

The Colonist.

THURSDAY, APRIL 8, 1897.

MR. SEMLIN'S MOTION.

As the Colonist anticipated in its first reference to the budget debate, the leader of the opposition has moved a vote of want of confidence. The amendment to the motion that Mr. Speaker do now leave the chair does not in so many words ask for a declaration of no confidence, but is rather in the nature of a vote of censure. The difference is, however, only in matter of form.

We can understand why the opposition might feel like giving a general expression of dissatisfaction at the manner in which the government has carried on affairs. They have been doing this every day nearly since the session opened, and perhaps it is good policy to move a direct vote in order that the members on their side may be put on record. A political leader in one of the Eastern provinces used to say that he felt as if he ought to vote his men at least once a week, so as to keep them together. This is probably why Mr. Semlin has moved this resolution. We are, however, wholly at a loss to know why especial censure should be directed against the Minister of Lands and Works. We are sure that if there is one member of the executive who, more than any other, has had weighty responsibilities resting upon him and has discharged them with rare impartiality, fidelity and strict regard to the law, it is the Hon. George B. Martin, and when the vote is taken it will be found that this opinion is held by a large majority of the house.

THE RAILWAY SUBSIDIES.

The proposed railway from Pentiction to Boundary Creek is of great importance. As is well known, there is in the valleys of the Okanagan and tributary streams a large area of very excellent land. No part of the Pacific Northwest is better fitted to be the home of a prosperous agricultural population than the section of country which this line will traverse. The road will also open a very promising mineral area. Every month will make the demand from the mining camps for farm produce greater, and it requires no argument to show that a railway which will give this splendid agricultural region direct connection with the mines will enhance the prosperity of the farmers now resident there and lead to a great influx of population. As a development road, no other hundred miles of railway can be more highly commended than this. We are at a loss to see what argument can be made against its construction.

Another effect of the construction of this piece of road will be to bring the Coast cities into closer connection with Kootenay points. It will bring the Boundary Creek within 23 hours of Vancouver, and with quicker steamer communication between Vancouver and Victoria will bring the latter city within 28 hours of the same important point. This connection can be established within 18 months, and at a cost which will not exceed \$2,500,000. With such excellent prospects for business as this road will have and its moderate cost, we fancy that the capital will readily be forthcoming to build the line, and we look forward to its completion during 1898. This will be a very excellent thing for the two districts which the road will unite and be of great value to the Coast cities.

From a somewhat narrower point of view the road will be of value to the Province. The Shuswap and Okanagan Railway has entailed an annual charge on the revenue of over \$50,000 for interest. As yet, owing to the receipt by the Provincial treasury of the Dominion subsidy, this charge has only called for about \$28,000 of the taxpayers' money, but the government's share of the earnings of the road have heretofore fallen short of the interest charge by about \$40,000 a year. The line from Pentiction south will greatly increase the earnings of that from Sicamous to Okanagan, and may make the government's interest in the earnings of that line a source of income rather than of outgo as at present.

An effort which we can only characterize as scandalous in the extreme is being made by the Times of this city to make it appear that the whole subsidy bill is a part of a plan to enrich Mr. Heinze at the expense of the taxpayers. The Colonist does not at all feel called upon to champion either Mr. Heinze or his projects, but since it has been directly appealed to to say something in connection with the charge that the subsidy bill means a vote of \$400,000 to the Columbia and Western Railway company without the company having asked for it, we will say that the assumption that Mr. Heinze's company will build the line from Pentiction to Boundary Creek is perfectly gratuitous. We are at a loss to know why Mr. Heinze should be singled out for attack, but as he is abundantly able to take care of himself we shall not take up space by defending him. As a matter of fact the intention of the government in introducing the bill was not to provide a subsidy for the Columbia and Western, but to furnish aid for the construction of this very important piece of road, which aid will be given to

the first company applying for it and showing itself in a position to construct the line.

The article in the Times of last evening on the subsidy bill may be fittingly characterized as indecent, but we do not know that anything better could be expected from a newspaper which would permit a correspondent to refer to the government as a nest of thieves. The ordinary amenities of civilized society require that the instincts of common decency shall be regarded, to some extent at least, even in criticizing the conduct of political opponents. The Times article is malicious in conception and false in its presentation. It will rest upon the paper that printed it and the party in whose behalf it was published.

The Roseland Miner favors the railway subsidy bill with the qualification that if the aid for the line from Pentiction to Boundary Creek is to be given to the Columbia & Western, that company should not be allowed to keep its land grant. The aid promised to the road to Chilliwack is pronounced "not unreasonable," and it adds:

The ultimate purpose of such a road would be to make a junction with the Columbia & Western, and thus establish a new and direct line from the coast to Kootenay. Such a line would have vast possibilities, but of course it would be stubbornly opposed by the C. P. R.

In regard to the subsidy for the line from the head of Butte Inlet to Quesnelle the Miner says:

The advisability of this subsidy is the most problematical of the three proposed. Mining operations in Cariboo are now, it must be confessed, carried on at great disadvantage, owing to the high cost of bringing in supplies. Freight charges to that district are enormous and the development of the mines there is much hindered for that reason. The question is, can there be found in the country resources to justify the building of such a long railroad? If Mr. Rihet can find somebody who will put up the necessary money above and beyond the subsidy of \$4,000 per mile, the Province may be justified in making the expenditure. Cariboo is admittedly a rich mining district, and it is undoubtedly entitled to the government's careful consideration.

This is a fair statement of the case. If the great central area does not possess resources sufficient to warrant its development by a railway, no subsidy ought to be granted, but happily its value in this respect has been long ago fully demonstrated.

THE "WORLD" ON THE SUBSIDY BILL.

The Vancouver World, whose views on the railway subsidy question would have more weight if it were not known that its manager is promoting line to the coast to Kootenay, thinks the government bill an unfair one. Notwithstanding the self-interest which naturally affects the attitude of that paper, its position is worthy of serious consideration, because it may naturally be expected to put the side of the case which it espouses in the strongest possible light; although we do not admit that it has done so.

Our contemporary treats the Coast-Kootenay road as consisting of five sections; namely: 1. From the Coast to the Meridian of Port Moody; 2. From the Meridian of Port Moody to a point opposite Hope; 3. From a point opposite Hope to Pentiction; 4. From Pentiction to Boundary Creek; 5. From Boundary Creek to the Columbia. It does not specifically divide the line in this way, but its remarks imply such a division.

For the first section, which is a short one, it thinks the Dominion Parliament would give substantial aid. For the second, which is approximately 76 miles, it says government aid is very probable. It expresses no opinion as to the probability of aid being extended by the Dominion government for the other three sections of the line. That is to say of the total distance from the coast to Kootenay it counts upon Dominion aid only for the few miles between the coast and the meridian of Port Moody, which is substantially nothing at all when compared with the cost of the whole line. Therefore when our contemporary claims that the provincial government should take such steps as will secure the construction of the Coast-Kootenay road, it is asking in effect that the Province shall assume the responsibility of its entire cost. This was in fact the only proposition ever put before the public, namely that the legislature should guarantee the bonds of a company to an amount variously stated at from \$12,000,000 to \$17,000,000. In other words the government is asked to exhaust the present credit of the World and his associates to build a railway, into which they would not put a single dollar of their own money. This is certainly a startling proposition, but this alone would appear to meet our contemporary's idea of what is "fair." If we do the World right, the foregoing is certainly what has substantially been demanded and neither the World nor any one else has formulated any other plan.

The World admits the desirability of aiding the road from Pentiction to Boundary Creek, but objects that it has no definite eastern terminus. This is a very trivial objection. The subsidy bill provides for approximately 100 miles of road from Pentiction to Boundary Creek. This is definite enough for all practical

purpose. The language gives the government sufficient leeway to secure a road to a suitable terminal point in the Kettle River country, which is what it is intended to do. But the World objects that 100 miles is only half way to the Columbia. That sort of objection is capable of indefinite elaboration. One hundred miles from Pentiction may be only half way to the Columbia, one-third of the way to the Kootenay, and one-quarter of the way to some place else, but it is approximately the distance necessary to give the highly valuable mineral district in the valley of the Kettle river and its tributaries access to the Coast, and it is for this purpose that the subsidy has been given. The more eastern portion of the southern mineral belt already has connection with the Coast by the Canadian Pacific. The western portion will obtain such connection by means of the contemplated line from Pentiction. Here we have a definite plan, which, indeed, is not what the World has hoped to see done, but yet is one which it cannot say is without great merits.

The World makes a very remarkable statement in regard to one very important portion of the line for which it contends. It says that a mere local line from the Coast to Chilliwack "would not afford traffic for an ordinary sized train either in passengers or freight more than twice a week." This distance has already been stated by our contemporary at 80 miles in correction of the approximate distance of 60 miles stated in the subsidy bill. If this estimate of the traffic of the road is correct, where does it land the promoters of the through line? We suppose if this is true as to the line to Chilliwack, it will be equally true of the line from the Coast to Hope, or say 100 miles. It will be recalled that one of the great arguments for the Coast-Kootenay road is that the farmers of the lower Fraser want an outlet for their produce, and that they are suffering for lack of an opportunity to send it into Kootenay. In view of this it is certainly startling to be told that they could not load two trains a week. If the World is right in this it practically destroys the chance of any company being able to finance the line without a government guarantee for the full cost, for no financiers would ever put their money into a railway the first hundred miles of which are through a country that will practically yield no traffic; the next section, over one of the most difficult mountain ranges on the continent, and the remainder through a district in which three other railways either now are, or, according to the World, shortly will be competitors for business. We are not taking this position, but are simply showing here the arguments of our contemporary and it.

In brief, we may say that the article in the World of Monday is not answered; it defeats forever, or at least for many years to come, the chances of the Coast-Kootenay railway. Our contemporary illustrates the danger of proving too much.

Our contemporary points out, and probably correctly enough, that several American projects are on foot to tap the rich country in the neighborhood of Kettle river. This has doubtless influenced the government in granting aid to a road from Pentiction. This line can be built in a little over a year from the time a company takes it in hand, and that is, the Coast cities can have connection with that district as soon as any American roads can get in there, provided the route via the Shuswap and Okanagan is adopted. If instead of providing for a road from Pentiction the government had set about aiding a road from the Coast, several years would necessarily elapse before the needed connection would be afforded, and in the meantime American roads would penetrate the country and the trade be diverted from the cities of British Columbia. This portion of our contemporary's argument affords the strongest possible justification of the government's policy.

The Colonist is not opposed to the construction of the Coast-Kootenay road. It is prepared to support any reasonable proposition looking to the construction of that line; but it is not prepared to support a proposition that the province shall take what is practically a leap in the dark, and, with millions of acres of territory awaiting development, tie its hands for years to come by guaranteeing bonds for the construction of a railway that will certainly cost \$12,000,000 and may cost \$17,000,000.

The Times is unable to understand why Mr. Heinze's company may not get the Pentiction-Boundary Creek subsidy. We are not surprised. It never had room for one whole idea at once, and so cannot be expected to comprehend two. Nevertheless, we repeat that the subsidy is not meant for Mr. Heinze and he may not get a dollar out of it.

Spring Requires Cures all Blood Diseases, from a common Plague to the worst Scrofulous Sores.

MUNCHHAUSEN REDEEMED.

There is a man in Seattle who has missed his calling, or possibly he has just discovered it. He may be Munchausen reincarnated, and the soul of the departed Hanoverian may have only just grown accustomed to its new environment. The story which he tells the Daily Times of that city is a beautiful one, and something like it will doubtless be preserved in the annals of Kootenay as the Kirkep myth.

The Seattle romancer, after dilating upon the peacefulness of Roseland, deals with Recorder and Constable Kirkep, who is alleged to have plenary powers which seem to extend to law-making as well as the enforcement of the law. "When he directs that a person shall be hanged or taken to the British Columbia penitentiary there can be but one appeal, and that is to the Home Secretary in England. And the Home Secretary has faith in Kirkep and consequently to appeal is really just a delay." And again: "When the Justice (that is, Kirkep) sentences a man to hang, that man is hung within six weeks. If the court says so, he is hung within ten days, but under no circumstances does he live longer than six weeks." Then followed divers and sundry illustrations of the way in which Kirkep is alleged to make and enforce laws.

Complimentary as all this is intended to be to the administration of law in Roseland and thereabouts, it conveys an entirely erroneous idea of the conditions there. The impression conveyed by it is that there have been repeated hangings in that part of the country. As a matter of fact there has never been an execution in Kootenay, and we do not at present recall a single case of murder. In the next place, if a murderer were committed there the murderer would be indicted by a grand jury, tried by a petty jury, and, if found guilty, be sentenced to death by a judge of the Supreme court. He would have a right to have the legal points in his case, if any were reserved, decided by the full court, and if everything went against him could appeal to the Governor-General for a pardon, who would refer the matter to the Minister of Justice and act on his recommendation. The Home Secretary would never hear of the matter. Mr. Kirkep is an excellent constable and has done admirable work in enforcing order wherever he has been stationed. Too much credit cannot be given to Mr. Kirkep for his efficiency as a peace officer, but the story, as told by the Seattle paper, is simply a travesty on the facts.

The Toronto Globe grows very earnest over the duty of the British Columbia government in connection with the B.C. Southern subsidy. It is not very clear what the Globe wants the government to do. So far as the danger of a coal monopoly goes we think it will be found that this will be provided against. The heroes of the Toronto paper appear to be hardly called for by anything that has lately happened. It seems more than strange that the Globe should of a sudden take an attitude which may almost be styled ferocious towards this province, simply because Mr. McInnes has chosen to say hard things about it. Is there an Ethiopian in the wood pile?

There was quite a noticeable change in the temper of the budget debate on the opposition side yesterday, the difference being due to a lack of reflections upon the personal integrity of the members of the government. Mr. Kennedy pronounced the very excellent doctrine that it is the duty of the opposition to assist as best it can in the work of legislation, and not merely play an obstructive role, while Mr. Cotton declared frankly that whatever may be said of the Lieutenant-Governor's connection with the Columbia and Western railway, the government is in no sense responsible for it.

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YOUNG MAN! YOU HAVE EXCEEDED THE LIMIT allowed by nature in the enjoyment of worldly pleasures. You have at some time overtaxed your nervous system, and there is a weakness lingering there, ready to break forth in all its pitiable destructive effects upon you. Do not disregard those little symptoms which you feel from day to day; they are messages, telling of the suffering of your nerves and warning you that a breakdown is near. It may come to-morrow and then it will be too late to mend.

DR. A. T. SANDEN, 225 WASHINGTON STREET, PORTLAND, OREGON. DR. SANDEN'S ELECTRIC BELT. There is not a hamlet on the Pacific Coast but has one or more who owe their happiness to it. This is the record of five years' good work. I have worn the belt twice and can say that it is doing me good already.

10 CASES BOYS SUITS JUST OPENED. English Norfolk Suits with Knickerbockers. Knicker Pants, 50c, 65c, 75c and \$1 per pair. B. WILLIAMS & CO. Hatters and Clothiers, 97 Johnson Street.

E. G. PRIOR & CO., Ltd. Lawn Mowers. THE FIRST GREAT IMPROVEMENT IN 30 YEARS. The "Pastime" mowers are made within 1 1/2 of an inch of a tree or fence. The old style mowers will not cut within 8 1/2 inches, and thus necessitate stunts and trimming.

Boston, Mass., April 6.—George L. Peering, Jr., of the Utes Boston Athletic Association, defeated E. S. Degrandi, of New York, in the second round for the amateur court tennis championship of the United States here to-day. Peering won 6-5; 6-4; 6-2; 6-1, in a finely played contest. This match leaves two Boston men in the tournament for the finale, and on Thursday morning Peering and Stockton will have it out to a finish.

THIRTY-NINE CROW'S NEST RAILWAY. Terms Upon Which the Pacific Railway Will be Subsidy. Mr. McMillen Wants to Offer Service Independent of Politics.

Ottawa, April 9.—(Special) Bland and Major McLean treat; Colonel Mason and Major Toronto, were here to-day. Hon. Mr. Cartwright, acting minister, regarding the send provincial jubilee regiment in June. They assured that the six hundred men will be sent, and asked that the cable government to secure consent to take part in a ceremony. This he promised. Hon. Mr. Laurier is to leave land on June 10. A labor delegation saw Hon. Mr. Laurier and urged a letter in gear and tackle of steamships. Mr. McMillen, in connection with the bill to put the civil service on dependent of politics. The Minister of Railway was seen to-day interviewed by the ing interests urging that the allowed to remain open on Sun. that the staffs be not reduced. It is said that the arrangement the C.P.E. in connection with Nest are almost complete, likely that the subsidy will be made and the company will be concessions regarding rates. Mr. McInnes, the "boy on day furnished the speaker in session, for, roared by the at Globe upon him, he made a h speech and gave the Grit orator.

NEWS OF THE DOMINION. MONTREAL, April 9.—(Special) conference between Mr. De la archbishop of Montreal, Montreal, travelling on the as conveyed the Governor-General to Ottawa.

MONTREAL, April 8.—At the of the Lieutenant-Governor to-day a letter was read from Walker & Sons, the Walkers, declining to become in the society. The letter contained designation among the members expected to receive a hearty party from the Walkers in securing liquor inspection. A resolution proposed by the society to addatory measures against the W.

QUEBEC, April 9.—(Special) political campaign in the district was opened by the Minister last night by a meeting held Louis hotel, the new headquarters party. Addresses were delivered by Messrs. Flynn, Pelletier, Cl others.

WINNIPEG, April 8.—(Special) independent of Winnipeg will Saturday to name a temper candidate against Jamieson, candidate for Winnipeg.

MONTREAL, April 9.—(Special) test will be entered against return for Champlain in the clerical intimation and correction. KINGSTON, April 8.—A Sackbor, N.Y., citizen who years married by telegraph in Oklahoma and the bride at one end and trate at the other, has writ Kingston legal firm for an opinion the legality of the ceremony. He deserted his three years ago, fallen in love with a Kingston would like to marry her, if it shown that the act would be non-sens.