

gions in the world, but whose resources are not limited by the wealth which may be dug out of the bowels of the earth. The Premier stated his case so modestly that possibly the house hardly grasped its full significance; but it was an epoch-making declaration, presuming of course that the house places the government in a position to carry out the arrangements which have been provisionally made.

A PATRIOTIC NOT PARTY QUESTION.

From the outset the Colonist has asked the members of the legislature to approach this great question from a non-partizan standpoint. The credit for originating this bold and comprehensive policy must rest with the government; but the credit for its adoption can be shared in by members on both sides of the house. The question rises so far above all considerations of party politics, that one does not see them at all when regarding it, any more than when we look upon some grand mountain peak, rising clear and white into the blue heavens, we notice the mists which linger in the shadows of the foothills. It is not too much to say that the eyes of Canada are upon British Columbia at this crisis. Let our legislature acquit itself so that it will centre upon our province the eyes of the civilized world. We do not pretend to know how all the members will vote upon this loan bill; but we do know that the man who by his vote shall contribute to the defeat of the measure assumes a responsibility before the country, which nothing he may hereafter do as a public man will efface. A great policy has been announced. There is no alternative policy to be considered. It is this or nothing. The Dominion government has declared that it will do nothing for the railway to the North this year. The railway in the South cannot be carried out unless this bill becomes law. If this bill does not go through a year with all its priceless opportunities will be lost. What man is there who dares take the responsibility of this? Is there an individual in the house who will let his partizan feelings so blind his eyes to the great advantage of immediate action that he will not see where his duty lies in this great emergency?

NEW FEATURES.

The two new features in the loan bill are the extension of the railway provided for last year from the Coast to the Columbia river, and the line from the Coast to Teslin Lake. As nearly every one knows new bill amends, provided for a line from English Bluff on the Coast to Boundary Creek. This was recognized as

incomplete, but it was all that the government felt able to ask the house to grant at that time. It was hoped that the outstanding land subsidy would be sufficient, with what aid the Dominion government would give to secure the construction of the whole line. This anticipation has not been realized, but the government is now in a position to announce that if a subsidy of \$4,000 a mile is given for the whole line from the Coast to the Columbia the construction of the road will be at once begun. We do not believe there is any difference of opinion in the province as to the desirability of giving effect to this plan. The railway will be one of very great importance. It will open a splendid section of country. It will add enormously to the prosperity of those portions of the southern part of the province where settlers and miners are already established. It will tie the Coast more closely than ever to the interior, open new markets for our merchants and farmers, give an impetus to the settlement of a very valuable region and generally supply a new artery for industrial life along four hundred miles of the fairest portion of Canada. Surely for such a line of policy no argument is needed.

WILL STAND INVESTIGATION.

The plan for the construction of a railway from the Coast to Lake Teslin is one that will stand the closest investigation. If we argue for it more at length than for the other enterprise, it is not because its merits are less, but because they are less understood. One great beauty of the plan for the northern road is that it illustrates the truth of what Mr. Turner said in his speech yesterday—that as we grow older we learn better how to deal with enterprises of this nature. At first the province thought the best way to secure railways was to give large land grants. Then it decided to pledge its credit in the way of guaranteeing bonds. The next step was that adopted last year, namely of giving a definite amount out and out, the connection of the province with the undertaking to cease when the subsidy had been paid. This is the plan on which the Coast-Columbia and the Bute-Quessnelle road were subsidized. This year's plan is that adopted in connection with the northern railway, and is the greatest advance in railway subsidizing that has been made in Canada. The government gives a subsidy, which is not payable until the road is in a position to earn money, and immediately the road begins to earn anything it begins to pay back into the treasury the money which it received. It pays it back first in taxes and next in a fixed per centage of its