

ALL THE SCHEMES.

So far as we have been able to learn the following are pretty nearly the advantages and drawbacks of the several plans whereby Victoria is to obtain connection with the mainland and otherwise shake itself free from the conditions which have retarded its growth for so many years.

The Dunsmuir Proposal.

Mr. James Dunsmuir wants the city to give him a cash subsidy of \$700,000; exempt the property of the E. & N. Railway Company within the city from all taxation for fifteen years, and to obtain for him nineteen acres of the Songhees reserve, which would become his property forever.

The drawbacks to this scheme are that the yearly charge for interest and sinking fund on the advance is a pretty serious burden to add to an already high rate of taxation.

The exemption from taxation for such a period as fifteen years is a most serious consideration, too; and as for the obtaining of the nineteen acres to be handed over in perpetuity to any private company for their own use and enjoyment, the thing is utterly contrary to the whole trend of the times.

Then Mr. Dunsmuir's scheme lands in Vancouver, that is, into the hands of the C. P. R.—what then? Would not we be absolutely at the mercy of that giant corporation, then? That, it seems to us, would be out of the trying pan into the fire with a vengeance.

What Victorians want is healthy competition; they have no objection to doing business with the C. P. R. or any other line, but object to placing themselves in the hands of any monopoly without alternative.

Now for Mr. Dunsmuir's side of the question. He was asked to submit a proposal, and he has done so with admirable promptness, and to the best of his powers. It is freely hinted that he is quite willing to withdraw it if there is to be any quarrelling, or attempt to hector him.

The great point about this scheme is that it would make Victoria the centre of the whole coastwise trade of the Pacific coast between San Francisco and Alaska and the Canadian goldfields.

Now for Mr. Dunsmuir's side of the question. He was asked to submit a proposal, and he has done so with admirable promptness, and to the best of his powers.

There is one thing about the scheme of harbor improvement which at once arrests the attention of the people—it is a purely public enterprise.

1. That they should incorporate commissioners for the improvement of the harbor of Victoria, on the general lines of the Montreal Harbor Commissioners' Act of 1884, 47, 48 Vic., Chap. 48.

2. That they should increase the present annual appropriation of \$10,000 to \$30,000 for a limited period of five years, that is, during the infancy of the undertaking, to give it a fair start in public usefulness.

3. That they should endorse the guarantee of the city for the repayment of the loan and the interest on the bonds, as stated in item 4.

The Commissioners to consist of seven members; three to be appointed by the Dominion government, the mayor of the city during office, one member elected by the ratepayers, one by the board of waterworks, and one by the shipping interests.

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4. That they should guarantee the repayment of the loan and the semi-annual payment of the interest on the bonds.

5. That the city should convey to the harbor commissioners their property in Belleville street, the James Bay mud flats, bounded on the east by Katherine street, on the north by the rear of the properties in Humboldt street, and on the south by Belleville street, together with the blind ends of streets within the boundaries of the harbor property.

6. That all reclaimed land and all improvements thereon shall be free from taxation until the year 1905.

In consideration of the guarantee by the city, the commissioners, for the improvement of the harbor of Victoria, will construct a permanent roadway across James Bay and erect two drawbridges, one at the foot of Johnson street, and one at Point Ellice (replacing the present structure) and maintain these bridges free to the public forever.

7. That the city should guarantee by deed the right of way for the railway, to allow his railway so as to meet the requirements of a manna connection service, and to put on a twice-daily ferry between Chemainus and English Bay.

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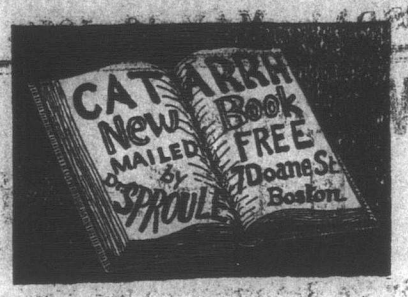
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city would be likely to spring up at Hardy Bay and secure all this traffic, the reply is that such contingency is very remote, for no town will spring up which has to depend entirely for its existence on the possibility of passengers buying a few odds and ends, or even of investing in an occasional outfit.

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Parliament

The Budget Debate Comes to an Abrupt and Unexpected Termination.

Speeches by Sir Charles Tupper and Messrs Paterson, Pope and Heyd.

Ottawa, May 6.—The debate on the budget came to an abrupt conclusion last evening, and will go down as one of the shortest on record.

The Opposition had had their say very fully as to the general policy of the government in the debate on the address.

There were, however, more than a dozen Conservative members who desired to be heard; but when the formal motion was put from the chair for the House to go into committee on the address, Mr. Foster was on hand.

Mr. Fielding withdrew his formal notice, which served only to place the debate in order and the House will proceed to business next week.

Mr. Plint introduced a bill to amend the provisions of the Canada Temperance Act.

Debate on the Budget.

Sir Charles Tupper, at the very outset of his speech attacked in most bitter terms Sir Richard Cartwright, whose record was, he said, the record of a mischievous demagogue.

Sir Richard, with having on one occasion spoken of the Maritime Provinces as the bogs and patches. To-day, however, he is relegated to the back benches of the cabinet by one of the patches and occupies the subordinate portfolio of Trade and Commerce.

Mr. Paterson, before drawing his speech to a close, cited another evidence of the growth and development of the Canadian North-West.

Mr. Balfour Pope (Compton), replied from the Opposition side.

Ottawa, May 9.—Yesterday was private members' day in the House of Commons and among the subjects under discussion were propositions for the appointment of a committee of members to inquire into means of curtailing lengthy speeches in the debates of the House, and for the appointment of a commission to inquire into the capital expended on the C. P. R. and the comparative returns therefrom to ascertain whether the time has not arrived when the country can claim the reduction in freight rates contemplated in the C. P. R. charter from parliament.

Sir Charles Tupper also renewed his attack upon Lord Aberdeen, late Governor-General of Canada, in connection with his refusal to act upon the advice of Sir Charles and his colleagues after the elections of June, 1896.

At the opening of the House Mr. McInnes introduced a bill to amend the Criminal Code, 1892.

Newfoundland Bait.

Mr. Borden (Halifax) made further inquiry concerning the alleged difficulty with Newfoundland as to the supply of herring bait.

The Drummond County Railway.

Sir Charles Tupper asked whether it was the government's intention to proceed at to-day's sitting with the resolution regarding the Drummond County Railway purchase, and intimated that it would be desirable to have full information laid on the table in relation to the financial results of the operation of the line.

The Minister of Railways replied that a return would be presented showing the earnings and expenditures of the whole I. C. R. line.

Mr. Aulay Morrison (New Westminster) made inquiry as to whether the government had received from British Columbia notice of the province's willingness to contribute toward the cost of the Canadian-Australian cable.

Mr. PATERSON.

The Minister of Customs, the Hon. William Paterson, was the next speaker, and made an exceedingly lively and clear presentation of the tariff case from the government point of view.

Sir Charles Tupper's address he found to be aside altogether from the questions which concern Canada to-day.

Bills respecting the Columbia and Western Railway Company, the Quebec Steamship Company, the Canadian Railway Accident Insurance Company and the Home Life Association of Canada were put through the committee stage and given their third reading.

Canada Service Medal.

In reply to a question by Mr. E. F. Clarke (West Toronto) the Minister of Militia stated that the government is at a loss to account for the delay in the issue of the Canada service medal authorized by the Imperial authorities.

Marking of Sealed Packages.

Sir Charles could plead exceptional circumstances. Conservative rule the same excuse was available for the government of this day.

Mr. Paterson drove home his charge against Sir Charles Tupper of a false prophet. To do so he went from Hansard the Baronet's statements that by 1890 the North-West lands would have fully recouped the country for the expenditure of the C.P.R., while, as a matter of fact, the Dominion lands had not so much as paid their own management and sale.

Referring to the reduction of taxation by the government, Mr. Paterson maintained that Mr. Fielding's estimate of a saving of nearly \$2,000,000 was correct. He had prepared a table showing the reduction in taxation item by item and this statement proved clearly that the reduction amounted to \$1,600,000.

The fact that revenue had increased while the rate of taxation had decreased was accounted for by the larger population for which goods were imported. On British imports the preferential tariff had effected a cut of 44 per cent., as compared with the rates in the Foster schedule. But the advantage was not to the British exporter alone. Canadians reaped a benefit from the prices of all foreign goods having been cut thereby.

Mr. Paterson indignantly repudiated the charge that he had reduced the duty on confectionery raw materials used in his own factory, while putting up the protection on manufactured goods. While the rates on raw material had been cut down, the protection on the finished product had not been put up. Mr. Foster was quite satisfied that there had been an increase in the duty on confectionery while the Minister of Customs declared that there was not.

Mr. Foster finally acknowledged his error as to the manufactured articles. Mr. Foster and his colleagues were not able to say any difference between their own tariff creation and the schedule of to-day. They recognized the Liberal duty rates as a continuation of the National Policy, but Mr. Paterson found an essential difference between the two. The National Policy meant protection to the verge of prohibition. The Liberal principle is a tariff for revenue only, as Sir Richard Cartwright had well shown.

Mr. Paterson, before drawing his speech to a close, cited another evidence of the growth and development of the Canadian North-West. The increased land sales and immigration had already been referred to by the Finance Minister. Mr. Paterson added his proof from his own department. Between the years 1896 and 1898, the importations for consumption of Manitoba and the Territories had grown from \$8,349,988, to \$13,505,306.

Other Speakers.

Mr. Rufus Pope (Compton), replied from the Opposition side.

The Hon. Charles Heyd (South Brant) followed, and there being no more speakers prepared to carry on the discussion, the debate fell through as described above. The House rose at 11:50.

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