"BOUNDARY DISPUTES."

Some Minnesota gentlemen have conjured up another "boundary dispute" between Canada and the United States, and a Duluth correspondent of the St. Louis Globe-Democrat has been enterprising enough to describe it to an awe-stricken public. A year or two since these same Minnesota gentlemen, or others like unto them, were intent on transferring the large tract of land known as Hunter's Island, which lies east of Rainy lake, from Canada to Minnesota. Now the object is to put Oak Point Island, in Rainy lake, through a similar process. The discovery of gold upon the island appears to be the moving cause. According to the enterprising correspondent, "the wording of the treaty of Ghent" makes the island a part of Minnesota, while the wicked geological survey of Canada has in its maps located it on the Canadian side of the line. It so happens that the line is fixed by the Ashburton treaty of 1842, and the two commissioners under that treaty, Lord Ashburton ond Daniel Webster, clearly traced on maps the boundary they agreed upon. Certified copies of these maps are in the possession of the department of the interior at Ottawa, and doubtless the geological survey maps are based upon these. This last "boundary dispute" is evidently notnmg more than an interesting product of the Minnesota gentlemen's imaginations.

OPINION AT BOUNDARY CREEK.

The Boundary Creek Times, one of the brightest weekly newspapers in the province, discusses the railway policy of the two governments with ability and force, and evidently from an intimate knowledge of "the true inwardness" of the situation. The Times is published at Greenwood, in the centre of the Boundary Creek district, which the Turner government professes to be so anxious to assist by subsidizing the Heinze-Dewdney scheme, and naturally might be expected to be influenced by its environment and local interest. Nevertheless the Times criticizes most severely the railway policy of the local government, and points out that by damning the Coast-Kootenay with faint praise, the government is responsible in a large measure for the present position of affairs. "The premier of the province," says the Times, "and other members of the government gave many reasons why further assistance should not be granted for a road from the coast. They threw suspicion on the feasibility of the scheme; they questioned its financial standing and attacked its personnel." Very naturally the studied hostility of the local government to the coast road had an effect upon Mr. Blair. The Dominion government is not forcing railways through sections of the province where the local government in not in favor of their going. Like any other government, they are glad of a reasonable pretext for avoiding a large expenditure, and when Mr. Blair saw that British Columbia was not united, that the Lieutenant-Governor and the premier and his colleagues were pulling against the through line, he would very naturally conclude, if he had theretofore any doubt, that his safer plan would be to act in concert with the local authorities, upon whose financial assistance, as well as upon that of the Dominion government, the success of the project must depend. Instead of selecting the more necessary and more expensive of two schemes Mr. Blair chose the less costly and less essential, and he has the support of our government in so doing. But as our Boundary Creek contemporary points out, had Hon. Mr. Blair "studied the question a little further; had he probed into the motives which actuated the Turner government in its initial railway policy, he would have probably arrived at a different conclusion. He would have discovered that the interests of the people of the province had not been considered, but that the provincial government's railway policy was the production of F. August Heinze and his very distinguished lieutenant, the Hon. Edgar Dewdney." The responsibility for the defeat, or the postponement, of the through line will certainly attach to the local government, as our contemporary states, and the public will hold them to account for faithlessness to their interests. The frantic "demands" for the Heinze subsidy will not cloud the issue or remove responsibility, although they may succeed in killing, for the present, the through line project. Our contemporary touches upon one of the causes of opposition to the Heinze-Turner scheme, as follows:

"The question of railway assistance for a Coast road does not vitally concern the people of Boundary district; all we are anxious about is to secure railway connection; but like all those who have studied the situation, we feel that the fact that Lieut.-Governor Dewdney is a director in the Columbia & Western Co., and that Mr. Heinze appears to have a hypnotic influence over the members of the provincial government, places the people at the mercy of two speculators and brings legislation into contempt. Take the Alien Labor bill, for instance. It was passed by the provincial legislature, nothwithstanding the opposition of the government, and had it received the sanction of the Lieutenant-Governor it would have prevented the employment of Chinese or Japanese in the construction of the Columbia & Western Railway or any other state-aided enterprise; but Director Dewdney, of the Columbia & Western Railway Company, had too much control over Lieut.-Governor Dewdney, and consequently the bill did not receive his assent. The result is that if construction begins on the Columbia & Western this year, Mr. Dewdney and Mr. Heinze can pocket extra profits because they are able to employ hordes of Chinese, against whom it is impossible for white laborers to compete."

Against the merits of the scheme proper, if it were not in antagonism to a better one, nothing could be said. It is because it is the least important of the two rival railways, and because the methods of promoting it trench too closely upon what is scandalous and disreputable, that we have thought it to be our duty to support the claims of the Coast-Kootenay line.

THE PROPER OBJECT.

The Colonist seems particularly anxious to have the people of British Columbia impress upon the Dominion government the importance of granting aid to the Columbia & Western railway, urging that the needs of the province demand the immediate construction of that line. The Colonist advises that all agitation for a road from the coast to tap the Kootenay should cease, reasoning that it is useless to hope for any aid from the federal government for such a line. In thus discriminating between the two propositions the Colonist has adopted a curious line of reasoning. It is a fact that the two schemes—the Coast-Kootenay and Columbia & Western railways—are both in the same position today as far as the Dominion government is concerned. If it is shown—and it undoubtedly can be—that the coast cities are unanimously in favor of the immediate construction of the Coast-Kootenay railway, that such a project is of vital interest; that it is our due—in short, if the people are unanimous in the demand for a recognition of our rights, it is only fair to assume that the Dominion government will, if they reconsider the question at all, come to see that the coast cities have claims equally as strong as those presented by the Heinze syndicate. Does it not seem absurd then for the Colonist to howl about the people rising in their might to demand assistance for the Heinze scheme, when it is certain that if pressure is of any value at all it will be as efficacious as regards the Coast-Kootenay route as the other proposition? Even if built, the Columbia & Western will not satisfy the people of the coast, and the Colonist knows it. But there is "a nigger in the woodpile." From the first the Turner clique, of which the Colonist is the blatant mouthpiece, has been indefatigable in the interests of Mr. Heinze and his friends, and the present agitation for an exhibition of public wrath in favor of Mr. Heinze is inspired by a desire to see the consummation of that gentleman's schemes as per programme. The coast people would be fools indeed if they sacrificed what chance remains to secure the much-needed communication with the Kootenay country in order to aid Mr. Heinze and the Canadian Pacific. We have no fear that they will do so. We want a road from the coast—let us stick to that.

MR. SPEAKER HIGGINS.

Mr. Speaker Higgins can plead that he was elected to support the Davie government and that he owes no allegiance to the Turner administration. He may take the ground that the personnel of the government having changed—incapacity and weakness having succeeded force and audacity—any pledge given at the time of his election is no lnger binding upon him. The point is a nice one, but no doubt the Speaker, versed as he is in precedents, will be able to solve it satisfactorily. An Indian found in the woods was asked if he was lost and replied, "me no lost, wigwam lost." Similarly Mr. Speaker can say, but with more truth, "I have not deserted the government, but the government has deserted me." Taking that view of the matter—and we suppose the contention can be proved—it is incumbent upon Mr. Speaker to resign the chair or his seat in the house. We confess that we are somewhat puzzled in trying to solve the problem. There is no doubt that the government has forfeited public confidence and no longer represents a majority of the people. It is a hopeless minority outside of the house, and within is discredited and distrusted by its supporters. No person has better reasons for knowing this than Mr. Speaker. Under such circumstances, is it the Speaker or the government that should resign? Probably Mr. Speaker, who must recognize the importance of an authoritative decision in view of the conflicting opinions, will give us his ruling. We cheerfully place our columns at his service for a full exposition of his views on the "constitutional" and political questions involved.

THE COLONIST EXPOSED.

The Colonist is badly rattled. It is beginning to realize that the coast cities cannot be hoodwinked by the wire-pulling agitation in favor of the Heinze-Turner-Dewdney clique, and it feels very badly thereat. In its despair it has adopted its usual tactics—barefaced falsification. Here is its latest sample. Referring to an article in The Times of last evening, it says:

"The article is false in stating that 'the Colonist has advised that all agitation for a road from the coast to tap the Kootenay should cease.' The Colonist has done nothing of the sort. It has done nothing that by any construction of language can be made to mean anything of the sort, and every reader of the Colonist knows it."

Now in saying that "the Colonist has advised that all agitation for a oad from the coast to tap the Kootenay should cease," the Times stated what is absolutely correct, and we here repeat that statement deliberately. In denying it the Colonist has been guilty of perpetrating a falsehood. Proof of its guilt is furnished in the following editorial paragraph appearing in Thursday's Colonist:

"The Times admits the value of a railway coming as far west as Penticton, but thinks we ought to work for more. If there was the least use in doing so, we would assent to such a proposition most heartily. But what is the good of working for what we know in advance that we cannot get? Let us be firm and undivided in our demands for justice, but let us have some sense at the same time."

Comment is superfluous. No sensible man can fail to see that the Colonist did advise, and in very plain language, "that all agitation for a road from the coast to tap the Kootenay should cease." It is plainly to be seen that this subsidized shouter, which poses as the champion of the rights of the province with nauseating insistence, is utterly unreliable and unscrupulous.

KEEP TO THE SHORT LINE.

Parliament will adjourn in a day or two, and it is evident that action in regard to any railway subsidies in British Columbia is out of the question. This is a fact which those who take part in this evening's meeting should keep in mind. Under the circumstances there can be no force in any plea that the people of the Coast should abandon the most important part of their railway desiderata in order to have a chance of obtaining what is less important. In any case it would be foolish for Victorians to foster the opinion that the Columbia-Penticton road would satisfy them, but as matters stand such a course would be doubly foolish. There is not the slightest chance of influencing the Dominion government and parliment to aid in the building of any part of the proposed through line this year, and therefore as we have only to look to future aid, it is manifestly wise to seek aid for that part which will benefit us most. Let it once be understood that the roundabout route by way of Penticton would satisfy the Coast people, and all hope of securing aid for the short through line would be gone. That is precisely the situation that would suit Mr. Heinze, the Canadian Pacific and their friends; if they can forever prevent the building of the short road they will be so much the better pleased. It is needless to say that the people of the Coast would be proportionately disadvantaged. Victorians have only to trace this long route on the map, then measure the much shorter distance between Spokane and the Boundary and Fairview districts in order to see how heavily handicapped they would be in competing for the trade of that region—not to speak of Kootenay at all. The short line is absolutely necessary to put us on anything like even terms, and we shall be blind to our own interests if we do not at all times keep that fact in view. Any attempt to lessen its force should be promptly frowned down.

The Rosslander says: "The present fight is the last one that will or can be made on behalf of a railway in British Columbia, except through the far north, independent of the Canadian Pacific. If the V. V. & R. lose, all hope is forever gone, as there is little chance of the interests of the C. & W. and the C. P. R. ever becoming antagonistic. The wider question has to be considered whether it is best to grant a monopoly of the whole railway business south of the C. P. R. main line to that company with restrictions, as in the Crow's Nest railway bargain, or whether two transcontinental railways in Canada will ever be a possibility. A bonus to the C. & W., so far as any one now in Kootenay is concerned, would settle the question of monopoly forever. Until the Dominion house is prepared to decide that question with that inevitable result before it for consideration, it is better that action be not taken. Though we in Kootenay would all like to see at the earliest possible moment the vast mineral wealth of Boundary Creek streaming across the mountains to Columbia river smelters, if the delay of one year will give to Southern British Columbia competing lines of railway to the coast, or freight and passenger rates that will allow the people to exist for some other object than to swell railway dividends, the loss of this year's time in construction will be amply repaid. The C. & W. railway has already been granted by the province almost sufficient in money and land to build the railway. If the people make a present to a company of a completed railway, as they are practically doing, they are entitled to have that company accept it upon restrictions as to rates and conditions of operating that give them a goodly portion of the benefits to follow its construction."

It is passing strange! No through train on the C.P.R. for about ten days, and consequently no mail east or west in that time. Except for the telegraph, which is not infallible, Eastern Canada might as well be in the planet Mars for all the people of British Columbia have heard from it during that period of non-intercourse. And yet, who knows anything of the cause? An interruption to traffic is inevitable on any railway; a complete stoppage for days at a time is unavoidable on the great transcontinental lines. But what is surprising is that when a complete block occurs to traffic, involving general inconvenience and loss, that the cause of the interruption, the extent of the damage, and the probability as to the time when traffic will be resumed, are not freely and fully given to the public. As in the present instance, the extent of the catastrophe is generally magnified by the mystery with which it is surrounded and the profound silence of the telegraph wires in reference thereto. There are few corners on this continent where such a conspiracy of silence could prevail.

The vast strides made by science during the sixty years that Queen Victoria has occupied the throne was exemplified in a striking manner on Jubilee day, Tuesday last. Just before leaving the palace the Queen, under direction of the chief telegraph office, pressed a button which was a signal for the dispatch of the telegrams of thanks to every part of her vast empire, a copy of which was published by the Times. In two minutes the message had passed Teheran for the East. In sixteen minutes an answer had been received from Ottawa. When the Queen returned to the palace all the replies had been received except from Fiji, Falkland and Thursday islands. The message was sent to forty-three places. What a marvellous change from the days of 1837. What would have required months to accomplish then is now done in almost as many minutes. This is indeed wonderful, but who can say what may be the result of sixty years more of scientific investigation? No man can tell.

In the dispatches relating to the death of Captain Boycott the curious mistake was made of attributing to the captain himself the suggestion that certain classes of landlords and officials should be submitted to the process which afterwards bore his name. In point of fact the plan of "boycotting" was suggested by Mr. Parnell, and it took its name from the captain because he was the first victim of any prominence. Curiously enough, Captain Boycott has since that time lived at peace with his neighbors in County Mayo, and his sturdy resistance to the Land League seems to have won for him a considerable degree of popularity and respect.

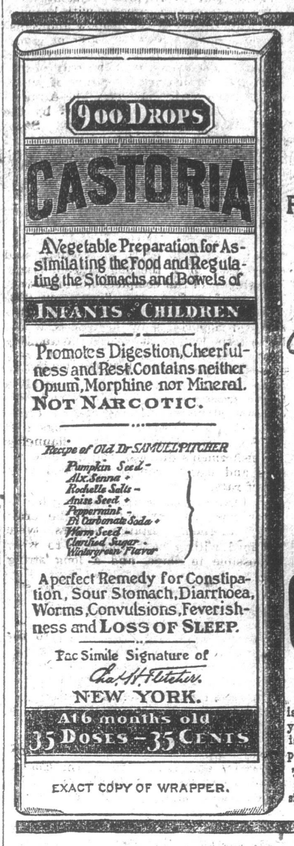
We beg to nominate, as chairman of the public meeting in the interest of Heinze & Co., the Hon. Edgar Dewdney, Lieut.-Governor, who has already acted in the capacity of director of the company (presumably on a salary) and financial agent to London (presumably his expenses being paid), and, consequently, is eminently qualified to preside. Under the circumstances it will not be very unbecoming for Lieut.-Governor Dewdney to take the chair. He might as well be hung for a sheep as a lamb, and even the Colonist will admit that he has stolen the lamb.

One of those angels that were entertained unawares the other day has referred to Victoria as a "quaint city" because it has no paved streets, and the dust is blown about by the wind occasionally, and rock is used for macadam, and our good roads are as nature left them, and possibly for other causes unenumerated. Some of the dust of Government street probably got into the writer's eyes and he therefore looked with impaired vision upon the beauties of Victoria, which he evidently did not see properly.

A contemporary says that the C. P. R. will make Cranbrook "a divisional point and establish its workshops and other works there." Cranbrook is the property of Col. Baker that was boomed in the English market a few years ago. What strikes one as curious in this announcement is that the C. P. R. should select its divisional points before its road is surveyed, and consequently before it is known what points will best serve that purpose. Is it Van Horne or the editor that is the mind reader?

Mayor Redfern has asked us to thank, in his behalf, the members of the various committees who assisted in making the Jubilee celebration a success and the ladies and gentlemen who had charge of the ball arrangements. To their united efforts is due the great success of the four days' festivities.

Dr. Milne will not return to Victoria for another week, our suggestion that he be invited to explain the present status of the rival railway companies at the meeting to-morrow evening cannot be acted upon. This is unfortunate, as the meeting cannot vote intelligently upon the question in the absence of such explanation.



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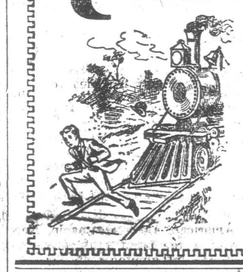

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A FARMER'S STRUGGLE

TO REGAIN HEALTH ENDS SUCCESSFULLY.

He Was Attacked With LaGrippe and Unable to Do Any Work—Subject to Sinking Spells That Approached Total Unconsciousness.

From the Cookshire, Que., Chronicle.

Mr. Newell Waldron is a well-known farmer living near East Clifton, Que. As his friends and neighbors know, he passed through a very trying illness as the result of a severe attack of la-grippe, and when a correspondent of the Chronicle called upon him, he had no hesitation in giving the particulars of his illness and cure. Mr. Waldron said: "I believe I owe my life to Dr. Williams' Pink Pills, and I am glad to have a chance to say a good word in favor of that reliable medicine. During the winter of 1895, when lagrippe was so prevalent, I had a severe attack of it, and it left me so weak that I was unable to do work of any kind. I consulted a doctor, but as he did not appear to help me I began using different advertised medicines, but the result was the same. I got no benefit, but on the contrary was growing weaker. At times I was subject to sinking spells, which verged upon total unconsciousness. I was failing day by day and was becoming hopeless. A neighbor who called to see me urged me to try Dr. Williams' Pink Pills, and I sent for a few boxes. After using them for a couple of weeks I began to feel better, and after the first symptoms of relief I began to gain steadily. I am now as well as any man, and can do as good a day's work as ever I did. I know that my cure is due to the use of Dr. Williams' Pink Pills and I am always glad to recommend them.

Dr. Williams' Pink Pills are not a patent medicine, but a prescription. An analysis of their properties shows that they contain, in condensed form, all the elements necessary to give new life and richness to the blood and restore shattered nerves. They are an unfailing specific for such diseases as locomotor ataxia, partial paralysis, St. Vitus' dance, sciatica, neuralgia, rheumatism, nervous headache, the after effects of lagrippe, palpitation of the heart, pale and sallow complexions, and the tired feeling resulting from nervous prostration, all diseases resulting from vitiated humors of the blood, such as scrofula, chronic erysipelas, etc. They are also a specific for troubles peculiar to females, such as suppressions, irregularities, and all forms of weakness. They are for sale by all druggists, or may be had by mail from Dr. Williams' Medicine Co., Brockville, Ont., at 50c per box or six boxes for $2.50. Refuse all imitations and medicines alleged to be "just as good."

DEALS IN MINES.

Evening Star Stock Sold—East Kootenay Transaction.

Spokane, June 23.—A sale of 500,000 shares of the Evening Star stock was made to-day to Toronto parties for $25,000. The mine is located near Rossland, and has had considerable development work done. The company's debts, amounting to $6,000, were paid to-day. The balance of the sum mentioned will be used in developing the property.

Finch & Campbell, of this city, to-day purchased a two-third interest in the Bute and Boston mine, in Eureka camp, for $25,000. The other third is owned by John Wilmot, of Spokane, who will not sell. The mine adjoins the Republic, recently purchased by Patrick Clark.

The Lucky Star group of gold mines, 15 miles north of Fort Steele, has changed hands. Donald McKay and John M. Burke secured a bond on the property a short time ago, and they yesterday sold a quarter interest to Francis McClelland, representing a syndicate of St. Paul capitalists, for $10,000, which is equal to the bond of the entire group. D. C. Palson and General Warren also purchased an eighth interest each in the property. The terms of the purchase require that the money be paid by July 1. To-day D. D. Lancaster left for Fort Steele with a certificate of deposit for the full amount of the purchase money, which he will pay over on his arrival.

Cures Talk

"Cures talk" in favor of Hood's Sarsaparilla, as for no other medicine. Its great cures recorded in truthful, convincing language of grateful men and women, constitute its most effective advertising. Many of these cures are marvelous. They have won the confidence of the people; have given Hood's Sarsaparilla the largest sales in the world, and have made necessary for its manufacture the greatest laboratory on earth. Hood's Sarsaparilla is known by the cures it has made—cures of scrofula, salt rheum and eczema, cures of rheumatism, neuralgia and weak nerves, cures of dyspepsia, liver troubles, catarrh—cures which prove

Hood's Sarsaparilla

Is the best—in fact the One True Blood Purifier.

Hood's Pills cure liver ills; easy to take, easy to operate 25c.

NEGRO MURDERER LYNCHED.

The Call for Troops Was Not Answered Soon Enough.

Jackson, Miss., June 26.—A negro named John Moses, who killed a farmer named John Strong near Crystal Springs, Miss., a few days ago, and who was arrested yesterday and confined in jail, was hanged by a mob there at 9:50 o'clock this morning. The negro has been guarded by 100 armed men since yesterday, and two calls for troops from this place were sent, but owing to the absence of Governor McLaurin and the fact that it was impossible to establish communication with Lieutenant-Governor Jones, who is at his home in Woodville, troops did not start for the scene until this morning, when moving orders were received. The troops received orders to stop as they were boarding the train.

Moses confessed to the murder this morning, and shortly afterwards was overpowered by a mob of 300 men, mostly farmers. Moses was taken from the jail and, with a rope around his neck, was dragged through the streets to a place near the railway and hanged. The mob then hunted up the negro preacher, who had sworn that the murderer spent the day on which Strong was killed at his house, and he knew Moses was not the guilty person, and gave him an unmerciful whipping for false swearing.

A SIGN OF GOOD TIMES.

Toronto June 26.—The Canadian Pacific Railway has ordered a thousand freight cars. This is made necessary by the increased freight business. The Grand Trunk is in the same situation. At various points freight sufficient to load one hundred cars is awaiting shipment and cannot be moved for lack of cars.