

A CONCLUSIVE ANSWER

The most conclusive answer possible to the accusation of the sound and dispassionate organs of the Opposition, that the Government is determined to pursue a vindictive policy with respect to the constitution...

The belief which we recently expressed that the Southern road would be pushed to completion this season, was well founded. The news that the Government have decided to put forward the road will be a disappointment to the residents of Kettle River and the surrounding districts...

Here we find the Government going out of its way and incurring a serious responsibility to accommodate a constituency that had not only returned an opponent at the general election, but had rejected one of its members...

A LITTLE TOO STRONG

The reply of the organ of the Opposition in this city to the criticisms on Mr. Laurier's speech is characteristic. It says: "If those who are not satisfied with the criticisms of Mr. Laurier's address, their criticisms would show nothing more than that able journalists, like all other men, occasionally make fools of themselves..."

One can hardly help admiring our contemporary's modesty. The journalist that differs with it in its estimate of Mr. Laurier's speeches must be either a knave or a fool. In the opinion it is impossible for any sane person honestly to differ with it with respect to the nature and the quality of the Leader of the Opposition's address...

A little further on Mr. Laurier is represented as saying: "I believe in giving the Government every cent necessary for carrying on the business of the country, but not a cent to a fellow citizen..."

New we would like to ask our contemporary who regards the above passage as so clear and so easily understood, if there cannot be an honest difference of opinion between admirably sensible men as to the application of Mr. Laurier's minimum and maximum rule...

could be imposed on such commodities as are produced or manufactured in Canada, for let us say, cotton or woollen goods or furniture, it would be, as far as it went, an encouragement to the producers of such commodities...

THE PANAMA CANAL

It is announced that after a suspension of five years, work is to be resumed on the colossal Panama Canal project some time next month. Capitalists have been quietly working for many months to bring about a revival of interest in the Canal...

"We expect to prove before we have gone far that the work is in a very good state of preservation, and when the French public see how little of the Canal has been filled up with silt or debris, and how soon we can bring it into the same condition that it was when we left it, they will be ready to push the enterprise to completion..."

It would be interesting to know whether the writer believed what he wrote, or whether he was merely puffing the grand scheme in order to please more of their savings part of the province's French farmers and tradesmen...

ORGANIZED CITIZENS

Intelligent and public-spirited citizens of New York have determined to exert themselves to obtain for their city pure and effective city government. They are no longer satisfied to let things drift...

"Convincing proofs of corruption in important municipal departments of this city have been presented; inefficiency, ignorance and extravagance in public office are apparent and business principles in the conduct of the affairs of this municipality are set aside and neglected for private gain and partisan advantage..."

At a monster meeting held in Madison Square Garden Concert Hall, stirring addresses which were enthusiastically received were delivered by prominent citizens. The necessity of the citizens themselves putting their shoulders to the wheel of civic reform was insisted upon, and the indifference and apathy previously existing lamented and denounced...

It is singular to observe that the causes of bad city government are the same in great cities as in small. The citizens of New York were reproached for their want of interest in the public affairs of the city and for not taking more pride in its appearance...

The conviction seems to be general on this continent that the best, and in fact the only way for civic improvement is individual effort on the part of the citizens. As long as the people generally allow corporations to do as they please, as long as they fall promptly to sleep when they know of misgovernment, and as long as they are too careless and listless to actively cooperate for the improvements they need, their civic affairs will be conducted in a slovenly and inefficient manner...

A pound of flour, one-half pound of sugar, a quarter pound of butter or lard, 4 wineglassfuls of sweet milk, a tablespoonful of molasses, a teaspoonful of soda, half a pound of raisins, a quarter pound each of currants and citron or candied orange peel—the latter better than citron. Add spice to taste.

have been models of honesty and efficiency, but complaints and accusations have no greater effect on civic administration than "water on a duck's back." Unless the influence of the best citizens is brought directly to bear on the city authorities, it is futile to hope for reform...

MR. LAURIER'S INCONSISTENCY

This is how the Brandon Mail comments on the very peculiar position taken by the Leader of the Opposition on the trade question: "We are indebted to Mr. Laurier for one of the most brilliant speeches of his career..."

"Now, we want everyone of our readers to note the foregoing well. Mr. Laurier knows, when he speaks his mind, Canada has obligations to the world, and it is not his duty to subsidize to provide a market for our goods, but to raise our revenue by a customs tariff..."

"What we are, however, more particularly interested in is the fact that Mr. Laurier would do, in the light of his own party in power, with a few implements, when his headmen, Mr. Cartwright, was finance minister, and who would fill the same chair again in Mr. Laurier's case, the duty was 17 1/2 per cent, and it is 20 now, and with the 17 1/2 we fell annually a million and a half of dollars short of meeting the requirements of the country..."

"The Crown Colony government had in the meantime come to an end, and British Columbia had joined destiny with far away Canada. Between the placid water of the Pacific Ocean and the already thickly populated shores of the Atlantic, the mountains, almost endless plains and many rugged hills, were known to exist. The union of British Columbia to the Dominion made it necessary that ways of communication should be opened through that region and the men at the head of the government in Canada employed all their energy to that effect..."

A Tennis Score. A tennis score is likely to meet with the approbation of tennis players because of its simplicity and practical arrangement. This score is a small metal disk fitted with two indicating hands or pointers, which are readily adjusted and varied as the game proceeds on the raised and embossed figures.

The dial is divided into two portions, inscribed "Games Won" and "Games Lost," a perfect record of the score of each side being thus maintained throughout the play. This tennis score is sold in three arrangements, inserted in a leather wristlet, loose for screwing to racket, fixing to belt or other purposes and mounted on a leather disk for carrying in the pocket or attached by safety pin to the dress.

Fashions in Gloves. For evening length from 6 to 7 1/2 buttons are still fashionable. In Paris they have either no buttons at all or are of the mousetraps kind, fastened only with a couple at the wrist. Four buttons are universally adopted for day wear. The fashionable touzang of drab and tan, the new pink tinge in them. Americans insist on both the wells and the pipings of the gloves being self-colored, wells being the bindings at the wrist, the pipings surrounding the buttons and the buttonholes. But, as a rule, in these well-made gloves for the English market the wells are self-colored and the pipings white. There is some little variety this season in the settings of the backs of gloves, fancy stitchings being used and wavy lines in preference to straight lines, though the imperious pipe cord is seldom dispensed for any length of time. Many women sport the appearance of their hands by wearing gloves that are too small for them, which certainly much diminishes the length of time a pair will last and causes the utmost discomfort to the wearer, making the hand look larger. It is shape, not size, that is really the most important matter.

A Fruit and Spice Cake. A pound of flour, one-half pound of sugar, a quarter pound of butter or lard, 4 wineglassfuls of sweet milk, a tablespoonful of molasses, a teaspoonful of soda, half a pound of raisins, a quarter pound each of currants and citron or candied orange peel—the latter better than citron. Add spice to taste.

THE COMING RAILWAY ERA

An Immense Area of Agricultural Land in the Interior of the Province. Only Needs Communication to Attract Settlement and Open Up Vast Natural Resources.

The discovery of gold in Nicomen, by a few Canadians and half-breeds in 1857, was the signal of a period of feverish prosperity in the Crown Colony of British Columbia. Before that time, the Colony was little more than a fur trading station, where the Hudson Bay Company had complete sway.

Commerce, stimulated by the millions extracted from the river beds, was most flourishing, and the bases of many a fair fortune were there solidly laid. Phosphorus carried but forever, and a time came when each year saw the production diminish, although over fifty millions in value had been thrown into circulation; the gold fever was followed by a time of deep depression.

During these wild years, every one was either mining or employed in the trade of either mining or employed in the trade of agriculture had not made the progress it should have done and a large amount of gold, which could have easily been produced here, was imported from abroad. This was the case, that so small a proportion of the gold found by the miners, staid in the country.

The Crown Colony government had in the meantime come to an end, and British Columbia had joined destiny with far away Canada. Between the placid water of the Pacific Ocean and the already thickly populated shores of the Atlantic, the mountains, almost endless plains and many rugged hills, were known to exist. The union of British Columbia to the Dominion made it necessary that ways of communication should be opened through that region and the men at the head of the government in Canada employed all their energy to that effect...

The growth of Vancouver and the impulse given to the mining industry in New Westminster, Nanaimo and Kamloops are all a direct result of the building of the railway. Besides the nearer progress made in the province, the Asiatic trade, which transfigures wealth all through Canada, is also a consequence of the railway. Since the completion of the main artery, a few branches have been built and many projected. The Okanagan road has opened to industry one of the fairest valleys of the Dominion and already this locality furnishes a large amount of the breadstuff used in the Province.

Although a great deal has already been done in railway building, we may say that our system is yet in its infancy. One of our leading railway men Sir W. Van Horne, said a few weeks ago that the near future would see a great deal of activity in railway building in this Province. It is also the opinion of other men of experience, who believe that everything points to that end. The stream of money which has been continually pouring into our commercial centres, from the construction of the C. P. R. has now nearly stopped; this in connection with the general depression in trade felt everywhere, has brought a period of semi stagnation and inactivity in all branches of business.

It is true that British Columbia stands the hard times perhaps better than any community in North America. This is due to a great deal to the natural wealth of the country and in the known honesty and skill of our governing body. The commercial depression will come to an end, the strikes are now over with our southern neighbors and everything seems to show plainly the beginning of a period of healthy expansion in all branches of business.

The result of the general elections has assured a new lease of power to men well known to be enterprising, patriotic and

full of initiative, their political speeches show plainly that they are all in favour of railway construction and it is certain that they will use intelligently the credit and the land of the common wealth to encourage railway building. No other province is so dependent on railways as British Columbia. Our immense territory is covered by many mountain ranges, but these mountains are also pierced by many passes where railway building is easy. By the means of these, beautiful valleys known only to a few will be opened to settlers and the treasures of the mines will be brought within reach of the miners.

Of all the projected railways, none is more pregnant of rich promises than the Great Western or the British Pacific, as it is often called. To those well acquainted with the interior of the Province, especially the north it is well known that a better location could have been found for the Canadian Pacific Railway, that is, in looking at it from a Provincial standpoint, but the region is so immense that it is not sufficient and we may demand that before the beginning of the next century, two other lines will be in construction. Nature seems to have before hand marked the routes to be followed. First a line connecting the rich prairies surrounding Edmonton in the territories, the central plateau of New Caledonia to the Pacific by Bute Inlet, the Bella Coola or the Kamohit. The second from the Pipe river or Peace river pass, the lake region of New Caledonia to a northern harbor on the Skeena or Nass river or at Port Simpson. The third from the rich mining district of Omineca and the rich land known to exist in that corner of the Province, east of the Rocky Mountains, and large enough to become a kingdom.

It is said that the British railway system or one as efficient could now be built for one half the amount which it has cost, owing to the carelessness exercised in surveying the lines, if this is true of such a small compact and thickly populated place as England, it shows that care should be taken in our immense country yet imperfectly known. The extensive surveys made on the Canadian Pacific Railway will prove a great boon to those at the head of the project for an inter-provincial line and no doubt one of the preliminary lines already marked, will be adopted. From a common point at the Yellowhead cache, three main lines were surveyed, one by the Kamohit river to Deena channel, the second to Bella Coola, and the third to Bute Inlet by the Halko river. The last time, though a little more costly than the others, attracts more attention from the fact that a ferry could easily be established and connection with the inland R. N. Railway and a port on the west coast could then be obtained. The construction of a railway by this route would not present any great difficulties; the most costly portion would be near the sea and even this would not present any obstacles as formidable as those encountered on the C. P. R. in the Salitras or on the Fraser river connection.

Many believe that such a line would run through a desolate, mountainous and useless region; nothing is so far from the truth. It is true that from the Yellowhead cache to the Fraser the country is rugged and mountainous, but the gradients are not steep, and the distance from the Fraser into the Nechaco valley, where the water, Nass and Chilcoot rivers, meet and at this point nearly three million acres of the richest land lies in one plot, waiting only for the settlers. Passing over the central plateau of New Caledonia large extents of rich land are met, watered by the Chillcoot, Blackwater, Nass and Chilcoot rivers. The explorations and surveys already made have given an idea of the extent of land fit for settlement in that region. A great deal has been said about the northern altitude, the high altitude, the short season, the summer frosts and so forth, which might prevent the raising of good crops, but these are only big words. Major Butler, Messrs. Selwyn, Dawson, Macoun and many others, all men distinguished as travellers in new countries or as scientists have spoken of this region as the most fertile in terms, Mr. Macoun compares the climate of the Nechaco to that of Belleville in Ontario with the advantage over the latter place of a summer season longer from two to three weeks. The awkward attempts at farming made by the natives are proof enough of the soil. If Indians, untaught, ignorant, with poor seeds and no manure, could raise what would not enlightened settlers do?

No doubt that in certain spots and in certain years summer frosts may cause damage, where is the country east of the Rockies and on this side of the 45° parallel where this evil is not felt. Some of the largest portions of the province are gold and silver producing countries, so exposed to it that their crops damaged if not destroyed for the first three or four years, after that lapse of time the clearings have generally attained such a size that frost will do no more injury. The opening of the line will have the same effect in the interior plateau as it has elsewhere and when there is only that obstacle to prevent settlement, new farming communities will soon spring up. A great advantage to be found in New Caledonia is the comparatively easy way of clearing the soil. Instead of the thick forest of giant trees met in the east and on the coast, only thickets of small poplars and birches are to be found and the large proportion of prairie land and meadows would be ready to sustain immense herds of cat's or horses, and the woody country affords also good pastures.

Of mining little need be said here on the upper Fraser, on the Nechaco, and Omineca, rich places can yet be found which will remunerate the miner well when cheaper means of communication are opened. Mineral veins bearing gold and silver have been noted in numerous places, native copper and copper ore lie in large deposits on the line of the proposed railway. Iron, coal, mica, asbestos, mercury, ochre, alum, arsenic, nitre and many other economic minerals have been located in paying quantity. Building of roads, lines, dikes and timber necessary for railway construction and subsequent purposes are all abundant.

The day cannot be far distant when our American neighbors will find it necessary to build a railway to Alaska. When this railway comes it will be a feeder to inter-provincial lines as the only possible route west of the Rockies crosses the British Pacific. From Fort George

on the Fraser, following the Nechaco valley and its prolongation towards the north there is an ideal valley reaching to the head water of the Yukon. This valley, in which run many streams is not intersected by any obstacles, and contains a large extent of the richest quality of bituminous coal of the richest quality. The total length of a line from the Yellowhead pass to the ocean at Bute Inlet is a little over 600 miles, the altitude of the pass is 2,000 to 3,000 feet in altitude and the Coast of Cascade range can be crossed by very easy gradients to the mouth of the Homalco.

It is beyond possibility to calculate the good results such a line would have for the Province. To this day we have not had a right to expect, but such an entering tide our day. The day we have now passed when 320 acres of land could be obtained for a song in the States. The industrial market is glutted in the States, forcing people to turn their attention to land and the land in Europe is under pressure in Europe encourage emigration there. Immigration by the life blood of a new country and nothing will bring immigrants quicker than a period of railway building. The members of our government will no doubt employ every means in their power to see all the proposed railways pushed forward with vigor and they will, as far as is prudent, aid the projectors with money and credit.

Wild land, in the hands of the government is of no use whatever; a reasonable proportion of it given to help and encourage railway construction, if it is given in "alternates" will increase the value of the public land and the revenue of the railway, and this and the revenue created by new settlers would soon repay the treasury for its first sacrifices.

When the time comes to build the British Pacific, which is to be soon, it is hoped, it might be useful to discuss a scheme which has proved very satisfactory in Russia, and also in Africa. Working-men are always abundant, but often they fail to economize much during the construction of public works. On the works mentioned above, preference was given to men who were willing to leave a proportion of their daily wages in a general fund which was managed by the government. After some years or at the end of the work, land was given to them, and the better conditions than to outsiders and the portion of their wages accumulated, permitted them to start farming with advantage, and a nucleus of settlers was thus secured at once.

The natural advantages of our province are not surpassed or perhaps not equalled by any other portion of America, the fertility of the soil, the beauty of the climate, the mineral wealth, the fisheries, the timber, all are sources of wealth yet hardly touched, which some day will develop into the fortune of millions.

This will be attained only by railways. Wagon roads are too slow for this age, they merely answer to a small local concern. It is the duty of every citizen to support with all his might, men who are ready to employ their energy to that effect; none other should be in our government and the ballot should be used without delay. It is the duty of every citizen to support with all his might, men who are ready to employ their energy to that effect; none other should be in our government and the ballot should be used without delay. It is the duty of every citizen to support with all his might, men who are ready to employ their energy to that effect; none other should be in our government and the ballot should be used without delay.

We have the fairest of all the provinces of the Dominion, nature has been more generous to this portion of Canada than to any other; it is now its people who must develop the advantages and make British Columbia lead in commerce, wealth, in progress as it is leading in natural advantages; and to the members of our government we will look for that result. Newly emerged from a general election, warmly sustained by a good majority, they can go on boldly to success, remembering always that new elections will yet come and that a prosperous country is never ungrateful.

A. L. POWDERER.

AYER'S SARAPARILLA HAS CURED OTHERS WILL CURE YOU. Ten years ago, but who declines to give his name to the public, makes this authorized, confidential statement to us: "When I was one year old, my mamma died of consumption. The doctor said that I, too, would die, and all our neighbors thought that even if I did not die, I would never be able to walk, because I was so weak and puny. A gathering formed and I hurried myself so as to break the skin, it was then I became a running sore. I had to take lots of medicine, but nothing did me much good except Ayer's Saraparilla. It has made me well and strong." T. D. M., Noreau, Kans.

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ORIENTAL HOSTILITIES

China's Fleet Reinforced to Meet the Japanese Cruisers.

Continuous Long Distance. Li Hung Chang Lost His Power.

LONDON, Sept. 13.—A Shanghai dispatch says that 24,000 troops from the 1st and 2nd Divisions of the Chinese Army have been ordered to the defence of Tientsin to guard the possible invasion by the Three Chinese warships ordered on the Pi Yang fleet, have arrived at Hai-Wei. The fleet has also been reinforced by torpedo boats. The whole squadron is now ready to meet the fleet should it appear in the Peohli. Another Shanghai dispatch it is reported that there has been a fighting near Kai Chen, neither side gained an advantage. A division of the Chinese army is the Kollin river and occupied where it will await the advance of the Japanese army before attacking the Japanese. The Chinese army has been ordered to the frontier as to the effect of the continuous long-distance fighting Chinese and Japanese troops who are met by the Chinese army. The Chinese army has been ordered to the frontier as to the effect of the continuous long-distance fighting Chinese and Japanese troops who are met by the Chinese army.

A dispatch from Shanghai states that the power of Li Hung Chang is steadily decreasing. Every day's providing the promised victory Japanese adds to the danger of fall. Reinforcements from the north provinces are on their way to Korea. The Chinese army has been ordered to the frontier as to the effect of the continuous long-distance fighting Chinese and Japanese troops who are met by the Chinese army.

The French minister has formed a cabinet against the action of the Chinese. The French minister has formed a cabinet against the action of the Chinese. The French minister has formed a cabinet against the action of the Chinese.

LONDON, Sept. 14.—The Times writes to-morrow this dispatch as Shanghai via Tientsin: "The Japanese force attempted to surprise the Chinese at Shanghai. The Japanese force attempted to surprise the Chinese at Shanghai. The Japanese force attempted to surprise the Chinese at Shanghai."

KOREAN WAR. LONDON, Sept. 15.—A Shanghai dispatch states that a large military force has been ordered to the heights of Seoul. The Chinese army has been ordered to the heights of Seoul. The Chinese army has been ordered to the heights of Seoul.

A Tokio dispatch states that the Chinese have routed the forces of the Chinese. The Chinese have routed the forces of the Chinese. The Chinese have routed the forces of the Chinese.

New York, Sept. 15.—The Union Telegraph Company's office reports that the Japanese are restored, but traffic is subject to delay. The Anglo-American Company announces that the Great Eastern Company reports that the Japanese are restored, but traffic is subject to delay. The Anglo-American Company announces that the Great Eastern Company reports that the Japanese are restored, but traffic is subject to delay.

LEXINGTON, Sept. 15.—The Mayor by proclamation, commanded all a remain closed during the progress primary, owing to the heated feelings between the factions of the Democratic and Republican parties. The Mayor by proclamation, commanded all a remain closed during the progress primary, owing to the heated feelings between the factions of the Democratic and Republican parties.

TORONTO TOPICS. TORONTO, Sept. 15.—(Special)—The coal dropped fifty cents a ton day. Some dealers have taken out privately, and the fact has been noted. The grain standards for the Dominion of Port Arthur, were fixed at this time to-day by the government. The standards for the Dominion of Port Arthur, were fixed at this time to-day by the government.

The Provincial Pioneer and Association met here yesterday and resolution suggesting the advancement of a great historical and Democratic at Toronto in 1894, a being the hundredth anniversary of the birth of North America, by John. The Provincial Pioneer and Association met here yesterday and resolution suggesting the advancement of a great historical and Democratic at Toronto in 1894, a being the hundredth anniversary of the birth of North America, by John.