

The Colonist.

THURSDAY, SEPTEMBER 16, 1897.

THE SITUATION AT DAWSON.

There is considerable anxiety here and elsewhere over the situation at Dawson, and if the reports that have come down are only half true, there is good ground for it. We have not felt called upon to make any appeal to the public in regard to it. The matter at present seems rather to be one for commercial enterprise to grapple with. It is beyond ordinary commercial remedy, then the duty of the Dominion government to take prompt action to provide relief is very clear. In view of the fact that there is a Mounted Police force on the ground, and that the Inspector is as closely in touch with the situation as any one can be and has no reason to misstate it one way or the other, we think the government may very properly wait until advised officially as to the likelihood of distress before taking action. It may be well to mention that the matter is not one with which the provincial government has anything to do.

In the event of an official report from the Mounted Police that relief is necessary being received, or, in the absence of such a report, of the existence of equally unimpeachable testimony, the government would encounter no insurmountable obstacle in getting in provisions if there is not too much delay. Any time during October it would appear to be possible from all accounts to get a pack train through to old Fort Selkirk by way of the Dalton trail, and from Selkirk supplies could be taken down to Dawson on the ice. It would of course be a tremendous undertaking to pack in from 500 to 1,000 tons of food from Chilkat to Fort Selkirk, and yet if the stories brought down by the Cleveland are to be relied on, the shortage cannot be less than the first named amount. It seems, however, somewhat too soon to jump at any conclusions, but one thing is very certain, namely, that if any mercantile concern can land a few hundred tons of flour, hams, bacon and beans at Fort Selkirk in the course of the next six weeks, the transaction would prove highly profitable. We suggest that some of our Victoria people take the matter up. It is said, on what seems to be good authority, that if a pack train leaves Chilkat about the last of the month it can get through to Fort Selkirk in about 15 days. There are, by the way, a number of cattle and sheep on the way now. Probably some of them have already got in as far as the river. Oxen can be used for packing purposes and can be converted into beef after they get in. As between starvation and horse meat, we assume the Dawsonites would prefer the latter, so that the pack horses, if killed after frost, and properly packed away, might come into good service for the replenishment of the commissariat. Everything points to a splendid profit on a commercial venture, if it is not put off too long.

Referring again to the duty of the Dominion government, we may mention that Hon. Mr. Sifton, in whose department such a subject will be, is to reach the coast shortly. By that time some word may be received from the Mounted Police, and if it is of a character calling for government action, we have no doubt that Mr. Sifton will show himself equal to the emergency. Meanwhile there is no use in giving credence to every sensational story.

CANADIAN WEATHER.

The New York Times grows very sarcastic over the climate of Canada, and says, that while the President of the Medical Association, in a late address, "made a fine showing with his parallels of latitude, it was noticeable that he had nothing to say about isothermal lines." Then the New York paper goes on to talk about raising bananas in Labrador. If the President of the Medical Association did not speak of isothermal lines, it was not because he need have feared to do so. It is true that we do not grow bananas in Labrador, but it is also true that they are not grown in New York. It is likewise true that while New York harbor, in latitude 41° N., is frequently blocked with ice, the harbor of Port Essington, in British Columbia, fourteen degrees further north, and none of those to the south of it, ever are. It is true that Colorado is a long way south of Peace river, but there is less snow in the latter locality than in the former. It grows pretty cold in Klondyke, but in Aroostook, Maine, "the garden of New England," 40deg. below zero is not uncommon, and 60deg. below has been recorded more than once. Isothermal lines tell a flattering story for Canada when they demonstrate that wheat can be successfully grown 1,200 miles northwest of St. Paul, Minnesota. People have frozen to death in the streets of New York, and a great statesman died from exposure to a blizzard in Union Square in that city. We have nothing worse than this to record of Fort Good Hope on the Arctic Circle. Erie canal is not clear of ice much sooner than is the Mackenzie river, though the latter flows into the Arctic ocean. With blizzard-swept Montana and the Dakotas before it, it is a less United States paper talks about Canadian winter weather the better. We may not grow bananas in Labrador, but we can grow

almonds in British Columbia. The truth is that the New York paper's conception of Canada is ludicrously inadequate; but this is not surprising. One of the members of the British Association said: "One must travel across Canada to get even a slight idea of its magnitude, and when you cite my friend Dr. Dawson as authority for the statement that the harder crops can be grown a thousand miles north of Victoria, and that the Klondyke is six hundred miles further north still, I am simply amazed at the magnitude of your country."

THE NEWS-ADVERTISER'S POSITION.

The News-Advertiser wants the provincial opposition to get together. As it accepted the issue prescribed by the Columbian, the redistribution of 1890, so now it accepts the watchword suggested by the Times, "A united opposition." In this sign, it says: "We shall assuredly conquer." Our Vancouver morning contemporary discovers some reasons to believe that success is ready to perch upon the opposition banner, one of them being the result at the by-election in Chilliwack. As we recall the Chilliwack campaign, we do not remember that the News-Advertiser contributed particularly to the result there, unless the fact that it never said so much as a word against the government candidate or in favor of the opposition candidate during that campaign may be regarded as such. One might have inferred from the attitude of the News-Advertiser on that occasion that it would not like to see the government defeated, for it did not so much as say a word to contribute to such a defeat. At least such is our recollection. If we are wrong we will be glad to be so informed.

Some change has come over the spirit of the News-Advertiser's dreams. From being almost absolutely silent on provincial politics it has become violently aggressive. The members of the government have become suddenly "unscrupulous gamblers," who sought to raise "an unpatriotic and un-Provincial suggestion" of antagonism between the Island and the Mainland. The "sins of omission" of the government have become flagrant, and to them are added "blunders of commission, botches here, job there." Its measures have suddenly become "ill-conceived and poorly wrought out," and have been forced through the house with "a machine majority." If these things are true, is it not an astounding thing that the News-Advertiser has just discovered it? Is it not an amazing thing that during the long session of the legislature held this year the News-Advertiser never pointed out a single sin of omission, a single blunder of commission, a single botch or a single job? Is it not also a remarkable thing that the gentleman of whose views the News-Advertiser is the exponent sat in his place in the legislature throughout the whole session without on a single occasion arraigning the government for a sin of omission, a blunder of commission, a botch or a job? Does the News-Advertiser think people have no memories? Does it forget how it and the gentleman whose views it expresses were attacked by the opposition press in all parts of the province, how they were accused of playing fast and loose with their party, how they were in so many words disowned by those who then believed they had the right to speak for the opposition?

That the News-Advertiser has the right to espouse the cause of the opposition no one will deny; but that it has the right, in view of its record during the past year and that of Mr. Cotton during the last session of the legislature, to take the violent tone it has seen fit to assume, is most emphatically denied. Of what sin of omission did Mr. Cotton or his paper accuse the government during the past twelve months? Of what blunder of commission did they, or either of them, complain? What botch did the junior member from Vancouver or his organ lay bare; what job did they expose? We tell the News-Advertiser that in the face of what has been open, public and notorious in provincial politics during the new year, it ill-becomes it to assume its present tone in regard to the provincial administration. If these jobs, botches, blunders and sins exist now, surely some of them existed six months ago. If it is necessary now for the people to rise and condemn the government for such things, surely when the legislature was in session, and these matters could have been enquired into, it was the duty of Mr. Cotton, either on the floor of the House or in his paper, to have ventilated them. If he is honest in his convictions now, was he honest in his silence then? We say that when a member of the legislature, controlling a daily newspaper, sits in his place the whole session through, contenting himself with formulating a few harmless debating society resolutions, and though knowing of sins of omission, blunders of commission, botches and jobs on the part of the government, does not either in his capacity of a representative, or in his more responsible position of a public journalist expose such wrongs, he forgets all claim to public confidence, he discredits everything which he or his paper may say on public questions, he furnishes good ground as to suspicions as to the cause of his apathy then and his aggressiveness now.

There is one point in the article in the

News-Advertiser now under consideration to which we shall return in a future article, namely, its reference to the government's railway policy. At present we have only sought to show the glaring inconsistency between its position now and that which it and Mr. Cotton took during the last session. We doubt if anything more barefaced can be found in political annals. "Unscrupulous gamblers," forsooth!

THE GOVERNMENT RAILWAY POLICY.

We quote the following from the editorial columns of the News-Advertiser of September 12:

Look at the action of the government during the last two sessions. On many things they had no policy. On the few things on which they did strike a definite line, the result has either been a negative one or one of disaster to the interests of the province. It is only necessary to refer to the so-called "Railway Policy" of last session as a striking illustration of a policy without results. At the same time, had that policy have brought forth anything it would have been little less than disaster—a heavy load upon the people; the enrichment of a few speculators and some half-completed railways, which would have made still heavier demands on the provincial taxpayers before they would have been of the least utility.

If this were anything but words, if there were the slightest foundation in fact for it, if during the time when the railway policy was before the house, either the News-Advertiser or Mr. Cotton had taken such an attitude against it as is above indicated, it would be a very formidable indictment; but when it is examined in the light which the history of last session and subsequent events cast upon it, the result shows that the Vancouver paper's brave show of words is mere "Sound and fury, signifying nothing." There is not the least necessity for anyone to apologise for the railway policy of the government, which was bold and comprehensive, and is destined to be crowned with success.

In considering British Columbia in connection with needed railway development, the province is naturally divided into three sections, not including Vancouver Island. There is the northern section, which may for convenience be called Cassiar; there is the central section, which may for convenience be called Cariboo; and there is the southern section, which may in the same way be designated Kootenay. In all these sections there is a prospect of great mineral development, and to aid in this development railways are necessary. The government policy as outlined in the legislation of last session is as follows:

For the Cassiar section: In aid of a railway from Takn Inlet to Lake Teelin 5,200 acres per mile; in aid of railway from Glenora to Teelin Lake, 5,200 per mile; in aid of a railway from Telegraph Creek to Dease Lake, a 35-year lease of 10,400 per mile.

For the Cariboo section: In aid of a railway from Bute Inlet to Quesnelle, \$4,000 a mile.

For the Kootenay section: In aid of a railway from the Coast, with a Victoria connection, to Boundary Creek, \$4,000 a mile, this subsidy being divided into three parts, each part applying to a section of the route, this arrangement having been made so that the government might arrange with one company to build the whole line or with any company to build any portion of it.

We think it will be conceded that this policy is sufficiently comprehensive and that if it meets with success will prove of vast benefit to the province. The News-Advertiser says it is "a policy without result." This policy became the law of the land less than four months ago, not a very long time, we suggest, to wait for a policy to bring forth its fruits. But it has not been without results. Surveying parties are, or have been, in the field on the three Cassiar lines, and there is no room for doubt that before the close of next season all three lines will be built. A very favorable report has been received as to the Takn-Teelin route, and the announcement is made that the line will be built at once. The question as to the Glenora-Teelin line is not as to its being built, but as to who will have the privilege of building it. The Cassiar Central project has, according to the latest advices from London, passed out of the prospective stage and become an assured fact.

We are not in a position to speak of the present status of the Coast-Cariboo project. When Mr. R. P. Rithel left the city for San Francisco a month or six weeks ago, he was confident that he would be in a position to begin work on the line within the time limited by the subsidy act. The project is one calling for a very large sum of money, and time is necessary to finance a project involving millions.

The Coast-Kootenay project hangs fire, but why? The government gave all that the promoters of the through line asked for, gave what they said would be ample to enable them to finance the project, gave every dollar that Dr. Milne's company or Mr. Heinze's company thought they ought to give, and as much as anyone ever suggested that the province should give in aid of such a railway. Indeed it is a fact known to everyone that if it had not been for the unseemly wrangle at Ottawa in regard to the Dominion subsidy the line would now be under construction. This provincial cash subsidies were predicated upon the assumption that the Dominion would supplement them, and the failure

of the latter to do so cannot be laid at the door of Hon. Mr. Turner and his colleagues. It is notorious that Mr. Maxwell, M. P., who is now cheek by jowl with the News-Advertiser in the effort to turn out the provincial ministry was largely instrumental in frustrating the consummation of at least a portion of the Coast-Kootenay railway project during the present year. That the government policy in regard to the road will bring forth good results next year is hardly a matter of doubt.

We are told that this broad and comprehensive policy will only bring forth disaster. This, Mr. Cotton, M. P., tells us in the News-Advertiser. He took care to say nothing of the kind in the legislature. He supported the subsidies to the lines of Teelin lake; he voted for the second reading of the Cassiar-Central Railway bill; he declared that he would like the company was dealing liberally with the province; he opposed the Coast-Cariboo road only because he was not quite certain that this was the best way to open up Cariboo; he raised no objection to the Coast-Kootenay subsidy except the general one that the province should have more interest in the subsidized roads. To do him full justice it must be added that he favored the government construction of the road from Pentleton to Boundary Creek. He spoke on the second reading of the general subsidy bill and the Cassiar-Central bill, he took part in the debates on these measures in committee, but we have searched in vain through the reports of his own speeches in his own paper for a single suggestion that disaster would follow the government railway policy, if it proved successful. And yet if it is true now that this policy was freighted with disaster, if it meant the enrichment of a few speculators, if it meant that the provincial taxpayers would have to meet heavy demands to finish the half-completed railways begun under it—we say if these things are true now they were true then, and yet Mr. Cotton sat in his place in the house dumb, absolutely dumb, so far as these things are concerned, and the whole session passed without his paper containing one word of warning against the impending peril. Will Mr. Cotton and the News-Advertiser say that that they did not see these things then? The public have a right to an answer to this question. If they did not see them then, when was the veil lifted from their eyes, what was the nature of that veil and how was it lifted? The public have a right to an answer to these questions in order to judge of the sincerity of the position which Mr. Cotton now takes in his paper.

If the things are true which we are now told in regard to the government's railway policy, surely the time to have said them was before that policy became law; surely the time to have spoken was when it was possible to avert the disaster. Why did not Mr. Cotton speak as he now speaks through his paper? Why did he not make the News-Advertiser a means of appealing to the people to arise and avert so great a disaster? Why did he not take some occasion in the half score of times at least that he was on his feet during the discussion of the railway policy to drop a hint that the evil consequences above foretold were involved in that policy? The News-Advertiser has told us of the "unscrupulous gamblers" who misled the people three years ago. Will it now tell us what sort of a gambler Mr. Cotton was, and what his game was, that he kept silent himself and kept his paper silent upon the vital matters which he now, when it is too late, professes to believe will result from the conduct of the government in regard to railways?

THE HOME MARKET FOR SHEEP.

The monthly consumption of sheep in Victoria alone amounts to almost 3,000. From this it may be inferred that the total consumption in British Columbia is between 10,000 and 12,000 a month at least, or 120,000 to 144,000 a year. By far the greater number of these sheep are imported, principally from Oregon. We invite the farmers of the province to give this matter their attention. It is certainly important. It means that if they were able to supply the home market with its lamb and mutton they would have the \$300,000 or so that goes out to the farmers of Oregon every year. That is to say, if the farmers of this province would put themselves in a position to supply this one demand, they would have a thousand dollars a day more to divide among them than they have now. It must not be forgotten that the market is a growing one in the Yukon country, and that many thousands of sheep every year.

The experience of farmers in New Brunswick, where sheep have to be fed at the barns for five or six months every year, is that it pays to raise them. On the islands and many parts of the mainland of this province it would not be necessary to keep sheep up at any time during the year, and if they pay in New Brunswick they ought to pay better here. The suggestion is not that anyone should go extensively into the business, but that more farmers should keep some sheep, and those who keep them now should increase their flocks.

It is quite time that greater attention was paid to farming in this province than has been the case during the last few years. The public mind has been so excited over mining that the more prosaic

but more important industry of husbandry has almost been lost sight of. Yet the market for farm produce is large and steadily growing, and though we can raise at home most of the things we need, we continue to send abroad hundreds of thousands of dollars for them every year. It would be a good plan to make a beginning by an effort to supply from home sources the demand for lambs and mutton. Possibly the domestic breeds of sheep need improving. It is quite likely that they do, for it is necessary to have frequent importations of new blood to keep sheep up to a high standard. We venture the suggestion that if the legislature were to appropriate a few thousand dollars to be invested in an importation of good rams and ewes of approved breeds, they would sell quickly at auction at prices that would nearly, if not quite, recoup the outlay. Even if they did not, the advantage to the farming community to have improved breeds of sheep would more than compensate for the outlay. This is a subject which should engage the attention of the Farmers' Institutes, when organized, as we hope they soon will be in considerable numbers. Improvement in stock should be one of the objects of these co-operative organizations. It costs no more to raise a good animal than it does to raise a poor one. With the fine home market for sheep and lambs there is every incentive to our farmers to take this matter in hand.

MORE WORLD MISREPRESENTATION.

It is bad enough to have to correct the misstatements and forgeries of open adversaries; but it is infinitely worse to have to reply to those of professed friends. On Monday night the World referred to an article in Sunday's Colonist, headed "A Farce in Politics." That article spoke of a letter from Hon. D. W. Higgins. The World says "A search for the document did not succeed in finding it." How very thorough the search must have been will be obvious when we state that the letter was in the first column of the 7th page of the same paper. Little nasty slurs of the kind quoted show better than anything else the character of the paper making them. Having made this break, the World proceeds to correct certain "mistakes" which it alleges the Colonist has made. The only difference between anything that the Colonist said and anything that the World says in its statement of facts is that the Colonist said that Hon. Mr. Turner is the only member of the present cabinet who was in the cabinet of 1890. The World says the Hon. Mr. Pooley was also in the cabinet. We see by the Parliamentary Companion that the World is right. The World in its statement of facts says some things that the Colonist did not say, but in point of fact the Colonist has never attempted to state the facts regarding redistribution. So far as the World has set us right about Mr. Pooley we are obliged to it.

Having done this the World says that the Colonist is "at fault in the assertion that a redistribution bill cannot be introduced until after the result of the next census is known." The Colonist never said anything of the kind, nor had anything of the kind in view. There has not appeared a line in the Colonist on which the World has any right whatever to base such an assertion. Under ordinary circumstances we would suppose that our contemporary had simply got matters mixed up in some unaccountable way, but in view of the very recent occasion when it denied categorically that it had ever printed an article copied from its columns a few days before, we feel constrained to ask our contemporary to give us some idea of the rules of morality by which it squares its conduct. In case the World shall say, as it did on that occasion, that it never printed what we now allege it did, we tell it that the misstatement in question is found in its issue of Monday, September 13, 1897, page 4, column 1, and in the closing clause of the last sentence but one of its leading article.

The Denver Ledger has arrived at the conclusion that the government will introduce a redistribution bill at the close of the present session, and probably be beaten on it. Under such circumstances it would seem to be the part of wisdom on the part of the government not to introduce such a bill. Perhaps the Ledger will do, what we have been vainly endeavoring to induce the Coast opposition papers to do—tell us what the opposition means by redistribution. It might be a good idea for the Ledger to give its opinion upon the News-Advertiser's "first and necessary issue" of 1898, that is the redistribution bill of 1890. We understand that the Colonist is expected to say that this bill was perfection. Now will the Ledger tell us if we ought to say it was perfection in view of the fact that it supported the repeal of this "first and necessary issue" in 1894?

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A KLONDYKE B Ottawa Men Are Building Carry Passengers' Fare to the Yukon.

A Quarter of a Million Sold By the Jubilee Stamps.

OTTAWA, Sept. 13.—(Sp) Free Press says the session will not commence before the 15th in February, and assigns the several ministers as the case Meers, Tarte and Fielding, England and Mr. Sifton to be

It is stated at the Militia that there is no intention to military districts 10 and 11 British Columbia to the Militia, as stated by the Militia Hon. Clifford Sifton, and have postponed their departure until the end of next day in consequence of a telegram from Supt. McLeire, way, September 13, 1897, in a frightful condition and impossible to get through. Mr. Sifton will wait till the frozen and use a dog train, able he will go through to the Sergt.-Major Hogan, of the police force, is to succeed as inspector of Dominion police Ottawa, Sept. 14.—(Sp) company of Ottawa capital formed to arrange for the of a balloon from the design, such that will not be affected port of passengers, freightment mails from Edmonton, kon goldfields and the balloon to be ready within three the trial trip will take place along the Dominion coast, such that will not be affected cold or damp atmosphere travel close to the ground.

Major Walsh, administrator in the city and will remain days making his arrangements departure for the West. tawa on Thursday week.

In those military district district postmasters have relieved of their duties, if plied by the militia depart pose this work on the commanding. The impression however, that this argument last long, as it is regarded anomalous that the auditors to certify accounts should own certificate. There do be in the arrangement a check as is required by a General.

Lord Strathcona, Canadian missioner, was in town to long conference with G. Mulock and Sifton.

Postmaster-General Mulock quarter of a million dollar lease stamp idea.

G. B. Brown, A. L. D. Syer and T. H. Courtney, with honors from the Royal College last June, are recommended for commissions in service.

THE PERMANENT Moving Them Around for Practice.

OTTAWA, Sept. 13.—(Sp) officers and sergeants of the corps are being changed from Toronto, London, S. Fredericton. The company infantry, which is training Royal Berkshires at Hill weeks, return to Fredrick day.

SABLE ISLAND Tussock Grass to Be Used of the Atlantic

OTTAWA, Sept. 13.—(Sp) patch received by the Governor of the Falk states he will forward a large quantity of tussock grass along the coast of the island to prevent attrition by in

BURIED AT WID Funeral of the Late Alexander There Yesterday

WINSBORO, Sept. 13.—(Sp) remains of the late Al whose death was announced last week, reached morning from the West. friends of the deceased w and a large number of tributes covered the coffin took place this afternoon cemetery, the service b cathedral. The following bearers: Judge Walker, ford, C. N. Bell, G. Blac ton and F. I. Clark, the 70's.

H. M. S. REN The New Flagship Reaches lieve the Crew

HALIFAX, Sept. 13.—(Sp) battleship Renown, the war which ever crossed rived this morning from She bears the flag of V John Fisher, the new con British fleet in North A The new ship was receive from the warships in the del. The cruiser Creede ceded by the Renown as station, will return to S calling probably on Frid

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