The Weekly Times

Victoria, Friday, March 9, 1894.

REDISTRIBUTION.

Pusuant to their most recently adopted line of tactics, the ministers yesterday had very little to say in reply to the criticisms on the redistribution bill, falling back upon the pretence that the criticisms were not worth answering. It was clearly shown that the scheme was based on the old sectional lines, Mainland and Island being treated as distinct parts of the province. To this the ministers do essay a reply, it is true, by calling attenion to the fact that Comox is made to straddle the gulf and take in a corner of the Mainland. But in the same breath they talk about the Island having 14 representatives and the Mainland 10, which shows how little importance they themselves attach to the Comox straddle. What a poor reply is this to the contention that the people of the province should be dealt with collectively and no dividing line recognized. To Mr. Brown's sensible plea that districts showing similar conditions should be represented proportionately to each other the ministers have nothing to say, leaving the fact to be inferred that so rational a plan would ot suit their convenience. There is in fact, no distinct plan or principle running through the bill; it is simply a piece of cutting and carving on arbitrary lines. In no one part is the idea of proportion fairly carried out.

One principle adopted by the government, according to the statement of the chief commissioner, was that outlying districts of large area should be given greater representation in proportion to population than the more accessible and densely-peopled sections. This is a principle to which no one offers an objection, but how has it been carried out in the bill? Mr. Brown pointed out that the concession to the outlying districts is made at the expense of only one nearby section, namely, the lower Mainland. That is not fair or just, and no wonder the ministers could say nothing in reply to the charge. Then they directly violate their own rule by giving Comox only one member while they give Esquimalt two, though the population of the former is at least equal to that of the latter. If they had kept to their own rule they would xhave given the large outlying district two members and the small, nearby district one.

The government spokesmen had nothing whatever to say in regard to the inconsistency shown in dividing some districts and leaving others undivided. The government organs are also perseveringly silent on this point. Of course the reason for their silence is that absolutely no defence is possible for the discrimination. If the principle is right, as the government and its friends say, it should evidently have been applied in all cases, not a few only. The partiality of its application is a barefaced scheme to benefit the government, and perhaps the ministers did well to attempt no defence in this particular further than to repeat the now familiar assertion: "There is nothing to reply to." The term "gerrymander" was originally applied to Governor Gerry's scheme of cutting up districts into fantastic shapes for the benefit of his own party, but its application is now extended to cover just such devices as the Davie government has here adopted. In this view the bill is undoubtedly a gerrymander of the most pronounced kind.

That was a curious piece of reasoning in which the chief commissioner indulged as to Esquimalt and Cariboo, and naturally evoked comment from Mr. Brown Both districts are progressing and both promise well for the immediate future, yet it is but right, says Mr. Vernon, that Esquimalt should be left as it is and Cariboo should be reduced. The chief commissioner's want of logic here was an unintentional illustration of the manner in which the whole scheme has been drawn up. As for the matter of progress, is there any one district in the whole province that does not promise as well in this way as Esquimalt? Why should the government have made a special pet of that district any more, say, than of Victoria district or Okanagan? The latter district is an important one, and gives much greater promise of immediate development than Esquimalt, yet it is given less than a third of the representation, in proportion to population. The chief commissioner might have been expected to put in a word for the district which he is supposed to represent in particular. Mr. Pooley talked about the navy, but the navy has nothing to do with the political affairs of this province.

It was too bad of Mr. Brown to throw "Trans-Cascade" and "Cis-Cascade" in poor Mr. Turner's way. The finance minister tripped over the formidable phrases most alarmingly, being apparently of the opinion that "trans" means on this side and "cis" means beyond.

Col. Baker spoke most enthusiastically on the Comox straddle as furnishing a link between Island and Mainland, though a proper redistribution scheme would have rendered needless any such fantastic linking as this. But the spectacle conjured up of Mr. Hunter with one foot on the Mainland and the other on the Island had a touch of poetry about it. Hon. Col. Baker, as Cassius, loquitur:—

"Why, man, he doth bestride the narrow world
Like a Colossus, and we petty men
Walk under his huge legs and peep about
To find ourselves dishonorable graves."

There was a ring of pathos in the finance minister's allusion to Falstaff's "intolerable deal of sack to a half-penny worth of bread." The hon. gentleman no doubt had in mind the near approach of the time when the government will get the sack without any bread at all.

NO DEFENCE YET.

All objections to and criticisms of the redistribution bill are dismissed by the government as "feeble," not worth replying to, etc. Still it is a remarkable fact that not one of the ministers or one of the organs has the courage to allude to the discrimination in the matter of dividing up the districts shown in the bill. They acknowledge by their silence that this is a dishonorable dodge for which no defence is possible, and perhaps they are to be congratulated on having so much conscience left as to be ashamed of it. Even the premier let the debate go by default rather than show by pointedly ignoring this feature of his bill that he could not justify it. Nor is there any answer to the charge that the government adopted other rules in framing the bill only to break through them when it seemed to their advantage to do so. The ministers' professions of anxiety to do well by the outlying districts is shattered by a comparison of Esquimalt and Comox, but they and their newspapers are absolutely dumb on the subject. They make a hypocritical pretence of putting down sectionalism by running one constituency across the gulf, while their whole scheme is by their own confession built on sectional lines. They make allowance for progress in one district and not in others where the progress is more evident. The government has, in short, shown even more than its usual hypocrisy in its treatment of redistribution.

THE OMITTED COLUMN.

The government organs have been parading a set of figures giving the annual revenue of the province since the year 1887, and shouting that everything is well so long as the income has increased in this way during seven years. They say nothing about taxation having been increased, apparently trusting to their readers having very short memories. They are equally silent as to the expenditure having very largely exceeded the revenue during the seven years, the excess having been made up from borrowed funds. We take the liberty of supplying the defect in the little table which our contemporaries have been exhibiting with so much pride by adding a column showing the outlay. It then appears in this shape:

	Revenue.	Expenditure.
1887	$ 537,335	$ 713,151
1888	598,252	745,975
1889	698,055	816,267
1890	835,463	911,408
1891	959,248	993,755
1892	1,020,002	1,370,431
1893	1,012,257	1,431,438
Totals	$5,660,612	$6,982,425

A glance at this table will satisfy any person that if the revenue has been "upwards and onwards" the expenditure has been much more so. In every year there is a deficit, and for the seven years the total excess of outlay over expenditure is $1,321,813, which of course was met by so much borrowed money. The loan is now practically exhausted, so the continuance of the expenditure on the same scale means the borrowing of more money or else increased taxation. And even if the former alternative is chosen, the increased taxation will come as well at no distant date, for the annual interest burden is always increasing. If the people of the province do not understand the situation now, they will have their eyes opened shortly, when they are asked to increase their contributions to the provincial treasury in order to pay for the carnival of the Davie combination. They will then perhaps recall to mind the little tours in which ministers indulge at the public expense. They will remember that the premier's brother for months got a nice fat salary out of the treasury, for which he rendered no service. They will take pleasure in the recollection that though the province was living far beyond its income, the government insisted on voting an extra ministerial salary, which, on the authority of the World, is to be used as a bribe to Vancouver. They will be sure to recall the words also uttered by the World in regard to the expenditures on public works: "Without specifying where it occurred, we are aware of cases involving thousands of dollars expended, whilst the return or value received did not amount to one-third the sum paid." We may, by the way, commend this declaration from its fellow organ to the attention of the Colonist, which refuses to admit that any of the public money has been wrongly expended. Other people besides the World know that thousands of dollars have been spent on jobs here and there where a large proportion of the money has been wasted, and that while the government was borrowing with one hand it was feeding greedy supporters with the other. If the people of the province are wise they will stop the carnival now, so that they may not have to look back with regret from the time when the sharp pinch of taxation quickens their memory. The government is enjoying the dance, but the taxpayers will have to meet a nice large bill for the piper if they let the fun continue.

Montreal Star: Mr. Taylor, of Leeds, had the bad taste to get into a wrangle with a representative of the Patrons of Industry over the acceptance of railway passes by a member of parliament. That is not a point which M. P.'s will find it profitable to discuss with the farmers. These gentlemen of the plough can only with difficulty comprehend why a member of parliament should draw his mileage from the government for travelling and then travel on a "pass." If they sent a cheese seller to the market town and paid his railway fare, only to learn afterwards that some of the principal cheese buyers presented him with a free railway ticket regularly and that he quietly pocketed the money they voted him for buying that ticket, they would say unpleasant things about the said cheese seller. And when they come to understand it, that is somewhat the way they are going to feel about members of parliament travelling on railway passes down to the capital to protect the rights of the farmers against "the greed of railway corporations," and then quietly taking the people's money as mileage by way of memento. This is a discussion that the shrewd ministerial "whip" should avoid.

The Ontario public accounts show that the total receipts last year were $6,330,785, including a balance left over from 1892 of $63,787. The receipts include $1,116,872 subsidies from the Dominion government, crown lands department, forests and woods, $1,757,005. The expenditures included civil government, $241,621; legislation, $138,924; administration of justice, $380,652; education, $662,529; maintenance of public institutions, $778,839; immigration, $7,231; agriculture, $169,573; hospitals and charities, $164,896; repairs to public buildings, $8,089; colonization roads, $112,166; annuities, $174,200, making at total of $6,320,285, leaving a balance of $75,016 at the close of the year. The total expenditure on the new parliament buildings last year was $159,690. The total spent on the buildings so far to date is $1,267,290. There was a surplus of revenue last year over expenditure of $75,000.

Speaking of the proposed extension of the E. & N. railway, the Vancouver World now says: "It is not likely that any assistance will be asked or extended to (by?) the provincial government, but as the construction of the line will come fairly within the meaning of the Dominion railway act, and deemed to be in the public interest, there is no reason why it should not receive the statutory grant of $3,200." As our readers may remember, the World spoke differently a few weeks ago, for it then thought that "the extension of the line would be entitled to the Dominion statutory grant of $3,200 per mile and recognition at the hands of the provincial government." We are left to infer that the government has thought better of it.

Montreal Witness: Senator Howlan's appointment as lieutenant-governor of Prince Edward Island is of an almost purely partisan character. Mr. Howlan's recent record has not been such as to recommend him in the opinion of patriots to a position of such high honor, where there should be no suspicion of partisanship. Senator Howlan has made himself the champion of that grotesque extravaganza held up as a glittering bribe to Prince Edward Island people, a tunnel under Northumberland Straits. The government pretended to consider the scheme, and put Senator Howlan forward as its promoter. Then when the elections came on Senator Howlan resigned from the Senate to run as the leader of the government party in the Prince Edward Island campaign. In spite of his great bribe he was defeated. The government consoled him by again placing him in the Senate. The tunnel affair was rendered more or less of a scandal by a squabble between Senator Howlan and the chief engineer over a question of the responsibility for wrong expenditure of some of the moneys appropriated for the surveying of the locality of the proposed tunnel. Now Senator Howlan is made lieutenant-governor as a reward for such doubtful services to a people who would have none of him as a representative unless forced upon them.

GALLAGHER VS. HORNE.

In the Supreme Court at Vancouver—Plaintiff's Claim.

The following is a copy of the statement of claim of the plaintiff, Gallagher, of the Nanaimo Telegram, in his suit against Mr. J. W. Horne, M.P.P.:

To preparing for and arranging election campaign, including requisition to yourself to become a candidate, your reply thereto, and arranging same for press	
To preparing preliminary address to electors, and for supplementary address and arranging same for press	
To preparing and drafting campaign speeches	
To private and special correspondence and compiling and arranging information in reference to the provincial situation for your use	
To arranging private details for committee work	
To drafting correspondence on public and private matters	
To speech for Cotton banquet and preparing copies for press	
To correspondence and private business during your illness, July and August, 1890	
To preparing articles and advertising foreign Mission City	
To drafting letters re government park reserve between New Westminster and Vancouver to government, City Council and for press	
Ditto re North Arm road	
To preparing you for work of legislature and compiling information re separate judicial district and registry offices	
To preparing speeches re same in legislature and work connected therewith	
Ditto re Burnaby shoal	
To preparing letter to secretary Trades and Labor council re public meeting and preparing same for press	
To general assistance in legislature work	
To services re "Telegram"	
To preparing work for legislature re "Telegram"	
To looking after private business	$1,600 00
By paid on note	300 00
Balance due	$1,300 00

OUR ENGLISH LETTER.

One of the Longest Parliamentary Session of Modern Times.

THE RECKLESS POLICY OF SALISBURY

Possible Split Between the Tories and Unionists—Wedding of the Great Ale-Maker's Daughter—The Disastrous Effect of the Coal Miner's Strike.

Southport, Feb. 14.—Both houses of parliament met again this week, the sitting of the house of commons being the 217th since the session opened. The session, it is pointed out, is the longest of modern times—if, indeed, it is not the longest ever known. During the past fifteen years the average length of a session has not been much more than 130 days. In 1892, when the general elections took place, parliament sat during the two sessions for less than 100 days, and there have been sessions during the present century when the sittings have only numbered 80. The present session is remarkable, not only for its length, but for the fact that more than a year has elapsed since it was opened, it having begun on January 31st, 1893. How long the house of commons will sit without being disturbed by a general election depends entirely upon the house of lords and the temperament of the cabinet. Members of the Gladstone Liberal party have no desire for a struggle in the country just yet. This feeling is shared by the Unionists as a whole, but the latter will not do anything to avert the crisis, and if it pleases the lords to stand by their own amendments, Mr. Chamberlain and his friends will support them. The professed intention of the ministers is to carry on, in spite of the lords, certainly until the autumn, when an appeal to the country will become a possible complement of the present conflict. Their wish is to pass a new registration bill, with one man one vote, and the measure would, if it became law, give the Gladstonian Liberal party, it is believed, a material advantage at the polls. In any case it is assured by those likely to speak with authority that the government will not immediately dissolve parliament.

Although the announcement of Mr. Gladstone's retirement was premature, it is not at all unlikely that it may come soon. Wonderful though his vitality is, considering his years, it is apparent that he is frail and that his powers are wandering. By the strictest attention to the regimen prescribed for him he may be able to stave off his withdrawal from public life, but it is obvious that he cannot for any long period continue to undertake the responsibilities of leadership. His eyesight is failing, his hearing is defective, and these infirmities impose an extra strain upon him. Very little, however, would suffice to incapacitate him for work.

The lords have become more and more courageous in the slaughter of Gladstonian bills. The employers' liability bill was mutilated out of all use or value, and the parish councils bill has been treated still more barbarously. Both measures were intended to confer great benefit on the workers, and both have been destroyed by the selfish tactics of the non-workers. Lord Salisbury has led his followers in a resistless crusade of legislative wrecking, the man-and-a-boy party of the government's followers standing helplessly by to witness the slaughter and to mutter unattended protests. Lord Salisbury's attack on the parish councils bill has been just a degree too reckless. He quite ignored the Duke of Devonshire's contingent, and in the massacre of every clause of value he exceeded the toleration of his Unionist compeer. Lord Salisbury set out to achieve the total ruin of the bill, and overstepped the mark in trying to throw rental burdens wholly on the poorest of occupiers. The ducal worm must turn some time, and his grace of Devonshire openly disavowed the policy of his leader. Lord Salisbury's recklessness produced a Unionist revolt, which may end possibly in a historic party breach.

Speculation is rife as to how far the disavowal threatens to separate the Conservative and Unionist hosts, and how far the Conservative coldness is likely to force the backsliding Liberals into their old-time groove. In their maltreatment of the parish councils bill they have shown themselves as much opposed to English as to Irish reform; and if the arrogance of the lords be appreciated by the electorate the Gladstonians will have vast cause of thankfulness to the enemy. Lord Salisbury has done them a greater kindness than writing a book. He has said countless indiscreet things, and when the political controversy is transferred to the country, though it be fought on the confusing method of platform contradiction, the workers will probably make themselves heard.

Just as the jubilee of the Queen was celebrated by a great exhibition in Manchester, so it is proposed to mark the opening of the ship canal enterprise by an exhibition. The exhibition will be held in September and October next at Manchester. The products of India, Canada, Australia, Jamaica, Ceylon, etc., will be shown, and a special point will be made in showing them in connection with the development of trade by the ship canal. One-third of the exhibition space will be devoted to the colonies; a special building will be erected for machinery, etc.; arts and crafts will be shown in actual operation, and there will be many other features of interest. Some of the best bands in the country have been engaged, and, mindful of the popularity of the fairy fountain of the Jubilee exhibition, a similar source of attraction will be introduced on this occasion. The title of the show will be the British and Colonial Industrial Exhibition.

Everybody agrees that Miss Bass' wedding with Mr. Baillie of Dochfour was extremely well managed. The Hon. Nellie Bass, Lord Burton's heiress, carries with her a great fortune (some say that the settlements were represented by five figures), so that the happy bridegroom may consider himself in every sense a fortunate man. There were ten bridesmaids, which is a little in excess of even a royal ceremonial. Never in our time has a subject of the Queen outside the family circle received so many presents, between five and six hundred being on show at Chesterfield House. The large ball room almost resembled a fashionable curiosity shop, the tables and walls being literally covered with knic-nacs, jewelry and curios of every sort and kind. Two tiaras and a fringed necklace were very much admired, while the pearl and diamond coronet, originally made for the Duchess of York, must be of immense value. The Duchess of York herself forwarded a small fan bearing an inscription of good wishes from Victoria May.

A parliamentary return just published shows that on the 31st of December last England had 15 first class battleships, France 9, Russia 9, Germany, Italy 9 and Austria none. England at the same date was building or preparing to build 7 first class battleships, France and Russia six each, Germany and Italy three each and Austria none.

Mr. John Galloway, head of the well-known engineering firm at Manchester, died at that place this week at the advanced age of 91. He was regarded as the father of the iron trade in the district, and his firm made the first engine which ran between Manchester and Liverpool. They were also the constructors of the pier at Southport, which is one mile in length, and which was erected thirty years ago.

Every week there are recorded numerous accidents in the football field, and one I noticed this week, which no doubt would be of interest to your readers, and that was of Lieut. Sir R. Arbuthnot, bart., which took place at Portsmouth while playing in a match. He was thrown and had his shoulder dislocated. Another young man named Baker died at Banbury infirmary from the result of a football accident while playing for Jesus college, Oxford.

At the meeting of the Great Northern railway company, held yesterday, Lord Colville said that the loss to their company owing to the coal strike was £280,000, and this represented the reduction of dividend as compared with the corresponding period of 1892. The revenue was the lowest for eleven years, and this was partly accounted for by the greatly increased working expenses, a considerable portion of which was owing to reduced hours, increased wages and the serious requirements of the board of trade. The trading interest was dominant in both houses of parliament, and he suggested a combination of railway interests for mutual protection. He was glad to say that there was an improvement in trade, and that the receipts since the 1st ult. had increased about £3,000 per week. The Lancashire & Yorkshire railway receipts last week were £5,378 better than in the corresponding week of last year, about four-fifths of the improvement being in merchandise, minerals, etc. A year ago, however, the traffic was seriously affected by the wages dispute in the cotton trade. For the first six weeks of this year the company's receipts are £30,389 better than those of a year ago.

It is announced that, partly as the result in the fall in the price of silver, it has been arranged to hold a congress in Liverpool in Easter week of representatives of the gold and silver trade. Among the subjects to be considered are —(1) The abolition or retention of the plate licenses; (2) hall marking; (3) the promotion of technical schools for apprentices and of manual training in elementary schools.

The inquiries received by the leading lines of Atlantic steamers for passages to Europe this spring encourages the expectation that the number of American travellers will this year not only reach the average, but exceed that of the last two or three years. The two largest and fastest steamers in the trade, the Lucania and the Campania, after a short overhaul in the dry dock, resume their sailings, the former on the 24th inst., and the latter on the 10th March. The commercial community is still further interested in the resumption of these vessels' sailings, as they will thereby be given a fourteen days' course of post between Great Britain and the United States, only possible by their means and the Queenstown route. The other lines' fast steamers will also be in evidence in the course of another month, and all complaints of delayed mails through the necessary employment of slower boats for a short period in the depth of winter will be obviated and the American and British public be given a facility for correspondence unequalled by any other in the world.

A terrific storm raged throughout Great Britain last Saturday and Sunday, doing a large amount of damage and causing the loss of a great many lives. The velocity of the wind in some parts was at the rate of 40 miles an hour. However, yesterday was a perfect summer's day and it keeps mild and open weather today. There are indications of a very early spring.

I overheard on the street yesterday a conversation between two matrons of apparently modest station in life. They asked with well-simulated enthusiasm after the other's family. "You wouldn't know the baby now," quoth one dame. "He is getting such a big boy. And isn't he clever. Why, if you say anything to him he says, "I'll spit in your eye!" "Dear little soul!" ejaculated the other, with womanly sympathy. Yours,

JOHN HALL.

A Railway Rumor.

A special to the Review from Victoria, B. C., says: Negotiations are pending between D. C. Corbin, president of the Spokane Falls & Northern railroad company, and William C. Van Horne, president of the Canadian Pacific railroad, by which it is believed that the former road will be taken in charge by the Canadian Pacific by May or June of this year and operated as a part of that transcontinental line. The authority for this statement is a Canadian Pacific official, who says the Canadian Pacific has for some time had its eye on the Spokane Falls & Northern road as a necessary branch to an important freight field and recently has aided Mr. Corbin in every possible way to extend his road, which is the only road running out of Spokane not operated by a transcontinental line. About the time that the Spokane road was pushing its line into British Columbia the Canadian Pacific was doing equally good work just east of the Rocky mountains in taking the narrow gauge road from Dunmore to Lethbridge and changing it into a standard gauge. This gave it a connection with the Great Falls & Canada road, from Lethbridge to Great Falls, Mont. From Lethbridge surveys were run out to Fort Macleod to connect with the branch running from Fort Macleod through Calgary, on the old Canadian Pacific line to Edmonton. A work kept more secret was the running of surveys through Crow's Nest Pass to Nelson and then by a detour to Slocan Lake and Nakusp. Surveys are now being made from Nakusp to Revelstoke, and as soon as this line can be built it will be operated. The Spokane road now runs into Nelson, and when the Canadian Pacific is completed from Fort Macleod to Nelson it is intended to use the Spokane road and operate it as a Canadian Pacific property. As to the Nelson & Fort Sheppard, the Canadian Pacific will purchase that and use it as its main line when the cut-off to the coast is built. The latter will open up the Okanagan mining region as it goes.

Work will be started on the Crow's Nest line as soon as the weather will permit. The deal with Mr. Corbin will be closed in four to six weeks at most, and next year regular Canadian Pacific trains will be running into Spokane.

Cement for Horse Hoofs.

The Veterinary College in Paris recommends the following composition for stopping splits and cracks in horses' hoofs: Two parts of gutta-percha should be softened in water and divided into small pieces and melted together with one part of crushed sal ammoniac, over a gentle fire in a tinned iron pan, carefully stirring the melting mixture until the mass has assumed the color and appearance of chocolate. Before use the cement should be again melted and then applied with a heated knife blade, just as a glazier uses his putty, the hoof having previously been carefully cleansed. The cement becomes so hard that nails can be driven into it.

American.

Charleston, W. Va., March 3.—A special just received states that thirty men burned the railway bridge at Cabin creek, near Coalburg. It is thought the men are doing this to get tramps away from Eagle. Sheriff Silman and a posse are on the ground, but he has not reported.

It is not Sawdust

We use in making **INDURATED FIBRE WARE**. Some people think it is, but they are mistaken. We use nothing but the longest and strongest Wood Fibre, pressed into shape without seam or joint of any kind, and Indurate it by a patent process which renders it impervious to heat, cold and liquids. **INDURATED FIBRE WARE** imparts no taste or smell to its contents, and is the lightest, tightest, sweetest and most durable ware ever made.

Ask for EDDY'S

PERRY DAVIS' PAIN KILLER

WILL QUICKLY CURE

DIPHTHERIA, QUINSY, COLDS AND COUGHS

"When I was a Boy,"

Writes Postmaster J. C. WOODSON, Forest Hill, W. Va., "I had a bronchial trouble of such a persistent and stubborn character, that the doctor pronounced it incurable with ordinary medicines, and advised me to try **Ayer's** Cherry Pectoral. I did so, and one bottle cured me. For the last fifteen years, I have used this preparation with good effect whenever I take

A Bad Cold,

and I know of numbers of people who keep it in the house all the time, not considering it safe to be without it."

"I have been using **Ayer's** Cherry Pectoral in my family for 30 years, with the most satisfactory results, and can cheerfully recommend it as being especially adapted to all pulmonary complaints. I have, for many years, made pulmonary and other medicines a special study, and I have come to the conclusion that **Ayer's** Cherry Pectoral occupies a position pre-eminent over other medicines of the class."—Chas. Davenport, Dover, N. J.

Ayer's Cherry Pectoral

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Prompt to act, sure to cure