. Quite irrespective of anything it has lately done or omitted to do, one can defend the Senate as a part of the parliamentary institutions of Canada. It is wholly irresponsible. The House of Lords is responsible not only by reason of its traditions, but because its members have in the very great majority of cases great interests at stake in the country. The United States Senate is in a sense representative of the several states. The Canadian Senate is not chosen according to a principle that is at all likely to make it representative. On this point nearly all of us are agreed; it is when an effort is made to suggest a new method of filling up the chamber that we disagree. As yet not many people advocate a single chamber for parliament.

At the last Ontario elections the Liberals polled 215,644 votes, the Conservatives 208,436, and the Independents 9,965. That is, the Liberals had a minority of all the votes cast. This year the Liberals polled 7,208 more than the Conservatives as against 28,622 more than in 1884 on a considerably smaller vote. These figures, which are taken from the Toronto Globe, show that the Liberal hold upon Ontario has been very greatly weakened during the last four years. The comparison of votes is much more significant than the reduction of the government majority in the house.

The Spokesman-Review is not correct when it says that half the time of the provincial legislature is spent by members in hurling abuse across the floor at each other. As a matter of fact there is very little of that sort of thing in the house. The debates as a rule are very moderate in tone and are conducted in gentlemanly language, with an absence of party rancor that is unusual even in Canadian legislatures.

A Mainland opposition paper gives currency to an alleged rumor to the effect that Mr. Semlin and Hon. Mr. Reaven are about to enter the legal government. It is scarcely necessary to deny anything so absurd. No such rumor is in circulation. The statement is an invention pure and simple, and we do not think very much ingenuity is needed to discover why it was invented.

The Rossland Record thinks that the merchants of Victoria are not reaching out sufficiently for the trade of that part of the province. We neither endorse nor reject the proposition, but simply mention this for the benefit of our neighbors what the Rossland paper says. Our impression was that Victoria merchants had secured a very fair share of the Kootenay trade, considering how they are handicapped for want of direct means of transportation.

THE "BOSCOVITZ" RETURNS.

Steamer Barbara Boscovitz arrived shortly after the C. P. R. steamer Princess Louise made port yesterday morning and brought news of special interest. The women, as also the invalid members of the Grider party reported at Fort Simpson, were still there and the latter now shows an inclination to rejoin the party though at first he did not speak any too well of it. Police Constables Jones and Dr. Jackson and wife of Bella Coola, were among those to arrive on the Boscovitz.

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The Amur had next

and although encounters were speed with me, a.m. the shout went out, "We've got the Amur!" and the crowd rushed to the front. The Amur in the morning a flame six feet high blowing continually showed that she was it. It served her no purpose out of it in another soon she had fallen down. The Amur was not masts only could be seen after the Ningchow had tumbled into port. But here the worst of all was to be experienced struggle and anxiety. Only for the information of the world was the Amur's skeleton stories to their papers.

"We'll get you over as soon as strong," said Captain Benyon. And so that steamer service. Her skipper

The Semi-Weekly Colonist

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RUSHING

How an Examined and Secured and Story of

A Gallop Over the and a St. am Tele

Beyond the limit perform few people of the expense, enterprise required serving fresh to the aut news of the day the American press unquestionably stand one understands no great risks are needed by the war correspondent and that his power and sometimes fame. Peace has a getting, however, and the first news attitude that will not "scoop the world" any put it is the correspondent's life. rush to the Klondike had a little experience hustling, and the San Francisco Examiner ed and brought down news of the three on the Dyke trail of will afford them a It will interest the g as press workers, and When the Ningchow inner correspondent Skagway on the morning o'clock, the news of ten hours old, but obtainable. There was between the White Dyke four miles of it was described as any communication of The news had to be to get it long chance The Ningchow was south again eight hours was eight miles of of trail to be traversed.

The prospect was but Captain Cross, Smith and Manager Ningchow brightened that they would strain resources at command liner until 9 o'clock launch Mascot and he luctantly pressed into was made in three-quarters.

And then came obstruction. Everyone who portation at command trail to the relief was not be hired and could as a special favor of. Then into the saddle the trail to Sheep Camp gallop. Beyond Sheep was impossible, the tough little pony up to a rule, and to the be occasion.

Reaching the scene merely to secure name tails and to see that it was proceeding in system all dispatch. Then into and dashing back for tainty that the pony and knowledge that a however trivial, mean pony was game; the and Dyke and the last safely.

The launch caught with the time. The sea race with the news A short report of the the Alki which has state ahead and with orders time nor coal. The N was to make up this time was ready to make his travelled before; the ch his staff were equally spare the coal was. The race was on. For was maintained to W was compulsory for pas it was learned that & T. Co.'s fast steamer dispatches, so that she to be beaten out. Both the Wrangel Narrows miles, and the big sh low.

This was a serious was nothing for it but course. No special stern chase developed. Narrows was reached a day night, when the the Alki ahead and "deuce." Captain Smith emy first, and Bended the run through the nalked at the narrows. Ningchow with a chee and ran the passage st she followed, but out even terms.

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