

The Colonist.

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HEAVILY BURDENED.

Eastern men, particularly when they are connected with the Government, smile incredulously when they hear a British Columbian declare that his Province pays into the Dominion a very great deal more than its fair share of the revenue.

Table with 2 columns: Province, Revenue. Includes Ontario, Quebec, Nova Scotia, New Brunswick, P. E. Island, Manitoba, British Columbia.

From the above data the reader who takes the trouble to make the calculation will find that the per capita contribution of the different provinces to the Federal Revenue from customs duties is:

Table with 2 columns: Province, Per Capita Contribution. Includes Ontario, Quebec, Nova Scotia, New Brunswick, P. E. Island, Manitoba, British Columbia.

THE GOVERNMENT'S PLAN.

The address of the Vancouver Board of Trade to the Minister of Public Works contained the following reference to the fast Atlantic line:

As matters of first importance to the Dominion in general, to the Province of British Columbia and to Vancouver in particular as the chief terminal and shipping port on the Pacific Coast, the Board would call your attention to the paramount importance of the establishment of a fast Atlantic service...

early consummation of the Pacific Cable. Upon these matters strong representations were made by this Board to the late Government about a year ago, and it would respectfully urge that you may be pleased to give them your serious consideration.

Mr. Tarte in reply gave the following full explanation relative to the views of the Government with respect to the fast line and the progress that had been made in the negotiations with steamship owners:

As to the fast Atlantic service he reminded them at the outset that the present Government had not been long in power. When they took office they found that two tenders were in for the service, but neither of them were absolute offers.

He wished to say that what had been said at the time when the delegation had waited on him had been misconstrued. The Chief Engineer had not then said that what had been done had been wrongly done. The work done had been useful. It deepened the channel and had not decreased the velocity of the river.

It would appear from Mr. Tarte's observations that the Government's opinion as to what a fast line ought to be is hardly in harmony with that entertained by the Vancouver Board of Trade. If the Government's views prevail the project of a fast line will be given up altogether...

WORK ON THE FRASER.

We were not long ago, as our readers may remember, brought to book for having expressed our conviction that Mr. Coste, Chief Engineer of the Public Works Department, had not said that the work done on the Fraser River by the Dominion Government had been a blunder...

Well, we survived both attacks. Mr. Coste is here, and we learn from a letter written by another heaven-born engineer that Mr. Coste approves of the work done by Mr. Gamble at the mouth of the Fraser River.

Mr. Coste, Dominion Engineer-in-Chief, informed the writer that he approved of the plan, and regretted that the funds would not allow the building of two. (How fortunate for the owner of the land.) This gentleman (Mr. Coste) highly approved of sinking mattresses outside the river.

Captain Robertson disapproves of Mr. Coste and writes in a wrathful mood, but that official will, we trust, be able to bear both the disapproval and the anger of the self-made engineer.

Then the Vancouver Board of Trade in the sensible, business-like address which they presented to the Minister of Public Works the other day, quietly gave the self-sufficient critics who condemned the work which the late Government had done on the Fraser a sharp rap over the knuckles.

Certain recently published reports with respect to improvements on the Fraser river appear to be somewhat misleading, inasmuch as they would indicate that the work already done was begun at the wrong end and should have been carried out in the upper reaches of the river.

Worse than all, the Minister of Public Works himself in his reply to the address gave a direct contradiction to the delegate who was in such a hurry to tell the public that Mr. Coste condemned the work that had been done on the river and, by consequence, the engineer who planned and superintended that work, in the following terms:

He wished to say that what had been said at the time when the delegation had waited on him had been misconstrued. The Chief Engineer had not then said that what had been done had been wrongly done. The work done had been useful. It deepened the channel and had not decreased the velocity of the river.

Our readers see that we were amply justified in doubting the correctness of the statement made by Mr. Cunningham. We are, however, far from accusing him of deliberate and willful misrepresentation. It is evident that he misunderstood the drift of Mr. Coste's remarks, and, therefore, reported them incorrectly.

WORK.

Some people imagine that they would be perfectly happy if they had nothing to do. They consider it a great misfortune that they are obliged to work every day and all day long with only a holiday now and then to vary the painful monotony.

Are they right? Is it a misfortune that most men and women have to be continually employed? Who are the idle people of the world? Savages are idle. They hate exertion. They work by fits and starts when compelled to do so by hunger.

Well, we survived both attacks. Mr. Coste is here, and we learn from a letter written by another heaven-born engineer that Mr. Coste approves of the work done by Mr. Gamble at the mouth of the Fraser River.

Those who are suffering from disappointment or grief, those who are disappointed or not disposed to active exertion. But are they the better for being idle? Would it not be better for the sailor and grietricken if they roused themselves and went to work at their ordinary employment?

The very rich are not under the necessity to work, and they are often idle. Are they the better off on that account? Pleasure becomes to many of them a toil, and we have to go to a foreign language to find a word to express the weariness caused by doing nothing.

A writer in the November Forum, William Ferrero, whose object it is to show the connection between work and morality, says: The capacity for work is such an important quality that I believe it influ-

ences not only crime but suicide. A great capacity for work is a safeguard against the temptation to commit suicide at the most painful moments of life. Those who have suffered much know that the worst pang of excessive grief is that one is not able to shake off the thought of one's misfortune.

From this it will be seen that work at all times is best for men and women. When they are well and happy it keeps body and mind in a healthy condition. When they are unhappy from any cause it is the best medicine. It restores tone to the mind and vigor to the body; it creates new interests and it either helps to forget or gives strength to bear.

DREADFUL.

Humane citizens will be shocked to learn that when the unfortunate insane patient, Miss Field, was taken to the New Westminster asylum she was manacled. Her feet were fettered by "irons" and she was handcuffed. A person who has had a good deal to do with the insane and knows how to manage them and to take care of them, informs us that "there is no earthly reason why manacles should be used at all on an insane woman, no matter how violent she may be."

The policemen who had charge of the unfortunate woman had, we are sure, no intention to be cruel or to use unnecessary violence. They acted according to their lights and used such instruments as were within their reach. But they were assigned a duty which they were necessarily unfit to perform and which they should never be required to perform.

Persons in the first stages of insanity should be sent to the hospital for safe keeping. There should be a room in the institution in which they could be confined, and there should be at hand all necessary appliances. It is absolutely necessary that women patients should be placed under the care of women only.

The Kettle river mining division of Yale and the Trail mining division of West Kootenay have been created separate local districts. Orders in council bearing date of the 26th of May and the 5th of the present month, Mr. William Graham McMyrn, of Midway, is named as local board of health for the Kettle river district, and Mr. John Kirkup, of Rossland, as local board of health for Trail.

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