The Colonist.

MONDAY, MAY 31, 1897.

MR. JOHN F. NORRIS.

We have to chronicle with deep regret to-day the death of John F. Norris, for several years a member of the editorial staff of this paper. Every one who has been associated with him in that work bears testimony to his faithfulness, industry and valuable service. He was devoted to his duty and had no other object than to do it as best he could. In the prosaic routine of newspaper work the opportunities for accomplishing anything conspicuous to the public eye are few and far between, but almost daily there arise occasions when a discriminating judgment must be exercised on the spur of the moment. Mr. Norris's position brought many such occasions to him, and the columns of the COLONIST bear mute but permanent testimony to the soundness of his ideas, his high sense of justice and his appreciation of the moral responsibilities of editorial work. Every one in the COLONIST office was his friend, but it is needless to say that, for the number of his friends was identical with the number of his acquaintances. His widow and children have the sympathy of all.

AS TO QUARANTINE.

When the question of quarantine was before the committee on supply, the Minister of Agriculture stated that between $6,000 and $7,000 would be expended at William Head during the next few months. Dr. Sproule read to the house the letter sent to the COLONIST by seven physicians who were on board the Empress of China for the purpose of directing attention to the views expressed therein. The Minister did not express any opinion as to the correctness of those views, but said that he was informed by Dr. Montizambert that the period of detention at William Head was no greater than at American ports to the south. This is a very important statement, for if it is true, and we assume it is, it shows that Oriental passengers will have no reason on account of quarantine to choose United States ports in preference to Victoria.

The matter of quarantine having been in this direct way brought to the attention of the government, the COLONIST feels that its work in this connection has not been wholly in vain. It is hardly possible that the matter will rest where it is, and we anticipate that full inquiry will be made into the whole subject of quarantine. We think it may be conceded that, after the proposed improvements are made at William Head, the quarantine station will be all that is needed, and, if quarantine is necessary, the government will have done all that it can reasonably be asked to do. The open question is as to the necessity for quarantine. Nothing turns upon the manner in which the regulations are enforced. If there is anything wrong in this particular it can be rectified by changing the official. We mention this because we wish to emphasize the point that in discussing the question of quarantine the COLONIST has no personal nor political animus. The thing which it wishes to have decided is the necessity of quarantine at all. It is not deemed necessary in Great Britain, France, Holland, Germany, or any European countries except Spain and Turkey. Inspection and disinfection are deemed sufficient at the largest ports in the world, and we have yet to hear any reason given why they should not be sufficient here, at least so far as the ship, her crew and cabin passengers are concerned. The matter is more properly for experts to discuss, and as it has now been brought formally under the notice of the proper authorities, the COLONIST does not feel it necessary to discuss it editorially any further.

THE PROGRESS OF JAPAN.

Captain Uyemura, of H. I. J. M. S. Hiyei, said yesterday that in his visits to various seaports he had found a knowledge of the English language absolutely essential. "When you deal with the common people," he said, "you will always find some one who can speak English; but hardly ever any one who can speak French or German." He spoke also of the great rapidity with which the people of Japan are learning English. So fast is a knowledge of our tongue spreading in Japan that the next generation of Japanese will probably be practically all English-speaking. This is only one of the most remarkable features of the very remarkable renaissance now in progress in the Island Empire of the Orient. It is worth while in this connection to briefly recapitulate the salient features of this unprecedented change. Within a decade this nation has changed its political constitution, changed the whole character of its relations to other nations, changed its whole military and naval organization, changed the character of its civilization, changed its national costume and is fast changing its language. It is not to be understood that there is nothing of old Japan left, for it would be physically impossible to revolutionize in so many particulars forty millions of people, but the work of modernizing the whole country and the whole race is well advanced. This change has come about from within and not from without. A quarter of a century ago Germany conquered Alsace-Lorraine and has labored ever since to Germanize them with very scant success. Fifty years and more of oppression have not Russianized Poland. The Romans, after occupying Britain for four centuries, left it pretty much as they found it. But Japan, in less time than has been occupied in some great wars, has risen from a condition which it would be hard to define, to a place of equality beside the great powers in the world. Truly, as the Marquis Ito said, "when you see these things you must admit that Japan had some elements which no other Oriental nation had." The whole thing is a marvel, and the closer one comes in contact with it the more marvellous it appears.

HUDSON'S BAY.

Colonel Josiah Harris, F.R.G.S., has issued a pamphlet entitled "The Chartered Hudson's Bay and Pacific Railway Route." It is accompanied with an excellent map. The pamphlet was printed in London and is intended for circulation in Great Britain. It is dedicated by permission to the Marquis of Dufferin. There is much in it of great interest to Canadians and especially to the people of British Columbia. The proposed railway is from Fort Churchill to Victoria via Edmonton and the Yellow Head Pass, utilizing the charter of the British Pacific railway. From Fort Churchill to Edmonton is, in round numbers, 1,000 miles by the route proposed for the railway. If a railway were constructed from Fort Churchill to Edmonton and traffic were brought to Vancouver over the line from Edmonton to Calgary and thence over the C.P.R., the saving in the distance from ocean to ocean as compared with the C.P.R. from Montreal would be 1,321 miles. The saving from ocean to ocean by the route via Yellow Head Pass would be nearly 1,600 miles. It is not necessary in this connection to refer to the agricultural and other capabilities of the great region which the proposed railway would traverse. The crucial point in the whole affair is the navigability of Hudson's Straits. A few data in regard to the Strait and Hudson's Bay will be interesting.

No part of the Bay is in the Arctic zone, which will be news to many people. Its area is about 500,000 square miles, that is, it is half as large as the Mediterranean. The Strait is 500 miles long, with an average breadth of 100 miles. The drainage basin, that is, the area from which rivers flow into Hudson's Bay, is more than 2,500,000 square miles. Both the Strait and the Bay are remarkably free from rocks and shoals, the main body of the Bay being entirely free from them. The Bay is not very deep, but, except so far as the ice is concerned, is very safe for navigators. Most of the harbors are shallow, but that at Fort Churchill can be entered by the largest ships at all stages of the tide.

Colonel Harris is very cautious in what he advances as to the navigability of the Strait and Bay. He says that the Bay does not freeze over in winter, and that "there does not seem to be much evidence that the Strait, any more than the Bay, is closed at any season." He thinks "its great width, depth and the strength of the tides probably keep it open all winter." We quote again: "From all that I could learn or observe, it appears that the Strait and Bay may be navigated and the land approached by steamers during an average of four and a half months each year, or from the middle of June to the end of October." The records of the H. B. Company show that the river Nelson is open for more than half the year, and the inference is that Fort Churchill might be accessible from the open water in the center of the Bay for nearly as long a period. George A. Bayne, C.E., is cited as authority for the proposition that from June 15 to October 20 Fort Churchill is accessible for ordinary sailing vessels, that the ice is never solid in the Bay for more than half a mile from the shore, and is often broken up by wind and tide. Dr. Charles Bell has the record of 750 vessels that have passed through the Strait, and Dr. Robert Bell says that in the 374 years during which the Strait and Bay have been navigated "there has only been the loss of one, or, as is claimed by some writers, two small sailing vessels."

A very interesting portion of the pamphlet is a paper read by Admiral Markham before the Royal Geographical Society. His views may be summarized by saying that he regards the Straits as navigable by specially constructed steamers for a sufficient period every year to move all the products of the prairies. Colonel Harris is himself very enthusiastic on the subject. He foresees the day when Churchill will be a great city, possessing an importance "which is incalculable as a base of supply and an impregnable military highway between Great Britain and her Colonies on the Pacific and the principal link in the chain binding our Colonies to the Mother Country."

Does this seem extravagant? We shall take occasion at an early day to show why it may be regarded as among the early possibilities of the future.

THE output of the Rossland mines is now about 250 tons a day, and the Rossland Miner says it will shortly be 1,000 tons. The freight charges on this will amount to a very large sum and furnish a strong argument for the erection of a smelter near the mines. Indeed this question of smelting is one of the most important of all that bear upon the future of Rossland. There is no manner of doubt that the district immediately surrounding the mountain city will produce enormous wealth and if the ores are smelted at home Rossland must grow to be a city greater than Butte, Montana, for the mines are of greater capacity. Cheap fuel is the solution of the situation.

THE New York Sun has the faculty of making a monumental ass of itself every time it refers to Canadian affairs. It is as ignorant as a horse of anything outside of the boundaries of Manhattan island. There was a time when anything unusual in the Sun was attributed to the office cat. The cat must now be installed in the editorial chair, and must be a fool cat as well. This exquisitely misinformed New York paper has taken the British Columbia legislature to task for passing a law prohibiting aliens to take up mining claims. That no such law passed the legislature is probably known to all mankind except the editorial management of the Sun. It further says that the law is beyond the powers of the legislature. If a man in a Canadian newspaper office should display such ignorance of the Constitution of Bulgaria, as this expression of opinion shows the Sun writer enjoys in regard to the basic constitutional act of Canada, he would be set to washing rollers or sweeping out the office, or anything in fact which would not give him an opportunity of foisting his tomfoolery upon the public.

THE city of Victoria is to be congratulated upon having so admirable a musical organization as the Arion Club. It is one of the institutions of the place of which we are all justly proud.

THE Rossland paper, whose vilifications we brought under the notice of the government, has suspended publication. In some respects it was not a bad paper.

THE CANADIAN PRESS.

THE COMING PLEBISCITE.

The bill providing for the coming plebiscite on prohibition has been framed to include also a vote as to the desirability of direct taxation. Thus the plebiscite will be a dual one—covering two most important issues—and, as a consequence, the ultimate enforcement of prohibition by its means is rendered extremely unlikely; since the farmers' vote, which would, in all probability, be cast in favor of the abstract principle of prohibition, is certain to be in the negative against the concrete fact of direct taxation.—The Trade Review.

IT DEMANDS RETRENCHMENT.

We ought to make up our minds that the limit of Federal taxation and expenditure has been reached, and that the next few years must witness a process of reduction instead of expansion.—Toronto Globe.

JAPANESE MAN OF WAR.

Esquimalt is receiving its third visit from a Japanese man-of-war, H. I. J. M's. ship Heyai, which arrived Thursday afternoon direct from the island empire. The vessel is here for a week's visit. She came not unexpectedly, but was looked for during some few weeks past, and a description of the craft has already been given in the COLONIST. About the time of her arrival H. M. S. Comus returned from Nanaimo, where she had been in connection with the 24th of May celebration, and the Comus is the only British vessel at Esquimalt.

The Heyai goes from Esquimalt to Seattle for two weeks, thence to San Francisco for three weeks, and then home via Honolulu. This trip is taken for the enlightenment of eighteen naval students aboard, the training of whom is now the regular duty of the ship. These are all young men, ranging from 18 to 20 years of age, whose first term of tuition is a three years' schooling. Then they are sent to sea for a year, and after that are promoted to the rank of midshipman. In this capacity they serve for one year and a half, when they are appointed to sub-lieutenancies, their rank thus advancing as experience is acquired.

Big and ungainly looking, with rigging unusually heavy, with a single smokestack lowly set a little forward of midships, and with a crew of smaller stature to that of the jolly Jack tar, the Heyai presents an appearance at once odd and attractive. She is a full-rigged composite cruiser of 2,284 tons, 2,535 h. p., with speed of 12 knots. Her dimensions are: Length of keel, 230 feet; beam, 40 feet; and draught, 17.6 feet. Her armament consists of 16 guns, including two 17-centimeters, six 12-centimeters, four of small calibre, and four 1-inch Nordenfelt. She has a complement of 325 men, including 24 officers and 42 warrant and petty officers. The principal of these are as follows: Captain, Wyemura Nagayorki; commander, Ota Morizane; chief navigator, Insuchi Kintaro; gunnery lieutenant, Nishiyama Yasukichi; torpedo lieutenant, Fukushima Harunaga; first lieutenant, Tanaka Morihide; second lieutenant, Okada Keisuke; third lieutenant, Okubo Tomoye; chief engineer, Kondo Hiyskichi; chief surgeon, Maki Kobun, chief paymaster, Koashi Yoichiro; assistant engineers, Onuma Rintaro and Okazaki Teizo; assistant surgeon, Wada Yachiho; assistant paymaster, Nakata Toyokichi. All these officers speak some English as some of their number proudly boast, but none are very fluent talkers of the language. They are capital entertainers, and visitors to the ship can rest assured that they will be well looked after.

The vessel will be open to inspection by the public until 3 o'clock on the afternoon of each day. General leave has been given the crew while she is in port, and the officers are determined on making the best of their visit. They are very pleasant personages, and many of them know well what campaigning is, having, like the ship, served all through the Japanese-Chinese war. The part the Heyai took in several of these battles has already been told, and it is when describing how some shell burst through over the vessel that her officers probably speak their most graphic English. Surgeon Wada tells of numerous hair-breadth escapes with an enthusiasm worth seeing, and the appearance of the vessel bears evidence of the hard usage she received. The most striking characteristic of the whole crew on meeting them aboard is their loose discipline when compared with that of a British warship.

QUEBEC'S NEW CABINET.

MONTREAL, May 26.—This afternoon Lieut.-Governor Chapleau swore in the Marchand administration at the government offices in this city. Its composition is as follows:

Premier and President of the Council, Hon. F. G. Marchand.

Attorney-General, Hon. Horace Archambault, M.L.C.

Provincial Treasurer, Hon. H. Thos. Duffy.

Provincial Secretary, Hon. J. E. Robidoux.

Public Works Commissioner, Hon. S. N. Parent.

Agriculture Commissioner, Hon. F. G. M. Dechene.

Colonization and Mines Commissioner, Hon. Adelard Turgeon.

Without portfolios, Hon. Joseph Shehyn and Dr. Guerin.

BY WAY OF VARIETY.

He I am rather in favor of the English than the American mode of spelling.

She—Yes?

He—Yes, indeed! Take "parlor," for instance. Having "u" in it makes all the difference in the world.—Pearson's Weekly

"I see there has been a machine patented which records every time a man moves," said Jumper.

"Well, it would put the machine to a pretty good test if it was tried on some of my tenants," said Flatte, the landlord.—Yonkers Statesman.

"Fwat's this I hear about you soakin' a Chinyman wid a brick?" asked Mr. Hogan.

"I did," admitted young Hogan.

"Niver let me hear av th' like agin. Always br-reak a brick in two and soak your man twice. You young Americans are too wasteful."—Indianapolis Journal.

Fogg—Henry, run out and get me a magazine. Henry—Yes, sir; which one? Fogg—Oh, it dosen't matter. The same pictures of bicycles, kodaks and typewriters are in all of them. Any one will do.—Boston Transcript.

"Professor, what has become of Tom Appleton? Wasn't he studying with the class last year?" "Ah, yes; Appleton—poor fellow! A fine student, but absent-minded in the use of chemicals—very. That discoloration on the ceiling—notice it?" "Yee." "That's him."—Tit-Bits.

Sally—How I'd like to be one of them great actresses or singers! Her Mother—Oh, I dunno. It must be an onhealthy business. Sally—Why, mother? Her Mother—Don't you allus see their names in the papers tellin' how they've been takin' patent medicines an' tonics an' sech?—Puck.

"In writing shorthand, which do you find the more difficult—writing your notes or reading them afterward?" "Neither. The worst difficulty I have nowadays is getting my pay."—Chicago Tribune.

BUT WE CANNOT WAIT.

Mr. A. J. Balfour talks of one hundred and twenty years as the probable span of life after the doctors understand how to fight disease somewhat better than they do now. Expressing his dissent from this view Mr. J. F. Nisbet says: "The scientific elixir of life which is to be a product of the future will do all we can reasonably expect if it lightens life without materially prolonging it."

If by "lightening" life Mr. Nisbet means decreasing its burdens on mind and body, that "elixir" (whatever may be its form) is certain to prolong life materially—how much, of course, we have as yet no data for predicting. Fancy for example, the existence of one of two things; First, an universally observed *hygienic system* which which would prevent disease; or second, an universally available *medicine* that would *cure* it. By "disease" I mean all disease. What would be the effect on the common longevity of either of these? Shall we ever attain to the one or the other? I cannot tell. But we are making marked advances in both directions. And (please note) the further we go the fewer the *details* evidently comprised in the problem. A simple case will throw light on the point.

"After the birth of a child in 1867" writes a woman, "I began to feel heavy and low. My appetite was poor and I dreaded the sight of food; for after eating, no matter how little, I suffered so much pain. I was greatly troubled with wind and belched up a sour fluid. After eating a few mouthfuls of food I felt a fulness as if blown out.

"A large lump formed in the groin, which the doctors at first thought was a rupture; but we were afterwards told by a naval physician that it was otherwise caused. I had intense pain, and mustard plasters were applied, but I got no relief.

"As time went on I grew extremely weak. I took all kinds of medicines, and saw one doctor after another, and spent scores of pounds in physic, but obtained only little relief.

"I may mention that all the time my bowels were very obstinate, and were not moved for days, which caused me much distress.

"Year after year I continued to suffer. In April, 1883, a friend Mr. Beale, recommended me to try Mother Seigel's Curative Syrup. I got a bottle of this remedy from Mr. T. H. Seed chemist, High road, Leyton and after taking it found great benefit. My appetite improved, and the food agreed with me. My bowels were moved naturally and with regularity. I continued taking the medicine, and the lump in the groin gradually disappeared. I have since kept in good health by taking a little of Mother Seigel's Syrup occasionally. You may make any use you like of this statement. (Signed) Mrs. Sarah Laver, 84 Church road, Leyton, London, E., June 23rd, 1896."

This lady is the wife of Mr. John Laver, late Inspector, Y. Division, Metropolitan Police Force, who is widely known and respected in the district. He also witnesses by his signature the foregoing statement by his wife.

Now the brief comment I shall make on this case will, I think, show how aptly it illustrates the proposition as to possible long life, set forth in the second paragraph of this article. The disease with which Mrs. Laver was afflicted for sixteen years, is the most prevalent, and upon the whole, the most damaging of all forms of illness. It is a moderate estimate to say that three-fourths of the complaints we suffer from, and die of, are merely fruits and symptoms of it. I refer to indigestion and dyspepsia—the inability of the stomach and other digestive organs to do their work. That this disease burdens life and shortens it is too plain to call for argument. If the world could be suddenly rid of it (and of course, of its consequences), the improvement in human affairs would be greater than could be brought about by any other conceivable cause. *Over our struggling race would bend a new heaven and under it would expand a new earth.*

And if there be a remedy which (without having yet effected the more perfect deliverance) has done more towards it than Mother Seigel's Syrup, its name has thus far been strangely concealed from the knowledge of men.

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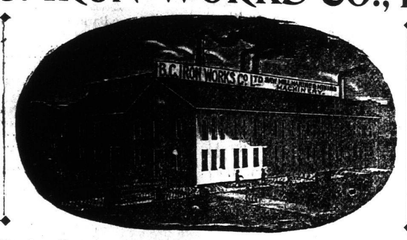

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MINING NEAR HOME.

The mining development started away off in the most distant part of the province from Victoria, but gradually it has been coming nearer and nearer and people have begun to look more carefully around home to see whether some of the underground riches are not closer at hand than at first thought. As Texada Island and other points in the immediate vicinity have been worked with success, attention is being turned to other near-by districts, and among them Leech river, where years ago a vast amount of placer gold was taken out. This spring several Victorians have been quietly prospecting among the hills on Leech river near what is known as old Leechtown, nine miles from Goldstream. Mr. J. Dalby, one of these came into town on Wednesday night, and in conversation yesterday, said that there are now some fifteen or twenty men prospecting and working in the district, and with such good success that he would not be surprised to hear of some wonderfully rich strikes within the next two months. There are a number of very fine prospects with free milling ledges of grey and white quartz from 5 feet to 20 feet wide. Gold in some places is visible to the naked eye and where it cannot be seen in the rock, ore powdered up and washed shows free gold in in the pan. Assays have been had from the surface from $5 to $20 and a couple of fifty pound samples have been brought out by Mr. Dalby for testing. A great many claims have been staked off, but as yet the time has been too short for much development. The two claims upon which most work has been done are the Rob Roy, owned by some Victoria people, which has a shaft down now ten feet, and the Georgia, on which an eight foot hole has been sunk. What is needed, however, to give a proper test of the veins is to put in enough capital to sink or tunnel some 200 feet. A sleigh road has been put in by Mr. Dalby five miles long from the main Goldstream road, and it is now easy to get in supplies. From the size of the ledges and the results so far obtained, Mr. Dalby has great confidence in the outlook for Leech river district, in view, too, of the known immense quantities of gold that came out of there in the old day placer times.

CASTORIA

For Infants and Children.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

Knocked-out pugilist (faintly)—Wuz me wife in de gallery? Are you sure? Bottle holder—Yes; why? Knocked-out pugilist—Are you sure dat it wuzn't her dat wuz in de ring wid me?—Judge.

FARMERS' INSTITUTES.

For the purpose of bringing about as soon as possible the objects aimed at in the Farmers' Institute Act, passed at the last session of the legislature, Mr. J. R. Anderson, deputy minister of agriculture has been appointed acting superintendent of farmers institutes, and rules are being drawn up. These rules and regulations are being sent out among many of the principal farmers for suggestions, and opinions from farmers generally are asked by Mr. Anderson in regard to desirable rules for carrying out the act. Everything depends upon the agriculturists themselves taking an active interest in the matter. An institute can be organized on petition of 15 persons resident in any district and compliance with certain details. The object of the institutes is to encourage and improve agriculture, horticulture, arboriculture manufactures and the useful arts by holding meetings for the discussion of and hearing lectures on subjects in connection with the theory and practice of improved husbandry or other industrial purposes; by promotion the circulation of agricultural, horticultural, arboricultural and mechanical periodicals; by importing and otherwise procuring and distributing seeds, plants and animals of new and valuable kinds; by offering prizes for essays and questions of scientific inquiries relating to agriculture, horticulture, arboriculture, manufactures and the useful arts; and by co-operation for carrying on any industry, or for any purpose related to agriculture within the district.

The co-operation refers to formation of farmers' exchanges for buying and selling farm produce, or for carrying on of cheese factories, creameries, fruit canning or mutual credit associations for receiving deposits or loaning money to members, or for other objects coming within the meaning of the act.

The benefits to be derived by farmers from institutes of this kind are well recognized by the results attained in Eastern Canada and elsewhere, consequently British Columbia should make a strong effort to keep up in the procession of progress, otherwise the agricultural resources will never be developed as quickly and advantageously as naturally should be the case.

The Queen's Acknowledgment.

WASHINGTON, May 25.—The congratulations of the President on the occasion of the anniversary of Queen Victoria's birthday have been acknowledged in the following cablegram, received at the White House to-day from Ambassador Hay:

"LONDON, May 25.—To the President: I have just received the following telegram from Balmoral:

"'May I beg you to convey to the President my sincere thanks for his kind congratulations transmitted through you? VICTORIA, R.'"