

THE COAST AND THE INTERIOR.

Saturday night's meeting in this city, when rightly understood, showed in a marked manner how closely identified are the interests of the Coast and the Interior, and will, we hope, be the first step towards a complete understanding on all questions between these two sections of the Province. The object of the meeting was to promote an enterprise, in which, it is true, the Coast is greatly interested, but which means very much to the Interior. Who were the men who asked the Mayor to call that meeting? At the head of the list we find the names of Mr. James Dunsmuir. The last signature procured before the petition was handed to the Mayor was that of R. P. Ritchie & Co. Between these two names were those of some of the strongest business houses in the city, and the only reason why every business house was not represented upon it was because of the holidays, which kept every one so busy that only a comparatively few people could be seen. But the list, as it stands, is one that shows the business men of Victoria to be eager to do all in their power to promote the interests of the Interior. We concede freely that this eagerness is not wholly disinterested. Our affection for the Interior is not a platonic one. We will concede, for that matter, that it is not in the least disinterested. We are writing to practical people about a practical matter, and are not going to be so absurd as to claim that the interest which Victoria takes in the Interior is purely a sympathetic one. It is a practical business interest. The two localities have almost every interest in common, and the Victoria people have shown that they recognize this.

With the result of Saturday night's meeting before us, we think we can assure the people of the Interior that they can count upon the assistance of this city in any effort that may be necessary to secure the railway construction that they so much need. We have noticed in a late issue of the Toronto Globe a statement that the construction of a railway through the Boundary Creek country is not thought to be necessary this year. By whom, we ask, is it not thought to be necessary? The contention of the speakers and the resolution adopted at Saturday night's meeting were that it is necessary; the opinions expressed at public meetings at Grand Forks and Trail, and by the city council of Rossland, were that it is necessary; the voice of the Kootenay press is a unit as to its necessity, and we think that these meetings and these newspapers are quite as able to form an opinion on the subject as the Toronto Globe. Our contention is, and we are satisfied that it will be endorsed by the whole of the people of the Coast and the whole of the people of the Interior, that delay in this matter may work great injury. "Time is the essence of this matter," said the Hon. Mr. Turner in his Saturday night speech. That this is true will be testified by all who have taken the pains to acquaint themselves with the facts. There is no time to wait while rival competitors for franchises settle their differences. The men who have been developing the Boundary Creek country have, in very many cases, gone almost as far as they can under present conditions. They have thousands of tons of ore out and are waiting for means of shipment. Money is needed for the further development of this great region, and it is all ready to be invested, but it is useless to expend it unless there is an immediate prospect of better means of communication. Let a railway be begun from Penticton to the South this year, and those who are interested in the Boundary Creek country will begin at once to get ready to ship ore the moment the road is completed. Delay completion, and the men who own the money will look elsewhere for investments, and all the work of interesting capital will have to be done over again. All this may seem unimportant to the people who look through the same spectacles as the Toronto Globe; but, if so, we believe it is only because they do not understand the facts of the case as they exist.

We confess to an utter inability to appreciate the position taken in this matter by the Vancouver World, which tries to make it appear that the only agitation now made for the construction of a line into the Boundary Creek country this year is in the interest of townsite boomers, and that every one else is ought to be satisfied with postponement. Fortunately for British Columbia the federal ministry know the situation and its exigencies too well to be misled by such unjustifiable assertions, and we doubt if its members will thank the World for coming to their support with such balderdash. We question how much the Minister of Railways will feel gratified over the implied inference that he was willing to recommend a subsidy to Penticton in the interest of townsite boomers, and that he was only prevented from so doing by the heroic efforts of Dr. Milne to secure \$50,000 for the Victoria, Vancouver & Eastern charter. We think the World neither does itself or the Province justice in treating this question as it does.

The interest of the Coast in this matter arises not only from the fact that

everything that tends to promote the prosperity of one part of British Columbia must necessarily benefit all the other parts. We have a much more direct concern in the matter than that. Misdirected influences may prevent the construction of a Canadian line into the Boundary Creek country this year; but it will not prevent the United States roads from reaching out for the business of that promising country. Let the United States roads get there first, and the Coast will have to fight for a part of the trade that it can secure in its entirety if the Canadian line is built first. But if it is the interest of the Coast that the Interior should be developed, it is no less the interest of the Interior that the Coast should be prosperous. The Coast cities will remain important commercial and financial centres, and mining and other business propositions from the Interior will always be benefited by the fact that in these cities there will be strong influences, financial and otherwise, that can be relied on to aid in their promotion. The muddle in railway matters will not be wholly to be regretted, if it shall lead the people of the Coast and of the Interior to see how much they have in common, and how absurd it is to say that their interests are in any sense antagonistic.

QUARANTINE AGAIN.

Senator Macdonald moved a resolution in the Senate not long ago which was adopted. It urges upon the government the necessity for employing the latest improvements in sanitation and disinfectants at William Head, the perfection of arrangements to secure as great comfort as possible to passengers, and the adoption of the policy of fumigating and disinfecting steerage passengers from the Orient before embarkation. Copies of the report of the Colonist were read, and the discussion showed how great an impression the incident of the Empress of China has made. It is fair to say that none of the speakers, even by inference, censured Dr. Watt for his conduct in that case. The Hon. Secretary of State pointed out that there would be a good deal done this year in the way of improving the station at William Head, and that other improvements were under consideration. He said that the department would gladly receive all suggestions as to the proper maintenance of the station, and would carry out such as are approved. Of the disinfecting of steerage passengers at the point of embarkation would not be overlooked. After the Secretary of State had spoken Senator Macdonald expressed himself as fully satisfied that the government is alive to the exigencies of the case. The Colonist feels that this discussion and the full appreciation of the requirements of the quarantine station are, in some measure, due to its efforts, and it wishes to express its satisfaction that the government is awake to its responsibilities in the matter, and with the prospect of the quarantine regulations being so framed and the quarantine station being put in such a condition that we will have a maximum of safety with a minimum of inconvenience to travellers.

THE NAVAL REVIEW.

The naval review off Portsmouth yesterday was a fitting supplement to the great demonstrations on shore. Just as the Jubilee procession showed the world what the British Empire is, so the naval review has demonstrated that Great Britain is abundantly able to take care of herself and her colonies. It has become trite to say in connection with the Jubilee festivities that the like was never seen before, but if this is true in respect to anything, it is certainly so in regard to the majestic array of warships which yesterday gave such unquestionable proof that Great Britain's naval supremacy is unquestioned and unquestionable.

A few points in connection with this review may be worthy of a passing reference. In the first place the vessels are nearly all new, so new, indeed, that of the twenty-two battleships which took part only four were present at the Jubilee review ten years ago. Not only are the ships new, but their method of construction is new, their armor is new and so is their armament. One class of ships that were present—the torpedo destroyers—had not been thought of ten years ago. A second point is that the vessels are divided into classes, and the vessels of a class being substantially alike. This is conceded to be a most valuable feature in connection with a great navy, and it is one that no other navy in the world possesses. All continental critics agree on the superiority of the British fleet in this respect, and concede that it is simply unapproachable. This feature of classes of homogeneous ships is one that does not appear on a simple roster of the navy, and hence is lost sight of when comparisons are made by numbers with other naval powers. Herein, too, is the explanation of the claim that, while in numbers the British fleet is not greatly in excess of any other two, it is more than a match for any other combination that can be made against it.

The British people have every reason to be proud of the Jubilee demonstrations, not only giving them a greater feeling of security, a greater sense of power, a greater certainty of the permanence of the Empire than the naval review, which proved beyond all ques-

tion that on the sea, where the greatest British triumphs have been won, Britannia is still Mistress.

It has remained for the Times to endeavor to make political capital out of Saturday night's meeting, but it has made very little. It closes an article, which may be construed according to the fancy of the reader into an expression of satisfaction or dissatisfaction, with the remark that "if the provincial government had the interests of the province at heart, it would find a way out of the difficulty and make the Coast-Kootenay line a certainty." This is a very plain proposition. Now, will the Times take the public sufficiently into its confidence to tell what it means by this? Our opposition friends and the Times among them have been talking about laying down a platform. Now here is their chance. What would be their policy in regard to the construction of the Coast-Kootenay railway? Perhaps it may be so good a policy that the government would feel like calling the house together to get legislative sanction for it. For these, good Times, keep the country no longer in suspense, but tell it what great plan struggles in your mind to be delivered.

One difference between the Colonist and the Times in regard to the railway to Grand Forks is this: The Times says if the public meeting "will advance Mr. Heinze's cause with the Dominion government" it will not much regret. The Colonist's position is that it will be happy if the meeting is instrumental in securing the construction of a railway into the Boundary Creek country, no matter who builds it, provided the Dominion government safeguards the public interest in the matter of freight rates.

It was Great Britain that said that Turkey must drop Thebes; but Germany told the Sultan to hold on. The fleet was on review on Saturday, and now when Turkey asks the Kaiser what he shall do, that young man recommends him to do what Europe tells him to. All that Europe did was to follow Great Britain's lead. The Jubilee kindergarten taught a great many people some important truths.

The report that comes from London to the effect that the Queen has decided to appear no more at public functions may very well be true. Her Majesty has done her duty, and His Royal Highness the Prince of Wales is abundantly able to take up the task whenever it is surrendered into his hands.

The Toronto Globe is inaccurate in supposing that the Columbia & Western is entitled to both a land and a money grant for any part of its line. The company is entitled to take either \$4,000 or 20,000 acres a mile for one hundred miles of road; not both.

Speaking of the Intercolonial railway bargain, the Ottawa Journal says, if it is good it is good, and if it is bad it is bad, and after reading through all the speeches on the question, that is almost as far as we have been able to get.

The Cariboo clean-up is very satisfactory, and gives great promise of what may be expected when the mine is fully underway. This means much for the Cariboo district.

Mr. D. W. Higgins, in jumping out of the non-partisanship of the Speaker's office, has fallen on a bed of nettles.

THE CANADIAN PRESS.

THE SPEAKER'S POSITION. We think it would have been in better taste for Mr. Higgins to have resigned the Speakership before publicly declaring himself in opposition to the government. As Speaker, Mr. Higgins should maintain a strict neutrality. He is entitled to hold whatever views he likes on political questions, but so long as he retains his present office he should observe the proprieties generally supposed to govern the occupant of the Speaker's chair.—Inland Sentinel.

A CORRECT ESTIMATE. The Crow's Nest Railway, without putting any estimate on the concessions secured, will cost just one-half as much as the Intercolonial extension, and, we venture to say, will have double the value to Canada.—Toronto Globe.

TO WHOM IT MAY CONCERN. One of the works most urgently required from the government is the opening of the Moberly trail between Donald and Canoe river. Prospectors want to get into this country. The prospects already obtained justify the opening of this part of the country. The bridge over the Waka-Bit at Donald requires to be rebuilt and a bridge is needed over the Bluewater.—Golden Era.

BY WAY OF VARIETY.

"Mr. Tillmanghast left me \$50,000," remarked the interesting widow of a young fellow. "My dear Mrs. Tillmanghast," replied the fellow, "you should husband your resources." "Oh, my dear, dear, this is so sudden. But are you really sure you love me?"—Ottawa Echo.

Mrs. Cheerington—Always cultivate a sympathetic character. "Yes, they're so useful to tell your troubles to.—Brooklyn Life.

Virtue has its own reward, but it travels on a slow freight in getting there.—Athens Globe.

"I don't take any stock in this talk about the new woman?" "No?" "Not at all. If the time is coming when women will do the loving-making, she isn't the one of whom it is to be expected." "No?" "In some surprise." "Well, it should say not." "Of whom, then?" "Why, one would naturally think the new woman, the one who would be the one who could press her suit."—Chicago Post.

NEWS OF THE MINES.

Kaslo Excited Over Reported Rich Strike—The Horne-Payne Works at Ferguson.

Great Expectations From the Hydraulic Operations in Cariboo—East Kootenay Locations.

Under the heading "Strike of the Year," the Kootenay of the 25th inst. says: Rumors are rife that an extraordinary strike was made on Fry creek, eight miles above Kaslo, Wednesday. The thing is being kept secret, but it is said that \$175,000 was offered for the claim this morning. A man named Thompson is said to have made the find, which consists of galena and gray copper. Thirty-five men left here this morning for the scene. Beyond this nothing can be learned, but there are several in town who vouch for the truth of the story.

THE CARIBOO WASH-UP. The Ashcroft Mining Journal says: The wash-up of the Cariboo mine, being about \$71,414 for 53 days, is eminently satisfactory to those who know the conditions under which Mr. Hobson is working. The returns will be, if water does not run short, from \$150,000 to \$200,000 for the season, and the mine is as yet only being opened up. To pay \$100,000 or more a year above operating expenses, and yet be only doing the necessary work to get ready to make a big output in a couple of years is certainly a very pleasant way to mine. One of Vancouver's best business and financial men, who last week returned from a visit to the mine, said to the writer that if he were a stockholder in the Cariboo mine and it only paid operating expenses for the next two years he should be well satisfied, as after that time, when bringing up the bedrock gravel, the output will be immense.

THE HORSEFLY COMPANY.

R. T. Ward, in Ashcroft last week, gave to the Journal the following particulars of work now being done by the Horne-Payne Mining Company. About 2½ acres of surface gravel, to a depth of 6 to 15 feet, has been piled off. Plenty of water is at hand for the entire season, and the gravel is showing up very rich. Mr. Ward took out about \$2,000 from a few boxes where it was necessary to make a change. He is now on a business trip to Seattle, and on his return will make a clean-up in the mine, and \$50,000 to \$100,000 will be taken out. Mr. Ward expects during the season to take out in the neighborhood of \$75,000. It seems clear that the Horne-Payne mine is a cross-cut of the old channel on which Senator Campbell, Leask and others are working, that is at this point a thousand or more feet wide, and has been situated down a hundred feet or more, thus concentrating the gravel and making it very rich.

The Micoene Company have their shaft down now over 225 feet, and have a small stream of water conveyed by a pipe from the main of the Horne-Payne Mining Company, leading to a dump box near the mouth of the Micoene Company's shaft. Some gold is found, and the character of the wash is such that Mr. Campbell is well satisfied with the outlook. If, as is now expected, gold is found on bedrock, there will be an immense area of ground for drifting, and it will open up a vast system of old channels in that section. The work, if successful, means the employment of many thousands of men, and the expenditure of hundreds of thousands of dollars in the Horne-Payne country.

MISCELLANEOUS.

The Horne-Payne people are clearing off ground on their land adjoining Ferguson for a concentrator and other buildings. They have commenced the construction of six buildings. They are also to put in a saw mill for their own mines and building.

It is said that there are now between 1,500 to 2,000 men in the hills around Lardner and Trout Lake.

Another deal is on for the Exchange group, Springer creek. This time the sale is made to Alexander Dick for \$1,000,000. A company has been incorporated in Vancouver, of which Mr. Harry Abbott is a large shareholder, to take the prospecting and development of the Springer mine out of it.

The clean-up on the North Star, at Quennelle, last week was satisfactory and gave encouragement to continue work into deeper gravel.

T. Glenn, representing a Spokane syndicate, has located a number of claims on the divide between St. Mary's river and Hell Roaring creek, about 35 miles from Fort Steele. He knocked off some samples from the surface and from which he obtained a total of 8 ounces each of gold and silver, or a total of \$165.25. In order to verify the assay Mr. Glenn sent down some to the local manager of the Western Union and had it tested. It went \$171.64 in gold and silver.

The Lucy Star group of gold prospects, in the East Kootenay, was bonded by Donald McKay and John M. Burke recently. These gentlemen have sold a quarter interest to Francis McClelland, it is said, for enough to lift the bond. D. C. Falcon and General Warren purchased an eighth interest.

THE CHURCH AND POLITICS.

MONTREAL, June 29.—It is understood here that the Laurier party is pulled out the wires at their disposal in order to carry out the appointment of Canon Archambault, brother of Hon. Horace Archambault, Attorney-General in Mr. Marchand's cabinet, as Archbishop of Montreal. It is well known that Mr. Bruchesi's name was not on the list sent to Rome, but when the Roman dignitaries saw that the Canadian politicians were taking a hand in the game, they brought in a dark horse in the person of Mr. Bruchesi, and he has proved a winner from the start. Mr. Bruchesi will be consecrated on August 6.

SEE THAT THE FAC-SIMILE SIGNATURE OF

Chas. H. Fletcher

IS ON THE WRAPPER OF EVERY BOTTLE OF CASTORIA

Castoria is put up in one-size bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get C.A.S.-T-O-R-I-A.

Chas. H. Fletcher is on every wrapper.

900 DROPS

CASTORIA

Vegetable Preparation for Assimilating the Food and Regulating the Stomach and Bowels of

INFANTS / CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. **NOT NARCOTIC.**

Recipe of *Old Dr. SAMUEL PITCHER*

Pumpkin Seed - Licorice - Sassafras - Gum Arabic - Syrup - Sugar - Water

Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and LOSS OF SLEEP.

Fac-simile Signature of *Chas. H. Fletcher* NEW YORK.

At 6 months old 35 Doses - 35 CENTS

EXACT COPY OF WRAPPER.

E. G. PRIOR & CO., Ltd. Ly

Have the following up to date Haying Machines just arrived:

Toronto and Brantford Mowers.

With **ROLLER AND ROLL BRAKING**, Sharp and Tiger Sulky Rakes. Also a full line of hand tools, such as scythes, forks, rakes, etc. Send for Catalogues and Prices.

VICTORIA, VANCOUVER AND KAMLOOPS.

Bicycle Suits,

Boating and Tennis Flannels, Straw and Felt Hats. . . .

Largest Stock and Lowest Prices in the Province.

B. WILLIAMS & CO., (Hatters and Clothiers, 97 Johnson Street.

ONIONS & PLIMLEY, - - AGENTS.

SUBSCRIBE FOR THE SEMI-WEEKLY COLONIST.

COLONIAL PREMIER

The Empire's Distinguished Spend Coronation Day Successive Gaities.

Sir Wilfrid Laurier in the Commons—Invited to Buckingham.

LONDON, June 28.—The colonial premiers have passed a busy day. Rosebery gave them a lunch rich most of the Liberal ex-present to meet them, and only they attended a garden party they met Mr. Chamberlain present at two receptions given by the Duchess of Devonshire and the other by Sir Henry at the Lyceum theatre.

The royal family being anxious the colonial contingent, it has been raised that they all should be at Buckingham Palace next Saturday. Lord Frederick Roberts and General Iver Herbert, where the Duke of Wales will inspect them, the date for this has not been fixed, expected that the Prince of Wales present them with Jubilee medals. The Canadian Premier, Sir Wilfrid Laurier, and a number of other distinguished people visited the Strangery of the House of Commons Sir Wilfrid Laurier, after leaving gallery, conversed with Mr. Langdon, anti-Parnellite member Middle division of Tipperary, known writer on colonial affairs. Hogan, however, was unable to the meeting of the colonial party to his presence being required Queen's garden party.

MONTREAL, June 28.—The Standard cable says: "Sir Wilfrid Laurier and the other colonial premiers with Lord Rosebery in London to-day. Their reception by the miter of Great Britain was most this function assumes important other evidence of Lord Rosebery's keener after public life again, a sure to take a full share in the ment of the new Imperial policy is now engaging the largest able British statesmen."

"The Canadian troops are sight-to-day. To-morrow the officer the commander-in-chief's leave. On Saturday Sir Wilfrid Laurier received a medal from the Duke of Wales. Everywhere men and are being splendidly entertained free entrance to all theatres, music etc. They speak with especial their reception at Portsmouth on day by the civic dignitaries, the the admiralty and the cheering "The papers to-day pay particular attention to the impression made Canadians by the naval review treat Canada as a great power, an imperialism, and hope Saturday one spectacle will induce them the Australasians and South in taking the first step towards the creation of the Empire's navy."

The Renewal, which was Noel Salomon's flagship, the great passenger steamer, the North American station in the when the Canadians will have chance of repaying the British.

LULU ISLAND CROP

[From Our Own Correspondent] VANCOUVER, June 29.—A Correspondent visited Lulu Island yesterday and inspected the crops and got what information he could in regard to the from a farmer's standpoint.

Number 3 road was taken. A highway for miles the crops look thin and there were hundreds of acres of land lying idle in this land (which has no under cultivation) has to be of the soil, which is very poor, and sometimes three years before can be grown.

In some fields the soil had been over by the plough, and the distance it looked like rich loam, but on closer inspection proved to be solid masses of vegetable matter, which, if dropped plough in big square holes, the peat has been burnt out and from the soil, however, there is a vast amount of water, and British Columbia. These sections, however, far better than a special view was made to Kym's model farm of 120 acres of this land, which was a picture to look at and bred people, who perhaps can the beauty of "waving fields better than the farmer whose toil from early morning till late has aided nature in bringing the present state of perfect the harvest. Mr. McKym has large acreage in wheat of known as the blue point, in the States, which is said to be suitable seed for the climate Columbia. The wheat was an arrow, and a six-footer stunted could not see over the the oat fields of this section several thousand acres, as well. Several fields in the wood, including Mr. McKym's, fully up to the average of the same might be said of the root crops did not look well, and of potatoes, which will be for the market in another the and are as large now as those from California.

Mr. McKym said that in there will be only half a hay the island. Last year hay tons to the acre. Oats were whole doing well and were very early, which would be to the farmers, for as soon as was out of the way the oats ready for harvesting, and won with before the rainy season a many other years oats had been in the rain and half the crop. Those who had sown wheat were fortunate, as whole the crop was calm, dry weather. He had