

Bostock Bill Frost-Killed

Sir Wilfrid Disapproved and No One Voted for Second Reading.

Mr. Sifton Pays More for Foreign Immigrants Than for British.

American Convoys to Pass to First Custom House in Yukon.

From Our Own Correspondent.

Ottawa, April 27.—The Bostock bill to amend the Customs Act, which provides for the compulsory issue by railway companies of passes to members of the Senate and Commons.

Sir Charles Tupper said he could hardly believe Mr. Bostock serious in his proposal. Such a bill would make the Commons a laughing stock. Everybody knew that railways gave passes to members, and no member would be put to the test of a pass put him under any obligation.

He regarded Mr. Bostock's proposal as an invasion of private rights. Why not complete the force by compelling the railways to give passes to the dining and sleeping cars? (Laughter).

Mr. Rogers (Patron) said that either the railways should be compelled to give passes to members or the pass system should be abolished altogether.

Mr. Ives objected to the bill on the ground that it was communistic. The house might just as well compel railways to carry freight for members free.

Mr. Robertson, Toronto, said some members of parliament refused to take passes, but always paid their fares. He could not see that the bill would put any extra burden on the railways.

Sir Wilfrid Laurier said legislation of this kind existed in several states of the Union. The system of issuing passes was not new, and he would not blame, but he hoped the bill would not be passed.

Mr. Bostock paid no attention to the Premier's request, so the motion to give the measure a second reading was put and lost without division.

Mr. Monk moved the second reading of a bill to amend the Civil Service Act. The chief object is to provide that when a man is dismissed he shall be given a certificate stating upon what grounds he was dismissed.

Sir Wilfrid Laurier opposed the measure on the ground that it struck at the principle of responsible government.

Sir Charles Tupper regarded the bill as simply an act of justice. He strongly condemned the government for the way they treated civil servants.

At the evening session the discussion regarding the dismissal of civil servants was vigorously continued, the institution of the spoils system by the Liberals being strongly denounced. The debate concluded by Mr. Bostock's motion shelved for six months, on a vote of 64 to 39.

Customs Trouble.

Col. Prior stated in the house to-day that he had received a note from British Columbia in reference to friction between the collector of customs at Skagway and the collector of customs at Seattle, which supplies are being held back and the merchants of Vancouver and Seattle are greatly inconvenienced. He asked that the government have the dispute settled as soon as possible.

Mr. Sifton said the difficulty appearing in the case of the Skagway party was due to a misunderstanding of the instructions given by the mounted police of their instructions. The instructions were that they were to go to the customs office and get the goods, and that they were to be accompanied by the American customs officers as far as the first Canadian custom house.

Mr. Wallace—in what way were the instructions amended?

Mr. Sifton stated that the police are stationed at the provincial boundary line at the Summit, while the Canadian customs officers are six miles from the Canadian Summit. The American customs officers accompanying goods from Skagway would not let them go until they were handed over to a Canadian customs officer, so that instead of being stopped by the mounted police, the American officers would be stopped by the Canadian customs officers.

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Preference for Foreigners.

Mr. Clarke was informed by Mr. Sifton that the government paid a bonus of three shillings per head for adults and two shillings for children under 12 years of age to British steamship companies bringing immigrants to Canada. Five dollars per head was paid to foreign steamship companies for adults, but nothing for children.

Minor Notes.

Mr. Foster was informed that the service limit for lieutenant-colonels in the militia is five years, and the age of retirement 60 years. Fifty-three lieutenant-colonels had been retired under this act and 24 retained.

Sir Louis Davies said the total cost to Canada of the Behring Sea arbitration was \$140,781. The local expenses came to \$71,847.

Col. Hughes was informed by Mr. Mulock that it was not the intention of the government to issue any more 2-cent purple embossed envelopes. The department has not yet reached any conclusion in reference to the issue of 4-cent and 7-cent stamps.

Mr. Fielding said the government had not reached any conclusion on the subject of establishing a Dominion mint.

The national trust for the preservation of places of historic interest or natural beauty have written the Hon. the Minister of Canada regarding the preservation of the Plains of Abraham from the hands of the despoiler.

Holy Trinity church, Ottawa hands, has elected a lady church warden.

The Ontario Conservatives had a caucus this morning, when matters affecting the organization of the party in the province were discussed.

Macdonald and Meann are preparing their claim against the government for losses sustained on account of the Yukon railway bargain of last year.

Mr. H. Tupper returned to Ottawa to-day. He says the current of feeling in the West is running strongly against the government.

DOMINION NEWS NOTES.

Atlantic Steamers.

Halifax, April 24.—The Manitoban, 22 days out from Liverpool, has arrived.

Father Point, April 24.—The steamer Dominion, from Liverpool with Canadian mails, 8 cabin, 137 intermediate and 454 steerage passengers, passed inward, bound for Montreal, to-day, being the first mail steamer to pass inward this season.

Lake Navigation.

Port Dalhousie, April 24.—The Welland canal opened for traffic yesterday morning.

Winnipeg, April 25.—Word has been received from Fort William to the effect that the Kamistiquia is now clear of ice, and that navigation will open within 10 days.

Iron Bridge Falls.

Toronto, April 24.—A \$15,000 iron bridge at Paris, Ont., collapsed to-day and fell into the Grand river.

Poisoned Himself.

St. Catharines, Ont., April 24.—Capt. J. C. Galt, a Toronto, took a dose of poison in mistake for medicine and died in a few hours.

Assisted Immigrants.

Winnipeg, April 25.—Mr. Archer learned that Quebec on Monday to meet 200 Doukhobors coming from Cyprus to settle in the Northwest.

A Sad Case.

Winnipeg, April 25.—Percy Holding, a brickman on the Manitoba North-western railway, was killed at Birnie to-day by falling from a west-bound freight train. Deceased leaves a wife and four children, who had just arrived to-day to reside at Portage la Prairie with him.

Double Tracking.

Winnipeg, April 25.—H. D. Lumsden, consulting engineer of Montreal, is here for the purpose of making an estimate on the cost of a double track between Winnipeg and Fort William for the C. P. R. Mr. Lumsden, assisted by a staff of men, will commence his work next week.

C. P. R. Traffic.

Montreal, April 24.—Canadian Pacific traffic receipts for the week ending April 21 were \$502,000. For the same week last year the amount was \$453,000.

Personals.

Winnipeg, April 25.—Senator Sutherland was somewhat easier when last word was received from Kildonan to-day, but cannot last many hours.

Sir Herbert Tupper was here to-day, en route to Ottawa.

Charles Marks, the well-known Winnipeg cricketer, died of a stroke of the Henley crew, has left for Vancouver to take up his residence.

Carpenter's Wages.

Toronto, April 25.—The master builders meeting decided to increase the wages of carpenters from 18 to 21 cents per hour after May 1st. This will prevent the threatened strike.

The National Policy.

Kingston, April 25.—At a special convention of Queen's University this afternoon in the City hall the formal opening took place of the new Sir John Macdonald school of political science. The degree of LL. D. was conferred on Sir Charles Tupper. In a speech Sir John Macdonald, who presided, said that the school was now united in maintaining the National Policy, including even those who had been its bitterest foes.

The Death Roll.

Kingston, April 25.—John MacCammon, an ex-alderman, died this morning of dropsy, aged 53. He was hide inspector for the city of Kingston.

London, April 25.—Robert Marshall, a member of the firm of Marshall Bros., wholesale tea merchants, dropped dead in his room to-day. He had been engaged in the tea trade in this city for 20 years, and was widely known in Ontario and circles throughout Western Canada.

Corwall, April 25.—John McLaughlin, M.P. for Stormont, is dying of typhoid fever at his home at Stormont.

Toronto, April 25.—Word has been received in the city of the death at Frankfort, Ky., of the late George, formerly a Toronto newspaper man, and who ten years ago went on the stage as an elocutionist and since then has made several successful tours of the United States and Canada.

Mr. Shaughnessy Ticked.

Montreal, April 26.—Vice-President Shaughnessy of the C. P. R. laughed to-day when he was asked to sign a report covering the Canadian Pacific railway, which was to be sent to the American government as far as the first Canadian custom house.

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Rebel Rout At Apalit.

FILIPINOS' Hard Fighting with Slight Loss to American Forces.

Towns Burned and Abandoned While Natives Escaped by Train.

Volunteers Buoyed With Report That Their Service Nears Its End.

By Associated Press.

Manila, April 27.—9:45 p. m.—General MacArthur's division crossed the Rio Grande to-day and advanced on Apalit, completely routing the flower of the rebel army. Most of the rebel train to Apalit station, where two trains were awaiting them. They left hurriedly, presumably for San Fernando. The towns of San Vicente and Apalit were burned and evacuated by the natives. Twenty prisoners were captured, including a Spaniard. The American troops also captured a brass cannon and a quantity of arms and ammunition, and they captured a Maxim gun on the railroad.

The fighting lasted from noon until 4 o'clock. The American loss is one man of the Montana regiment killed and three officers and six men wounded.

The enemy were very strongly entrenched in the rebel town, near both sides of the railroad bridge. General Wheaton sent Col. Fuston across with two companies of the Twenty-third Kansas regiment, a couple of private swimmers the swift stream with a rope under a galling fire, for the purpose of guiding the men across in the night.

The rest of the regiment were compelled to cross the bridge by the use of the iron work. All the wooden work and much of the iron work had been removed. The First Montana regiment was ordered to cross the bridge. The First Nebraska regiment, acting as a reserve, attacked the rebels three lines of trenches, driving them out killing and wounding many.

In the meantime a large body of Filipinos, estimated at not fewer than 3,000, with some artillery, crossed the bridge, evidently coming to reinforce the rebels who were engaged with the Nebraskans, appeared on the open field about two miles to the left, and were driven from the jungle, the enemy formed an open skirmish line nearly two miles long, with very thin reserves behind.

They then advanced at double quick till they were about 2,000 yards from the American line. The rebels, who were evidently unaware that the Americans had crossed the river, broke and ran in the direction of the mountains. The Filipinos led toward Apalit station.

The heat in the early part of the afternoon was terrific, but a drenching thundery storm which came up later greatly refreshed the Americans.

Sixty Killed Hundreds Hurt

Cyclone Makes Rain of 60 Hundred Buildings in Missouri Town.

Sweeps Path Quarter Mile Wide—Awful Work of Few Minutes.

By Associated Press.

St. Louis, April 27.—A special to the Globe-Democrat from Kirksville, Mo., says: "A gathering storm that had been threatening all afternoon broke upon Kirksville at 6:20 o'clock to-night in all the fury of a cyclone.

"A path a quarter of a mile wide and as clean as the prairie was swept through the eastern portion of the city, and 400 buildings, homes and mercantile, were leveled to the ground in scattered ruins.

"In the heavy rain that followed the people who had escaped turned out to rescue the injured. For two hours not much was accomplished, as all was confusion, but by 8 o'clock twenty-eight bodies had been taken from the ruins.

"It is confidently expected that the list of dead will reach between 60 and 100, if it does not exceed that. Almost a thousand people were more or less injured.

"Daylight will be necessary before an adequate estimate of loss of life and property can be had.

MRS. GEORGE IN SUSPENSE.

Jury Now Debating Whether or Not She is Guilty of Murder.

Canton, O., April 27.—The fate of Mrs. George is now in the hands of the jury. The twelve men who are to determine whether she is guilty or not of the murder of George D. Saxton were locked in the jury room at noon to-day, and up to a late hour to-night there were no indications that an agreement had been reached. There is gossip, however, that on a recent date eight stood for first degree and one for manslaughter.

Judge Taylor went to the hotel just across the street, leaving instructions with the bailiff that he would come to the court room to receive a verdict at any time during the night or early in the morning.

KNOW A GOOD THING.

European Capitalists Impressed With Value of Canadian National Road.

Toronto, April 27.—The World, commenting on the rise in Canadian Pacific shares, says: "The idea is that European capitalists are impressed with the extent and certainty of the railway's monopoly, and are tumbling over one another to increase the holdings of stock."

AWARDED HIGHEST HONORS

WORLD'S COLUMBIAN EXPOSITION

CHICAGO-ILL. 1893

CARPETS, RUGS, ART SQUARES



UP-TO-DATE GOODS IN EVERY LINE.

WELER BROS. Victoria, B. C.

prevent the return of the insurgents from the north.

Madrid, April 27.—The minister of war, General Polavieja, it is announced has received advice to the effect that Aguinaldo intends "to retain the American and Spanish prisoners, as in the event of a cessation of hostilities, it will enable him to demand better terms of peace."

IN QUARANTINE.

N. P. Steamship Olympia Reaches Port a Day Ahead of Her Schedule Date.

The Northern Pacific steamship Olympia arrived in quarantine from the Orient at 8 o'clock last night, a day ahead of schedule time. She brings a heavy cargo and a large number of Asiatics, whose treatment in connection with the quarantine regulations will detain the ship at William Head until early this morning.

Pacific Cable All Right.

British Government Makes Definite Announcement of an Annual Subsidy.

By Associated Press.

London, April 27.—The Times announces this morning that the British government have decided to contribute an annual subsidy to the full amount mentioned in the report of the Pacific cable committee of 1896 for the construction of a Pacific cable from British Columbia to Australia. After expressing its satisfaction with the government's decision, the Times says:

"It is not obvious why the government have decided to pay a subsidy instead of joining on the same terms as Canada and the colonies. The subsidy method seems to involve foregoing all shares in the Pacific cable profits, as the right of nominating commissioners in case the line pays and the subsidy should no longer be required. There is no alarm as to supersession by wireless telegraphy, that seems may be dismissed, as the new system does not promise to bridge vast space."

CALUMPNY HOLDING OUT.

Americans Have Another Heavy Day's Fighting Before the Town.

Washington, April 26.—A cablegram from Gen. Otis received at the war department, dated Manila, April 26, is as follows: "Lawton and Norzagaray and Angata with two columns united have driven enemy to north and west. Slight casualties, names not reported. Only means of communication by couriers.

MacArthur has taken portion of Calumpit south of river. Movement attended with difficulties on account of jungle heat and strong entrenchments. Casualties—3 killed, 11 wounded. Developments thus far satisfactory."

Manila, April 26.—6:10 p. m.—Aguinaldo's army is to-day defending Calumpit energetically, which indicates that the rebels are finally making the place their last ditch, or stand, which the American expedition is making at Malolos. For the first time the Filipinos are employing artillery.

The fighting on the bank of the river, which was begun by the Philippine brigade advanced in extended order, the rebels of the bank of the river, apparently on the south bank of the Rio Grande. On the opposite bank were the fortified trenches. The Americans found the trenches very deep and well defended, which furnished them with cover from which they could pick off the Filipinos whenever they showed a head.

When the rebels began firing, two puffs of smoke simultaneously from the trenches on each side of the railroad showed they were using cannon, which was a genuine surprise to the Americans. Several brass close to General Wheaton's staff, but it seemed as if the Filipinos had failed to master modern shells. Young's Utah battery was ordered into position in the centre of the Kansas regiment to silence the rebel guns, and at 11 o'clock the rapid-fire guns had been moved across the river and into line.

At noon the rebels were still pouring heavy fire in the direction of the Americans, who returned it spiritedly. About this time General Lawton's brigade was advancing on the east line, apparently to cross the river and attack the rebel trenches in the flank, as the Americans did yesterday.

THE PEACE MANIFESTO.

A voice that breathed of Europe And echoed through the world most fast—"Put ye your weapons by and have done with the war!"

It reached the Cossacks where they roam In savage borders, it stirred The Syrian ploughman in his home, And every nation heard, "A comely thing to peace, to cease, 'To practice it, absurd! Our interests are at stake, you see, And weaken our desire To welcome now a message, which Will quench our nation's fire."

"A canon," says the Frenchman, while The War Lord veils a smile, Applauds the Czar's intent; But how unite divergences Into one element? The chemist in his workshop learns And just proportion rules his tests In a true epiphany: Some may unite harmoniously, But all are dangerous toys, These have no end and results Are rightly maintained. Each step is made with confidence And further knowledge gains, But how unite the thoughts of men Into an even plan?

No unwise, dream, bull or script Has power to do this thing. No conclave of the kings of men Can bring man's forceful will to one. For each man stands at his own stage On Earth, and waits his welcome. Until a later day, So rest thy heart, noble Lord, For men still love the sword.

—Caldorensis.

SHIP BROKERS' PLAINT.

Cargoes Being Engaged Directly from Shippers Without Middlemen's Intervention.

Montreal, April 26.—(Special)—A Star cable from London says: "Liverpool ship brokers are bitterly complaining at loss of business caused by the great number of liners running between the Mersey and the St. Lawrence this year which engage cargoes direct from shippers on berths at Montreal and Quebec on the exclusion of English brokers.

They say that having helped to make the large trade existing between Liverpool and the St. Lawrence it is all the more unpleasant now that they are robbed of the fruits of their past labors, and that they will establish a comparatively small shipper for tonnage they should pay by them for new lines.

A JAPANESE WARSHIP

Paying a Visit in Esquimaux Harbor and Engaging Attention of Resident Japs.

It is with feelings of mingled hospitality and disappointment that the Victoria will welcome His Imperial Majesty's third class cruiser Hiyori, which came to Esquimaux yesterday morning. The disappointment is because the warship, battle-scarred and still showing in every quarter marks of her long service, was not here for the celebration of the Queen's Birthday. Captain N. Nakayama, who commands the vessel, anticipates that he will be with British Columbians but ten days at the longest, going then to San Francisco, and from there to South America, with two years to be spent in cruising before the home ward flag is hoisted. The Hiyori is direct from Japan, and has on board 350 men, all told—her present service being as training ship. She is no stranger to Esquimaux, having been here about two years ago. Briefly her history may be described as follows: She was built for the Queen's Birthday, and was on her way to South America, with two years to be spent in cruising before the home ward flag is hoisted. The Hiyori is direct from Japan, and has on board 350 men, all told—her present service being as training ship. She is no stranger to Esquimaux, having been here about two years ago. Briefly her history may be described as follows: She was built for the Queen's Birthday, and was on her way to South America, with two years to be spent in cruising before the home ward flag is hoisted. The Hiyori is direct from Japan, and has on board 350 men, all told—her present service being as training ship. She is no stranger to Esquimaux, having been here about two years ago. Briefly her history may be described as follows: She was built for the Queen's Birthday, and was on her way to South America, with two years to be spent in cruising before the home ward flag is hoisted. 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The Colonist.

MONDAY, MAY 1, 1899.

THE PORT ANGELES RAILWAY.

The Port Angeles railway promoters, having in a formal manner placed their enterprise before the people of Victoria, it becomes the duty of the press and the public to give it their best consideration. Very much has been said on the streets hereof as to the bona fides of the promoters. We do not know that any better evidence of this can be given than is afforded by the operations which they are carrying on. The proposal is that this city shall aid the company in establishing a connection with their Port Angeles terminus, the aid take the form of a cash bonus. The company proposes to put on a first-class steamer, which will carry passengers, mails and express matter between the two points, and to set a large business which they otherwise could not obtain. We do not say that the Victoria connection is necessary to the success of the project, for we do not think so, the road to Port Angeles being in itself a line of great promise, but it would add greatly to its attractiveness to capitalists at the outset.

The proposition therefore presents itself to us as purely a business one, in which both parties are greatly interested, and whether Victoria should aid it by a bonus or whether the promoters should be left to complete their enterprise themselves is the real question before the people of the city. Doubtless the subordinate question of the amount of aid which the company would expect would materially affect public opinion. Pending the submission by the company of a definite proposition, further comment may be deferred.

CANADIAN PACIFIC STOCK.

There are times when one almost despairs of the future of this country, by reason of the extraordinary spirit influencing a certain class of so-called exponents of public opinion. There has recently been a marked rise in the value of Canadian Pacific stock and the opinion prevails that it will go higher still. To the unprejudiced observer this seems an excellent indication. It shows that the great railway is prospering, and that both it and the country through which it passes have gained the confidence of the moneyed classes. The monthly returns of traffic fully justify the advance. The development of the tributary territory now in progress and its vast capabilities show that the increased business is not merely a temporary spurt, but is due to influences the result of which will be permanent. No one ought to understand this better than the people of British Columbia. During the last year business all over Canada has about as prosperous as they have been for a long period. This favorable condition is not confined to the Dominion, but is shared by this country in common with most parts of the world. It is sufficient to give buoyancy to all transportation securities. Whether the expanding trade of the Orient and the certainty that a very large share of it will be handled by the great Canadian railway have anything directly to do with the growing favor of the company's stock, but if they have it is not without good reason, for this item of business is destined to play a great part in the future of the Canadian Pacific. One would suppose that all patriotic people would hail with satisfaction the improved value of an enterprise so closely identified with the history and the future of Canada as the Canadian Pacific is. But not so. There are some partisans of the party in power by reason of the rise in this stock, that they hasten into print to attribute it to the recognition by European capitalists of what they call the tremendous magnitude and permanent character of the alleged monopoly of the company. To such people nothing appeals except it be calculated to discredit their political opponents. So eager are they to accomplish this that they forget how intimately their own party has been identified with the Canadian continental line. The construction of this railway used to be regarded, and properly so, as one of the triumphs of the Conservative regime. Events are proving the foresight of Sir John Macdonald and his colleagues in pledging the country to the building of this line and are showing how mistaken, doubtless honestly mistaken, their opponents were. It has come about that the full fruition of the anticipations of the Conservative leaders of those days is being realized when there goes up a cry from the partizan press, or a portion of it, that this prosperity is due to the sacrifice of the country's interest by the Liberal Government, which in point of fact has about as much to do with the growing prosperity of the country and the rise in Canadian Pacific stock as it has to do with the rise and fall of the tides. We deprecate as strongly as we know how this manner of treating the greatest interests of the people. It is almost enough to sicken one altogether of party

politics. The advance in Canadian Pacific stock is one of the most encouraging and satisfactory things that has recently occurred. It is based upon the prosperity of the whole country.

A RECIPE FOR BETTER TIMES.

Times are very good in Victoria. There are few vacant stores and eligible vacant houses are scarce. All lines of business report present conditions as good and the outlook gratifying. This is satisfactory as far as it goes; but we could all stand it if business were brisker. If you ask the man on the street what will make times better he will tell you that what we want is a railway ferry to Vancouver, or perhaps a railway ferry to Port Angeles, or perhaps railway extension to the north end of the Island, or perhaps the development of the Island mines, or perhaps something else which, like those just mentioned would not be confined to Victoria. All of these things are excellent in their way, some of them more so than others, but all good. The fact that one can enumerate off-hand so many things that will unquestionably add to the prosperity of the city shows what a fine future is ahead of it. But what the Colonist has in mind to-day is something quite different. Times can be made better in Victoria by a very simple process. Out here on the Coast we have all more or less got into the habit of looking for prosperity to come from without, and have not stopped to ask how much we can derive from purely domestic sources. Yet there is more in the latter than is generally supposed.

By far too much money is sent out of Victoria for small purchases in other cities. We know of course what the answer is. People say that they can buy cheaper at the great departmental stores, or get a better selection and sometimes that what they want cannot be got here at all. This is one of those cases where loyalty to one's own home and true economic principles both support the proposition that it is better to sacrifice the small personal and temporary advantages of buying elsewhere for the sake of building up domestic business. Victoria merchants are enterprising enough to get what their customers want, if they know what it is. It is true that the price of the article in Victoria is likely to be a little more than in the large Eastern cities, but then do not expect more for what we make, do or sell here than they get in more, we get it. This is not a matter of small prices and low wages, and no one wants it to become such. Prices will come down to the Eastern level when people are willing to let their houses at Eastern rentals, work for Eastern wages and adopt Eastern habits generally. People out here want more than any others in the world in similar circumstances and manage to get it. Circumstances East in order to save trifles on a purchase is to be disloyal to the West.

It is also bad business policy, for the turning over of money at home benefits every one, and the indirect advantages of trading at home counterbalances the small direct gain in sending mail orders East. There is another matter the effect of which would be felt immediately, and it is this. Victoria would, generally speaking, be much the better for the inauguration of a painting and repairing crusade. It is not often you see residences being repainted or premises being put in first class repair. The contrast in this regard with some Eastern cities is very marked, and especially so with some of the New England towns and cities. The amount of money that would be put in circulation if such a crusade were inaugurated would be very great, and the money is here for the purpose. Our people are not hard up. They have plenty of money for any reasonable purpose. They dress well, live well and amuse themselves freely. The average comfort of the people of Victoria is very high; the absence of extreme poverty is a very noticeable characteristic of the improved appearance of the city which would result from a painting and repairing crusade, but of the impetus the expenditure of the necessary money for labor and material would give to all kinds of business. It is not the amount of money in a town that makes the people well off and keeps times busy, but the amount in circulation. It is the nimble dollar passing from the property owner to the merchant and mechanic, from the mechanic to the merchant, from the merchant to the landlord and the clerk and so on that makes good times. We repeat that times are good in Victoria, but add that they can easily be made better by following such a course as is above indicated, and what is more the impetus that would thus be given, the stimulus to trade and enterprise which would follow, would be felt for a long time and in many ways.

TOO MUCH BITTERNESS.

There is altogether too much bitterness in Canadian politics at the present time. We do not recall a time when there seemed to be as much of an effort to say severe things as there is now. Sir Wilfrid Laurier set rather a bad example in his speech on the address, when he took leave for the time being of that sniveling manner that has so marked him heretofore. Most of the speeches in the House of Commons this session so far have been characterized by a violence of tone that is not seemly and does not promote careful discussion or the enlightenment of the public. It is the same with the newspapers. These on both sides of politics are very violent in their language. If we may believe them both, there never went unmentioned a worse lot of wretches than the men who

are now at the front of Canadian politics. As a matter of fact, our public men, no matter to what party they belong, are very decent fellows, who live well-regulated lives and are honored and respected by those who know them best. Would it not be a good thing to have a little less bitterness? We can tell those people who indulge in reckless invective that if they think they are strengthening themselves or weakening their opponents before the public thereby they are much mistaken.

This sort of thing tickles the fancy of extreme partisans, and these are sufficiently numerous and talkative to create a superficial impression that violence of language influences public sentiment against the persons attacked. But this is not the case. The great mass of the voters simply take no stock in these tirades. They do not read them, and if they do, refuse to believe them. The future of political control, not only of the Dominion but of the several provinces, will be in the hands of the men who are moderate in their expressions of opinion and who give the people plenty of facts and few adjectives.

DOMESTIC SERVANTS.

The British Columbia Workman learns that a movement is on foot in this city to bring out a number of girls from Eastern Canada to take places as household servants. The desire will be very general that such a step may prove successful. There is unquestionably a wages paid for such service, and the wages paid are good. Many persons employ Chinese only from necessity, and they would be glad to secure other domestic help. Probably if the promoters of the step referred to would let their intentions be generally known, they would receive many applications for servants.

The domestic help problem is a difficult one in most parts of America, and the reason why so many people like Chinese servants is the same as leads some Eastern people to prefer negro servants, namely when they can get them, namely the fact that such servants recognize their true place in the household. They do their work without conveying the idea that they are degrading themselves thereby, as indeed they are not. Every person who has had much experience with the class of girls who ordinarily apply for places in households will admit that a very large proportion of them discharge their duties as though under protest, and that they are not as reliable as the races referred to. There are very many exceptions, but the great difficulty is that girls who go out to service are too often a very uncertain quantity in the household economy. Unquestionably much of the fault in this respect can be traced to their employers, but this does not help the case very much. At the same time we are glad to know that the movement spoken of has been started, and feel sure that if a considerable number of competent household servants come to British Columbia they will be sure of doing well.

THE MODERN DEVIL.

A writer in Scribner's thinks that we moderns have given to society the place formerly occupied by the devil. Evil in every shape is attributed to environment, and environment in its wide sense means society. He doubts if this is a real gain, because it has a tendency to lessen the responsibility of the individual to resist temptation. When a person convinces himself that he is little more than a billet of wood in a great Maelstrom, which may toss him up or down smooth waters where the bright sun shines, or may engulf him in caverns from which there is no escape, he is of little moment. The old-fashioned devil left a place for the free will of the individual; the modern devil of society is only an elaboration of fate. If we are what our environment makes us, then we will progress or retrograde according to our environment; so what is the use of trying to be or do better? There is only a difference in words between the doctrine that a certain line of action and being controlled by the iron bonds of environment. Small blame therefore to the reformer who prefers the old devil to the modern substitute.

The doctrine that we are what our environment makes us is unquestionably being pushed to an extreme. That our surroundings have much to do with shaping one's character must be admitted, but we are not prepared to concede that men cannot rise superior to them. This modern devil is the creation of what is called science, and science only see half-way into things as yet, if it sees so far. In some matters our instincts are to be trusted rather than our reason. Thus the consciousness that every one possesses that he can be better or worse than he is, and that his progress in either direction is, to a certain degree dependent upon his individual decision which may be superior to his environment, is worthy of greater confidence than the conclusions of science about what it has not been able to discover anything. Here is a point that never should be lost sight of by those who are seeking to form right views upon the subject of human responsibility: Science has its limitations. It deals only with what can be seen or felt physically. Its microscopes, telescopes and chemical tests do not touch what may be, and we think is, the larger, more important and more permanent side of creation. Science can place its instruments in contact with the flesh and make them keep a record of every emotion which sways the soul. Anger, hatred, jealousy, love, compassion, reverence can be made to write themselves down as plainly as the telegraph line writes a message on the tape. The effect of these emotions upon the physical system is so marked that instruments have been perfected by which they can be registered. But

science has not discovered and never will discover what is meant by the soul, so far as can be judged from what it has so far achieved, why, for example, the sight of a wrong done to another arouses our indignant rage or why to be witness of a kindly act fills the mind with admiration. The limitations of science in this direction are as fixed in the year 1899 as they were in the most ignorant hovel of our ancestors who lived contemporaneously with the cave bear.

So while we give the modern devil its due, and it is entitled to very much credit for the crookedness of mankind, we decline to attribute to society the whole responsibility for evil. We may rise superior to our environment if we will. Weak natures may be unable to surmount circumstances unaided, but stronger ones can overcome them. Nor need the weak despair. They are no more necessarily a prey to the modern devil than their forefathers were to the traditional creature with the hoofs, horns and tail. They are conscious of strength outside of the physical world, and on the plinths of faith the weakest may rise above the most hostile environment. The great battle of the church to-day is not so much against disbelief, but against what we have called the modern devil's great enemy, namely, the fact that the chains of environment can be broken and that our lives may be good or the reverse according as we make the effort.

PASSING COMMENT.

The service afforded by that relic of mediaevalism, the George E. Starr, is simply abominable, and we believe is unsafe. Not a single day should go by without a protest. Victoria's business surely deserves better consideration from the Northern Pacific that it is receiving.

The Cascade Record takes a sensible view of the withdrawal of the Kettle River charter. It says there is now no obstacle to the erection of smelters in the Boundary district, and looks for the C. P. R. to make an early beginning in that direction.

The Vancouver World says "many there are who will pray that they may never be situated as Dreyfus is." Will our contemporary explain its caution in not embracing everybody in this category? What manner of person would not be glad to be situated as Dreyfus is? The Isle of Devils is worse, even than Deadman's Island with a sawmill on it.

In a fine burst of frenzy the Rossland Miner refers to the C. P. R. as a viper that is sucking the life blood of this country. Will the Miner oblige by a description of the viper that sucks the blood of its victims? The one of our contemporary's article suggests that it was in a frame of mind to see not only blood-sucking vipers, but snakes of all sorts and patterns.

The Trail Creek News mentions that although nearly all the big Slocan mines are under 12-month contracts with the United States smelters, some twelve or more mines are now shipping ore to the Trail smelter. It adds that the smelter has in stock 250 carloads of coke, and that the daily receipts are 50 tons a day. One hundred and fifty men are engaged in putting the smelter into prime condition.

The Montreal Gazette says that the proposition now before the House of Commons for the purchase of the Drummond County railway saves the country at least half a million dollars, in comparison with the agreement rejected by the Senate last year. This seems to be a complete vindication of the Senate's action. The Gazette does not favor the acquisition of the road on the present terms, and seems to doubt the expediency of purchasing it at all. Its chief objection is that there is no reason to suppose that the road can be made to pay or be of any advantage to the Intercolonial system.

Speaking of the construction of the Rainy River railway the Winnipeg Free Press says that experience of the people there has taught them that additional railway lines bring little relief in the matter of rates, "because the proprietors put their heads together and do the country up." It says that "competition between railways does not compete," and cites the minister of railways as authority for the proposition that no law can be framed that will prevent railways from making combines. Experience in the United States sustains this proposition.

The New York Tribune asks if Canada would not tend to send any more unmanufactured lumber to the United States, how it would do to stop the bonding privileges. We do not suppose this would disturb anyone in Canada half as much as it would trouble a great many United States shippers. The principal advantages of the treaty as to bonding are on the side of our neighbors. Canada could get along very nicely without it.

NATURALIZATION OF CHINESE.

Yesterday a correspondent of the Colonist complained bitterly of the naturalization of the Chinese. We printed his letter in the interest of free discussion, but there is really not much use in talking about the matter. The naturalization of aliens is a matter of Imperial policy, although the immediate control of legislation on the subject is vested in the Dominion. It may be desirable to surround it with more formality than at present exists, but we fancy it will be more than difficult to prevent the naturalization of Chinese, even if it should be thought desirable. Contact and competition with the Oriental races is one

of those things which British subjects must expect as the price of Imperial dominion.

There is a side of the case which may properly attract public attention. Every British subject, who comes within the local statute in that behalf, is entitled to a vote, and we do not think that anyone would regard with equanimity the introduction of a Chinese element into the electorate. We will be frank and say that there may be in this community Chinamen who are quite as able to form opinions on public questions as anyone else, but these are not the class seeking naturalization. In view of the likelihood that many Chinese may seek to be naturalized in order to escape the operation of the anti-alien laws, the legislature might well consider at its next session the propriety of so amending the franchise act as to prevent their promiscuous addition to the voters' lists.

DEADMAN'S ISLAND.

Hitherto the Colonist has treated the Deadman's Island question as a matter with which Vancouver was alone concerned, but we present some facts this morning which suggest that possibly there is another side to it. These facts seem to show that the island may belong either to the Provincial or Imperial government, in which case the lease granted by the federal government would be of no effect. In view of this, it is at least unfortunate that Attorney-General Martin is precluded from giving the government of which he is a member the advantage of his advice in the premises, on account of his being the counsel of either the Provincial or Imperial government, in which case the lease granted by the federal government would be of no effect. 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Blamed on The Kingstons.

Glenogle Officers Quite Sure That Their Ship Was Blameless.

Vessels Were Half a Mile Apart When They First Signalled.

From the Seattle Post-Intelligencer.

Did the steamer City of Kingston commit suicide, or was she murdered by the steamship Glenogle, in Tacoma harbor, last Sunday morning? The officers of the Glenogle, under oath, insist that the matter was not the fault of the PUGET SOUND FISHERY CO. steamer, but of her own misfortune and disaster; the officers of the Kingston have not said otherwise, and until they do the statement of the Glenogle people must stand.

The United States officers now have the matter under investigation, the first formal examination taking place at the office of the board of local inspectors of steam vessels yesterday morning and afternoon. Numerous witnesses, including the officers of the Glenogle, were put on the stand, and told all they knew about the disaster. The Glenogle side of the case went to the investigating court, and the work of the investigation of the other side will be continued next Monday morning at 10 o'clock.

Some matters of more than ordinary and somewhat sensational import were brought out by the testimony that was introduced by the representatives of the Dowdell craft, and until the others have a chance to tell their side the basis of this evidence must be clear to the Glenogle of all blame for the accident. In the story told to the inspectors is true, the Glenogle was actually lying still in the water at the time of the accident, and the Kingston, cruising under at least half headway, rammed into her port bow, hung there a second, careened around forward and in a few minutes sunk. The watchful officers of the Glenogle did everything in their power, but the onslaught was too sudden, and they were unable to prevent the ensuing disaster. They blame nobody; according to their tale the inanimate form of the Kingston, lying motionless in the commencement bay, was to blame for everything. No charges whatever were made against anybody, nor was there any evident disposition to place the responsibility, if there was any, for the catastrophe.

The session of the board opened at 10 o'clock, before Capt. William J. Bryant, inspector of hulls, and Engineer C. C. Chery, inspector of boilers, constituting the board of examiners. Gen. James M. Ashton, for the Glenogle, and B. S. Grosscup, for the Puget Sound and Alaska Steamship company, operating the Kingston, were the attorneys present, while C. Stewart was a silent representative of Dowdell & Co., owners of the Glenogle.

PILOT GATTER'S STATEMENT.

By far the most intelligent and clear testimony, showing the Glenogle's part in the collision, was that of F. W. Gatter, the pilot of the Kingston, who for years has been taking the Puget Sound and Alaska routes to Victoria on their incoming and outward voyages. He was on the bridge of the Kingston all Sunday morning, and directed her operations from the time she cast off her lines at the wharf until the collision occurred. Reduced to narrative form, his statements were about as follows:

The Glenogle left the Northern Pacific ocean dock in Tacoma at 4 o'clock a.m. last Sunday, the fog being dense and had begun to break, and it was light enough to discern the ships lying in the harbor, although a low sun shone in the vicinity of Brown's point, covering the water over islands 500 yards, and obscuring the bottom of the harbor. It was possible to see land about Brown's point, but the actual end of that spit was invisible. The steamer proceeded under slow headway on a northerly course, and at 7 o'clock the dock, until she got on her way, after five minutes, and then when 250 fathoms square off shore was given full speed.

She went on in this way for three minutes, gathered up to exceed three and a half knots headway, when from two points off her port bow was heard a single blast of the Kingston's whistle. The helm was put to port, and her sport when a second whistle was sounded a minute and a half or two minutes later. The Glenogle replied to each port signal, and judging by the sound the Kingston was about half a mile away from the first signal was sounded. Before the Glenogle was under no headway at that time, and when 250 fathoms square off shore was given full speed, she was on a northerly course, and at 7 o'clock the dock, until she got on her way, after five minutes, and then when 250 fathoms square off shore was given full speed.

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sent ahead to see if it was possible to push the Kingston ashore or into shallower water. Four boats were ordered to follow the Kingston, but only one, which reached the water, but a search of the pursers of the two vessels found that all people were accounted for. The Kingston was struck by the fifty yards to the leeward, where he was clinging to a spar. The Kingston was in exactly twenty minutes from the time she struck.

The first man from the Kingston to board the Glenogle was a boarding house keeper named Wright, and he was closely followed, ten minutes after the collision, by Capt. Brandow, the Kingston's pilot. Capt. Gatter testified that Brandow crossed these words to him as soon as he saw him: "I sized you up at the wharf, and thought you were blowing for me to keep outside of you. I'd run my time out and was looking for that buoy with a light on it." The statement that the Glenogle was not moving at the time of the collision, Capt. Gatter said, he could prove by the fact that debris from the wreck had not drifted fifty yards away during the fifty-five minutes that elapsed from the time of the crash until the Glenogle started under slow steam for the dock.

STATEMENT OF THE MASTER.

Capt. James Hutcheon, the master of the Glenogle, testified after the same lines as indicated in the foregoing. "We started under slow head at 4:05," he said, "and the engines were going full speed five minutes later. At 4:12 I heard a short blast off our port bow, and soon after hear the same whistle again, ported the helm on the first blast, and swung it hard apart on the second. Upon hearing two blasts, crowded the engines full speed astern. Three minutes later saw a steamer crossing our bow from port to starboard; stopped the engines as soon as she struck and kept the ship's position until all the passengers were saved. We were there forty or forty-two minutes. Made fast to part of the wreck on the starboard side and steamed slowly ahead, arriving alongside the wharf at 5:55.

The Kingston blew the first whistle, which was answered, and at the same time we ported our helm, although full speed was kept up. Upon hearing the second whistle, but the helm hard apart, which was easily done, as we have steam steering gear. Two minutes elapsed between the first and second whistles. At the first signal the ship was heading north-west and by north, and then swung around after the second signal heard the starboard whistle, replied with the danger signal and signalled to stop the engines and go astern at full speed. At the rate we were going we had not time to gather way and hold our ship in 400 feet. When we heard the first blast the two ships were probably half a mile apart, and we were a mile and a quarter from the wharf at the time the collision occurred. The ships came together at an angle of thirty to thirty-five degrees, the Kingston striking our port bow at the twenty-four foot mark. The collision happened at 4:16 o'clock."

OTHER WITNESSES.

The only passenger examined was A. T. von Ellinger, of Portland, who was going from Victoria to Tacoma on the Kingston. His testimony was immaterial, as he was in his berth at the time of the collision and could give nothing as to the ship's position.

Chief Officer Wren said it was from eight to ten minutes before the first signal of the Kingston and the collision. He also insisted that the Kingston did the striking, and not the Glenogle, and said that the former was making five to six knots an hour, while the Glenogle was under no way. The Glenogle's stem was never in contact with the Kingston, and the latter was not on the port side, but there was no indentation from the outside. The Glenogle was probably half a ship's length from the Kingston when the latter was first sighted.

Third Officer Finnis, who was on the bridge, said he saw the masthead light and the green light on the port side of the Kingston at the same time, and that the Glenogle was going very slowly, if at all, when the collision occurred. He was pinned down to his last statement, as the other witnesses had insisted that the plate on the starboard side of the Glenogle, extending throughout from the port side, but there was no indentation from the outside. The Glenogle was probably half a ship's length from the Kingston when the latter was first sighted.

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Angeles Ferry And Its Price.

Promoters State Their Expectations at Public Meeting of Citizens.

Shown That Victoria Trade Would Be Itself Valuable Subsidy.

Considerable interest was manifested in the meeting at the city hall last night to hear Messrs. Atkinson and Cushing, vice president and president respectively of the Port Angeles & Eastern railway, explain what the company desired Victoria to do in order to secure a ferry connection with their line from Port Angeles.

In response to the invitation of the Committee of Fifty, a big delegation from the Board of Trade also attended to take part in the discussion. In the body of the hall sat quite a number of citizens, anxious to hear the proceedings.

After Mayor Redfern had called the meeting to order, the secretary, Mr. G. H. Barnard, read the letter from Mr. I. C. Atkinson, vice president of the Port Angeles & Eastern, offered before the committee, and Mr. Atkinson was called to the platform.

Mr. Atkinson traced on a large map the proposed route of the road, and enlarged upon the advantages of Port Angeles as a harbor, and its position in regard to the transcontinental trade. The course of his remarks he predicted that after the railway had been built connecting Port Angeles with a transcontinental line that place would grow up more rapidly than Seattle. Some six miles of the road had already been built and surveys and construction were now in progress.

The road, he believed, would be completed to Olympia early in 1900. The distance, he explained, was from Victoria to Port Angeles, 18 miles; Port Angeles to Olympia, 111 miles; Olympia to Tacoma, 30 miles. These connections would be made as it appeared on the Northern Pacific, and probably later with the Union Pacific from the south. He had not come over to the city to suggest that the road should be built, but he thought that this city would see the advantage of having a ferry connection with his road, rather with some road further north. The road was proposed to run for passengers and express would make the trip between Victoria and Port Angeles in one hour, and passengers could be landed in Tacoma in five hours. The Northern Pacific was very friendly to his road, and he believed would grant the Port Angeles & Eastern anything within reason. It would be a great feeder for the transcontinental route, and Victoria, by this road, would have a direct connection with Portland. An outlet for Vancouver Island could be secured in Oregon.

The road was not on the wrong side of the Sound, as it was suggested by some, as it passed through forty miles of virgin timber lands that were needed to supply the western states and territories with lumber.

In answer to Mr. Redfern, Mr. Atkinson stated that the cost of the ferry communication with the city of Victoria was about \$238,550, including steamers, landings, stations and other terminal necessities. On the Victoria side the cost would be about \$75,000. This would be run by a terminal company in connection with the railway.

In answer to Mr. Walter Morris, Mr. Atkinson stated that the amount Victoria would be asked to contribute would have to be settled by the trustees, but they would naturally seek to secure as much as possible.

The railway would be built, even if there was no ferry connection with Victoria, Mr. Atkinson stated in reply to a question by Mr. W. H. Langley. A 20-knot passenger boat would cost about \$100,000, and a freight steamer would be about \$75,000. This would be run by a terminal company in connection with the railway.

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General approval has been expressed of the idea put forward in yesterday's Colonist that the steamer to take the place of the Kingston should at least be the equal of that vessel, and the further suggestion has been made that the new vessel ought to be a Canadian bottom, making Victoria her home port. The steamer would be admirably adapted for the service. She is large, comfortable, and speedy. The principal business of the line comes from Victoria, and the freight business almost exclusively. We suppose there would be some objection to placing a Canadian boat on the route because she could not carry any of the local traffic to Port Townsend, but this would hardly be an insuperable one. It would be of material advantage to Victoria to have this city the home port of the Sound steamer, and if it is possible such an arrangement should be brought about.

WILL REDISTRIBUTION BE ABANDONED?

A late Ottawa despatch intimates that the proposed redistribution bill will not be brought forward, and the reason given is that doubt exists as to the constitutionality of such a measure. The contentions of the Colonist ever since redistribution was proposed has been that the B. N. A. act contemplates decennial redistributions, and it has questioned the legality of such an enactment at any other time, while suggesting that perhaps the 52nd section authorized the increase of the representation of a province, if it was evident that such an increase would not disturb the proportionate membership. Constitutional questions are not as yet generally understood in Canada, and the principles upon which the B. N. A. act is to be interpreted are not thoroughly defined. While the ultimate decision of such questions rests with the courts, there is no doubt that parliament may interpret the act for itself, and that the courts may not attempt to overrule such an interpretation. Herein there is a distinction between constitutional questions in Canada and those arising in the United States. Legislative omnipotence is vested in one or the other of the three legislative bodies having the right to make laws for the Dominion. If the local legislatures do not possess it, the federal parliament of the temperate zone does, it is undoubtedly vested in the imperial parliament. In the United States the state legislatures have only such powers as are given them by the state constitutions, and Congress only such as are given by the national constitution; the residue of power remaining in the people. In other words, everything in Canada may be a subject of legislation, while in the United States only such things may be so dealt with as are specifically mentioned in either the state or the national constitutions. It is obvious, therefore, that different principles must be applied to the determination of constitutional questions in the two countries. In one the question is as to the distribution of powers which exist somewhere; in the other it is whether certain powers are vested in any legislative body. Hence the courts of the realm will always be disposed to put a wide interpretation upon the power conferred upon the Canadian parliament to make laws for the peace, order and good government of the Dominion, and a parliamentary construction of a constitutional question would be very likely to prevail unless it was clearly indefensible, for the courts would be astute to sustain rather than overthrow legislation. Holding these views, the Colonist has been guarded in its opinions as to the right of parliament to interfere with the distribution of representation, and has confined its observations chiefly to the claims of British Columbia for additional representation, if any change is to be made.

THE PENALTY OF A CRIME.

"That which a man soweth, that also shall he reap." This is as true of nations as of individuals. For two centuries the people of the southern states of America sowed the seed of degradation among the slave population and the harvest seems likely to be a terrible one. Very few people in Canada know anything, from personal observation, of negro slavery as it existed in the South, and not very many now living have been made familiar with the true inwardness of the system of intercourse with persons who were closely in touch with it. It was a system that bred moral degradation. The mental and moral standard of the average African brought to this country as a slave was not high, and generations of slavery, with its accompanying vices, were not calculated to elevate it. Experience has shown that the children of the criminal classes are predisposed to crime. Stephen's song in Iolanthe as to what he might have been if he had had a drunken mother or "Fagin for a father" teaches a profound social truth. What then might we not expect from a system under which sensuality, brutality and unbridled passion had full sway. It cannot be denied that thousands of instances have occurred where out of the very heart of the vilest slavery have come men and women of African descent of strong, pure natures. That there is excellent material in the African race is shown by the character of the negro population of Canada, which, as a rule, ranks well up in the scale of moral and intellectual development. But in the southern states every

influence has been downward in its tendency. The instincts developed in the negro, when he was only a chattel, and when it was the financial interest of his owner that the animal side of his nature should have full play, are not to be eradicated in a few years. There are exceptions, just as there were exceptions among the slave owners, but the great mass of the southern negro population has not yet been able to elevate itself above the level into which it was thrust by its masters. The blame does not rest with the negroes. They are what their masters made them. They did not seek slavery, with all its attendant horrors. In too many cases the finer feelings of their nature were extinguished. The family tie was disregarded; it had, indeed, no legal existence. What is regarded as vice among white people was a virtue among slaves, that is if a mere chattel could be virtuous, for there was money in a plentiful crop of slave children. Hence we find the secret of the whole trouble in the South. The sins of the fathers are being visited upon the children, and it may be a bloody visitation.

ADELIE.

Louis de Rougemont is no longer the banner romancer of the day. His place has been ruthlessly usurped by a gentleman calling himself the Marquis d'Angely. The marquis has lately returned, he says, from the country of Adelle, which is situated on the Antarctic continent, directly south of Tasmania, and is inhabited chiefly by Frenchmen. There are native races, but the French are in the ascendancy. They are descendants of French soldiers and sailors taken prisoners by the British during the Napoleonic wars, and exiled to this far distant land. The fact that no record exists of their having been taken there seems to interfere, to some extent, with the story, but when one is romancing he is a poor creature, indeed, if he lets a little thing like that stand in the way of his genius. The marquis says he is born down there, his father having been shipwrecked there in the Oregon in 1863. In confirmation of this he shows incalculable proof that a Marquis d'Angely did sail southward in 1863 on the steamer Oregon on a voyage of exploration, and was never again heard of. Skeptical people might think that the present marquis has taken this as the foundation of his tale, but lack of faith is too common a thing to have a place in matters of this kind.

The climate of Adelle is said to be very good indeed, and most all the vegetables of the temperate zone can be grown there. But its strongest point is its gold mines, which are so rich that gold is more common than iron. Gold is used for the commonest purposes in Adelle. To use a phrase sometimes employed by our miners, anyone there can have gold to throw at the birds. The existence of this gold accounts for the failure of the Adelleans to let the world know where they are at. They fear a gold rush, and do not wish to be disturbed in their pristine innocence, and things like that. Their country is said to be hemmed in by an unnavigable sea, and this again suggests a doubt to disbelievers, who may wonder how the English managed to land these people there. Communication is kept up with Tasmania by means of prologues, which are, as most people know, a kind of canoe. The people of Tasmania, by some unaccountable impulse, have refrained from mentioning their strange visitors. The marquis says he has been to the south pole twice. There is a great volcano there, which makes the whole region roil about quite comfortably to live in, so far as temperature goes, the minor objection of falling ashes and lava streams did not appear to disturb the explorer. In short, the marquis tells us that there will probably be as many as several people who will refuse to believe him; but how any one can be so incredulous in the face of the fact that the San Francisco Examiner prints a portrait of the kind of Adelle, we do not know. The capital of the country is St. Marie. We have no information as to the present price of town lots there. It may be well to add that the marquis appears to be serious in his story.

SECTIONALISM RUN MAD.

The Nelson Tribune, after speaking of the withdrawal of the Kettle River Valley application, makes the following observations: "The mine owners and business men of the Kettle River country will now get a taste of doing business with one railway, and the taste will be as bitter as gall. No other section of Canada has been so unfairly treated. And that it has been unfairly treated is owing largely to the action taken last year by the boards of trade of Vancouver and Victoria, backed up by the votes of the members of parliament from the Coast. From this time on, the interior of British Columbia should 'knife' the Coast and every mother's son that the Coast sets up for office. In view of the fact that the Kettle River people have been doing without any railway facilities at all, we imagine that they will not be greatly hurt by having one road at their disposal in the course of a few months, but we have not made the quotation for the sake of saying this. What we wish to direct attention to is the advice given to the people of Interior British Columbia as to the treatment they should accord the Coast. No one will heed it, but it is just as well to take a passing note of matters of this kind. Substantially the Tribune takes the position that any one who does not think as it does should be 'knifed.' Now, let us suppose that some one had suggested to the people of Victoria a few years ago, when the bal-

ance of power in provincial affairs was held here, that any one in Kootenay, who ventured to oppose anything upon which a considerable number of people here had set their minds, should be 'knifed,' what would the Tribune and its neighbors have said? This province will never get along, if differences of opinion are allowed to develop into sectional enmity.

Admiral Kautz ought surely to pray to be delivered from his friends. His letter, printed in yesterday's Colonist was evidently not written for publication. It was only intended for the perusal of his immediate family, and is an innocent bit of posing such as almost everyone indulges in when surrounded by his intimates. Not even they would take it quite seriously, and it was not intended to be so taken. He will probably want to go somewhere and hide himself, but the letter has been printed. The newspaper which printed it must have queer ideas of journalism. There are certain rules of ordinary decency which ought to prevail in the publication of private matters. One would have supposed that a sense of regard for the Admiral's feelings would have led to a reputable paper to refuse to print the letter, without his approval. Nothing will center of it, except that possibly Admiral Kautz will be made very uncomfortable when he meets his British and German associates in Samoa. The first paragraph in the litany of all United States public men ought to be: "From all our friends, good Lord deliver us."

PASSING COMMENT.

There has been some dispute as to the exact location of Deadman's Island. Some contend it is in Stanley Park, others locate it in the military reserve, while some claim it is a sort of no-man's land in the Columbia. The latter claim it is in statu quo.

The Vancouver World suggests that it might be expedient for some member of the House of Commons to move and the house to vote that Sir Hibbert Tupp be not heard, if he again offers to discuss the Yukon charges. The motion would come too late. Sir Hibbert has been heard, and what he said will be remembered.

The Toronto World and the Vancouver Province discuss the construction of "the prairie section of a new transcontinental line." We gather from what they say that they have in mind a line south of the Canadian Pacific. But this would hardly commend itself to the people of Canada. What is wanted is a line to the north of the present one, a competing line between the same points, but a line opening new country, of which there is a vast unoccupied area.

The Portland Telegram thinks that Great Britain may ask compensation for the moral support of the United States during the war with Spain. Our country is quite mistaken. All Great Britain asks from the United States is any other country is reasonable treatment.

The Nelson Miner very properly points out that there is "no gerrymandering in British Columbia to do," and hence no excuse for a redistribution of the constituencies in advance of the census. Another cogent argument in the same direction is that the province is filling up with people so rapidly that what seems like a fair distribution now may seem very unfair by the time the next election is held.

The Rossland Miner thinks that the Senate as at present constituted can only be a danger to the country when its friends are in power. This is not wholly satisfactory. What the country needs is a Senate that will under no circumstances be a menace to the country.

The Times thinks that the people of British Columbia are not pleased with the withdrawal of the Corbin application for a railway charter. Now we put it to the Times if the people of Canada should be at the mercy of a foreign railway promoter in the way it intimates they are, the governments, both local and federal, which it supports, must be singularly blind to their requirements.

The Colonist stands corrected at the hands of its neighbor the Globe, or has kept closer track of a certain thing than it has. Thus this thing treated the woman suffrage question as being yet before the New Brunswick legislature. The Globe points out that it already told the people of Victoria that the resolution was defeated by a vote of 34 to 7. The moral is to watch the Globe more carefully.

TELEGRAPHIC CABLES.

A few days ago the Colonist made some observations about the telegraphic connections which would be possible when the Pacific cable is laid. A series of maps distributed by the C. P. R. Co.'s Telegraphs makes it possible to speak more clearly on this subject, and perhaps a little fuller information may be of interest.

First as to a connection around the world. This can then be got without touching any but territory in possession of Great Britain or under British control. The first step in the progress of the message would be from London to Gibraltar by cable; thence to Malta; thence to Aden; thence to Bombay; thence by land line to Madras; thence by cable to Singapore; thence to Port Darwin, a cable thence by land line to whatever point on the east coast of the Island Continent might be selected as the Pacific cable terminus; thence to Fiji; thence to Vancouver Island; and thence across Canada; and thence across the Atlantic.

As to the union of all the principal parts of the Empire by cable, this is already nearly provided. Thus from Great Britain we have connection with Halifax, and from Halifax to Jamaica and all the other islands of the British West Indies and British Guiana. British Honduras is without telegraphic connection. South Africa is as yet without telegraphic connection independent of any other country, but it can be readily provided. There is a cable down both the African coasts, but both lines touch foreign possessions on the way. Labuan is connected with Singapore by cable and also with Hongkong, which completes the British connection in that direction. Tasmania and New Zealand have cable connection with Australia. This leaves only a few outlying points to be united to the main bodies of the Imperial domain by the electric wire.

On the general subject of telegraphic cables it may be interesting to note that from Santa Cruz, on the southwest coast of Mexico, two lines of cable start. One of them, after touching the coast at several points, finally ends at Panama. The other touches the coast of Nicaragua and then swings out to sea, reaching land again at St. Elena, on the coast of Ecuador. A second cable comes to this point from Panama, and the two lines follow the coast as far south as Valparaiso, one of them stopping at all important points, the other making only three stops on the way. From Valparaiso a line partly on land extends nearly to the Straits of Magellan. From Valparaiso a line extends across South America to Buenos Ayres, from which point two cables run westward, one to Cape Horn, making several stops, as far as Pernambuco, whence two cables extend to Lisbon. There is a line from Pernambuco north to Demarara, whence there is connection with Martinique, in the West Indies. Thus South America, like Africa, is almost completely girt with telegraphic cables. The land lines of South America are few and are principally in Argentina, although there are several long lines in Brazil. There is a line across Asia by the route of the Siberian railway for the most of the way; two lines penetrate China for a long distance. Japan's telegraphic connection with the rest of the world is by wire on the Pacific coast of Asia is Alexandria, at the south of the Sea of Japan. The most northerly telegraph station in the world is in Norway, the most southerly in Tasmania.

SANITATION IN DAWSON.

To an interviewer who talked with him some two or three months ago Mr. Sifton said that the government did not recognize its responsibility for the maintenance of proper sanitary conditions at Dawson, but he is said to have admitted during the conversation that the peculiar conditions of the Yukon capital were such as to take it out of the operation of the general rule, which leaves sanitary matters in the hands of the local authorities. The inquiry which Senator Macdonald is to make will elicit the intentions of the government in this matter, and we hope it will be shown that action will be taken without waiting for the local authorities to deal with the matter. Indeed any other course will, we submit, be culpable in the extreme. In the first place the local organization at Dawson is not sufficiently advanced to enable it to deal with sanitary questions in an efficient way. In the next place the Dominion receives so great a revenue from the Yukon that it can well afford to take precautions to preserve the health of the people. In the third place the responsibility for the administration of the district rests upon the government and cannot be escaped. It is doubtless an unusual thing for the federal government to look after such matters as sewerage and the cleansing of a city, but the whole state of things at Dawson is exceptional. The need of thorough sanitation has been strongly impressed upon the government and it is the proper steps are not taken the responsibility for what occurs will rest at the door of the Minister of the Interior. We refrain from further comment pending the reply which Senator Macdonald may receive to his question.

Senator Templeman told his colleagues yesterday that the population of British Columbia was increasing enormously. Perhaps it would not now be unreasonable to look for something of this kind in Senator Templeman's newspaper, which may now be able to see its way clear to join in a demand for justice to British Columbia.

ANGLO-SAXON FEDERATION.

During the last quarter of a century many writers, whose imagination outran events, have ventured to suggest the possibility of an Anglo-Saxon federation, which would include all countries governed by the Common Law. There have been occasions during that period when nothing seemed more likely than a political union which would embrace both the United States and Great Britain. At times a terrific conflict for supremacy has seemed almost inevitable, and there certainly grew up in the United States a feeling of hostility towards Great Britain of a most unreasoning and violent kind. The reason of this was largely to be found in the common schools. One of the principles of American school education is the development of a flamboyant patriotism. This led to the magnifying of the events of the revolutionary war and that of 1812. The military and naval conflicts were represented as terrible engagements, and the American school-boy was taught that either on land or sea his country was more than a match for any other, the other always being the only enemy against whom there had been any very serious operations, namely, Great Britain. The intensity with which this feeling was cultivated can only be understood by those who have come directly in contact with it. This sentiment was strengthened by the attitude attributed to the British people and government during the war of secession, and by the desire of politicians to pander to the Irish vote. The failure of the British government to extend to the South that sympathetic support which was counted on during the rebellion embittered that section of the Union against our nation. Yet in spite of these adverse influences, the two countries have been steadily drawing more closely together, until it has become quite the popular thing in the United States to refer in the most friendly terms to what used to be called their "traditional enemy." No prominent United States public man has yet ventured to advocate an alliance with Great Britain much less any sort of political union, but what is of greater importance is that the community of interests of the two countries is recognized and their possible co-operation is regarded as among the possibilities of the immediate future.

In this connection it is interesting to note that a practical statesman like Lord Brassey anticipates a close and permanent union between the two nations. Speaking at Melbourne in the early part of the present year, he said: "My hopes of federation are not limited to the British Empire alone. I trust that the statesmen of Great Britain and the United States will never rest content until they have established a permanent union between the two countries. The words used by Earl Grey fifty years ago are as true today as when they were first uttered. The hopes of the world rest upon the increasing numbers of English-speaking people, scattered in three continents upon the earth, asserting the dominion of the sea, and offering to the citizens of all nations the advantages of freedom and the resources of boundless territories." The expression of such sentiments as these will do much towards bringing about the desired consummation. We may not be able to see how it can be reached; but how many of us would have supposed that in so short a time after Mr. Cleveland promulgated his Venezuela message the two nations would regard each other as they do to-day?

SUNDAY OBSERVANCE.

Among the things which some of the aldermen seek to prohibit by the new Sunday ordinance is the sale of the Colonist on Sunday morning. This would not be a very serious matter to the Colonist. It would likely lead to an increase in its regular subscription list, because there are some people who would subscribe to the paper so as to avoid missing it on Sunday morning. The barbers would be glad to hear the world on that day. It would become illegal, if the ordinance passes, for a man to buy a cigar at a hotel counter, and we are not quite sure that it would be lawful to buy a dinner at a restaurant. But granting that the restaurants would not be interfered with, this at least would be the case: A man could not go to his breakfast on Sunday morning, buy a paper to read while eating, and a cigar to solace himself afterwards, and not know that it would close the boot-black stands, although even these are not for the good of the sole. We hope the council will exhibit a little common sense in dealing with this matter. Sunday is very well observed in Victoria. The barbers want to close and their request ought to be complied with. Perhaps the weight of argument is in favor of closing the fruit stands, but we are not sure whether there is more morality in business behind this phase of the movement. The saloons are supposed to be closed under the law of the province. The cigar stand owners would probably gladly close if they were sure that their business would not be interfered with by the drug stores. In view of the fact that a very few persons a cigar is almost as much a necessity as a meal, it seems absurd to prevent restaurants and hotels from supplying their guests with them. Other people can lay in a stock on Saturday night to last them over Sunday. We concede the force of the argument that people who are right to be needless competitors for those who sell the same class of goods seven days in the week. Now that the aldermen have taken the matter up, we hope they will not deceive themselves by supposing that they are engaged in a

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The Debates At C

Capt. Wolley Recalls Interest to B Columbian

Mr. Maxwell Objectix Nest Road

Ottawa, April 21.—This quiet week at Ottawa, notwithstanding having got through several matters and decided the promises of the minister and fisheries, that we are now excepted down to routine. Amongst the questions the government were not mount interest to British the West generally.

Mr. McInnes submitted a motion that it be provided that one is dissatisfied with the any mining inspector in the territory. The object of Mr. is to provide for such an act. Mr. N. P. Davin suggested that the militia force Yukon amounted to 202 men, ranker that it had cost the government to transport this force to that their supplies had cost it had cost \$158,000 to freight in; that this freight done by the Hudson Bay, the Boston and Alaska S. S. companies; that the supplies procured from eastern Hudson Bay, and not in a single any British Columbia or think it will be found that it stated in the last week, forces are to be brought, as possible. However, he denied that Judge Dugas that the militia was quite the Yukon. It may be does the country require a statement?

We know that since then in the Yukon has been do. We know that Mr. A. said that there were nine every Canadian in the Yukon and others, and there fine fellows that they say but rather helped the official law and order, and there that Mr. Sifton's fears of "ate men" (who we control of one lame policeman in was rather a footnot which cost Canada a good deal of a million of dollars, and reach the half million, by get our soldier boys safe. But that doesn't matter. West, who are mining, and ally sweating, and there Quebec and elsewhere can't as they have no voice in Sifton and Co.'s care. By the way, apropos of Quebec, we had a little light on them, and their ways, that one listens to those who house, which speaks French by a Frenchman, one begs side-side it was that would be near Quebec.

Mr. Casgrain wanted to have had heard of a law of legislature of Quebec to number of judges of the of that province by three, ally suggested that some already appointed did not work in the year. Of course the government know anything about the dear French Quebec, but admit that Quebec had been in order, and there judges of the superior court of the papers which appear next day was an article of matter beyond our control, matter laxity in the administrative in Quebec, especially counties, and a murder cases to prove they if the good little politician in a language which was French, you would not been as full of gratitude were, for teaching us to add to the Yukon, and a simple, stay-at-home folk, their priest, and their life reward, living (so to speak) a less expense than a Chinese and onions, and so progress have not learned anything seem to be forgetting French Franciscan. Isn't that good how they show non-Consider for instance Mons. and the work his snag boat Stikine river last year? Ask about captives about it, and regret the report that that Franchman has given up service and entered upon a press, which he stumbled engaged perhaps in his office the Yukon.

Through the interrogations lay Morrison, we discover this act is no longer good come the Yukon, nor Mr. Wade to the Yukon administrator. Hemen having been replaced C. Sankler and Mr. W. H. whose appointments are per Mr. J. W. Williston is still a of the timber inspectors, authority of head timber and whilst Major Walsh has no connection with the administration either has or is official under the government to stake claims or hold mining rights for others, but as a restrictions the salaries of in this district now range to \$2,000 an annum, with bonus in lieu of board.

All in this is very well, they that it was not done be possible, complete, and we adopt such same measures. In answer to questions by the Dominion land agent and official positions of the Yukon, clerk of the court, legal advisor of the Dominion land agent, and \$3,131, and is still in the office as crown prosecutor. In charges against Mr. Wade, is full of interest. He was

