

The Weekly Times

Victoria, Friday, April 5

THE B. C. FARMER.

Our venturesome contemporary, the News-Advertiser, has struck a bad snag in the shape of a letter from Col. F. W. H. Warren, who wrote to it a letter ventilating the grievances of agricultural settlers in British Columbia. Col. Warren explains that he has lived in this province for only two years, and that he has therefore hesitated to take the matter up, but he continues: "The condition of the settlers in this country is, however, becoming, in my opinion, so serious, and the effect of their ruin, should it follow, will be so detrimental to the interests of the province, that I venture now to put my views forward in order that those whose duty it is should be able to investigate my statements and be able to provide means of amelioration." He proceeds to describe the settler's position and the grievances which afflict him in the following manner:

Circumstances in the past gave the settlers opportunities of raising money by mortgage on their property, at a time when these properties were appraised at a higher value than they would fetch now or are ever likely to fetch. The settler has now to make his living and that of his stock, out of the produce of his farm, to pay the interest due on these mortgages, and by sale of the balance of his produce to purchase machinery, pay for extra labor during seed and harvest time, and buy the goods required for his living which he cannot produce himself. When the price of cereals and stock were comparatively high, he was able to effect sales to meet these wants, but the fall in prices and the severe competition with the cheap products of eastern Canada prevent him now from having the advantages which proximity to the markets of the Pacific should give him.

The settler up country has no means of putting his surplus stock into the markets of Vancouver at a low price. The roads that connect him with the nearest railway station are generally bad; freight trains do not call at the smaller stations with regularity, if at all, and when they do, the local rates are prohibitory, unless the settlers, who live far apart, can arrange to make up a car load—a matter of great difficulty in a new and sparsely populated country. The mail trains, even when they have spare cars, are by contract prohibited from carrying freight. At many of the smaller roadside stations there are neither freight sheds nor railway officials, so that if the freight trains were allowed to stop there for produce, the settler would find it impossible to leave his produce, as the freight trains are often days late.

I do not say that the adoption of the high local railway rates are purposely intended to preclude the farmers of this province from supplying the markets of the western coast; to say so would be a very grave accusation, indeed, against those who have been selected by the country to respect their interests, but the acceptance of these measures go far to show that the interests of the settlers of the province have not been fully attended to. The farmers of the province are ready enough and intelligent enough to supply dairy produce, if they can do so with advantage to themselves, but as the matters now stand, it is simply impossible to compete against the cheap products of eastern Canada.

The charges by the railways should, in my opinion, be according to "mileage," then the geographical advantages which the British Columbia farmer possesses would not be lost by the unfair advantages given at present to freight from the east. A local train should, say once a week, be run in connection with any branches within the province, taking in produce in small quantities at freight rates—with fixed hours at each station. And, finally, there should be more attention paid to road communications with all the railway stations.

The province of British Columbia owes much to the railway connection which binds the continent from east to west, but if this connection is to be of a kind of rope by which British Columbia is to be strangled, I am not sure that it would not be better for the province to cut the rope. The truth of the matter is, that we here are too young to be bound to an adult state in the manner we are bound; it is like fastening a grown man and a child together and attempting to make them run fast. We are unable to compete with eastern Canada, if notwithstanding the disadvantage of distance, she is given unfair advantages by freight rates. The farmer here is being squeezed to death, and if relief of some kind is not soon given him, he will for all financial and revenue purposes become dead. He is unable to pay the debts due to his creditors and the state, and when attempts are made to oust him from his land, which he made for himself out of the wild forest, you will then be on the eve of evil days.

This broadside from Col. Warren rather "habergasted" the Vancouver champion of protection, which after two days of cogitation felt itself obliged to make the following admission:

The subject, we admit, is one of great interest and importance, not merely to the farmers, but to the residents of our towns and above all to the province, as represented by its government. If Col. Warren has not too highly colored his sketch of the present condition of things—and we have no reason to suppose that he has—it is clear that an inquiry into the circumstances should be made so that the real facts being ascertained, the proper remedy may be applied and the drawbacks to prosperity removed. There is little question that the situation has become more acute than

would otherwise be the case, on account of the abnormally low prices which have prevailed for some time for all classes of agricultural products. This has also come, in many cases, upon settlers who are practically just commencing to have anything to dispose of and who consequently find that the amount they can realize for their produce is much less than would have been the case under more normal conditions.

It is rather sad that in spite of all the "protection" farming in British Columbia should have come into the deplorable condition described by Col. Warren and practically admitted by the News-Advertiser. It is sadder still that this condition should be attributed chiefly to the policy followed by the managers of our "great national highway," which has been so heavily subsidized with public funds to open up and develop the country. For C. P. R. purposes British Columbia is evidently not a part of the country. The part of Col. Warren's remarks applying to the railway's policy does not commend itself to the News-Advertiser, though even in its capacity of C. P. R. and Tory government champion it cannot directly gainsay the Colonel's charges; but his reflections on the local government are quite to its mind. "Let us blame the local government and acquit the other culprits, who are our friends," is the true interpretation of the News-Advertiser's comment.

SIR HIBBERT'S VERACITY.

The Colonist, like a majority of the people of Canada, seems to have very little faith in what Sir Hibbert Tupper says. This morning the organ takes it for granted that Sir Hibbert did resign and lauds him for having reconsidered his resignation. It was only yesterday that a United Press dispatch from St. John, N.B., announced that Sir Hibbert in an interview "denied having resigned his portfolio, or even having talked of doing so, and had not absented himself from cabinet meetings. He blamed the Ottawa newspaper men for inventing the story and declared that they were a disgrace to the profession."

The first announcement that Victorians received of Sir Hibbert's resignation was a dispatch from the Colonist correspondent at Ottawa, which said: "The fact transpired this evening that several days ago Sir Charles Hibbert Tupper asked to be relieved of the portfolio of minister of justice, and since then he has taken no part in the business of the department, though attending the meetings of the cabinet as usual." In political circles here is expressed that Sir Charles will withdraw his resignation.

THE BLOOMER QUESTION.

A Lady Solves the Problem to her own Satisfaction.

"The first day that seemed spring-like," says a woman who owns a bicycle, "the bloomer question popped up. I have been a bicyclist for some time ever since. Last summer I said I would give up life itself before separating from my skirts. Yet when I would get my feet tangled up in petticoat ruffles and torn facings I would pray for enough common sense to show me the error of my fastidious ideas. Now, however I happen to possess a style of bicycle that will not admit of the wearing of skirts, and at last I've come face to face with the bloomer nightmare. I've given the matter a great amount of study and thought, and have in fancy conjured up an ideal wheeling costume. I went the bloomers of corduroy. They will come just below the knees and will be simply full knickerbockers. Then I shall have a very trim, stylish tailor-made outfit with long jacket and stunning skirt of walking length and heavy plaided back. This skirt will open down the side, the opening being concealed by a narrow panel or revers. Then I will wear leather leggings and a plain little sailor hat and veil. When I ride I'll wear the jacket over the shirt waist, and the jacket will be long enough to hide most of the knickerbockers. Then I'll strap the skirt, neatly folded, of course, to the handle bars, and the moment I alight from my wheel I'll hook my skirt around me, and there I'll be as nice and comfortable as you please, and protected from the stares and jeers of small boys. The question of colour is bothersome, too, but I've argued away all hues except brown and green. Black shows the dust and blue has been worn to death. I think that brown corduroy bloomers, with a brown and tan novelty suit, will make what ought to be nearly perfect."—Chicago Times-Herald.

BUSINESS REVIVAL.

What the Merchants of the States Think of the Outlook.

Baltimore, April 4.—The Manufacturers' Record is in receipt of and will publish in this week's number letters from representative business men in all parts of the country on the prospects of general business improvement. Among the number quoted are C. P. Huntington, John H. Inman and Abram Hewitt of New York; M. E. Ingalls, of Cincinnati; Hon. Edward Atkinson of Boston, and T. Booth of St. Louis. The majority of views, while of a conservative tone, are to the effect that business from this time on will gradually but steadily improve. The iron and steel manufacturers report a decided increase in the demand for their products; traffic has increased on railroad lines and the bankers state that investors are showing more confidence in different sections.

AMERICAN DISPATCHES.

Southern Pacific Excursions From East to West.

Cleveland, April 4.—The Globe Iron Works company have restored the cut of ten per cent. in wages made over a year ago.

Auburn, N. Y., April 4.—William Lake was electrocuted to-day for the murder of a domestic named Emma Hunt last October in the town of Carlton.

Los Angeles, April 4.—W. F. Thomas, said to be an eastern bank swindler, was arrested here to-day. He is charged with felony in having swindled the German American savings bank out of \$300,000.

San Francisco, April 4.—The Southern Pacific railway company have just completed arrangements for weekly excursions from the east during the ensuing summer to California points.

CANAL COMMISSION.

Major Ludlow of the American Embassy Appointed.

Washington, April 4.—The president has called Major Ludlow, military attaché of the American embassy in London, advising him of his appointment on the Nicaragua canal board and directing him to leave for New York by the first available steamer. It is expected he will reach New York before next week, when the board will be organized, and leave for Greytown at once. Ludlow is said to be peculiarly fitted for the work as he is familiar with the international question involved and has a knowledge of the great English canals.

SPANISH REINFORCEMENTS.

Forty Thousand Troops will be in Cuba in Thirty Days.

Washington, April 4.—Forty thousand Spanish troops will be in Cuba within 30 days. Eighteen thousand are now in Havana and the different provinces. The presence of these troops is said to be necessary because of the difficulty of finding insurgents. The latter are carrying on guerrilla warfare. They are said not to exceed three thousand at the utmost. The insurgents find refuge in the mountains, whenever pursued by Spanish troops and it is difficult to dislodge them.

NEBRASKA WANTS AID.

California Asked to Provide Seed for the Farmers.

San Francisco, April 4.—The drought-stricken district of Nebraska have sent an appeal to California for seed, principally barley and oats with which to again make an effort to place themselves beyond the pale of charity. The appeal comes to the state board of trade and yesterday Secretary Fletcher held a consultation with William H. Mills as to what would be the best course to pursue. It was determined to make an appeal to the farmers to aid their suffering brothers in Nebraska.

THE WRONG MAN.

Arrested Thirteen Times for a Train Robber.

Stockton, Cal., April 4.—Nathan Hurst, a young ringer of San Francisco, arrested at Stockton on a bicycle. He tallies with the description of Williams alias Brady, the train robber who killed Sheriff Bigard, and on account of this has been arrested thirteen times and detained by sheriffs and constables under the impression that he was the much wanted bandit. Hurst started to wheel to Virginia City but was stopped so many times that he decided to abandon the trip and is on his way home. At "You Bet," the mining camp, he claims that he came near being lynched on Saturday night.

WIND AND DUST.

Does Considerable Damage in Washington and Oregon.

Pendleton, Ore., April 2.—Reports come in from the surrounding country that yesterday's windstorm was the worst in 30 years. In Pendleton it was more of a dust storm, but in other places it did considerable damage. Advice received at the O. R. & N. Company's office say not a windmill is standing on the line between Pendleton and Bolles Junction. In Athena and vicinity fifteen windmills were blown down. A lumber yard was scattered all over town at Helix. At Waterville a part of the roof of the O. R. & N. passenger depot and warehouse were torn out and a bank building was partially wrecked. Trains were all delayed, fearing to cross the high trestles. At through this section the air was thick with dense clouds of dust. The storm raged for three hours.

Spokane, April 2.—The worst dust storm in years raged here yesterday and last night. The streets were deserted. Reports from surrounding towns indicate that the storm was general.

CONGRATULATES THE LADIES.

Mr. Gladstone Gives His Opinion of the New Woman.

London, April 3.—Mr. and Mrs. Gladstone, who have been on a visit to their son-in-law, Rev. Edward C. Wickham, drove to the railway station to-day in an open carriage in spite of the cold and rain, on the way to Haddington. Mrs. Gladstone was presented with a bouquet on behalf of the Women's Liberal Association, and with an address alluding in eulogistic terms to her devotion and helpfulness to her husband. Replying, Mrs. Gladstone said that she owed her notes, but all to her husband, Gladstone, who, his wife had finished speaking, said he must add his thanks to those of Mrs. Gladstone. Continuing, he said: "The ladies are now taking much to public speech, and if they persevere and keep steadily to it, they will beat the men."

PROGRESS IN BRITAIN.

Further Testimony as to the Benefits of the Free Trade System.

Before the Young Men's Liberal Club, Toronto, a short time since, Alfred Jury the well-known labor reformer, one of the ablest and most conscientious in the Dominion, reviewed the leading facts of English trade development from the days prior to the repeal of the Corn Laws down to the present. The first exhibit in his argument was the following extract from a speech by Lord Macaulay at Edinburgh in 1845: "In 1841 the capitalist was, doubtless, distressed. But will anybody tell me that the capitalist was the only sufferer? Have we forgotten what was the condition of the working people in that unhappy year? So visible was the misery of the manufacturing towns that a man of sensibility could hardly bear to pass through them. Everywhere he found filth and nakedness, and plaintive voices, and heaped faces. Politicians who had never thought alarmists began to tremble for the very foundation of society. First the mills were put on short time; then they ceased to work at all. Then went to the pledge the scanty property of the artisan, first his luxuries, his comforts, then his necessities. The hovels were stripped till they were as bare as the wigwam of a dog-ribbed Indian. Alone amidst the general misery the shop with three golden bells prospered, and was crammed from ceiling to floor with the clocks and the tables, and the kettles, and the blankets, and the Bibles of the poor. I remember well the effect which was produced in London by the unwelcome sight of the huge pieces of cannon which were going northward to overawe the starving population of Lancashire."

With this as a fair picture of the condition that obtained under protection, Mr. Jury proceeded to give a comparative statement of the advances made in every respect. Here are some of the more striking:—In 1842 when the population of England and Wales was only 16,000,000, there were 1,429,000 paupers—one in every 11 of the population. In 1894, when the population was 30,000,000, there were 812,441—one in every 38. The adult-able bodied paupers, consisting, of generally-speaking, of men willing to work and unable to get employment, numbered in 1849 201,644, while in 1894 they numbered but 110,473. Under protection in England and Wales in 1842 16,000,000 people gave 9,797 convictions for serious crime, while in 1893 30,000,000 people gave but 9,797 convictions. Free trade has therefore been a great factor in bringing about a reduction in pauperism and crime.

There are certain articles of common consumption imported and not produced in Great Britain that give an idea of the manner in which the people live, and whether they are living better at one time than another. Judging from this standpoint, the standard is much higher now than under protection in England. The figures following show the consumption in pounds per head of the population:

	1840.	1893.
Cocoa	0.08	0.54
Coffee	1.08	0.69
Currants and raisins	1.45	5.02
Tea	1.22	3.41
Sugar	16.20	78.55
Tobacco	0.86	1.83

Mullhall gives the consumption of meat in 1849 at 87 lbs. per head of the population, and 118 lbs. in 1888. The Dominion Statistical Year Book, which can hardly be regarded as friendly to free trade, states that in Canada the number of depositors in the Post-office Savings banks is 165,000, or one in 30 of the population, while in the United Kingdom there are 5,880,473 depositors or 1 in 7 of the population. The amount deposited in Canada is \$39,529,574, which is \$238.70 per depositor, or \$8.06 per head of the population, while in the United Kingdom the amount deposited is \$526,220,208, \$90.76 per depositor, or \$13.92 per head of the population. The trade of Great Britain has expanded enormously under free trade. The exports of the United Kingdom in 1840 were £51,308,707, or £118.9 per head, while in 1893 they were £218,694,965, or £53.6 per head. The aggregate trade, that is imports, amounted to in 1840 £172,132,716 or £69.11 1-2 per head, while in 1893 they were £681,535,448, or £173.49 per head. The United States, a strong protectionist country, exported in the same fiscal year Great Britain under free trade, exported \$1,063,000,000 of domestic products, and \$280,000,000 of foreign and colonial, or 21 per cent. It is thus apparent that Great Britain, through her free trade policy, secured the profit of handling this enormous amount of foreign goods and re-exporting it.

The tremendous fall in the price of cotton is shown by the fact that in 1838 Britain sold the United States 38,493, 113 yards of cotton at £1,206,364, while in 1890 Britain sold the United States \$8,811,800 yards for £1,299,200, almost double the amount of goods for the same money. If the Canadian could buy freely these cottons he would get the advantage of this reduction as compensation for the fall in the value of his products. In 1838 Britain exported 607,622 yards of cotton at £15,554,733, while in 1893 she exported 4,652,217,400 yards, valued at £47,280,042. This under free trade, while the United States has made no progress, and in fact the fact that cotton was made in New Jersey before it was in England. Hon. J. C. Patterson recently said: "In Great Britain they collect one hundred million dollars a year on articles that come into this country absolutely free. The statement is utterly misleading. Tea and coffee are taxed coming into Canada from the United States, and are not absolutely free; and apart from these the articles taxed under the British tariff and free under the Canadian are about \$80,000,000. Of British imports \$376,279,293 are ab-

solutely free of duty, and but £28,408, 915 are subject to duty. Of this ten millions are the value of tobacco, raw and manufactured. The customs taxes in the United States are \$1.01 per head of population; in England, \$2.41, and in Canada \$4.27.

NANAIMO NEWS.

Japanese Fireman Killed on the Steamer Cutch.

Nanaimo, April 3.—The all important question of settling the appointment of the city clerk and other officials will be undertaken by the city council to-morrow evening. There appears to be quite a little friction between certain aldermen in reference to the matter, and therefore it is watched with interest by the citizens.

The football season is about closed, but it is expected the Second Victoria Rugby team will play the Second Hornets in this city.

The E. & N. Railway Company intend running two trains between this city and Wellington on Friday, Saturday and Sunday. The business men are much pleased at this step by the company.

The city council are calling for tenders for the position of assessors. There are those who think that this is rather a queer proceeding, as a man who is entirely ignorant of the duties is liable to receive the appointment on a low tender.

Nanaimo, April 4.—Just as the steamer Cutch was about to leave on her usual trip to Vancouver yesterday morning a horrible accident occurred, which cost a Japanese fireman his life. Deceased was doing something in the crank pit when the chief engineer approached the throttle valve and opened it. Almost immediately cries arose from the crank pit which alarmed the chief engineer and the throttle was as quickly closed but the one or two revolutions was sufficient to do the terrible work. The injured man was extricated from the machinery in a terribly mangled condition and speedily conveyed to the hospital. Dr. Davis was on hand, and as soon as he examined the man he pronounced Okiata Kasaka beyond aid. The injured man lived until 9:10 o'clock suffering fearful agony.

The land the E. & N. Ry. company are applying for a license to prospect for coal on is now held by Mr. T. D. Jones on a lease from the Dominion government, and should the company persist in their endeavor to carry on the work, the matter promises to cause another lengthy legal contest resembling the case of the E. & N. Ry. vs. Hagan and others, or in other words, the famous Newcastle townsite dispute. Mr. T. D. Jones asserts that he holds the sole right to the privilege.

The Jean was delayed in arriving yesterday through an accident by running on a rock in the vicinity of Peers island. Captain Locke claims the rock is not marked on the chart, and Pilot Bendroit, who was on board at the time, endorses this statement. The Jean does not appear to be injured in any way, although she remained around for about two hours.

The Nanaimo silver cornet band will give a grand concert in the opera house on the 18th inst. The White Diamond quartette have promised their assistance, and as the proceeds go towards the purchase of new instruments it is to be hoped the band will receive encouragement.

SPORTING INTELLIGENCE.

Events of Interest in the Amateur and Professional Field.

THE OAR.

COST OF RACING.
London, April 3.—An interesting point which has risen in connection with the Oxford and Cambridge boat race, and one which will interest college men in all countries, is the question of sending a crew to Putney from the great English universities.

A representative of the Associated Press during the week asked the question of the Rev. W. E. Sherwood, master of Magdalene college schools, honorary treasurer of the Oxford University Boat Club, a member of the Oxford crews of 1873 and 1874, and one of those admirable divines who do not find preaching a bore against an honest love of sport. He said the crew for Putney costs about £500.

"The revenue of the O. U. B. C. comes from three sources. The principal one is life membership fees from new men. Every man who intends participating in any races at Oxford is obliged to join the O. U. B. C. and become a life member by paying £3 10s. The new men average about 140 a year. Secondly there is an entrance fee of £5 for each boat in the college races; this produces about £200. Thirdly there is a capitation grant from each of the colleges—a college having 100 men will pay £200 and one having fifty men will pay £100. We could, of course, ask for more in the event of a deficiency, but we prefer to keep it as above."

"We pay only the extra expense of the men, providing the boat of course. During the time the men are in training here they all pay their own expenses, including their rowing outfit. During the stay of the crew at Putney we pay all the expenses in order to remove the race as far as possible from any trace of professionalism."

The Cambridge University Boat Club does not get its funds in quite the same manner as Oxford, as each man on joining his club at Cambridge does not subscribe to the university boat club. The university makes an estimate of the expenses and then assesses the college club. The assessment this year was \$1000, 18 1-2 per cent of the college club's income. Of this \$450 was required for Putney.

"Has your new nurse had a great deal of experience with children?"
"Yes, I'm sure she has; she hadn't been here two days before my boys were afraid to look in a dark closet."

Dr. Price's Cream Baking Powder
World's Fair Highest Medal and Diploma.

ALASKA BOU

Text of a Report
Attie Chambliss

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At a meeting of the Board of Commerce on a lowering report regarding Alaskan boundary committee appointment:

To the Honorable Seattle Chamber of Commerce—We, the investigating committee meeting of March into certain matters of American particular interest, have the honor to inform you that the question of the boundary between Alaska and to determine upon prompt and vigorous of this organization respectfully beg the question of the result of the action and to recom-

The main point of contention is a line between the British Columbia, southernmost point island, on the so Alaska, in latitude north to a certainidian west, and have found the following:

(1) That under the Russian and American boundary was established:

"Sec. 3. The line between the concess tracting parties up continent and the northwest shall be a certain southernmost point of Prince of Wales lies in the parallel 131st degree and west longitude, the to the north along Portland channel the continent where degree of north latitude mentioned point the boundary line situated parallel to the point of intersection of west longitude (dian), and finally, of intersection, the the 141st degree, as far as the frozen limit between the possessions on the to the northwest."

"Sec. 4. That the the mountains of the parallel to the degree of north latitude intersection of the longitude, shall prove of more than ten miles, the line between the possessions and the line is to belong to Russia, shall be formed the windings of the shall never exceed marine leagues the 2. That contrary position, we ascertain chain parallels there exists, instead ble of peaks and mountains."

(3) That, consequently, as set forth in the absence of this part to mean that part of the treaty of 1825, the 50th degree of point of intersection of west longitude, the line of the coast may mean "parallel by as may be."

(4) That this line recognized by the 1825 to about 1884, participating in any races at Oxford is obliged to join the O. U. B. C. and become a life member by paying £3 10s. The new men average about 140 a year. Secondly there is an entrance fee of £5 for each boat in the college races; this produces about £200. Thirdly there is a capitation grant from each of the colleges—a college having 100 men will pay £200 and one having fifty men will pay £100. We could, of course, ask for more in the event of a deficiency, but we prefer to keep it as above."

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