

The Weekly Times

Victoria, Friday, July 12.

AUSTRALIAN POLITICS.

The action of the New South Wales legislative council in rejecting the tax bill proposed by the Reid government as a portion of its fiscal reform has precipitated a constitutional battle in that colony. Premier Reid in addressing a large free trade meeting at Sydney recently said that he would not object to a Legislative Council, the members of which were named for life, if it only regarded the will of the country. A House consisting of Crown nominees was an absurd anomaly in a democratic constitution, but he would not trouble to interfere with it so long as it respected the will of the people, and the time had come to deal with it once and for all. The people had not got either yet, and something must give way. The something would not be the electors. Mr. Reid asked the people to empower the government to reform the constitution. He proposed, he said, to introduce a bill that would provide when a measure passed the Assembly and had been rejected by the Council at two consecutive sessions, it should be submitted to a referendum of the electors during a recess, at the end of the second session. He hoped thus to terminate the deadlocks of the House. Failing of other solutions, the Government would be asked to grant a workable constitution to the colony, including an elective Council, the members of which would be elected under a superior franchise. It was not intended that this Council should be superior to the Assembly, but it should be merely a revising chamber. The difficulty surrounding the New South Wales government is an invariable accompaniment of constitutions of which one feature is an appointive and irresponsible council—a body which is useless if it merely registers the decrees of the popular branch and is almost sure to prove itself a nuisance if it undertakes to assume more active functions. Evidently the New South Wales council intends to keep up its side of the struggle, for it has rejected by 25 to 14 the electoral reform bill introduced by the government. Another announcement of interest in connection with Australian politics is conveyed by cable, namely, that the Assembly of Victoria colony has by a vote of 62 to 22 passed the first item of the tariff bill, thus affirming the principle of a reduction of customs duties. The Australian colonies, like Canada, seem to have had quite enough of high protection.

SELF-SEEKING AND BLUNDERING.

The Bowell government has blundered about as badly as possible in its management of the Manitoba school question. Delay was no part of its original programme in connection with the dispute, and now it has decided on delay when that course can do no good. Neither one of the two wings of the party is satisfied, for the Quebec men see plainly that the government's retreat from its "remedial order" position was due to the threatenings from the Ontario section, while the latter are in no way convinced that the government has dropped all idea of interference with Manitoba. The late action of the government, in short, gives the impression of mere trimming and temporizing and not an honest endeavor to arrive at a solution. From all points of view it would have been more expedient—not to speak of honesty—if the government had dealt with the matter decisively in one way or the other, after it had imposed the necessity of action upon itself by the issue of the remedial order. As the matter now stands the government is in the same trouble as the old man in the story, who tried to please everybody but succeeded in pleasing nobody and lost his ass into the bargain.

The juggling with the Hudson's Bay railway is about as famous and calculated to do the government as much harm in Manitoba as the treatment of the school question. Instead of carrying out the terms of the famous order-in-council and advancing \$2,500,000 to the company the government has now decided to grant the company a modification of the terms on which the subsidy was originally granted. One half the land subsidy and the whole of the \$80,000 per year are to be available on the completion of 150 miles of road, whereas 800 miles were originally specified. This inglorious retreat from the terms of the order-in-council will not help the government with the people of Manitoba and the Northwest. It is quite apparent that the Bowell government has a capacity for blundering equal in extent to its love for opportu-

ism. It cannot be expected to hold on to office for any length of time.

CONSERVATIVE OPINIONS.

A few days before the government's final announcement in regard to the Manitoba school question the Toronto World, a prominent Conservative paper, said: "The seriousness of the situation at Ottawa increases. If the government attempt to bring in remedial legislation in connection with the Manitoba schools, they run the chance of wrecking the Conservative party. After the manner of the ostrich, the Mail buried its head in the sand and professed to see nothing going on at the capital, but now it thinks it may be wise to suggest non-interference with the province of Manitoba as the best policy for the administration. And 40 Conservative members, so we are told in the dispatches, have signified to their leaders that they cannot support remedial legislation. Everyone, therefore, now admits the seriousness of the situation, and the ministers are credited with trying their best to effect a solution of it. The World would suggest that the easiest solution might be in resignation on the part of one or more of the ministers of their seats in the cabinet. Have they ever thought of that? There have been indiscreet speeches which have helped to embarrass the party, and an undue haste shown to convey the impression that remedial legislation was the natural sequence of the remedial order. Therefore, as far as practical politics are concerned, the issue of the order was followed by the loss of two seats in Catholic counties, heretofore held by Conservatives. It is therefore much better to reconstruct the cabinet in some quarters than to wreck the Conservative party with its programme of national progress. Partial cabinet reconstruction is often the easiest solution of many political deadlocks. Cabinet ministers should make some sacrifices as well as private members. But whatever they do the government must not interfere with Manitoba." On the same day the Hamilton Spectator, another prominent Conservative paper, spoke as follows: "It cannot be that the government is so blind . . . that it cannot understand that the people of Canada have determined not to submit to the dictation of Quebec; that Manitoba must not be interfered with. Let the government stand firm for the provincial rights of Manitoba, as it once stood firm for the provincial rights of Quebec; let the French ministers slough off if they have the courage to forsake office for the sake of principle, and all will be well for the country and for the Conservative party."

The insistence of these two papers on non-interference is quite as marked as their fear that the course of the government might be to wreck the party—they apparently cared nothing for its effect on the country. But mark the issue; the government's subsequent announcement to parliament implies a promise that in case Manitoba still refuses to act an early session will be called and parliament will be asked to interfere. It will be interesting to know what the people for whom the World and Spectator are supposed to speak have to say on this point.

Says the Globe: "The 3½ per cent. 48-year bonds of Toronto sold in the London market at 97½ on Monday, after the half year's interest had been paid. It is not improbable that they will be quoted at par within a few months. The appreciation in civic securities has been extremely marked during the past year, and Toronto bonds have gone up about four points." What about the late issue of the British Columbia stock? It seems to be "hanging fire" in some mysterious way.

The New York Herald has been moralizing over the enormous consumption of tobacco in the United States, as evidenced by the internal revenue returns. It says: "In one way and another the people of the United States use a great deal of tobacco, estimated by bulk. The figures show the consumption to be about 344,000,000 pounds for the year 1894, or on the basis of 60,000,000 population nearly five pounds per annum for every man, woman and child in the country. To those who have thought that the unpleasant habit of snuffing has gone out of existence it will be interesting to learn that the total domestic production of the article for the year was 11,627,092 pounds. Think of the enormous number of pinches this represents. Despite the falling off in the revenue, it is a curious fact that the decrease is less from snuff than from any other form of tobacco except cigarettes, which actually shows an increase. The percentages are approximately as follows: Cigars and cheroots, 68.3; chewing and smoking tobacco, 31; snuff, 35. The increase in cigarettes is about 125 per cent." The taxes paid on manufactured tobacco in 1894 amounted to

\$28,617,898.62, which, of course, was in the end paid by the smokers, chewers and snuff-takers. The Herald remarks that "surely a nation that can afford to expend such an amount in taxes on tobacco must have money to burn." It seems, too, that though the taxes on tobacco in 1894 reached the enormous sum quoted they were then \$3,271,000 less than in 1893.

A recent Winnipeg dispatch said: "The Conservative association of Winnipeg held a meeting to-night and passed resolutions urging the government to let the Hudson Bay railway scheme and to appoint W. B. Scarth as the next lieutenant-governor of Manitoba." The Montreal Gazette ornamented this dispatch with the heading: "Winnipeg Conservatives Want Some Things They Are Not More Than Likely to Get." As the government has definitely declared that no further aid is to be given the Hudson Bay scheme, and as the Hon. J. C. Patterson has for several months carried the gubernatorial appointment in his pocket, the Gazette assertion seems an eminently safe one.

HUDSON BAY RAILWAY FIASCO.

In Mr. Foster's statement of government intentions there is seldom so much frankness that anybody may count with safety on any given possession of events. In this regard, however, he broke his own record on Tuesday in the house. He said that with the single exception of the schools question, there was no matter that stood in the way of a winding up of the session business some time next week. He had been questioned by Mr. McCarthy on the point of the Hudson Bay railway question, and there can be, therefore, no doubt that the government has decided to leave that notable enterprise, for the present, at least, in those cold shades where the subsidy and kindred manifestations of governmental largesse are stored. That is to say, the government breaks another promise made in set terms, for fulfilment at an early date.

The circumstances may be recalled with profit. The intrinsic merit of the Hudson Bay railway claims for assistance, as set forth by the promoters, has never been established. When the Northwest delegation waited on the government last fall, the delegates were able to publish no evidence to convince the government of Canada that their money would be well spent in such an enterprise. Nobody imagined for a moment that the government itself could have received such evidence and kept it quiet. The stern showing of experience compels us to believe that the government would have made all haste to convince the other parts of the Dominion, if the deputation from the Northwest had shown cause why the people at large should build a railway from Winnipeg to the Saskatchewan. The government of Canada, notwithstanding what it had gathered from its secret deliberations with the Northwest deputation. But the result of these deliberations was the passing of an order-in-council, giving the Hudson Bay Railway Company two millions and a half of the people's money.

That order-in-council has gone through the usual course. It was pressed when everybody, the ministers included, believed a general election was not far distant. It gave the Hudson Bay Railway company all that the dreams of avarice might conjure up. It was in all ways calculated to satisfy the eager hopes of the people of the Northwest, who imagined that their fortunes are bound up in Hugh Sutherland's success at Ottawa. But it was the old game. The people of the Northwest were to be flattered by the assurances that the government had decided to build the road. The rest of the country was to be told that the order-in-council had not received the effect of legislation nothing had been done.

Unforeseen circumstances, however, precipitated the necessity either for the actualization of the intention apparently foreshadowed in the order-in-council, or for the complete abandonment of the government's position. The government has found the latter an easier way and has taken it. In the story of the affair there is no evidence that it ever intended to carry out its promise. It never advanced any sound argument against the popular contention that the scheme was extravagant and unwise. It must have had some hope that the order-in-council could be put into effect without remonstrance from the Conservative side of the house. It stood placidly by when Hugh Sutherland dismissed the contractor upon whose personal standing with a substantial element of the ministerial party criticism of the entire scheme had been withheld. It remained unmoved under the insinuation that it permitted the change of contractors for the sole reason that the American firm had made gorgeous subscriptions to the government campaign fund. It laid itself open to the charge of shamefully trafficking in an enormous subsidy.

Had it ever intended to go on with the work it would not have submitted to all this. But it did not believe in the scheme from the beginning. It hoped to fool the Manitobans with the assurance that the order-in-council was conclusive. Mr. Sutherland's characteristic bluff at the commencement of the work was sufficient indication of his conviction that the government had decided to do nothing unless he could make it impossible for them to retract. He is back at Ottawa again, and is as far from realizing his hopes as he was years ago. In his misfortune he will be denied that sympathy which should fall to such as having viewed the evidence, remain of the opinion that the present government ever intended to keep on the building of the Hudson Bay railway. What the government had in sight when it published its order-in-council was the holding of Manitoba. But election day was set into the indefinite future, and the government cheerfully abandoned its policy.—Montreal Herald.

BRITISH COLUMBIA.

NANAIMO.

Nanaimo, July 9.—Ald. Pease introduced a by-law last night at the council meeting to dispose of all real estate where taxes are in arrears. The by-law passed its first reading. William Bullman passed away suddenly at his residence early yesterday morning, death being due to an apoplectic stroke. Deceased was 71 years of age, but had enjoyed good health until with a few minutes before his death. Bonnie Chandler, the little son of W. Chandler of East Wellington, fell through a window yesterday and broke his arm. The little fellow was brought to town and had his arm set by Dr. Davis.

It is proposed to give a performance of H. M. S. Pinafore in aid of the widow and child of the late John Kelly. The annual general meeting of the subscribers to the Nanaimo Hospital will be held to-morrow night in the council chambers.

Nanaimo, July 10.—It is expected the lacrosse match between Nanaimo and the Maple Leaves of Westminster, which takes place on the Caledonian grounds on Saturday, will be an exciting game. The Nanaimo team are still smarting under the defeat suffered by them in the last match and it is believed the match will be a rough one.

The new cinder path at Wellington is being laid out under the supervision of James and Albert Deeming. The cost of constructing this track will be over \$3000.

The amateur opera company of this city will reproduce H. M. S. Pinafore in the Opera house on Monday next in aid of the widow of the late John Kelly. The Nanaimo Literary Temperance Athletic Association will give a smoker on Saturday night in honor of the anniversary of that institution.

VANCOUVER.

The cost of Dominion Day celebration was \$3100, and about \$3300 was subscribed.

At the council meeting last night Ald. Gallagher moved to dismiss Chief McLaren, Sergt. Haywood, Inspector McLeod, and Officer Grady, but withdrew the motion on the mayor ruling that a two-thirds vote was necessary. There was great excitement in the council. There is another agitation for a smelter in Vancouver, the history of the old one being seemingly forgotten.

James Peake died at the city hospital yesterday. He was a son of a wealthy shipbuilder of Charlottetown, P. E. I., and was left a big fortune, which he succeeded in spending a good deal quicker, no doubt, than the old man accumulated it.

H. Mutrie, C. L. Brown and R. H. Cook have been appointed city assessors. Harry Rhodes and J. McKinnon have returned from the old country.

A writ was issued yesterday for a new election to fill the place in the council vacated by Ald. McCraney. The election takes place on the 31st of July. Ald. McCraney has been absent from the city or from council meetings sufficiently long to disqualify him.

The World says an epidemic of delirium tremens has struck the town. Mark Twain will lecture in the opera house in August.

Rev. J. W. Macmillan, of Mount Pleasant, Vancouver, has received an unanimous call from St. Andrew's church, Lindsay, Ont., to spend \$1400, with summer vacation. He takes the pastorate vacated by Rev. Mr. Johnston, now of St. Andrew's church, London.

NEW WESTMINSTER.

The announcement that the Brunette sawmill will be rebuilt has not yet been made, although it is expected. John Wilson, president, informed a reporter that he had received a wire from Ottawa asking fuller particulars of the damage, and whether the foundations could be saved. Mr. Wilson was able to reply that the foundations had not been damaged, and were as good as new. Regarding the intentions of the Ottawa stockholders, Mr. Wilson was unable to speak yet, and it would be a week yet, he expected, before anything definite was known.

The outlook in the lumber trade, the Columbian thinks, has not been so bright in years. The selling price for the last three years has been little above the cost, and most manufacturers have been losing money. The advance in price of from \$2 to \$3 per thousand, made on Saturday as a result of the conference at Vancouver, will stiffen the business. The better prospects ahead will be an irresistible argument for the rebuilding of the Brunette mills.

Canning has commenced on the Fraser. Nets were stretched for the sockeyes two days ago, the run having commenced. Over 1000 licenses have been issued to 28 canneries.

A boy of 16 named Cole is charged with attempted rape on a girl of 10. A Steveston Chinaman has been fined \$150 and costs for selling liquor without a license.

The Fraser is falling fast. The Fraser river bridge question is unchanged and apparently unchangeable. Boundary Bay is full of fish, and 20,000 sockeyes were taken from Drysdale's traps Sunday. Mr. Drysdale's pack up to Saturday night was 8000 cases.

The Columbian says the loss by the destruction of Laidlaw's cannery was greater than at first reported. Twenty thousand cases of cans, valued at \$15,000; 25 nets, valued at \$4000, and other material valued at \$6000, together with the buildings, machinery, etc., worth \$15,000, were destroyed, making a total of \$40,000. The loss is well covered by insurance. The cannery during the season was to pack only flats and half flats, which work will now be distributed, with the cannery crew, among the company's other canneries. The Well-

ton cannery will be run to its fullest capacity, which was not intended previous to the fire.

W. H. Falding, R. L. Reid and James Galbraith have been appointed guardians of the children of the late Dr. Cooper. Having is general all over the district. The crop will be an excellent one everywhere.

A carload of canned salmon was shipped east by Alexander Ewan on Saturday.

KOOTENAY.

Rossland Miner. On the 27th Mrs. White breathed her last, after a long, tedious sickness. The Indian school, under the auspices of the Episcopal Sisters in a prosperous condition and doing a good and much needed work. There are something over twenty now in attendance, ranging from the age of eight to eighteen, but most of them from ten to fourteen.

John Chinaman holds out at Yale, and is not likely to desert it, while the faithful Fraser brings down her annual quota of gold from mountain ranges. Our thermometer registered 100 in the shade on the 27th and 28th ult., after some two weeks of low temperature.

The river is a perpetual study to the old timer and is watched with as much care as the barometer by mariners. There is here at Yale what is called the Chilliwack rock, a large boulder on the south bank, and in full view of the town. When the water covers this rock Chilliwack is under water. At present the sign post lifts its head high above the angry flood.

The Lodge.

Manager Macfarlane says that the branch of the B. C. Iron Works will be erected at Nelson, a site having been secured near the railway wharf.

A recent location on Lemon creek shows an assay of \$54 in gold and 12 1-2 ounces silver.

Kaslo has more saloons than any other town of its size in Canada. It also supports a box-rustling theatre, the only one of the kind allowed to do business in the Dominion.

Six teams commenced Monday to haul ore from the Slocan Star.

The Silver King sent out 34 tons of ore last week to Newark, N. J.

A Beamer has purchased the Eldorado mine, Trail, for \$22,000.

The Ruth shipped 28 tons, two of which were carbonates, in June.

Ben Finnell has made an elegant copper strike five miles north of Rossland.

The Pilot Bay smelter is keeping up its shipment of bullion, of 20 tons per day.

YALE.

The attention of Judge Boie when sitting in the county court was called to the fact that for want of a stipend, the magistrates, the very beneficial provisions of the Small Debts Act, 1885, were not available, as for small amounts, under \$100, the county court is too expensive a tribunal.

The fruit harvest promises to be plentiful.

The water in the Fraser is 17 feet lower than at the same time in 1894.

Edward Stout, superintendent of the Prince Albert Flat Mining Co., has a gang of men hard at work building dikes and making sluices, so that all the plant will be in order for extensive washing as soon as the Fraser river recedes.

DEATH ON THE RAIL.

Two Excursion Trains Collide Near Montreal—Fifteen Killed.

Montreal, July 9.—There was a terrible smashup on the Grand Trunk at Craig's road, fourteen miles on this side of Levis, this morning, in which upwards of fifteen people were killed. Two special trains left Sherbrooke last night en route to the shrine of St. Anne de Beaupre with pilgrims. The second train pitched into the first with terrific force. A wrecking train was immediately sent out from Levis. The passengers were chiefly pilgrims from Sherbrooke, Richmond and Windsor Mills. Among the known victims of the wreck are: Father Mercier, killed instantly; Father Deghan, fatally injured; J. Linlan, Grand Trunk travelling passenger agent, badly injured. Two Pullman passengers were killed outright and the colored porter died from his injuries. The first section stopped at Craig's road station to take water and was standing there when the second, passing the semaphore, dashed into the rear of the last Pullman coach, smashing it into kindling wood. It is said that every one in the car except the Pullman conductor, who jumped off in time to save his life, is killed. McLeod, the engineer, and Perkins, the fireman of the second engine, were both killed outright. The following residents of Richmond were killed in the wreck: Charles Bedard, Miss Bedard, Hector McLeod, Richard Perkins, Rev. Father Mosher, Rev. Father Dignon and Mr. Logan.

STRIKE AT BALLARD.

Water Ditch Diggers Want an Increase From \$1.25 to \$1.50.

Ballard, July 9.—To-day the whole of the work on the water pipe ditching is stopped by a general strike of the laborers. The men have been getting \$1.25 per day and ask for \$1.50. The sub-contractors for the work, Flynn & Hammer, took the job of ditching at 15 cents a yard, and as at this price they cannot afford a higher wage than \$1.25, it is expected the contract will be thrown up and new men put to work. The special agent of the Martin Pipe & Foundry company, who have the original contract, is in the city to-day adjusting the matter.