

The Colonist

THURSDAY, MAY 5, 1898. A NEW TRANSCONTINENTAL RAILWAY.

Indications are many that a second Canadian transcontinental railway is among the possibilities of the future. Nothing very definite can be said on the subject, but from various sources there come an expression of opinion to the effect that such a line is needed. No one speaks of it as a rival to the Canadian Pacific, as indeed it would not be to any great degree. There is some talk about the desirability of giving the merchants of the Coast access to the prairies and the Pacific Coast without being compelled to use the Canadian Pacific, but this idea does not cut very much figure in the discussion of the question, which proceeds from the basis that the Dominion is broad enough for two railways from ocean to ocean, without seriously interfering with each other. That there is a vast region well worth occupation by settlers untouched by the Canadian Pacific or any of its feeders is now well known. That the growing commerce of the Pacific is certain to furnish in the near future an immense transcontinental business may be taken for granted. That immigration will pour into the Dominion from Europe is beyond peradventure. All that great region lying south of James Bay and included in the province of Ontario is likely to be taken up at an early day. There is undoubtedly here a region able to support a large population. Only during the last five years have the people of Canada known that the great inland sea called Hudson's Bay is likely to become the scene of very great prosperity. Abundance of good land is found around its southern shores and its prolongation called James Bay. There is much valuable timber and the indications are favorable to the existence of much mineral wealth. Whatever may be the facts about the navigation of Hudson's Strait, there is none as to that of the Bay, which for the greater part of the year, and possibly under some conditions for all the year may be safely sailed by vessels of the largest size. A railway will shortly tap this promising country from the south and it is altogether probable that another line will enter it from the east, having Quebec its terminus. In the meantime railway construction will be in progress from this coast eastward. This is certainly on the cards, by which we mean that the trend of events is strongly in that direction, although probably no capitalist or combination of capitalists has the slightest intention at present of embarking upon any such enterprise. We are not of course talking about what is likely to take place this year or next, but we shall be much mistaken if the year 1900 passes without the project of a second transcontinental line being put into shape. The wishes of the Eastern provinces will not be very influential in determining the anticipated result, which will be brought about by the force of circumstances in the prairie region and British Columbia and the commerce of the Pacific. Canada has not been standing still in the past, but the rate at which she will progress in the near future will make her advance hitherto seem as though she had been stationary. The Dominion has reached a turning point in its history. Hereafter development will be rapidly and widely distributed. When we reflect how little is known of a great portion of our enormous domain, we need not be surprised at nothing which the future may have in store. There may be other surprises as great as that of the Yukon.

THE PHILIPPINES. When that venturesome Portuguese, Fernao de Magalhaes, commonly called Magellan, was on his memorable voyage around the world by way of the strait that bears his name, his course led him to a beautiful archipelago off the coast of Asia, where he stopped to rest his weary crew and take on fresh supplies. This was on March 15, 1521. Magellan, though a Portuguese by birth, and though he had rendered many great services to his sovereign, was at this time in the service of Spain, and it was in the name of the king of that country, Charles V., that he concluded a treaty of friendship with the King of Zebu who ruled over a portion of the archipelago, and whom he was able to convert to Christianity. His new made ally soon afterwards engaged in hostilities with a neighboring tribe and in one of the encounters Magellan was slain. It may be interesting to mention in this connection that one of the vessels of his small squadron, the Victoria, returned to Europe by way of the Cape of Good Hope, being thus the first ship to circumnavigate the globe. The honor of this unprecedented achievement rests with Magellan, for he learned at Zebu that Portuguese navigators had made voyages to the Spice Islands, which lie to the south. The islands were shortly afterwards taken possession of by Spain, and given their present name in honor of Philip II., son of Charles V. In 1565 the Spaniards began the establishment of permanent settlements on the islands, which have thus been a Spanish colony for 333 years. The islands in the archipelago are numerous, but the largest are Luzon, Mindanao, Mindoro, Samar and Palawan. Mindoro, Palawan, Mindanao and some smaller islands enclose what is called the Mindoro sea. The area of the archipelago is placed at 114,326 square miles and the estimated population is 7,000,000. The inhabitants are a mixed race, Malays predominating; but there are some Chinese, Negritos and other mixed races, and of course a considerable number of Spaniards and other Europeans. All the natives are nominally Roman Catholics, but their religion does not

occasion them the slightest inconvenience. They are a decidedly hard lot, and though they chafe under Spanish rule, there is no ground for hope that, if they were left to themselves, they would be capable of maintaining an orderly government. Three centuries of contact with civilization have served to destroy in them all the virtues of the savage but not to implant any of the good qualities of the dominant race. In this they are not wholly to blame, for the species of civilization which Spain has introduced, wherever her blighting footsteps have gone, has not been of a laudable type, but quite the contrary. It is wholly lacking in that rough and ready justice, which makes British colonialism so successful in barbarous lands.

Manila, the capital of the archipelago, is situated on Luzon island. It is a fine city of 154,000 inhabitants. It is the headquarters of a large and profitable commerce and contains much wealth. Its chief public institutions are a cathedral and a university. The European colony here is of the highest class. Manila is the seat of a large commerce and some manufacturing industries, especially that of cigars. The chief exports of the Philippines are sugar and hemp, but large quantities of copra, coffee and tobacco are sent abroad. Nearly all the trade, which amounts to upwards of \$50,000,000 a year, is either with Great Britain or some portion of the British Empire. Spain only has about 13 per cent. of the whole commerce of the islands. Three-quarters of the carrying trade is done in British bottoms.

Geographically the islands occupy a strategically important position. Any strong nation owning them could completely dominate the French possessions on the mainland of Asia, and be in a position to assert itself with exceptional force at any point on the western shore of the Pacific. In view of this consideration it is not surprising that the powers are beginning to discuss the future of the Philippines. It was all that Spain could do before the war with the United States broke out to keep the islanders from throwing off her control. With her fleet destroyed and her prestige irretrievably shattered, it is not at all probable that she can succeed in keeping the rebels in subjection. It is possible that to avoid more serious questions the powers may conclude to assist Spain in restoring her authority after peace has been made with the United States.

RAIL TO THE YUKON.

We are glad to feel assured that the measure to provide for the construction of a railway from the British Columbia sea coast to the Yukon will pass the legislature without any difficulty. The inauguration of such a work is very greatly needed. It will mean much for the Victoria, Vancouver and all the rest of the Coast of the province. It will be an excellent thing for Canada as a whole. Owing to the action of the Senate the burden of responsibility in the premises has been cast upon the province and it is a matter for profound congratulation that Hon. Mr. Turner and his colleagues have proved equal to the emergency and that a sufficient number of members of the legislature are in accord with them on this question to render the passage of the bill certain. We do not say that there will be no opposition to the measure, and we ask those gentlemen, who propose to vote against it how they hope to justify their action to their constituents. Especially do we direct this question to the representatives of Vancouver and the lower Fraser, if any of them propose to take a stand against the bill. Vancouver expects much from the northern trade. Like those in Victoria, the merchants in the Terminal City have prepared themselves for a large business with miners this year and are building upon doing a still larger business in the future. They know perfectly well, no one knows better, that if word should go abroad that the proposed Canadian route is to be abandoned and all trade to be taken into the Yukon from the head of Lynn Canal, the cities on the Sound will retain for the future, as they have enjoyed in the past, the lion's share of the business. This northern trade is affected by even small things, and by so great a thing as the abandonment by Canada of routes of her own and the adoption of one starting from a sea port in the possessions of the United States the trade would be completely controlled. Vancouver merchants realize that their chance of seeing the trade of the North depends upon the construction of the proposed railway, and it seems scarcely possible that the representatives of that constituency will vote for the defeat of a measure that will make the railway a thing of the immediate future. But the railway will not touch the merchants alone. Its construction will give employment to a great many people. Mr. Macpherson is in sympathy with the labor element. We do not think he is always wise in the way he endeavors to exhibit that sympathy in the legislature, but we never have doubted his sincerity. How can we oppose an enterprise that is not only necessary in the interest of business men, but means that employment will be given to thousands of people?

We desire to draw especial attention to the fact that the construction of this railway means very much more than the making of a good road for four hundred miles long and laying the rails upon it. This is the smallest part of what it signifies. Towns will be built up. Three can be reckoned upon with perfect certainty—one on the Stikine to be begun this year, one on Teslin lake to be begun also this year, probably, and one on the Coast to be begun as soon as the terminus is selected. These towns will be places of considerable importance. They will contain hundreds of buildings, there will be streets, wharves and other public conveniences to be provided. All this means the outlay of a great deal of

money for labor and material, and the workmen of the Coast cities will benefit by it. That there will be other towns at points along the line is spoken of those who doubt. We have only spoken of those who are the location of which we can feel absolutely certain. These towns will be large consumers of produce, and this the farmers of the lower Fraser will be able to supply with advantage over all competitors outside of British Columbia. How can Messrs. Sword, Vedder, Kidd and Forster vote against a measure that will provide this market for their constituents, especially when they know that unless the British Columbia railway is built one by one city where a city will grow up which will draw its supplies from the State of Washington? We shall not believe they will so vote until they have actually done so, because, while we know they are strong partisans and ready to strain many points to embarrass the government, we cannot think they are ready to shut this opening door of prosperity in the face of their constituents.

Some of the mainland papers seem to take it for granted that the Kootenay members will oppose this measure. But why should they do so? Kootenay ought to be above the narrow sectionalism which opposes everything that is not of an immediate local advantage. Kootenay is well provided for in the matter of railways, existing and prospective. It will need other roads in the future and will ask the rest of the province to help in securing them. Her representatives will assume a serious responsibility if they antagonize this project for the development of the northern part of the province and the promotion of the trade of the Coast cities unless they can assign some much better reason for so advanced. The objections taken by the Kootenay press to provincial aid to this railway are of a purely sectional kind. We ask the representatives of that part of the province if they think it would be wise to inaugurate a new sectionalism by opposing a project which the Coast desires, and opposing it for no better reason than that it is a Coast enterprise. We do not wish to be understood as making any threat as to future legislation for nothing is further from our thoughts. All we desire to point out is that the Kootenay members is that it is not desirable for a section of the province, for which so much has been done and so much more will have to be done, to take the sectional view of great public undertakings. Rather the broad view of all such questions would be expected from those who are entitled to speak for that important portion of the province. In making this appeal to gentlemen who usually vote against the government, we are influenced by the desire to see undertakings such as that "low under consideration, treated upon some other basis than that of partisan politics. It is had altogether to deal with great public improvements in that way. The facts of geography and commerce are not partisan, and men ought to see them alike from both sides of the Speaker's chair. We hope the measure to be brought down will be received in no partisan spirit and be carried by a non-partisan vote, for the province cannot afford to have its business interests used as political ammunition.

We have yet to read the first word of adverse comment upon the contract made provisionally by the government with the promoters of the Cariboo and Omineca Chartered company. The project is one that will lead to much, if it proves successful, as we have no doubt it will. If this summer witnesses rapid expansion in the interior, another year will hardly lapse without the British Pacific being taken up. The charter of that company carries with it what is probably the last large land grant that will be given in North America. We are satisfied that it is only the diversion of public attention to the Yukon and Kootenay which has kept this road back. It is not easy to concentrate public attention upon a variety of projects in the same province at the same time. One of these days some one will snap up the British Pacific project, and then we will have on our southeast three or four lines of rail to Victoria, Vancouver, the head of Bute Inlet and the ocean terminus of the road to the Yukon. What a revolution in the business and politics of the province this will mean.

The government has decided to increase the membership of the legislature to thirty-eight, by creating the district of Slocan into a constituency. This is done by taking the Duncan Lake country away from the Revelstoke district, and that part of the Nelson district lying north of the Kootenay river and west of the arm of the lake and Pilot bay and combining them to form a new district. This adds three members to the representation of Kootenay. We are glad that the government has been able to see its way clear to complying with the wishes of Kootenay in this matter.

We note that the Hamilton Spectator continues to champion the Edmonton route as the best one by which to reach the Yukon. The British Columbia legislature will soon settle the question of routes. Spain is in a hurry to pick a quarrel with Great Britain over the protection of the Chinese in Manila. She may find that she will need a little protection herself before she is many days older. Mr. Williams was suspicious of the Cariboo-Omineca bill because so little was asked by the company. What the company really ask is the right to do as a corporation what its members might do as private individuals.

The very warm weather of the past few days may cause serious floods in some of the rivers. The season is a remarkable one even for this part of the world.

Wrangle is to have a second newspaper, Glenora its first in the course of a few days. It will be Omineca's turn next.

The government's "cheap money" bill meets with a great deal of favor from practical business men.

There has not been in recent years, nor ever, so far as we know, anything like the attitude taken by the people of Great Britain towards the United States during the last few months. There have been no bewailing expressions of affection, no belaboring of the American people with criticism. Indeed, a fair share of some of it has been pretty sharp. But with it all there has been an unmistakable notice to the world that if any nation or combination of nations undertakes to coerce the United States, the mighty arm of the British Empire will be interposed. So marked is this that it is no exaggeration to say that Brother Jonathan has tried his first venture in the broad field of world politics under the patronage of John Bull. John has said in substance: Jonathan, my boy, you are doing your uncle's business in your own way. You did not make a very tidy job of it until the fighting broke out, but you are young yet and must be allowed to do things in your own fashion. I do not intend to help you in the slightest degree, for you are quite big enough for the job you have undertaken; but you may be glad to know, and incidentally it may be well for other people to learn, that if any one interferes with you, I'll take a hand in the game. So get in and do your duty to mankind, Jonathan; and if when you are done, you want a little patch of ground somewhere to reward you for your venture, after the fashion of your estimable uncle, why take it. This is British neutrality.

The Roseland Miner is very anxious to see the railway built from the Columbia to Penitence, so that the ores of the Boundary Creek country can be brought to Trail for treatment. The reason why it is especially anxious is that, when these ores have been made available, they will render the reduction of the Roseland ores less expensive and thus add to their value. It is singular how the interests of mining communities are interwoven. It was the identity of interest between Roseland and East Yale that led the government to combine the two districts into one constituency.

So far the Dominion government has not shown the least sign of yielding to the wishes of the salmon-packers in regard to the importation of fresh fish. It is hard that Canadian fish stopped on their way to a Canadian river to be canned by Canadian packers should be shut out by a Canadian duty.

A complaint reaches the Colonist that there is entirely too much "scorching" among the bicyclists at Beacon Hill in the evenings. We suppose it is the result of carelessness; but that does not make it any the less dangerous. Doubtless the police will see that it is stopped, now that it has been brought to their notice.

The Colonist will be pardoned for feeling not a little pleased at being able to anticipate by twenty-four hours the opinions of European public men as to the effect upon international relations of the success of the United States in Manila.

"No political party should ask more than an absolutely fair franchise law." This is the opinion of the Toronto Telegram and it is sound. We do not want politics played with loaded dice in this country.

BY WAY OF VARIETY. Professor—If you are at all interested in geological specimens, madam, will you not accept some of these beautiful specimens of quartz? Mrs. Mushroom—They are almost too large for me carry. Have you any plums? Pearson's Weekly.

May—Stella looks at the dark side of everything. Maud—Yes, indeed! Why, she is even afraid that she may not be able to have her own way when she is married!—Puck.

After a dinner of legal dignitaries, a barrister remarked to a judge: "I have made a comfortable fortune at the Bar, and I am now engaged in retiring and devoting the remainder of my years to the study of those things that I have neglected. What would you advise me to begin on?" "Law," promptly replied his lordship. London Telegraph.

Says an exchange: "Hans Anderson of Brooklyn was shot in the head forty-five years ago, and last week he coughed up a bullet. It is wonderful how long it takes some people to get anything through their heads."—Boston Transcript.

Phil Pot (sadly)—Man is made of dust. Mrs. Phil—And when he takes to irrigation, as you have, it isn't long ere his name is in the mud.—Life.

"You are unusually silent." Is anything troubling you? "I don't exactly say that I am worried. But I am puzzled a great deal. A few minutes ago I saw the new moon over my left shoulder and the next minute I picked up a horseshoe. Now, what kind of luck am I going to have?"—Washington Star.

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THE LOAN ACT. The new loan act, or as it will doubtless be popularly called, the Railway Subsidy Act of 1898, is a measure of great interest and importance. It provides for a loan of \$5,000,000; but half of this amount was already authorized by the legislature, so that the contemplated increase to the public debt over that already provided for is \$2,500,000. Last year the house authorized a loan of \$2,500,000, out of which the proposed railways from English Bluff to Boundary Creek via Penitence, and from Bute Inlet to Quesnel were to be subsidized. The present act, which is in amendment of that of last year, continues these subsidies and adds to them \$4,000,000 for a railway from Boundary Creek to Robson, eighty miles, and a like amount for a railway from Lake, four hundred miles. Tabulated the mileage provided for is as follows:

Table with 2 columns: Miles, Amount. Rows include: Penitence to Boundary (100 miles, \$400,000), Robson to Boundary (80 miles, \$320,000), English Bluff to Penitence (230 miles, \$920,000), Bute Inlet to Quesnel (230 miles, \$920,000), Coast to Teslin (300 miles, \$1,200,000). Total: \$4,000,000.

Events are likely to move with great rapidity during the next few days, so far as Spain and the United States are concerned. It appears as if an attack is to be made upon Porto Rico. The American navy is taking chances by attacking a fortified city before it has met the Spanish fleet. Admiral Sampson may be desirous of emulating Admiral Dewey's brilliant achievement, but it is while Spain holds her fleet in reserve, not wise for him to take many chances. He can hardly hope to take Porto Rico without loss, and if his fleet should be badly damaged, it will then be Spain's innings.

The gentlemanly Columbian refers to the local government as a set of "political burglars." We quote the expression not to reply to it, but solely to illustrate what the leading opposition paper in the province considers proper language to use in a political discussion. The Columbian makes a very great error if it supposes that the vote of even one individual is turned against the government by such coarseness. Mr. Corbin told a Spokane paper that he was going to get into the Boundary Creek country, and was perfecting his plans to begin work at once. He will build westward through the Colville reservation, Washington, and run a branch line north to the international boundary. This shows the importance of getting the V. V. & E. road under way at the earliest possible day, so that the enterprising Spokane man may not be fret in the field.

NEWS Faith Healing... Smelter... Vancouver... building of a... E. Blowing... agreed upon... for the erection... A by-law will... people. Comparatively... been taken outside... athletic men... proposal to arrange... Johnston and... Vancouver this... ship of the... of an ambulance... in connection... ver carnival of... thing to do with... The public... Rev. W. E. Ch... to take place... English Bay. A... to be held and... convey a large... the bay. The continu... dry weather is... forth and... and orchards in... be badly infested... various insects... aphids, however... bird and the ant... appearance, but... come as these... as their natural... ningham, late... years ago, as it... some was inst... from California... lady bird insects... ing them among... yards of the pro... this kind now see... dens are appear... ous to British... Commissioner E... pany with six of... the Salvation Arm... next Saturday... previously to the... North hold spec... and Monday in... church and the... The Monday mee... appear in costume... dressers and... street wear. It... also appear in... the costume and... The Old Lavend... Vancouver open... well attended and... the average as an... The society for... city is aiming... At a meeting yeste... ficers were elect... vice-president... Treasurer, and... committee, Ald... Hunt, W. S. Mac... T. Evans. The city council... mation from Mr... effect that the Do... tend this summer... Creek, which has... with much satisf... circles as the wh... much used for sm... The city council... in regard to the... magistrate. The... desire to excuse... practice but bei... Vancouver. Ma... from advocating... magisterial sala... Attorney-General... vidual governmen... suggested restrict... General satisfac... tember by the... of Vancouver... time be placed on... their Royal City... The Young Wo... this summer... Mayor Gerden... after which the... attention will ho... There is a gen... tial revival of ac... outfitting trade... ants believe a... given immediately... Stikine and con... ways for general... Vancouver. Ma... has, subject to... taxpayers of Van... by-law granting... and Copper Mini... of 40 cents a ton... at some point w... limits of uncon... pay to be lim... 125,000 tons, mal... smelter site con... towards the... Ford and a half... of the city. T... consideration the... needs small res... ders of suitable... by advertisement... Yesterday a te... ve's bank spok... of a \$100 bill to... through the city... be traced until... played who loc... king's train. A... the stranger, re... refund \$900. T... the \$1,000 bill w... fled. Among the pas... by the steamship... Dr. McDonald at... of the county... of them were nat... tively, were... the Klondike pa... and party with