

STILL SQUEALING.

The Seattle Post-Intelligencer is still whining over the determination of the Canadian government to enforce the laws of the Dominion, as regards the collection of duty on miners' outfits. It has, however, ceased its blustering, and has now commenced pleading for "justice." This change of tone is significant. It shows very plainly what must be admitted by all sensible men, that Canadians cannot be debarred by threats of a "war of reprisal" from controlling what they are obviously entitled to the greatest portion of the newly created trade with the Canadian northwest. But the people of the Sound cities are in such a hysterical mood that it is perhaps useless to hope that they will discuss the matter calmly or dispassionately. The Post-Intelligencer seems to have clean gone off its head. It says: "The protest which has gone up from all the cities on the Pacific seaboard, and from the intending immigrants into the Yukon country, against the Canadian proposal to collect duties on miners' outfits, has taken the form of a demand that the recently established sub-port at Dyea be abolished, which would result in all British vessels going into Alaskan waters being compelled to discharge their passengers and freight at Juneau. In other words, the demand is for prompt retaliation for an injury which is designed to be inflicted upon American merchants and American immigrants. Before this retaliatory policy is put into effect, however, it might be well for our government to directly, or through the British foreign office sound the Dominion authorities to see whether or not these oppressive measures might not be withdrawn."

"Our government has treated the Canadians with prompt liberality in this very matter. It has established a sub-port of entry at Dyea, for the sole purpose of enabling Canadian vessels to compete with those of the United States in transporting miners and freight to the nearest American point of departure for the mines. It has extended the bonding privileges so that the goods, not of miners alone, but of all persons, can be taken through American territory to the Northwest Territory without duty. It is to be hoped that Canada may be equally prompt and liberal in dealing with the situation, and not compel this government to the harsh alternative of retaliatory action in withdrawing the privileges so promptly, in the interests of international good feeling, extended."

We do not believe that there is the slightest possibility of the authorities at Washington listening seriously to the "demand that the recently established sub-port of entry at Dyea be abolished." Such an act would be equivalent to the complete severance of all business relations between Canada and the United States; and this is a step that Uncle Sam, notwithstanding the fact that he is suffering from an abnormally enlarged cranium, would hesitate to take. There is very little danger of that, however, but it can be taken as a certainty that deception, trickery and downright falsification will be resorted to on every possible occasion by the Sound cities in their base attempts to injure the trade of British Columbia cities. Our business men ought not to forget this. They should take advantage of every possible facility available to counteract the baneful influences at work. It is a most deplorable fact, but it is the sober truth that the business men of the Sound cities have flung trust to the winds and are resorting to every despicable trick imaginable in order to monopolize a trade which ought, and surely will, belong to Canada and Canadians.

A QUIET SUGGESTION.

The letter of "Horse Seller" is published because we believe the complaint made is well founded. It is to guard against transactions of this kind that we have thought it necessary to raise a little note of warning, or of admonition rather. The business men who are reaching out for the Yukon trade must see the danger of permitting anything that savors of favoritism or the tricks of monopoly, and if they do not want matters of this kind mentioned in the Times they must join in frowning the thing down. Victoria must be recognized as the best outfitting point, and to win and retain that position it must deserve it. "A word to the wise" is all that is needed.

WAR OF THE MAPS.

The altercation about the respective merits of two maps of the Northwest gold fields and the routes thereto promises to develop into something serious, as serious as the famous quarrel, recorded in verse in school books, between otherwise very wise people, about the color of the chequerboard. The Colonist discusses the alleged faults of the Province map through a weary column, written by Mr. C. H. Lagrin, the publisher of the rival map, who is actuated in thus exposing error out of regard for the public welfare and without any personal or business feeling whatever. The Province map will probably "come back" at the Colonist, for the opportunity to reply in kind could not be better. There never was a more inaccurate or defective map than the one issued by Mr. Lagrin, but perhaps no one would ever say so had its publisher not felt called upon, as an honest man of course, to deny the rival map of a rival house. It would have been tolerated in silence. But now the war of the maps promises to be interesting and profitable, too, since it will create a lively interest in the geography of our northwest coast, about which our great geographers disagree. And the people will examine the maps for themselves, and decide for themselves which is the better one of the two. That will

be a very good thing—for the Province. We use the word in its geographical sense, but if it applies the other way we are not to blame.

GOVERNMENT RECONSTRUCTION.

"We are in a position to state," to quote the semi-official utterance of the World, that Hon. Mr. Turner is seriously contemplating an early reconstruction of his cabinet. He has come to realize the danger of longer delay, being now fully convinced that either Mr. Martin or Col. Baker, and probably both, must retire from the ministry. Mr. Turner's difficulty will be to find any person, either in the house or outside of it, to join his administration. Mr. Martin may be turned out, but who is there to take his place? Col. Baker may be dismissed, but which of all the needy followers of the dying government is capable of administering the education office as successfully as the discredited minister? There are not two available men in the government ranks. The premier may look outside of the ranks of the faithful, as was the practice of his predecessors, but he will find little encouragement there. The political death to which he would invite an opponent, would be as swift and as certain as that which awaits the inconspicuous candidate now about to dissolve by reason of its inherent weakness and incompetency. No man who has a reputation to preserve or a political future to guard would entertain for a moment the bribe of office. Under the circumstances it will not be surprising if the premier fails in the attempt to improve the personnel of his administration. And he ought to fail, for the captain and crew should go down together.

"LOOK BEFORE YOU LEAP."

Notwithstanding that almost every newspaper in the country and both the Canadian and United States governments have warned intending prospectors regarding the dangers incidental to the trip into the Clondyke region, the mad rush still continues. Amongst our telegraphic dispatches to-day will be found a notice signed by C. N. Biss, secretary of the interior in the United States government, in which it is stated that "information has been received at the department that 3,000 people with 2,000 tons of freight are now waiting at the entrance to White Pass in Alaska." Possibly this statement is somewhat exaggerated, but the fact remains that there is every likelihood of there being a crush at Dyea and Skagway Bay. Latest reports from the north show that the trails are in a very bad condition, and when these facts are known it is madness for people to join in a stampede that the shrewdest observers pronounce fraught with the gravest consequences. It may be reasoned by some that it is to the interest of the coast cities to refrain from discouraging the exodus to the north, as its continuance means much in the way of increased trade. While this view may be taken by a few, the opinion is almost universal that a note of warning is absolutely necessary if much needless suffering and misery is to be prevented.

THE WORLD, MR. HEINZE AND THE GOVERNMENT.

The Vancouver World is quite as loyal to the Turner administration as the Colonist is on all matters of general public concern; but when it comes to the Heinze scheme the World's stomach revolts. It will not swallow the pill.

In its issue of the 10th inst. the World speaks very plainly. We take the liberty of quoting its remarks in full for the benefit of the government, which the World supports, and also for the benefit of the Victoria public, many of whom no doubt imagine that all government papers are conducted after the fashion of the Colonist. The World says: "The public were assured by Mr. Heinze and his friends that with a land subsidy of 20,000 acres per mile the entire system embraced in the charter of the Columbia & Western would be completed inside of a period of four years at the furthest. So far the only work done has been the building of the narrow gauge line from Trail to Rossland, a distance of some 14 miles. No one supposed for a moment when the charter was passing through the legislature that Mr. Heinze intended to ask for financial backing from the federal government. Indeed so far was such an idea from Mr. Heinze's thoughts that with the charter and the land grants in his pockets he, with prominent personages interested in the project, started for London with a view to floating the enterprise there. Unable to do so, he returned and, fearing that because of the efforts being made by others his plans were likely to be thwarted, he deposited security with the government to the extent of \$50,000—not in cash, however—as a guarantee that in three years from the period of his doing so the Columbia & Western would be completed to Pentonite. Then followed his efforts to procure a Dominion charter and his attack upon the federal treasury for a subsidy ranging from \$8,000 to \$11,000 per mile. The issue which subsequently occurred is now unnecessary to refer to. Suffice it to say that so disgusted did many of the members of the house become with the action of Mr. Heinze and his associates that it was quite apparent no action would be taken during that session towards incorporating his company or granting a subsidy to his or any other line west of the Columbia river. Connected with the whole business are many matters which will not withstand the searchlight of an investigation by the public, who have a right to be consulted and their interests safeguarded by those who were chosen by the majority of the electorate to do so. Canada is not yet a warning-post for boodlesism as practised in other coun-

tries. If Mr. Heinze is wise he will call his dogs off and allow the past to be forgotten. If the plain inferences of the last two or three sentences of the above mean anything at all they mean that the government's conduct will not bear investigation and that there has been hoodling in which some members of the government or some "prominent personages" have participated. These are astounding charges to be made by a newspaper supporting the government, and they cannot be passed by with the accustomed sneer of the Colonist. The World, as a confidant of the ministers, must know something of the doings of the inner circle. It speaks with all the authority of official inspiration.

A SERIOUS STATE OF AFFAIRS.

The Times and Nanaimo Free Press were the only papers in the world which last evening published the news of the wreck of the Mexico and the condition of affairs at Dyea and Skagway Bay. This is no reflection on the Victoria and Nanaimo correspondents of outside papers, but rather on the telegraph company, whose wires were not working until 11 o'clock last night. In the morning Mr. Richardson, an expert, who was sent out to test the cable, commenced his examination. He picked up the cable for the purpose of making the test, when it broke, proving that it is rotten. The wires were working for a few hours last night, but when the office opened this morning it was again made known that there was no telegraphic communication with the outside world. Vancouver Island is face to face with a most serious state of affairs. We may be days, or weeks, or months even, without a regular telegraphic service, for it seems likely that a new cable will have to be brought from England before communication by wire will be re-established permanently with the outside world. Who can estimate the loss that will result to the individual and to the community as a direct consequence of this unfortunate failure of the telegraph company to provide against the possibility of the danger now so imminent.

THE STICKEN ROUTE.

A gentleman in the interior, who is in a position to speak, has asked us to keep "hammering away" at the Sticken route. He says that Mr. Beaton, our late agent-general and friend of Premier Turner, and a lot of Victorians, whose names he does not give, have financial interests in the White Pass route, and will do what they can to block the Sticken route. Eighteen feet of snow in winter and storms all summer, says the gentleman referred to, make a poor place for a railway. The difficulty under which we labor is the absence of reliable information about both routes. There is little doubt, however, judging from the reports of Mr. Callbreath, as to the Sticken route, and from the description generally accepted as true of the White and Chilkoot passes, that the all-Canadian route is incomparably the best one of the three. It has everything in its favor—no precipitous mountains to climb, luxuriant grass along its line in season, and navigable waters from the very head of Teatin lake. This being so, why should there be any hesitation in making the Sticken route passable at all seasons of the year? No person knows what Mr. Turner is going to do—probably he does not know himself—but it is quite clear he will be supported in making any reasonable expenditure to open this road to the Yukon. He will not be supported in throwing money away on chance, for he need not go it blind. Sufficient time has elapsed since the necessity for this work became apparent for Mr. Turner to be informed on every essential point, so that the cost could be estimated in advance. The question is: "Is Mr. Turner ready to do anything?" or will he continue his policy of masterly inactivity until a railway is built from Dyea or Skagway, which must inevitably centre the enormous trade of Canadian territory in a port of the United States.

IGNORANT OR MALICIOUS.

"Merchants of Victoria, B. C., hope to be able to attract some of the trade of the entire Clondyke region, by the theory that purchases of goods made in that town will be free of duty on the Canadian frontier. It is not very likely that people will go out of their way to buy goods at a roadside port, involving loss of time; but if they should be attracted that way, it is not clear how such goods will get through the United States customs houses on the way free of duty. It would be rather expensive to pay two sets of duty on an outfit—one at Juneau or Dyea and another on the Northwest Territory frontier. Possibly the goods might go through free of duty if their pedigree could be proved and an efficient guaranty given that they are intended for and will be used only on Canadian soil; but such a guaranty would be difficult and expensive. It is not clear how, in the absence of such responsible assurance, the United States customs authorities could allow an outfit bought in British Columbia to enter United States territory free of duty. People who have plenty of time and stop-over tickets may be willing to make risks on getting through on this plan if they are able on each successive frontier to prove the pedigree of their outfits and give bill-to-guarantee that they are not smugglers." This is from the San Francisco Examiner, which paper must be wonderfully ignorant or very eager to deceive its readers. On either theory its statements place it in a bad light. After all that has been said on the subject, one can hardly suppose that the Examiner has not heard of the regulations made at Washington for the passing of Canadian

goods from Dyea or Skagway to the Canadian frontier in bond. If it is so ignorant as to be a strong reflection on a paper of such pretensions; if its statements were made for the purpose of deception its tactics must be classed as disgraceful in the last degree.

GIVE THEM TIME.

The News-Advertiser has found, after diligent search, a real grievance against the Dominion government. Rt. Hon. Mr. Reid, premier of New South Wales, stated in an interview with a News-Advertiser reporter that the delay in the negotiations in respect to the Pacific cable was due to Canada, which showed an apathy that to him was quite unacceptable. To a Winnipeg reporter Mr. Reid also said that there was less interest in Great Britain in the project than he had expected to find.

Mr. Reid very probably stated the case fairly from his standpoint, and upon his statement the News-Advertiser feels called upon, after a laborious argument, to declare "that the people of British Columbia must assert themselves and make the authorities at Ottawa understand that our commercial interests require immediate action."

The "authorities at Ottawa" may be depended upon, we beg to assure our contemporaries, to grapple with and dispose of the cable question in a manner satisfactory to the country. During its short term of office there have been many pressing questions to solve—enterprises of immediate concern to our people, and most of them have already been disposed of. The cable question is important, but it is not so important from a local point of view as the Crow's Nest Pass railway or the development of our immense mining regions, which will tax to their utmost the financial resources of the country. The government has confounded its enemies by the liberality of its policy in aiding enterprises for the general public good—such as the deepening of the canal, the fast Atlantic service, the Crow's Nest Pass railway and the extension of the Intercolonial—and it will be equal to the task of arranging with the colonies interested and the home government "terms on which the Pacific cable will be laid. If our contemporaries will only have patience, every scheme that the late government advocated that is worthy of support—and the Pacific cable scheme is one of them—will be carried out successfully and in a manner more advantageous to Canada than would have been the case had the Conservatives remained in power. Evidence of the truth of this statement is furnished in the Crow's Nest deal with the C.P.R. and the fast Atlantic service. The Laurier government first made sure that it is right, and then goes ahead—a reversal of the policy of the late government, which in nearly all its great undertakings plunged in without seeing the end, and found out when it was too late that it had blundered.

SALMON PACK.

The pack of salmon on the Fraser this season will be a record-breaker. It is not a wild guess to predict a pack of one million cases if the phenomenal run of the past two weeks continues for a few weeks longer. But there is nothing certain in salmon fishing, or rather in the duration and extent of the run, and did one possess the scientific knowledge of Professor Price it were still dangerous to predict. But when, this early in the season, some of the canneries have already secured two-thirds of their contemplated pack, there is very little danger in prophesying that 1897 will witness the largest catch in the history of the Fraser river industry. Curiously enough, the earliest possible notice of that intention catch on the northern coast promises to be a failure.

The Times has no disposition to inquire into the business relations known to exist between the Messrs. Dunsuff and the Colonist; but there is a good deal of what is human about the Times—some of the frailties if few of the virtues—and it may become necessary to attach responsibility for articles that have appeared in the Colonist on those who ought to bear it rather than upon those who are vested with the "temporary, brief authority" of the sanctum and have no sense of the responsibility attaching to the office.

The complaint of the Sloacan Pioneer against Hon. G. B. Martin, who visited Sloacan City is not that the chief commissioner talked too much, or flippantly, or incoherently, but that he did not talk enough. Mr. Martin spent just 38 minutes in Sloacan City, about the time it takes to get refreshments at a railway eating station, and then passed out of sight of the Sloacans, to their intense disappointment and mortification. Says the Pioneer: "The business men of Sloacan City will be found possessed of a degree of intelligence that can be classed as above the average, and in the line of hospitality have as yet had no black marks placed against their records, and, in view of these facts, it would seem advisable for gentlemen like Messrs. Martin and Goppel, who hold high and responsible positions in the government of the province, to so arrange their visits as to be able to remain with us at least long enough to pass the time of day with our leading citizens and learn something relative to the needs of the community."

The Pioneer is quite right. When a minister of the crown visits for the first time an important centre of mining and business he should be able to give it at least an hour or two of his valuable time. But possibly Mr. Martin was thinking about his Nelson experience and

had resolved that during the remainder of his stay in Kootenay "the least said would be the soonest mended." His safety is in allience.

"What's in a name?" The Silverton Silvertonian is the name of the latest addition to newspaperdom in British Columbia. It is, like most of the newspapers in our mining districts, bright and crisp, with the ring of the genuine metal about it.

A private telegram to the editor of the Times, from a prominent resident of the capital, says: "Mr. Sifton is out of town. The minor regulations were prepared after mature consideration by the government and I do not think it will be possible to make any change. I fancy the collection of royalty will not be as difficult as many imagine."

Communications on Sunday band concerts, as on any other question of public interest, are welcomed at the Times office, but they must have some point or argument in them. Mere skits, containing nothing but invidious personal comments, would serve no good purpose if published.

The editor of the Kamloops Standard writes us: "We appreciate the compliment in publishing some of our copy as Kamloops notes without giving us credit." The Times is pleased to have this assurance from its young contemporary, for without it we might have thought that the Standard would have gone mad about the "petty larceny" mentioned. But, seriously, the Times always aims at giving credit to its contemporaries for every item of news found in their columns, and will make no exception of the Standard.

The Colonist thinks that "the people of British Columbia are so sunk in degeneracy as to refuse to be rescued by the cries" for reform and the overthrow of tricksters and incompetents. The Colonist held similar views regarding the result of the last Dominion general elections, but experienced a rude awakening. The paper which allies so insultingly to the people of British Columbia may prepare for another shock when the electors are afforded an opportunity of passing judgment on the administration at whose shrine it so slavishly worships.

The editor of the New Denver Ledger interviewed the chief commissioner of lands and works during the latter's visit to Sloacan lake, on several matters of great public interest. Mr. Martin's most important utterance is thus reported: "The question of Nelson led to a third question as to what the honorable gentleman is alleged to have said about having credited him with declaring that they could be done for all he cared. 'That is an absolute falsehood,' declared Mr. Martin. 'Mayor Houston can say what he likes, but I never said anything of the kind. I never use such language.'"

The New Westminster Columbian is heartily in sympathy with the principle underlying the Dominion mining regulations. It says: "The more one considers the regulations announced by the Dominion government for the regulation of mining in the Yukon region, the more one sees how important a step has been taken in promulgating them. We do not concern ourselves with the criticism of detail which we have seen in various papers. Probably no one knows better than the authors of the regulations that they will probably require amendment and modification. It was manifestly just that if the principle underlying these regulations were to be carried out, the earliest possible notice of that intention should be given. Men who go to the Clondyke cannot complain that they did not know what to expect in the important matter of the tenure on which their claims would be held. The announcement having been made, they go with their eyes open. But it would be contrary to all experience to suppose that regulations hurriedly framed at Ottawa, by men dealing with conditions new to them, will be found to work with absolute smoothness when put to the test. That, however, is a matter of mere detail, which does not affect the principle. The principle is that men who get substantial advantages from the commonwealth in the way of a monopoly for the time being of any part of those natural resources of the country, which are the common heritage of the whole people, shall pay to the people, reconstituted by the government, a substantial and just price. We are not troubling ourselves as to the term by which the application of this principle may be de-

scribed. Men may call it 'nationalization' of resources, or what they please; the important thing is that it establishes a principle, the justice of which cannot be denied, and the expediency of which will be, we are confident, abundantly demonstrated by results."

PHRESS OPINIONS.

Critics of the Laurier government can find some food for their minds in the trade figures for the year. An increase in revenue with a decrease in duty.—Kootenay Mail.

The chances are that within one year Rossland will be treating her own ore. When that time comes there will be no mining enemy in the world with fair prospects.—Rossland Record.

If from four to six thousand people start for the Clondyke upon a fortnight's notice, what will be the rush next year, when six months' time has been allowed to prepare for the journey.—Seattle P.I.

Fortunately for British Columbia, her silver mines are as a rule high grade, not to be mined here when it can be made in Idaho, Montana or Colorado. The day of the low, or medium grade silver mine is probably over.—Rossland Miner.

Here is an idea, now that senate reform is being discussed. Do away with the indemnity to senators and thus get none but men of worth and standing. No man should be in the senate who is not satisfied with the reward of being able to serve his country in that way.—Kaslo Kootenayan.

It will be remembered that in a couple of issues ago the Prospector in a denunciated the actions of the member for East Kootenay in booming, or appearing to boom, his own townsite of Cranbrook. Well, the boot went home, and the Colonist writes to a friend in Fort Steele, "that the government officials will not be removed from Fort Steele until such time as circumstances justify such a move."—Fort Steele Prospector.

COWICHAN ROADS.

To the Editor: In your issue of August 3rd, a letter appeared under the above caption, over the signature of J. Jenkins, which contained a number of truths, but which also contained statements which are not true, and Mr. Jenkins should be the last man to have penned them. Take his first statement in regard to the Cowichan Lake road and who, but him, had more to do with an effort to put out Mr. Bell and elect a boss of their own, and give no one but a resident of Sahtlam work on that road. In those days Mr. Jenkins called himself the mouthpiece of Sahtlam; now he has nothing but the name of his neighbors. I quite agree with what he says about Mr. Bell and I think the government powers in Cowichan think so, for Mr. Bell has been employed in laying out contracts on the Victoria-Nanaimo trunk road, and at the time his letter was penned Mr. Bell was then out locating a trail to connect the Cowichan Lake road with the Alberni trail. I believe the reason Mr. Bell has not started his road party is that he has heard that Mr. Bell himself was ready to go out. It is also passing strange how the boss that Mr. Jenkins helped to elect in place of Mr. Bell, and who Mr. Jenkins proclaimed for over a year afterwards, has been elected by Mr. Bell. Mr. Jenkins helped elect that boss, Mr. Jenkins helped elect that boss, Mr. Jenkins wanted also to be that boss, or at least would not do as the boss ordered, hence the boss discharged him, which accounts for the spleen Mr. Jenkins is suffering from. I have no wish to defend the present government, for the Lord knows their sins are both great and small. If Mr. Jenkins will attack the systems and not men I will hold up my two hands, as I am strongly in favor of the contract system of doing work we have worked it here in the municipality alongside of the government's day work system, and we have had a good object lesson. I would not make the claim that Mr. Jenkins does of four times as much to do it by day work as contract, but I do know that we keep up our roads by the municipality with one-third the money that the government spends on the south side of the river, and they are equally as well kept and have more traffic on them. Mr. Jenkins would lead the readers of his letter to suppose that the boss cook and teamster don't do as well work now. Mr. Jenkins has worked with them and knows that all the men have to work, and the boss as hard as any of his men. I have always understood that the most meritorious petitions, of which Mr. Jenkins speaks, in regard to connecting the Cowichan Lake road with the new road would be built by the municipality and not take the time that is being lost out of the river bottom have only one road. He also says the settlers on the river have not got a wagon. Wrong again. Mr. Jenkins himself has not got a wagon, but I don't know if it is any different to be poor if a man has all right other things. I have extended this letter more than I intended, but above all things I want truth to prevail.

JOHN N. EVANS.

PLAY FAIR.

To the Editor:—Is it right for a resident of this city to be trading in stock horses and also to charge \$25 for what he can get at \$35 and less in town? The miner that is booked by S. S. Wood is told that the transportation for horses of his own, but the agent who sells them charges which are allowed to go on board. A party of miners had three horses bought here and wanted to take them home; they told me they had great difficulty in getting the Bristol people to take the three already.

HORSE SELLER.

The merchant of Victoria says that all they can get for a horse is \$25. He is also willing to give the profit of the profit of buying their own horses. He called at the office yesterday and urgently requested that it be stated that Victoria merchants are not to be taken in by the low prices of the Sound merchant. He is a very poor advertiser for Seattle outfitters, for his return far from complimentary to the is, of course, warranted by his friends. He is also willing to give the profit of the profit of buying their own horses. He called at the office yesterday and urgently requested that it be stated that Victoria merchants are not to be taken in by the low prices of the Sound merchant. He is a very poor advertiser for Seattle outfitters, for his return far from complimentary to the is, of course, warranted by his friends. He is also willing to give the profit of the profit of buying their own horses. 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