

THE U. S. CHINESE LAW.

The Chinese Exclusion Act recently adopted by the United States Congress, extends the present laws on the subject for a period of ten years and provides that all Chinese convicted of being illegally in the country shall be returned to the country to which they claim allegiance; that any Chinese arrested under the provisions of the act shall be adjudged unlawfully within the United States unless he can establish by affirmative proof to the satisfaction of the court his lawful right to remain, and, if convicted, it provides that he shall be imprisoned at hard labor for a period of not more than one year, after which term he is to be deported as provided. In case of appeal for a writ of habeas corpus, provision is made that no bail shall be allowed, but the case tried as speedily as possible. All Chinese laborers now legally within the United States are required to procure from the Collector of Internal Revenue for the district in which they live, inside of one year, a certificate of residence, and in case of his neglect so to do, he must prove that he was unable, through sickness, accident or other unavoidable cause, and must prove by at least one credible white witness that he was a resident at the time of the passage of the Act. All Chinese found without a certificate at the expiration of the year, are liable to arrest and prosecution. No charge is to be made for the certificate, and any Chinese other than a laborer having a right to remain, may apply for and receive a certificate as evidence of this right.

PRESIDENT VAN HORNE'S VISIT.

Messrs. Van Horne, Angus, and other Canadian Pacific authorities and their friends are on their annual trip across the continent. It is spoken of as their annual official inspection, but, in connection with this business, there cannot be other than a great amount of enjoyment, for the reason that the daily routine of the president, which is so wearing, is to a certain extent dispensed with, as it is only by wire that matters of pressing importance can break in. The party will have every reason, as far as our information goes, to be satisfied with what they will see along their journey. Substantial progress and development mean more freight and passenger traffic, and the excellent condition of the road and rolling stock will be proved by the experiences of the travelers. A far-sighted and forehanded man like the president will, as he comes along, be able to see at what points business can be better served, for what is now being shipped at the various points is only a fraction compared with what will be the business of the future when interior communications are made more perfect.

If it be only possible to bring down cattle freights to the Coast, the consumers of Vancouver and New Westminster, as well as of Victoria, would have reason to appreciate the consideration of the management, inasmuch as with the enforcement of the cattle quarantine regulations, we are completely at the mercy of the Calgary and other Northwestern cattlemen, whose wire-pulling at Ottawa has brought matters to such a pass that already people are

beginning to talk of the necessity of reducing the consumption of meats, and making their diet consist more largely of vegetables and fruits, which we can raise at home. There are numerous details in connection with the service to Victoria that are capable of amelioration. The C. P. R. authorities have already been made acquainted with them and, could Mr. Van Horne only spare the time for a more lengthened stay here this time, they might possibly be set before him in a more orderly and effective manner; if not, a deputation might cross over to the mainland to meet him.

AMERICAN LYING.

"What liars some people can be, when it suits their interests!" is the remark that has been passed time and time again on the statements, denials and equivocations that have been crowded by the Americans into the controversy that has for so long been proceeding in connection with Behring's Sea matters. On the 6th of the present month the San Francisco *Chronicle* published, on the authority of one who professed to be the special correspondent of that paper in Victoria, a communication, whose equal for wilful and unmitigated inaccuracy it would be hard to find. Where there were no real facts to support him, he industriously set to work to accomplish that, to other people, impossible feat, to manufacture them. And they suited his purpose as well as those who employed him, for they are of that class with whom a really well brazened out lie is altogether beyond comparison. His lies and the half verities which the agents of the United States Government are now trying to work up as to the condition of seal life and pelagic sealing cannot however be expected to have much weight when compared with the solid facts gathered by the actual observations of Sir George Baden Powell and Dr. Dawson. These are, moreover, reinforced by a report of no less an authority than Professor Elliott which, because it did not bear out the American pretension, has been wilfully and maliciously and with the intention to deceive been pigeon holed at Washington; but which has in some way or other found its way into the columns of the New York *Evening Post*. This report clearly demonstrates that the destruction and utter extermination of seals is a matter of but a few years, not on account of pelagic sealing, but because of the chasing of the young male seals overland by the Alaska Company's seal slaughterers, until they have become utterly exhausted and are consequently incapable of propagating their own species. The Professor says in this report, which refers to his visit to the islands in 1890:

"I was wholly unaware of the extraordinary state of affairs which stared me in the face at the moment of my first landing last May on these islands of Alaska. I embarked on this mission with only a faint apprehension of viewing anything more than a decided diminution of the Pribyloff rookeries, caused by pelagic sealing during the last five or six years."

Previous to this last visit, the Professor—and he is the great American authority—had reported of his visits in 1872 and 1874 that the seals

were very numerous and could well stand the drain of 100,000 a year. To further quote from this pigeon-holed report, we find that "utter ruin and extermination is only a question of a few short years from date unless prompt and thorough measures of relief are at once ordered on sea and on land by the Treasury Department, and enforced by it."

The cause of all this is, as we have seen, the overdriving, which has for the last few years been more than ever vigorously prosecuted. Subjoined are the Professor's conclusions, which the *Evening Post* says rendered him ineligible to become one of the joint commissioners to report to the arbitrators:

"It now appears plain to me that these young male fur seals, which may happen to survive the terrible strain of seven years driving overland, are rendered by this act of driving, wholly worthless for breeding purposes; they never go to the breeding grounds and take up stations there, being utterly demoralized in spirit and body. With this knowledge then the full effect of driving becomes apparent, and that result of slowly but surely robbing the rookeries of a full and sustained supply of fresh young male blood demanded by nature in peratively for their support up to the standard of full expansion (such as I recorded in 1872-74)—that result began, it seems now clear, to set in from the beginning twenty years ago under the present system."

We need not further comment upon the remarkable statement made by a gentleman whose authority was so highly valued by the Americans that it used to be always cited, and now when it is adverse it has been expedient to bury it away out of sight, than to commend to Mr. Blaine and his colleagues the highly suggestive remark of the celebrated Deeming, "Put that in your pipe and smoke it." Who, it may again be fairly asked, are these cruel and relentless drivers? None other than the pets of President Harrison and his Cabinet, the sweetly-scented Alaska Company, who have been protected in every legitimate way and otherwise.

RAILROAD matters throughout the State of Washington are very dull, and the stagnation has extended through every city in the State, the condition of things being aggravated by the low price of all the Northwest staples in the world's markets.

THE Northey syndicate, it is said, have accepted plans for a mill building on the present Sayward property, and its construction will soon be commenced. The structure will be 350 feet long by 70 feet, and have a capacity of 12,000 feet per hour. It is not yet decided whether the place will be run on as large a scale as the Tacoma mill, owned by the company, but if this arrangement is made it will mean constant employment to about 250 men. The syndicate property owned in the Northwest is worth \$6,000,000, exclusive of all mineral holdings, which also amount to a great deal. A sum of \$50,000 is being sunk in the Slough Creek property, and on the 10th of June the new prospecting machine from Chicago will be on the ground. It is capable of boring from 50 to 100 feet per day, and there is no doubt that the lay of the river bed and pay gravel will be struck very soon. Great hopes are entertained that this locality will turn out one of the richest mineral regions of the continent.