

The Colonist.

THURSDAY, MARCH 16, 1899.

RAIL TO THE NORTH.

We observe that La Patrie announces that the federal government has decided to give a subsidy for a railway on the south shore of the St. Lawrence from Montreal to Levis. The distance is about 120 miles. The Drummond County railway, lately acquired by the federal government to be run in connection with the Intercolonial, and the Grand Trunk already afford connection between these points. We fall therefore to see why a third line should be subsidized unless it be for the purpose of developing that portion of Quebec lying between the Drummond County road and the river. The importance of the announcement, as it is made by a paper controlled by Mr. Tarte, is that it indicates the intention of the government to embark upon a policy of railway extension. If this is the case then we think the time has come when there ought to be a strong demand made for the extension of the E. & N. railway to the north end of Vancouver Island. This is a matter of great importance to Victoria and Vancouver, for it would give them advantages in connection with the trade of the Yukon and other north-western ports that cannot be overestimated. If we had rail to the north of the Island and fast steamers running thence northward, it would be the favorite line of travel. The time occupied by the journey would be materially reduced. Of course the scheme to be complete ought to include a ferry to Vancouver from Nanaimo. This would put Victoria and Vancouver upon an equal footing as regards time.

In view of the likelihood of the sealing business having to be given up, the people of the coast of British Columbia have a very strong claim to exceptional treatment in this regard, but when we ask for a subsidy for such a line we are only claiming what is our due as a province, in view of what has been done and is likely to be done in other parts of the Dominion, and also in view of the very large contributions which we pay to the credit of the general revenue. Putting the length of line necessary at 200 miles, the full subsidy of \$8,400 a mile would come to \$1,680,000, the interest upon which at 3 per cent would be \$336,000. This amount would be repaid at once to the Dominion treasury if the construction of the railway led to the influx of 2,000 settlers into Vancouver Island. It would be more likely to lead to the influx of 20,000. We will not say that this ought to be the first piece of railway construction to receive aid from the federal treasury, but it should be one of the first. If any subsidy act is passed during the coming session of parliament, and this line is not included in it, the government will lay itself open to the censure of every one who understands the conditions existing on this coast.

THE WHITE PASS RAILWAY.

We print a letter this morning from Mr. L. H. Gray, traffic manager of the White Pass & Yukon railway. It will be read with great interest by all persons having business in the Yukon valley. We have private advices confirmatory of many of Mr. Gray's statements. As is always the case when a railway strike occurs, some very strong expressions of opinion from the strikers and others have found their way into print. The strikers have issued a manifesto in which very meagre reference is made to their own grievances, and much is said against the railway as a transportation concern and its managers. This document is calculated to create the impression in the minds of disinterested people that the strike has been engineered by outsiders. The officials of the White Pass & Yukon railway and the Pacific Coast railway company, which is the name of the corporation carrying on construction, have become pretty well known in Victoria and Vancouver during the past winter, and the people of those cities will be slow to accept statements to their discredit. It is gratifying to know that nothing has occurred to affect at all seriously either the work of construction or the handling of traffic, and to learn that work will be pushed rapidly forward, so that trains will be running to Bennett by June 1st. The engineer in charge, Mr. E. C. Hawkins, displayed such exceptional skill in handling the extremely difficult work this side of the summit, that what remains to be done to reach Lake Bennett is a comparatively small matter. The company from now on will be operating in Canada, and their supplies will be obtained in British Columbia. As the full plans of the company contemplate a line to Fort Selkirk, it will be seen that carrying them out will mean much for our business houses. The people of the Coast cities of British Columbia ought to give the enterprise their heartiest encouragement, and should take steps to make connection with the Skagway terminus by a fast steamer. If this is done, the White Pass & Yukon railway will become a factor of inestimable value in our business prosperity.

CANADA AS A RESORT.

The Critic, of London, strongly recommends Canada as a pleasure ground, and says that a liberal expenditure of money by Britons on a holiday is about the only way in which the Mother Country can reciprocate any trade advantages which the Dominion may extend by tariff preferences. That there is nothing in Europe comparable to Canada in the respect mentioned, cannot be conceded. Seascenery, climate, sport and luxurious means of travelling are ready to hand, and in those days of fast trans-Atlantic passages the time required for the jour-

ney is not great. The one requisite still lacking is "the fashion." It is not fashionable to come to Canada for a holiday, and the average pleasure seeker goes abroad to be seen as well as to see. How can Canada be made fashionable as a pleasure ground? We fancy that the Canadian Pacific could contribute more to an answer to this question than any other single agency. In these days when so much attention is being given to Oriental matters, it might be possible to excite sufficient interest in the British public concerning the Canadian highway to make it quite the fashionable thing to spend a few weeks in the summer trip to British Columbia. Doubtless to the average Britisher of leisure a transcontinental journey and an ocean journey seem like too strong a combination; but when one knows how little discomfort and how much enjoyment the two afford, he might be induced to turn his face to the West more often than he does when in search of pleasure. We notice that there is much complaint in the south of France and Italy of the absence of the free-spenders of the British. He is going further afield for his amusements. Egypt and other African points attract him. So great are the financial losses in Italy that a discussion has taken place in the parliament at Rome as to how best to avert the consequences. With his old resorts coming into disfavor, perhaps because they have become hackneyed, it ought not to be a very difficult thing to persuade the Britisher and his wife and family that Canada is worth attention as a pleasure ground. The effort is certainly worth making.

ALIENS IN CANADA.

The Columbian says that if the act prohibiting the employment of Japanese in British Columbia is disallowed the case will be carried to the highest court of appeal, because "we have a government in this province that will stand up for provincial rights." This is a funny mistake for our usually well-informed contemporary to make. If the act in question is disallowed, there is nothing to take to any court of appeal. The act simply ceases to be law, and as it had never been enacted.

We may also remind our contemporary that the subject of provincial rights is in no way involved. If the law is allowed to remain on the statute book, and an attempt is made to disregard it, then its constitutionality will come up for consideration, in which case would undoubtedly be carried to the highest court of appeal. It would be the duty of the government in such a case to endeavor to sustain the right of the province to enact such legislation, no matter what might be the personal feeling of its members in regard to the Japanese question. But as far as we have been able to gather from the correspondence between the two governments, no question has been raised as yet as to the right of the provincial legislature to pass the measure referred to. The objection is as to its policy, and the Imperial government is very clearly of the opinion that the act is calculated to defeat the policy of the Empire in respect to Japan. It is for this reason that it will be disallowed, if it is disallowed at all.

In the event of disallowance, the only course which the government could take, if it intend to try and keep the law in existence, is to call the legislature together and re-enact it; but if this were done, a new difficulty would arise. Even if we suppose that a majority of the legislature would vote contrary to the expressed wish of the Imperial government on a matter of Imperial concern, there is no certainty that the Lieutenant-Governor would give his assent to the measure. If he did not, there would almost certainly be an appeal to the courts, but there is no way by which the question can be put into the courts.

It may be found that the decision of the appeal to the Judicial Committee of the Privy Council to test the constitutionality of the act forbidding the employment of Chinese underground may take this whole subject of the jurisdiction of the local house. By section 91 of the B. N. A. act the parliament of Canada is given exclusive jurisdiction over all matters coming within certain classes of subjects, and one of these classes is thus specified: "25. Naturalization and Aliens." Most people read this as though it were "Naturalization of aliens," but it may be held that by it the Imperial parliament intended to deprive the several provinces of the power to deal with the rights of aliens within the Dominion. It can certainly be well argued that there ought to be uniformity within Canada as to the rights of aliens. Previous to the passage of the B. N. A. act the several provinces did not, if we remember aright, exercise, though they may have possessed, the power to deal with the naturalization of aliens or their rights within the jurisdiction of the respective provincial legislatures. If they did, any enactments on such subjects were under the direct supervision of the Imperial government, for the lieutenant-governors were then appointed by the Crown and subject to the direct control of the Colonial Office. It is easy to understand that in framing the B. N. A. act, the question may have arisen as to where the power to deal with such subjects should rest, and that it was deemed best to vest it in the general government.

Some light is thrown upon this point by the proceedings of the Quebec conference, at which the terms of union between the original provinces of the Dominion were settled. The first resolution prescribing the powers of the federal parliament on this point specified "Naturalization" only, but on the motion of Sir John Macdonald it was amended by adding the words, "and Aliens." Later a resolution was adopted declaring it to

be the desire of the conference that the federal parliament should exercise "all powers necessary for the performance of the obligations of the provinces as part of the British Empire under treaties between Great Britain and such countries." The decision of the Judicial Committee may be that this provision of the B. N. A. act debars the local legislature from impairing in any way the rights of aliens as they were enjoyed under the laws existing at the time of confederation.

A MINT.

The Montreal Gazette is very much opposed to the establishment of a mint in Canada. It thinks such an institution would disturb our present system of currency. We are not at all impressed with the Gazette's views. It is quite true that the mint stamp adds nothing to the value of gold, but it is a certificate to a certain value. A miner has a sack of gold. It is worth a certain sum and no more, but he may not be able to get the full value of it. He will always by choice take it to the market where he will get the nearest to its actual value. The Gazette may be able to prove that he will get just as much from it at a bank as at a mint, but the miner will seek the mint, if there is one within reach. Last year an immense quantity of Canadian gold was taken to the United States government assay office at Seattle, because it could be disposed of there at mint prices. While it is perfectly true that an ounce of gold is worth just as much without the mint stamp as with it, if it must pass through a number of hands before it gets the mint stamp, each person handling it will want something, however small, for his trouble, and the miner will have to pay it. Probably if we coined gold in Canada, no very large proportion of it would be in actual circulation, and we do not know that any one wants a gold currency. Most of the gold coin would doubtless flow out of the country, but we would benefit by the fact that the gold was brought here to be coined. We are unable to join with the Gazette in hoping that the government will be firm in resisting the demand for a mint, but on the contrary we would be glad to see the initiative steps taken at the coming session towards the establishment of one.

CANADA'S GOLD PRODUCE.

According to the last report of the Director of the Geological Survey, Canada has taken the fifth place among gold-producing countries. The product of 1898 is put at \$13,700,000, of which \$10,000,000 is credited to the Yukon. We estimate the estimate is rather under than over the actual amount. The best authorities do not accept \$10,000,000 as the limit of last year's yield of Klondike and it is well known that much gold is produced in British Columbia that is never reported. Naturally the Director of the Geological Survey would prefer to give figures that could not be questioned, and even though he may have had good reason to believe that a larger value might be fairly stated.

The gold product of 1898 is likely to show considerable advance upon that of last year, which was \$7,673,000 over the previous year. Klondike may be expected to produce as high as \$15,000,000; Adlin will come to the front with a considerable amount, the mines of Kootenay will increase their output, and together, with a new mining field, the midable showing. There is reason to hope that the value of the output of 1899 will reach \$20,000,000, and that there may be a steady increase for some years to come.

The statistics of gold production in Canada during the last thirteen years are interesting. They are as follows:

Table with 2 columns: Year and Amount. 1886: \$1,385,496; 1887: \$1,187,894; 1888: \$1,098,910; 1889: \$1,295,159; 1890: \$1,149,776; 1891: \$1,295,159; 1892: \$907,610; 1893: \$976,603; 1894: \$1,128,988; 1895: \$2,000,000; 1896: \$2,754,774; 1897: \$6,027,016; 1898: \$13,700,000.

The year 1894 was the beginning of the new era in the history of Canadian gold mining. In 1897 the Yukon makes its first appearance in the returns. Atlin, we assume, be credited with a small amount in 1898.

AN AGREABLE PROSPECT.

A writer in the New York Herald foretells a great food. He does not fix a date, but says it will occur at any moment. The food is to be no small local affair, but to obliterate every vestige of our present civilization. It is not necessary to reproduce his whole argument here, but the principal features of it may be given. At the South Pole there is a great ice-cap. How big it is no one knows, but the writer in question accepts its area at 3,000,000 square miles, which is perhaps not very far astray, and guesses that it is from twelve to twenty miles thick in the centre, tapering to half a mile at the edge. Supposing the average thickness to be eight miles, we have a mass of 24,000,000 cubic miles of ice, and this every one will concede is a tolerable large quantity. Piled up on Vancouver Island, it would load 1,500 miles in the air. The existence of this ice at the South Pole is the cause of the presence of so much water in the southern hemisphere, by reason of the displacement thereby of the centre of gravity to the globe. The accumulation of ice has been going on for no one knows how many centuries. Snow falls during the greater part of the year in the Antarctic zone, and as it never melts, so far as is known, there has been a gradual piling up of ice there.

The result of this has been that the water has been drained off from the northern hemisphere, because, as the centre of gravity moves, any movable part of the earth's surface must move correspondingly, and the movable part being water, there has been a vast depth of old ocean at the south. The depth of water in the southern hemisphere, as compared with that in the northern hemisphere, supports this view. All northern seas are comparatively shallow, although Nansen found the water in the northernmost part of his journey deeper than was expected. Nevertheless there is nothing in the north comparable to "seven miles and no bottom" as has been reported from the south. Furthermore it is interesting to know that some astronomers contend that the shadow of the earth shows it to be larger at the south than at the north, that is to be somewhat pear-shaped.

Our deluge prophet from these data, and from some other regarding the increasing number of ice-burges in southern latitudes, comes to the conclusion that the ice-cap is about to break up, and he claims that when it breaks up, the centre of gravity will be re-adjusted, which will send the accumulated waters flowing northward, and there is sufficient of them to submerge all the inhabitable parts of the continents. It is doubtless quite possible, however improbable it may be, that at any day a mass of the British Columbia may tumble from its moorings into the sea, and if it should, a tidal wave would roll northward, that would submerge every city on the sea coast. This would be only a temporary affair, just like a wave caused by throwing a stone into water. What the New York writer contemplates is something on a much bigger scale. He supposes that the whole 24,000,000 cubic miles of ice will break up, and that the water will permanently alter the level of the ocean, not by reason of the displacement of water, for this spread over the whole surface would be inconsiderable, but by causing the whole ocean to move so as to conform in its position to the new centre of gravity. He says evidence exists that the breaking up process is now in progress.

For aught we know the value of real estate within reach of the forthcoming deluge, the prophet leaves out of his calculations one interesting yet not unimportant fact, namely, that the breaking up of the southern ice-cap would not disturb the world's centre of gravity. The ice broken up would weigh quite as much as it does now, so that unless some counterbalancing weight could be added to the North Pole, the weight would remain where it now is. Nevertheless the question opened up by the article referred to is one of great interest, for we all must desire to learn as much as possible of the conditions prevailing all over the world. It was in 1846 that the great ice barrier on the west coast of Greenland gave way, and if there are signs that the great southern barrier is breaking up, the inference is that the world's theory, which finds acceptance with many well-informed people, that we are yet living in the ice age, and that the earth is approaching a period in its history, when an equitable climate will prevail and the conditions of life will be much more favorable than they are at present. In other words, just as the story of the Paradise Lost may be a recollection of the delightful era preceding the coming of the ice, so the hoped-for Paradise Lost may be the beginning of a new era in the history of our planet, when, so favorable will be the conditions of life, that man will no longer have the incentive of self-preservation to incite him to deeds of violence and wrong.

YUKON SUPPLIES.

The Comptroller of the Mounted Police advertises for the transportation of 250 tons of supplies to Dawson via St. Michael route. Victoria also for 200 tons of broken quantities from Vancouver to Tashig, the route not being specified. In view of the experience of last season and the conditions that will exist this year, this must be characterized as an extraordinary advertisement. It is difficult to believe that the Minister of the Interior can have authorized its publication. The whole matter is especially to the specification of the St. Michael route for the transportation of goods to Dawson. This route cannot be relied upon. It is long, roundabout and subject to great delays. It is next to impossible to learn of the progress of a shipment, so as to be able to provide for a second one in the event of accident. In addition the transportation must be wholly in foreign bottoms, for there is not a Canadian vessel in the lower Yukon. On the other hand, we have Canadian vessels regularly plying between Victoria, Vancouver and Skagway, a railway owned by British capitalists, which by June next will be in a position to land any quantity of freight at Lake Bennett, and a fleet of Canadian steamers on the river between the railway terminus and Dawson. Freight going by way of St. Michael may be the whole season in reaching its destination, with a chance of not getting there at all. On the other hand, freight sent by way of Skagway can be delivered at Dawson in less than two weeks from the time it leaves Victoria. Moreover the latter will be where track can be kept of it at all times. As to the matter of cost, we venture to predict that a lower price could be quoted to Dawson via Skagway than via St. Michael. We note that the date for leaving Victoria is not later than June 3, and the date of arrival at Dawson is not to be later than August 1. Any of the transportation companies would undertake to deliver the whole 200 tons at Dawson by July 1, if it is sent via Skagway.

There must surely be some error in sending out this advertisement, for we would not like to think Mr. Sifton as ill-informed of the conditions of northern transportation as it indicates. As tenders do not close until April 3, and therefore no contract will be awarded until then, there is plenty of time to correct the mistake. British Columbia representatives intend urging upon the department the necessity of recalling the advertisement.

A BANKRUPTCY LAW.

A correspondent directs attention to the need of a bankruptcy law. The Colonist agrees with him that such a law is required, not in the interest of insolvent debtors alone, but in that of creditors as well. The insolvent laws of 1869 and 1875 did a great deal of good. They enabled many a man to get on his feet again, and it is doubtful if the degree of class suffered to any appreciable extent because of them. Undoubtedly under the second act especially there was a great deal of property wasted in legal costs, but this is an objection to the details of the act, not to its principle. We have forgotten in what year the insolvent act of 1875 went out of operation, but it must be nearly twenty years since the country had the advantages of such legislation to any great degree. The experience of those two acts showed that there are in the country a great many people, who are industrious and honest, but who cannot get along because their credit is killed by an overshadowing indebtedness, that they cannot hope ever to discharge. Many of them are only engaged in business in a comparatively small way. Men with large liabilities have a leverage in the very magnitude of their indebtedness. They are kept going because to let them stop would occasion too great a loss. They can also more readily arrange to compromise with their creditors than persons whose debts amount to only a few thousand dollars. It is the small trader, the small business man, who feels the great need of a bankruptcy law. Without betraying the personality of our correspondent, we may say that he would be signs himself an insolvent. He would pay his debts if he could; but as he is situated, he is helpless. With judgments hanging over him, he cannot get credit, and having neither cash nor credit, his position is desperate. Yet he is an industrious and intelligent man, who never wronged another out of a dollar. He has been unfortunate, and, unless parliament comes to his relief, must drag the weight of his misfortune along for an indefinite period. He is only a type. There are hundreds like him in the Dominion, and their inability to get relief, the absolute impossibility of their getting a new start, while in such a condition, is a loss to the whole community. It is to be hoped that the government will take up the subject of insolvency and give the country a law, which will, while protecting the creditor against fraud, give the honest debtor a chance to make a new start in life.

A recent speech of Sir Charles Tupper has led to a discussion of the B. N. A. act, and as to whether it ought in any way to be interfered with. We hardly think any one will seriously contend that under no circumstances should the fundamental act of confederation be amended. He is only a type. There are hundreds like him in the Dominion, and their inability to get relief, the absolute impossibility of their getting a new start, while in such a condition, is a loss to the whole community. It is to be hoped that the government will take up the subject of insolvency and give the country a law, which will, while protecting the creditor against fraud, give the honest debtor a chance to make a new start in life.

Dr. Pope, Chief Superintendent of Education, has resigned. No one doubted his fitness for the responsible position which he has filled for so many years. He was giving the greatest satisfaction to every one. It was deemed advisable by the present government to cut his salary down twenty-five per cent, and he seems to have regarded this as something to which he could not submit. There is nothing that can be done to such treatment of a tried and proved public servant. Dr. Pope has served so long and so faithfully, that he had every reason to suppose that he would not be interfered with, but this did not suit Mr. Martin's views, and we have the result. We can assure Dr. Pope that he has the sympathy of the people of Victoria in the unexpected position in which he finds himself placed, and that the hope of his fellow citizens is that he may enjoy a prosperous future.

The wealth of the Astors, Vanderbilts and Goulds is put at \$900,000,000. The rate of increase is very rapid. Such enormous wealth as this is not a mere personal matter. No small handful of individuals or families can hope to spend the income derived from it. It is a veritable impetum in imperio and while its interests are all for good government and the promotion of prosperity, it is not difficult to see that it may come into collision some time with what the mass of the population regard as desirable. As no one seriously proposes to limit the amount of property which an individual may accumulate, the obligations of the possessors of great fortunes to study how best to harmonize their interests with those of the public becomes very apparent.

The Secret Lies in the Ingredients. Given a certain quality of "this and that and something else" and almost any one can mix paints—so-called—it's merely a matter of "mixing." But what are you "mixing"? Wherefore the "this and that and something else"? Don't know? It's your undisputed right to know when you put your money. If the ingredients are pure and true to name you can look for BEAUTY OF TINT, RICHNESS OF LUSTRE, DURABILITY, COVERING CAPACITY. If you don't get these you are not using the Elephant Brand of ready-mixed paints, for they give you all of these. They are made of ingredients which we know to be right, because we make them. The moral is there as plain as if it was printed in letters of fire.

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Down to a Fine Point! Are our prices, when it requires a magnifying glass to see them. Call and see us. We are pleased to quote prices. Fresh Island Eggs, 25¢ per doz. Corn Starch, 3 packages for 25¢. Smyma Figs, 1 lb. Boxes, 25¢. 7 lb Tins Scotch and English Marmalade. Morgan's Eastern Oysters. Dixie H. Ross & Co.

B.C. YEAR BOOK, 1897. By R. E. GOSNELL. Cloth... \$1.50 per copy. Paper Cover... 1.00 per copy. THE TRADE SUPPLIER. This book contains very complete historical, political, statistical, agricultural, mining and general information of British Columbia. Profusely illustrated. Some comment has been made upon the fact that the Queen did not send any telegram to Kipling, while the German Kaiser did. It is a little late in the day to criticize Her Majesty's course in matters of this kind. There is no reason to feel surprised that she did not send Kipling a telegram; but there is considerable ground for wonder that her fidgety grandson did.

CARTER'S LITTLE LIVER PILLS. CURE SICK HEADACHE. Sick Headache and relieve all the troubles attendant on a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the side, &c. While their most remarkable success has been shown in curing... FARM FOR SALE—About half value, 188 acres of good land on the Kootenai river, 5 1/2 miles from Cowichan station, E. & N. railway; 140 acres enclosed; 60 acres pasture; timber, orchard, house, barns, etc.; good water and fishing, etc.; government land, 100 acres, also enclosed; if required, reasonable person; got to be sold or given away; call meet purchasers at the station; come and see this property and tell your price, etc. Apply L. B. 33 Birdcage Walk, Victoria, B. C. FOR SALE, CHEAP—Leaving the country. One of the best beautiful homes on Vancouver Island; on the Quamichan Lake; 3 miles from Victoria (Duncan); 60 or 115 acres, as desired; nearly half cleared; 13-room house; hot and cold water; large double barn and other buildings; close to fruit-class trout and salmon fishing, shooting, etc.; also to good tennis club. Apply to L. B. 33 Birdcage Walk, Victoria, B. C.

GRATEFUL COMFORTING. Distinguished everywhere for Delicacy of Flavour, Superior Quality, and Nutritive Properties. Especially grateful and comforting to the nervous and dyspeptic. Sold only in 1 1/2 lb. tins, labelled JAMES EPPS & Co., Ltd., Homoeopathic Chemists, London, England. BREAKFAST SUPPER EPPS'S COCOA. GREAT BRITAIN AND THE PROVISIONS OF THE TREATY OF UTAH. The provisions of the Treaty of Utah are held to be the rights of subjects of the British Empire. In British possessions, as follows: Lower Times, as a consequence of the Treaty of Nanking, signed 1842; "There shall henceforth be a friendship between Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and Her Majesty the Emperor of China, and between the subjects of Her Majesty the Queen and the subjects of His Majesty the Emperor of China, and between the subjects of His Majesty the Emperor of China and the subjects of Her Majesty the Queen." 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HORSELESS CARRIAGES

Vancouver Promised This Most Modern Luxury for a Very Early Date.

Perfect Thoroughfares of the Future When the Last Horse Has Disappeared.

From Our Own Correspondent.

Yancouver will soon have an opportunity of witnessing a practical demonstration of the working of the horseless carriage which are creating so much favorable comment at present in the Eastern cities.

The automobile has passed the experimental stage and has already reached as high a degree of perfection as the bicycle had ten years ago.

There are also a number being introduced in the city of Toronto, the tests of which have been exceedingly satisfactory.

Another point connected with the displacement of the horse is undoubtedly that of cleanliness.

The parties above alluded to have formed a very strong company and will enter into the business at once.

NEGOTIATING A LOAN.

Japan Government Reported To Have Secured Ten Million Pounds.

Japanese advices to the 25th proximo, or up to two days after the sailing of the R. M. S. Empress of India from Yokohama, were received by the Northern Pacific steamship Victoria on Saturday evening.

According to a Tokio message, Mr. Kato, Japanese minister to London, has been carrying on negotiations, in accordance with the instructions of the government, with capitalists in London for a loan of 10,000,000 pounds sterling.

The Shanghai Mercury learns from a trustworthy source that Nanking will be almost immediately declared an open port.

A SEAT LEFT VACANT.

Ald. Langley Bows to the Court's Decision and Retires From the Council.

Will Investigate the Sorby Scheme - Mr. Snider to Bail the Fire Hall.

In two hours last evening the members of the Victoria city council disposed of a volume of business that not one, but several councils of the past would have spread over a series of protracted sessions.

The petitioners will be notified to this effect: "2. Regarding Mr. Thornton Fell's request for a sewer to be extended to his property on Cadboro Bay road.

Japanese Training Ship to Visit Esquimalt Next Month - February's Shipping Review.

An interesting historical sketch of the steamer City of Columbia's troubles which are known more or less by mariners from New York to the Cape and in the San Francisco Call.

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THE EDWARD O'BRIEN WRECK.

The Alameda brought the wreck of the American ship Edward O'Brien. The vessel left Depart Bay as heretofore stated on the 15th of February.

A RESUME OF TRADE.

R. P. Ribbet & Co.'s monthly freight and shipping report for February says: "Absence of business and the prospects of another dry season have had a serious effect on the market."

THE DRIGO A WRECK.

Piles High on the Rocks of Midway Island in a Dense Northern Fog.

Passengers Undisturbed by a Most Prolonged Shipwreck - Salvaging Preparations.

The intricate and treacherous ways to the south of Juneau that witnessed the burning of the Clara Nevada and the going down of the good steamship Mexico, claimed still another victim on Thursday night last.

The Drigo was of much the same type as the Farallon, commanded by Captain Geo. Roberts, and in the Southern trade ground.

GOVERNMENT.

Captain Black Talks of the Progress Being Made in This Rich District.

The St. Anthony Company Adopt the Maxim of "What We Have We'll Hold."

From Ashcroft to Barkerville, a distance of 285 miles, more than eighty teams, six and twelve horse, are freighted, and from the present outlook, instead of, as now, shipping for the year from 150,000 to 200,000 pounds of freight per week, the quantity will be largely increased.

FROM SNOWY REGIONS.

Steamer Cottage City Returns From a Stormy Trip to Alaskan Ports.

At midnight last night the steamer Cottage City arrived from the North coast with 69 passengers, all of whom, with few exceptions, have been railroad hands.

CHANGES POSITIVE.

Mr. S. H. Matson Appointed Manager of New Canada Insurance Company.

THE PAVONIA.

Liverpool, March 10. - The reported arrival of the Canadian steamer Pavonia off Holyhead in tow of two tugs is believed to have been premature.

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