The Colonist.

MONDAY, APRIL 26, 1897.

BRITISH COLUMBIA RAILWAYS.

The Toronto Globe in an article discussing aid to the Crow's Nest Pass Railway uses this significant language:

British Columbia, if the present indications of development are not deceptive, will require the construction of railways on an extensive scale. If Federal aid is asked, upon what conditions is it to be given? Certainly a whole system of Provincial railways cannot be laid down at the expense of the Dominion. It would seem to be equally unreasonable to build one railway as a government work and to leave all the others unaided. The reasonable plan would appear to be to grant moderate aid upon fair conditions.

This expression of opinion is in entire harmony with the wishes of the great majority of the people of British Columbia. A few months ago—that is, when the construction of the Crow's Nest Pass Railway was first mooted—the first thought of most British Columbians was that the best plan would be for the government to build the line. There has been a notable change in this respect. Since the people have begun to appreciate that the government construction of this line would probably prevent any aid to other railways in the Province, the almost unanimous wish is that the work shall be constructed by a private company with government aid coupled with reasonable conditions. It may, we think, be fairly said that the proposal to aid the Canadian Pacific by a bonus of $10,000 a mile upon the suggested concessions being made by that company would meet with very general approval here.

The plan for the construction of the railway as a government work would involve an outlay of $12,000,000. This is a very large sum, and in the opinion of the other provinces the whole amount would be regarded as a capital expenditure for British Columbia, although as a matter of fact it would be quite as much for the benefit of the Northwest and the Eastern provinces as for this Province. Indeed it may be said that, except in so far as the Crow's Nest Pass railway will lead to the development of new mining districts and facilitate the smelting of ores at home, it will not be a work for the advantage of this Province. If, however, it is conceded that the government would be justified in expending $12,000,000 on railways in British Columbia, the people of this Province would have no objection to the $3,150,000 subsidy proposed to be given to the Crow's Nest Pass railway being charged up as an expenditure on their account provided the remaining $8,850,000 are forthcoming when needed for other railways here. As a matter of fact, as we pointed out yesterday, only $4,000,000, or less than one half such remainder, would probably secure within three years the 500 miles of railway contemplated by the provincial railway subsidy bill.

We direct the attention of the Ottawa ministry to the fact that whereas they contemplated at one time the expenditure of $12,000,000 for the construction of one railway in this Province, they may by the outlay of $7,150,000 secure the immediate construction of the Crow's Nest Pass railway, a line from the Coast to Kootenay and a line from the Coast to Cariboo. This, at 3 per cent. with 1 per cent for sinking fund, would entail an annual change upon the revenues of the Dominion of $286,000, and we put it to the Ministry to say if, judging from what they know and from what some of them have seen of the effects of railway construction through the mining districts, such an investment would not be a highly profitable one from the narrow standpoint of revenue and expenditure. Less than 16,000 people added to the population of the Province would pay into the Dominion revenue the full amount of such interest and sinking fund, and we are content that the result of our contention shall abide the judgment of the Minister of Railways himself as to whether or not, if the 810 miles of railway above referred to are constructed, there would not be within one year after they are completed more than 16,000 people added to the population of the Province as the direct result of their construction.

We are glad to see the Toronto Globe take the position indicated in the paragraph quoted. British Columbians, irrespective of party, highly appreciate the excellent work that the Globe has done in bringing the great resources of their Province before the minds of the people of Canada and elsewhere. They will be further gratified to find that they can count upon its co-operation in their request for reasonable aid to necessary railways. And they ask nothing but what is reasonable. They base their claims to government aid upon many grounds, some of the principal of which are:

The railways are necessary for the proper development of the mineral and agricultural resources of the Province.

The development of these resources will provide scope for the energy and capital of Canadians and others, will keep the youth of the country at home, will furnish extensive markets for Canadian products, and build up the Pacific seaboard of the Dominion.

The Provincial legislature has done its full share to secure such railway construction.

The people of British Columbia have been exceptionally heavy contributors to the Federal revenue, and have not received a proportionate share of the public expenditure.

It will pay the Dominion directly as a matter of revenue to aid in the construction of the necessary lines.

The amount sought from the Dominion is very moderate, being, inclusive of the amount proposed to be given to the Crow's Nest Pass railway, less than two-thirds of what it was proposed to expend upon that railway alone as a government work.

We have made our argument on a basis of $8,000 a mile, but in view of the costly nature of the roads it would be not unreasonable to ask that the amount be made $10,000. We hope to have the able assistance of the Globe, not in pressing British Columbia's claim upon the attention of the government, for that ought not to be necessary, but in making the extreme reasonableness of our claim known to the people of Canada. We contend that there never came a time to any government of Canada when greater results could be attained for so comparatively small a sum of money, as will follow the granting of reasonable aid to the Crow's Nest Pass railway and the lines which the Provincial legislature has subsidized.

AN ASTOUNDING PROPOSAL.

About the most paralyzing proposition heard of in some time is that of the Duke of Teck company to be allowed to administer the government of Yukon. We are at a loss to know how to characterize such a request. The monumental ignorance of the condition of things on the Yukon is not the least surprising feature about it. There are on the Yukon now a large number of Canadians and Americans. To propose to hand the government of these people over to a chartered company, as though they were so many Hottentots or Somalis, is a suggestion that we should term asinine, if it emanated from anyone but a semi-royal duke and some members of the British parliament. The proposition warrants the assumption that the duke's ancestors were around when "all Gaul was divided into three parts" and coralled the whole business.

It can hardly be necessary to make a serious protest against the concession asked in the extraordinary petition in question. We cannot believe that the Dominion government will entertain it for an instant, or that, if it would, parliament would bear them out in doing so. If it were necessary to enter a protest it would be simply a matter of time to get the signature of every man on this Coast from the Arctic Circle to the 49th parallel and on Vancouver Island. Yukon is Canadian territory, and its government will be administered from Ottawa. If the Federal government feels unequal to the task of handling it at any time, British Columbia will take the job off its hands rather than see a satrapy of a chartered company erected on its borders.

A LESSON FROM THE POST OFFICE.

Apropos of British Columbia's contributions to the Federal revenue, the receipts of the Post Office department from the Province are interesting. In the year ending June 30, 1896, the amount of the postal revenue in British Columbia was $156,882.96. This was the amount paid by our estimated population of a little over 100,000. Prince Edward Island with about the same population paid $41,961.67; New Brunswick with three times the population of this Province only paid $202,224.41, and Nova Scotia with four times our population paid $297,916.78. Pro rata with British Columbia, New Brunswick ought to have paid $470,000 and Nova Scotia $625,000. It is easy to give an explanation, but the explanation does not lessen but really strengthens the value of the argument, for it shows that British Columbia is not accidentally but is for good substantial reasons a greater producer of revenue per capita than any other portion of the Dominion.

Mr. Cotton thinks that an injustice was done him in the reference made to him in the Colonist recently in which he was represented as saying in effect that the Hon. Messrs. Turner and Baker had stated what was untrue when they denied that any arrangement was made with Mr. Heinze for the construction of the Penticton-Boundary railway, and refers us to the News-Advertiser for a correct report of what he did say. That no injustice may be done Mr. Cotton, we quote the report of his speech from that paper:

Mr. Cotton said that he could only hold the belief that this road is intended as a present for somebody from the way the government had treated the amendments offered. This would be the connecting link of a system of railways, and he could only conclude that the government wished to give Mr. Heinze a sum of $400,000, and therefore would not consider any of the counter propositions made for the construction of this line.

It will be observed that Mr. Cotton did not say that the ministers had stated what was untrue; but only that he held to his original belief. It is right that Mr. Cotton should have the benefit of this distinction. That the government had no such intention is evident from the fact that they left Mr. Sword's amendment an open question.

The Imperial Institute Journal has printed an interesting synopsis of Mr. Carlyle's report on the Slocan.

The Philadelphia Record says the corset is coming into disgrace. It has usually been esteemed a means of grace. But the anti-corset campaign is doomed to failure. The corset is a stayer. Time and again have we been told that the corset must go, but the corset stays—in fact that is what the old folks used to call it.

It seems to be generally accepted as settled that the Franco-Russian alliance is off, and that there will be at least an understanding between Russia, Germany and Austria. Italy and France will thus be driven into close friendship, and it is supposed may count upon the sympathy of Great Britain.

Lord Charles Beresford proposes that seventeen British warships of obsolete type, now in the reserve, shall be armed with modern high power guns. It is claimed that they will make a very serviceable addition to the navy.

The Kaiser declined to congratulate Bismarck on his birthday; and yet if Bismarck had never had a birthday the Kaiser would never have had an empire. It is not republics only that are ungrateful.

BY WAY OF VARIETY.

"You say you have brought me here to propose to me, but why do you want to go through it so deliberately?" "Well, you see, I've got a friend in the kinetoscope line over there behind that tree, and I promised him to make the movements slow and distinct. Now, all ready."—Cleveland Plain Dealer.

"How did you happen to insure in that particular company?" "I consulted the wishes of my wife." "Of course; that's very praiseworthy. But, does she know anything about fire insurance companies?" "Yes. She investigated and found that this one always issues the prettiest calendars."—London Tit-Bits.

The intrepid new woman athletess braced herself for the ordeal. "Now," she said, in a fierce, tense whisper. At the word of command the brawny gymnasium attendant drew back the slide of the mouse trap. There were those present, indeed, on this occasion who believed that the world's record for the high jump was broken, but it could not be recorded.—New York Press.

"'Ave ye 'eard Bill's landed for three years, 'ard?" "What for?" "Sneezin'." "Wot yer givin' us? Sneezin'!" "Well, 'e was crackin' a crib, an' he snoze an' woke the bloke up."—London Pick-Me-Up.

The Teacher—When a woman's husband dies, Patsie, what is she called? Patsie—A widder. The Teacher—And when a man's wife dies what do we call him? Patsie—(after some thought)—A wid-out-her, mum!—Cincinnati Commercial Tribune.

AN IMPORTED NUISANCE.

A thing of beauty is a joy forever, said Keats, but had he ever heard of the water hyacinth he might not have penned the charming line, says a Washington dispatch to the St. Louis Globe-Democrat. A water hyacinth is unquestionably a thing of beauty. It is a native of Venezuela, and its glories were such that the proprietors of some of the large hotels in Florida and Louisiana were led some years ago to introduce it into those states as an adornment to their grounds. It thrived and flourished in the little ponds fed by fountains, and was valued for its rarity and beauty. The leaves are borne in swollen stems which are filled with springy air cells. The blossoms are of a lilac color, produced in large spikes like a hyacinth, and it flowers freely in the summer and fall. Its heavy roots hang down in the water, but do not attach themselves to the soil beneath. The plants were given away and distributed about in Florida and Louisiana, and in a few years became so abundant that the people ceased to care for them. Neglected by their erstwhile proud possessors, they were forced to wander out in the world and make their own living. They invaded the fresh-water streams and navigable lakes, and they multiplied like mushrooms in a pasture after a storm. They soon began to be troublesome to the log men and the small craft which plied the upper waters of the St. Johns and its tributory streams, and still later they obstructed the passage of steamboats and sailing vessels. The plant is of quick growth, is moved about by the winds and current, and as the masses of roots and leaves develop and thicken they form into floating islands, which often conceal logs and other obstructions, menacing the safety of any vessel that strikes them. A prevailing wind lasting for some time drives these floating masses against a bridge or some shoal or point in the river, and it is hard to detach or penetrate them. The plants are propagated from seeds and by runners, and when they have once obtained a hold on the river bank or a shoal they grow rapidly and spread toward the middle of the stream, and in some of the tributaries of the St. Johns they have extended from each shore line and met in the channel.

The difficulties which they have added to navigation in the St. Johns river in Florida, and its tributaries, and in some of the streams in Louisiana, have become so great that Chief of Engineers Craighill recommended to congress quite recently that an appropriation of $10,000 be made for an examination of the streams which have become choked up with the plant to decide upon the best means of getting rid of the nuisance. The senate committee on commerce within the past few days has reported favorably a bill making the appropriation which is desired for the preliminary work.

If a steamer is going at full speed when a bank of hyacinths is struck she will soon come to a standstill. Not long ago a small steamer was completely stalled in a bank of hyacinths in the Upper St. Johns, and it took several hours for men in rowboats to open up a passage for her.

Three men attempted to cross the St. Johns river at Palatka recently and were caught in water hyacinths. The steam tug Frank made two unsuccessful attempts to get to them. A rescuing party from the schooner Russell went out with boards, and throwing them on top of the hyacinths, succeeded in rescuing two of the men, who were thoroughly chilled and wet through. The third man was lost. As an imported nuisance the Venezuela hyacinth is a strong competitor of the English sparrow for first honors.

AROUND THE WORLD.

The Queen's Jubilee Thanksgiving Service Proposed by the Sons of England.

It Will Start in New Zealand and Will Follow the Sun.

To show how general is the appreciation of the novel method of celebrating the Diamond Jubilee as proposed by the Sons of England, and which has already been brought before Victorians, the following is taken from the Toronto Globe of April 15:

As the time approaches for the observance of the Queen's Diamond Jubilee, the announcement of celebrations, endless in number and infinite in variety, are being made in bewildering profusion. In some the patriotic predominates, in others the sentimental; this has for its purpose the amelioration of one class, and that is for the advantage of another. Some are severely practical and present no special or startling features, while others are unique and noteworthy for the unusual features they present.

Of this latter class is a scheme which is being developed by the Sons of England Society, having originated with their recently elected supreme president, Mr. Barlow Cumberland. Taking advantage of the happy coincidence which brings the actual anniversary date on a Sunday, the Supreme Lodge decreed that a church parade be held by the lodges throughout Canada on that day. The supreme president has since elaborated the idea, with the object of making the occasion a continuous service of prayer and thanksgiving around the world. In a circular just issued to the brethern Mr. Cumberland says:

"The services of the day will commence in the Fiji Islands. In due course they will be taken up by the lodges in South Africa, and so follow the sun westward. Upon the sun having crossed the ocean and reached the continent of America, the brothers in St. John's, Newfoundland, will commence the anthem, which will then be taken up in succession lodge after lodge, across the continent through Canada, as the precise time reaches each, from the Atlantic to the Pacific. The brothers at Victoria, British Columbia, will send it across the Pacific back to the place of beginning, having kept company with the hours, and traversed the world in one unbroken line through the colonies of the empire of the Union Jack.

"The members shall meet at their lodge rooms, or some convenient place, and clad in their regalia, shall march in procession to the church selected. Where there are two or more lodges in a locality they shall attend one combined service, which shall be held in a church selected by the joint committee.

"The service will commence at 3:30 p.m. The opening hymn shall be the 'Old Hundreth,' 'All People That on Earth do Dwell.' At 4 p.m. precisely, according to astronomical or sun time, being the time at which the sun passes over each locality, the congregation shall stand and sing three verses of the national anthem, 'God Save the Queen,' to be immediately followed by (a) the collect of thanksgiving for Her Majesty's accession to the throne, as formerly used in the thanksgiving service for June 20, and (b) the prayer for the Queen and royal family. The rest of the service is to be the regular Sunday afternoon service, with an interval to permit of the national anthem being sung as above at the proper time.

"This continuous anthem and prayer will be the loyal and affectionate tribute of the Sons of England to their gracious Queen, upon the diamond jubilee of her accession to the throne.

"The collection shall be given, as has been desired by her Majesty, to some charitable purpose.

"The closing hymn shall be 'The Day Thou Gavest, Lord, is Ended,' No. 477, Ancient and Modern.

"The lodges shall invite the municipal authorities and sister societies to attend the service.

"An astronomical time-table, prepared by the Meteorological Department of Canada, will be furnished, so that the precise hour may be followed. In localities where there are no lodges of the Sons of England, arrangements will be made for similar services and time-tables cordially furnished, so that the celebration may be general."

As indicated in the closing sentence of the above extract, the scheme is capable of considerable development, and it is understood that, while the idea originated with the Sons of England, they desire to claim no proprietary rights therein, but will most gladly welcome the co-operation of any and all loyal subjects of the noble lady in whose honor the service will be held. Already correspondence is in progress with the secretaries of the Colonial Institute in the several colonies that they may help on the project in their localities, and the Bishop of Toronto, who is a member of the Sons of England, is taking great interest in the project, and has written personal letters to the Primate and Bishops of Australia and of the other colonies, inviting their co-operation and active interest. Copies of the time-tables with order of service and other details will be sent to the captain of every passenger steamship that will be on the ocean on Sunday, June 20, so that, if carried out faithfully, as planned by its projectors, the service will literally be a continuous and unbroken one, encircling the entire globe.

The idea is a striking and appropriate one, and will in its development and application afford a most striking lesson of the magnitude of the colonial empire of Greater Britain, whose expansion during the past sixty years has been one of the greatest glories of the Victorian era.

THE PRINCE OF WALES.

To the Editor:—"An Englishwoman" would like to give you the correct date of the birth of the Prince of Wales. It is November 9, 1841; not, as you state, December 1, 1844, that being the date of the birth of the Princess of Wales.

B.

Claude (earnestly)—Am I the first man you ever loved? Maude—Why, certainly! How strange men are; they all ask me that question.—London Tit-Bits.

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Do your kidneys pain?
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Are your nerves unstrung?
Do you contemplate marriage
Are you fit for matrimony?

WOMEN

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Do you have bearing-down pains?
Do you feel tired or languid?
Is your womb disarranged?
Is your complexion sallow?
Are you subject to dizzy spells?
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