The Colonist.

Tuesday, September 4, 1900.

THE WAR.

Buller has moved his temporary headquarters from the railway line and his last despatch was dated at Helvetia, which is about 15 miles to the north of the line, and on the road to Lydenburg. Our advance has now reached a considerable distance east of the Lydenburg road and it is not easy to see how the Boers can retreat to that mountain town in any considerable force, even if they so desire, which appears very improbable. Our view of the case is that the last serious stand has been made, and that hereafter resistance in the Transvaal will closely resemble that which took place in the eastern portion of the Orange River Colony. There will be fighting, at different points, and one commando after another will fall into the hands of our troops. Strathcona's Horse is leading the advance along the railway and may have the honor of capturing Kruger. Only about 100 miles of the railway remains to be cleared to re-establish connection between Pretoria and Delagoa Bay. At the present rate of progress this will not occupy much time, after which we look for a formal proclamation declaring that the Transvaal has become a British colony. The enemy's forces are certainly breaking up and Kruger cannot pretend hereafter to maintain even the semblance of a government.

THE REFORMATORY.

The Bishop of Columbia and Canon Paddon send letters to the Colonist on the subject of a reformatory, and we print them this morning. They are worthy of very serious consideration. Whether the government shall decide to establish the reformatory on an island, as our correspondents suggest, or whether it shall be erected on the Mainland in the vicinity of Vancouver, there is very much in the claim that under no circumstances should it be erected in a city. Doubtless if it is thought best to locate the institution in the vicinity of Vancouver a piece of ground can be obtained which would meet every desired requirement. We suggest to the Minister of Public Works that, before the money is expended, he might with advantage visit Chehalis, in the State of Washington, where an excellent reform school has been established. The school is a little way out of town, the grounds are spacious and there is very little suggestion of a prison about it. The correctness of the principle for which our correspondents contend cannot be disputed, and we feel very confident that the government will be governed by it in establishing this important institution.

THE SESSION.

The session which has just concluded has been on the whole highly satisfactory. Some measures were enacted to which we did not feel able to give any endorsement, but no one can expect always to have his way, and the only thing to do is to accept what occurs and make the best of it. At the time the measures referred to were before the house the Colonist freely expressed its views in regard to them, and there is no necessity for going over the ground again.

There was considerable speech-making during the session, but for the most part it was on matters of secondary importance or on purely electioneering topics. There were some notable exceptions, and on the whole the debates were conducted with good nature. We feel, however, that some criticism ought to be made on the score that measures were not as a rule very thoroughly debated. We regret to see that the practice of settling things in caucus and passing them without exhaustive debate is growing, and if the government will be advised by the Colonist, it will in future see that every measure, no matter how the party caucus may decide to deal with it, shall be fully debated in the house. The late session was not nearly as bad in the particular referred to as the session of 1899, but greater improvement might be made with advantage.

The supply bill is large and, we think, was framed with a great deal of excellent judgment, and certainly with a desire to do justice to every section of the province. This feature of the session is noteworthy for a provision for the beginning of a provincial reformatory that shall be worthy of the name, for the beginning of a Normal school, for the rebuilding of Government House and for the re-establishment of the Agent-General's office on a better basis than ever. It is also notable because of the earnest given of a beginning of a very vigorous policy in the matter of wagon roads.

The session will be remembered because of the imposition of new taxes, particularly the coal tax, and for the provision of an officer whose duty it shall be to see that taxes are better assessed than at present. There is very much in the claim that if the taxes were properly assessed and collected the revenue would be found much larger. No one has been to blame for any omissions in this regard, and the new departure is only indicative of the fact that an evil, which every one knew existed, has grown so great that it could no longer be overlooked.

We feel that we can in this brief review afford to pay a passing compliment to Her Majesty's Loyal Opposition, which did its part of the session's work in excellent temper and at times in a manner that contributed considerably to its success.

The session on the whole has had an admirable effect upon public opinion throughout the province. There was a good deal of gallery play by the Opposition, but this must always be looked for. The general tendency of the legislation has been to promote a feeling of security, which is being reflected in the business interests of the province. A very strong demonstration has been made of the feeling of the house in regard to Oriental immigration, and although we do not suppose that all the legislation on this subject will remain on the statute book, its passage will leave no doubt in any one's mind as to how the representatives of the people of British Columbia feel about it.

We congratulate Premier Dunsmuir on the work of the session and upon the great gain he has made in public estimation. He has achieved popularity at a single bound and to-day occupies a place in the esteem of the people of the province that is quite unique. We hope that he will find himself able to spare time from his varied business affairs to continue at the helm of state for a long time to come, for while it is in his hands every one will feel confident that a straight and safe course will be steered.

MISCHIEF-MAKERS.

The house has more patience than it ought to have with such mischief-makers as the member for North Nanaimo, and he ought to have been sat down upon very severely for introducing such nonsensical legislation. We do not propose to discuss what Mr. Turner very properly called his revolutionary features, but only once more to refer to the "nonsense" clause exempting from the operation of the act "persons of Indian and Caucasian blood." In a spirit of fun Mr. Turner read from the Encyclopaedia Britannica to show that no one could tell what constitutes a person of Caucasian blood. Mr. McInnes called out to him to read the whole article, and Mr. Curtis armed himself with the same book to read something more on the same subject. What twaddle this sort of thing is! Do any members of the house seriously believe that the Britannica has any legal value? Surely none of them can think that the courts would look in an encyclopaedia to ascertain how to construe an act of assembly. It is understood that the courts will take judicial notice of the almanac and the dictionary, but we have yet to learn that encyclopaedias stand on the same footing. Surely none of the members suppose that because a book is called an encyclopaedia, it has any more value than if it were a book written, let us say, by the member from North Nanaimo.

Mr. Curtis said that Mr. Turner should suggest a better phrase if "Caucasian" did not suit him; but that is absurd. There can be no general word used to meet what Mr. Curtis professes to be aiming at. There is only one way to reach this point. It is to use plain words of unmistakable and recognized meaning. When Chinese and Japanese are meant, let "Chinese" and "Japanese" be the words used. But Mr. McInnes would doubtless say that the provincial legislature may not use such words, and therefore we must reach the desired point by a lot of circumlocution. When that gentleman becomes a little matured in intellect he will realize that this sort of thing is impossible in legislation.

The vote in favor of the second reading is not to be understood as indicating the strength of this absurd measure. It only means that a certain number of gentlemen have not yet learned that the workingmen of this province cannot be caught with chaff.

A DOUBTFUL EXPERIMENT.

Mr. Tatlow's bill to regulate immigration into British Columbia is an experiment of doubtful value on an important question. The section of the British North America Act under which the legislation is attempted reads as follows:

In each province the legislature may make laws in relation to agriculture in the province and to immigration into the province; and it is hereby declared that the parliament of Canada may, from time to time, make laws in relation to agriculture in all or any of the provinces, and to immigration into all or any of the provinces; and any law of the legislature of a province relative to agriculture or to immigration shall have effect in any for the province as long and as far only as it is not repugnant to any act of the parliament of Canada.

It must be recognized that the Dominion government, if it so desires, can disallow this measure, and it is not at all unlikely to do so; but, if it becomes The section above quoted is drawn in very general terms, and the language law in the meantime, harm may result, may perhaps be broad enough to authorize such an enactment on the part of a provincial legislature. One cannot say very positively what the final court of appeal may hold. There are certain general principles which govern the Judicial Committee of the Privy Council in interpreting the British North America Act, and the effort is always made to construe it so that there will be no conflict between the provincial and federal legislatures. We suggest that the court may hold that the coupling of Agriculture and Immigration in the section shows that the intention was to limit its scope to such things as may be thought desirable for the purpose of promoting the colonization of the several provinces. It is a simple historical fact that previous to 1867 there was no Oriental labor question, nor had any country felt the necessity of legislating against any class of immigrants. Each of the provinces was at that time doing something to attract settlers to its vacant lands and promote the interest of agriculture, and section 95 of the B. N. A. Act above quoted may have been intended to preserve to the provinces the power to continue to do so. Moreover, it may be held that, inasmuch as the Dominion parliament has already dealt with the subject of immigration by excluding certain persons from Canada, a provincial legislature cannot enlarge these restrictions. Such a legislature could certainly not remove such restrictions, and the converse ought to hold true.

We regard the bill itself as utterly indefensible. It is not intended to apply to Chinese. We believe the whole bill is absolutely worthless, because it is not only antagonistic to the spirit of the British North America Act, but hostile to the very principles of the Confederation. Under this extraordinary bill, if an illiterate person comes from any of the other provinces in Canada to British Columbia, he may be excluded. Surely this sort of thing will not be contemplated for a single moment. The officers administering this law may, if they see fit to do so, exclude all young children from entering the country. It may be said that no officer would do anything of the kind, but we have the most serious objections to such power being vested in any individual.

This act is to come into force on January 1, 1901, and after that date it becomes the duty of the government to give effect to the mandate of the legislature. The claim is made that the word "may" is employed in the bill, and consequently the government need not act under it. But there is nothing in this argument. When the legislature declares that a certain thing shall be the law and says that the government may appoint officers to carry it out, the duty of the government is to appoint the officers to carry it out. If the government is not prepared to do this, it ought to advise the Lieutenant-Governor to withhold his assent from the bill. If this is not done, it will become the duty of the government between now and January 1 to make the regulations to carry out the act and appoint the necessary officers. How many such officers will be needed we are not prepared to say, and therefore there is no way of estimating what the arrangement will cost. Moreover, there is no vote of the house for any such officers. There are other fatal defects in the bill, and it should not receive the assent of the Lieutenant-Governor.

THE APPELLATE COURT.

Vancouver does not appear to like the idea of discontinuing the sittings of the Appellate Court in that city, but no good reason can be given for departing from the almost universal custom of holding such courts in the capital. There are two states of the American Union—namely, Rhode Island and Connecticut—which have each two capitals, although the latter is about to abolish one of hers. Russia used to have two capitals, but manages to get along with one now, and even the species of duality prevailing in Austro-Hungary is falling into "innocuous desuetude." In the interest of the court, of the bar and of suitors, it is better to have judges sit in appeal at one point only. No one will suggest for a moment that the trivial addition to the business of Vancouver caused by the residence there of a few judges and a few lawyers for a few weeks every year warrants the continued sitting of the Appellate Court there. In the distribution of provincial institutions Vancouver ought to have its full share, but we submit it would be a mistake to continue the existing division of one institution.

KITIMAAT-CALEDONIA.

We print a letter from Dr. Morrow, the promoter of the proposed wagon road from Kitimaat Arm to Hazleton. Our correspondent seems a little sore over the small measure of success that has so far attended his efforts, and we sympathize with him in his temporary disappointment. His project is one that commends itself to our judgment, and under normal conditions we should have urged it upon the consideration of the government, but the time did not appear to be auspicious for doing so. The Premier has in contemplation the maturing of a plan of provincial development, in which a railway from Kitimaat Arm or some other suitable point on the Northwest Coast will undoubtedly have a place. In that connection Dr. Morrow's wagon road project might very well be taken into consideration, and any assistance that might be extended to it might form part of a general scheme. We have felt that it would be a mistake to bring down any piecemeal policy, and this was the reason why we declined to advocate any other of the several subsidy proposals that were brought forward more or less vigorously during the session. It was also the reason why we opposed the incorporation of any company to build a railway from Kitimaat Arm. We thought it best that the Premier should be left wholly free from any entanglement or promise, either express or implied, in dealing with what ought to be one of the greatest, if not the greatest, measures of provincial politics. The railway company was incorporated, and so was the wagon road company, but both of them stand in precisely the same position. Neither of them has the least claim upon the government or legislature, and the Premier will proceed to the development of his line of action absolutely untrammelled by the existence of their charters.

We are not by any means impressed with the idea, which our correspondent says is current, namely, that the government is averse to giving land subsidies for public works. The whole question is one of value received. In Dr. Morrow's case value would unquestionably have been given for all the land asked for. On the general proposition of land subsidies, we are strongly of the opinion that moderate assistance in this way to railways is quite defensible, provided it is coupled with proper safeguards. The cry that went up in this province a few years ago against land grants to railways was a senseless thing. The province has plenty of land to spare, but its money is not quite so abundant. If a company is given land as a railway subsidy, the subsidy is worth nothing unless some use is made of the land. Thus a vast portion of the E. & N. belt is of no use to the company, and a great deal of it never will be. Only land which can be utilized for some purpose is of the slightest use to any one. If it possesses an undoubted future utility, money may be borrowed on it; but except as a security for a loan, a land subsidy is only valuable to a company when it has been turned to some practical use. Now, what are the uses to which land can be put in this province? They are agriculture, lumbering, grazing and mining. It is, therefore, in the interest of a company owning land to see that it is used for one or the other of these purposes as soon as possible. Thus every company, subsidized by land, becomes deeply interested in the exploitation of the wealth of its domain. What has been done and what is being done on the E. & N. belt show this. Some critics, who do not know anything about it, complain that the rate of progress in this belt is slow; but those who are better informed know otherwise. Thousands of persons are enabled to make a living by reason of industries carried on by the proprietors of the E. & N. belt, and these operations will next year contribute fully $50,000 directly to the revenue of the province. Industries which pay out $150,000 a month in wages and contribute $50,000 a year in taxes are very considerable items in this province, and these have been the result of the E. & N. railway grant. It may be that other proprietors might have done more; but when we look over the continent, the idea that is brought home most strongly is that most other proprietors would have done much less, and that instead of remaining here to devote their energy and wealth to the advancement of domestic enterprises, would have withdrawn long ago with a competency. We refer to the E. & N. belt because the opponents of land subsidies invariably point to it as an example of the vicious character of such assistance to railway companies.

We do not wish to be understood as intimating that land subsidies will form any part of the development policy which the Premier may mature. We do not know his mind on that subject, but we desire to impress upon him and the public that it would be a serious error to regard that leaf in provincial policy as being turned down for all time. We would like Mr. Dunsmuir to consider himself absolutely free in approaching the great question that shall soon occupy his attention, and upon which such important provincial interests depend. We wish him to feel that he is handicapped by no charters or by no catch-vote political propaganda. The whole question is open, and he ought to feel at liberty to take such a line of action in every respect as commends itself to his best judgment as a business man and the minister chiefly responsible for the promotion of the interests of the province.

VICTORIA'S WELCOME.

Victoria may always be depended upon to give the representatives of Her Most Gracious Majesty a cordial welcome; but there was a new note in the greeting extended to Lord and Lady Minto. Since the last Governor-General was received officially by the citizens, Canada has come to occupy a changed relation to the Empire, or more properly speaking, has risen to her proper position among the daughters of the great mother of nations. Canadians have asserted themselves and have been recognized, and the result is that the name of their country has been clothed with new dignity and honor. This thought has a place in the mind of everyone in connection with every patriotic function, and if last evening there was somewhat more of a demonstration than is usual on such occasions, the reason is to be sought in the conscientiousness of the new attitude of our country. If His Excellency will carry away from this westernmost city of Her Majesty's dominion the thought that we are not the same Canadians whom he knew fifteen years ago, but a people with new aspirations and a new sense of responsibility, his visit will have a special value. In one respect alone will he find us the same, namely, in loyal devotion to the sovereign; but even this sentiment has been strengthened by the test it has undergone during the past eventful twelvemonth.

Lord Minto has the distinction of being the first Governor-General to visit the great Northern gold fields. We anticipate that good will result from his journey thither. We are quite aware of the limitations of the powers vested in the vice-regal office, but we also know that constitutional usage permits the representative of the crown to make his personal views felt by his advisers. It is not suggested that he should take an extreme course, but His Excellency must have observed many things and have had others brought to his notice, which call for the best consideration of his ministers. That he will discover how to convey his impressions to the Premier, without trespassing upon the principles of responsible government, may be taken for granted.

We are sure that the people of Victoria hope that Lord and Lady Minto and their family will greatly enjoy their stay with us, and that they may carry away with them such pleasant recollections as will lead them to visit us again.

THE FEDERAL ELECTIONS.

Sir Richard Cartwright is credited with the statement that the federal elections will be brought on within three months. We suppose this may be taken as conclusive. We greatly regret the decision of the government. An election held this year will deprive British Columbia of its proper voice in parliament, for there can be no question that this province is entitled to more than six members. We have all along contended that there should be a redistribution before the election, and that this redistribution ought not to be made until after the census was taken. This would have brought the election on in the spring of next year. It was understood that the Liberals had no desire to face Ontario with the constituencies as now divided. Twice they have endeavored to remodel that province and twice have they been foiled in the attempt by the Senate, which took the position that no peace-meal scheme of redistribution could be put through parliament. We hoped that the exigencies of the Liberals in Ontario would have secured justice to this province by influencing them to postpone the appeal to the people until a general redistribution bill had been passed. In this we have been mistaken, and can only wonder why it is that Sir Wilfrid Laurier has been induced to abandon what seemed to be something on which he had set his heart. Does he see signs in the political heavens indicating that the longer the election is delayed the less the chance of his party succeeding will become? Certainly such a conclusion seems warranted.

The Colonist has endeavored to regard federal politics from a somewhat different standpoint to that which obtains in the East. We have felt that situated as British Columbia is, the patriotic duty of a Conservative paper should lead it to avoid bitter partizanship, to give credit to the opposite party, when it could be justly claimed, and to press for those things to which the province seemed entitled. So now, in entering upon the election campaign, it is not intended to conduct it with bitterness. We shall endeavor to deal with principles, and with acts of administration, and especially with those which directly concern British Columbia. From this standpoint what appeals to us the most strongly as affording a reason why the Liberal party is not entitled to the support of the people of this province is its neglect of the West. The Laurier government seems to have failed utterly to grasp the situation of things on the Pacific Coast and to shape its administration and legislation accordingly. Thus for years the people of this province have been begging for something to be done that will enable our cities and Canada generally to fully profit by the exploitation of the northern gold fields, but they have been asking in vain. For years they have sought for Cabinet representation, but their requests have been treated with indifference. They have petitioned in vain for something like adequate protection against Oriental immigration, but have been given only a faint pretence of it. We need not in this article specify anything further, except to say that upon the top of all this and much more neglect of the interests of this province there comes an election held under conditions which render the adequate and equitable representation of the province impossible. There can be no answer to these propositions and they are such as come directly home to our people. They are matters of a class which ought to and will influence votes. There is nothing personal about them. They do not touch the time-worn issues about which politicians on both sides in the East so much concern themselves. They appeal to every voter no matter to what party he may belong. The Colonist confesses that it is inclined to look at every question from a British Columbia standpoint. We try to base our opinion upon our best understanding of how the interests of this province will be affected. While not without a due appreciation of the duty which every Canadian owes to Canada, and a thorough sense of our obligations as a part of the Empire, we nevertheless regard our first duty as due to ourselves as British Columbians. It is all the more important to take such a position, because in the East politics are to a great extent conducted upon provincial lines. What Quebec wants or can get is the key-note of Quebec politics. The Maritime Provinces regard every subject from a local point of view, and Ontario imagines itself to be the whole Confederation.

Under these circumstances it becomes the duty of the West, and especially of British Columbia, to assert itself on the floors of parliament as a unit. To accomplish such a result we must keep British Columbian questions and interests to the front in every campaign, and it is for this reason, among others, that we regard the strength of the Conservative party in this province to lie in the fact that our interests have not been properly appreciated by the party now in power.

The session, which has just concluded, has been marked by much less asperity than any during recent years. Rarely has the house separated with so much good feeling on the part of the members towards each other.

Mr. Andrew Lang doubts if a new Froude, Macaulay or Tennyson would find readers now. When a writer arises, who is fit to be classed with these worthies, we shall be better able to judge of the accuracy of Mr. Lang's diagnosis of the intelligence of the day.

Our Canadian soldiers will be received by the Queen. They deserve every honor that can be extended to them.

Lord Minto realizes the importance of the Pacific Cable. It is satisfactory to know that his influence will be exerted in favor of that important undertaking.

It is wholly probable that the task of winding up the war in South Africa will be entrusted to General Buller. The work is hardly of sufficient magnitude to require Lord Roberts to remain on the ground.

The Kaiser's sober, second thought is opposed to a war of conquest in China, and Russia is reported to be weakening. In short, matters look as if they were coming out as Great Britain wished. The press correspondents will have to hasten to discover some new signs of the decay of British influence. It must be as much as five days since they found the last one.

Bressi, the assassin of King Humbert, is to have an experience, which for severity can hardly be excelled. To have to face death is as nothing compared to it. Solitary confinement for a year in a small dark cell in absolute silence may serve to intimidate those scoundrels who plot against the lives of people in authority. It was wise not to hang the villain. That would have made a sort of hero of him.

In a short speech made during the recent excursion, Mr. Martin described Mr. Dunsmuir's invitation to the members of the legislature as "an act of statesmanship." The custom is to associate the idea of statesmanship with speeches on the floors of parliament, but it goes further than this. That which gives a new trend to popular thought on public questions is an act of statesmanship, when it has been done for that public. That Mr. Dunsmuir has done this must be admitted.

Liens for wages are excellent things, but there is such a thing as making them too greatly retrospective. In the interest of the wage-earner himself it is not desirable that the period, which may be covered by the lien, should be too long. If an employee desires to help his employer out by not drawing his pay, well and good; but beyond a certain limit his doing this should be on his own responsibility and without any special legal protection. Moreover, it is undoubtedly a sound principle that the legislature should not use its influence to encourage too long a period between pay-days.

PRESS COMMENT.

WILD GOOSE CHASE.

From Montreal Gazette.

Maritime Province papers are earnestly discussing the purpose of the rush to Europe and return of Ministers Davies, Blair and Fielding. Whatever the purpose, it evidently was not achieved. There is no fast steamship line predicted, and Mr. Tarte's resignation is still unwritten.

MIS-SPENT ELOQUENCE.

From Toronto Telegram.

Down in Nova Scotia Sir Wilfrid Laurier has been talking as if the momentous issue confronting Canada is one of race and creed. "A United Canada" was his theme wherever his silvery accents broke upon an Acadian audience. Sir Wilfrid might as well have varied his remarks on "A United Canada" with a few observations about the weather. Canada is in no danger which the platitudes of the Premier tend to moderate or avert. The country is not, as the words of Sir Wilfrid would indicate, in a dire conflict of creed nor in the throes of a racial war.

When Canada is threatened with either of the calamities it will be time enough for Sir Wilfrid to uncork the vials of his sedative eloquence. At the present moment there are questions to which the Premier may apply himself with more advantage to the people for whose unity he so industriously pleads. If Sir Wilfrid is in need of a subject let him take one of more immediate interest to Canada—the supremacy of railway corporations—and not talk to the Acadians as if they were living the days of "Evangeline" over again.

WHY THEY SHOULD GO.

From Mail and Empire.

Our law says definitely that when any foreign country admits our ships to the right to trade from port to port in that country we will admit the ships of that country to the right to carry cargoes from port to port in Canada. Only when our vessels are conceded the privilege of coasting by a foreign country does parliament allow our government to give the same privilege to the ships of that country.

The United States does not permit Canadian ships to carry from port to port in the republic.

In spite of this, without any reciprocal action, and in direct violation of the law, Finance Minister Fielding secretly drafted, and secured the passage of, an order-in-council authorizing United States vessels to do a strictly Canadian trade.

The United States ships could do all the business they could pick up in Canada; Canadian ships could do no business in the United States.

The belief is current that the law was violated under a corrupt bargain with the Standard Oil Company, which owns a large fleet on the upper lakes, and wanted to aim a blow at our Canadian shipping interests.

But whether it was corruption or ignorance that produced Fielding's order-in-council the moral is the same.

A government has no more right to be ignorant than it has to be corrupt, and when it is either one or the other, whether it barters Canadian interests in the open market or gives them away because it has not sufficient sense to conserve and protect them, it is not fit to rule and ought to go.

If women were as considerate of their husband's feelings as they are of the servant's girls', homes would be more generally harmonious than they are now-a-days.—Boston Home Journal.

He—Did it ever occur to you that I might be in love with you?

She—Oh, yes. Why, haven't you ever seen me laughing to myself.—Puck.

LETTERS TO THE EDITOR.

NODTHERN TRANSPORTATION.

Sir:—If I remember aright you have invited reasonable discussion of Northern development and transportation matters. May I briefly remind you that a company (the Kitimaat Caledonia Co.), made a proposition to the provincial government to build a waggon road from the head of Kitimaat Arm to Hazelton. The proposition has been before the provincial authorities for upwards of a year, having been originally made to the Semlin government, my company having been given to understand that some such proposition would be welcomed. We think, at least, partly, as a result of our efforts in the matter, the Semlin government included the matter of a waggon road from Kitimaat to Hazelton in the Queen's speech at the opening of the House in January, of this year. I believe it to be a fact that the majority of the members of the last house considered the proposal a good one in the interests of the province as did, I understand a majority of the members of the then government which, however, went out of power before the matter could be acted upon. I was advised the other day that the present government declined to give effect to the proposal. I have not been informed of the reasons of this action. I understand it has not been announced that the present government is not in favor of land grants on principle without regard to the value of the consideration offered by the grantee; nothing was said as to whether a proposition has ever been submitted to the government involving such a substantial quid pro quo for the land grant suggested an involving, also, such a guarantee of immediate settlement and development of the land granted. The road was to be completed with all reasonable haste. About three years would without doubt have witnessed a large settlement in the district and the exploitation of its resources would have definitely begun. The province could not lose by the transaction, it might gain very largely in the rapid and immediate advancement of the district. On top of this wagon road proposition and, without a doubt, suggested by it some promoters come forward with applications for a railway charter over the same route, viz: Kitimaat to Hazelton. No one pretended, no one pretends that this was or is anything else than what is commonly known as a straw charter, sought, certainly, in the vaguest, most indefinite way by men who have no idea of building the railway with any but other peoples' money. I hazard the prediction that the farther away from the proposed seat of action these other people are the more likely will they be to put their money into the enterprise; the suggested enterprise consisting of a proposal to build a railroad from Kitimaat (population one man) to Hazelton (population about 75 whites) through a district with a population of about forty (rather less whites; total population of terminals and district traversed of about one hundred and sixteen white souls. This is the main line The population of districts reached by reasonably supposed branches is about 40 white souls. I understand that these people went to the government and claimed that the granting of any land to "those wagon road people," would prejudice railroad building through this district, making the astounding statement that settlement and development of a district would prejudice railroad building; in other words that they would prefer to build between terminals and through a district with nobody in them rather than between two terminals and through a country partly settled and rapidly filling up Such peculiar preferences are a pretty safe indication that these Pacific Omineca Railroad charter seekers expect to do the building with somebody else's money than their own, that is if they ever had any bona fide tangible idea, whatever, of what they intended to do. The only serious question, however, is as to whether the present provincial government and the members supporting the same will favor or allow the granting of a charter bearing on its face (vide the original printed bill such a purely speculative character. The question arises, too, as to whether the representations of these railway people had anything to do with the refusal of the Kitimaat Caledonia Co., and, if so, whether these railway charter seekers have rendered any conspicuous service to the district involved by their course of action, not forgetting, by the way, that one of them is a late member for the constituency concerned in the undertakings. One word more, Mr Editor. How far does the principle of representative government in a logical sense obtain in British Columbia? The member for the Cassiar district which is the district involved in the proposal of the Kitimaat Caledonia Co., thought, Mr. Clifford knows that the proposition was a good one for his constituency. In the case of Mr. Clifford and in the case of the Cassiar district this should have been enough justification for any government to give effect to the proposal whether principle could be applied to every member and every district or not. In a matter of this character the strong conviction and support and even urging of a man of Mr. Clifford's standing in the house and of his known integrity should be conclusive as concerning a district whose needs are clearly known to him, but so remote that its conditions and requirements are not clearly appreciated by the dwellers in other parts of the province.

ARTHUR MORROW.

There's a story of a farmer and his son driving a load to market. Of the team they were driving one was a steady, reliable old grey mare, the other a fractious, balky black horse. On the way the wagon was stalled and the black horse sulked and refused to pull. "What'll we do, father?" said the younger man. "Well, said the father, "I guess we'll have to lay the gad on the old grey." That homely compliment to women. "The grey mare's the better horse," suggests how often when there's an extra strain to be borne it is laid on the woman's back. How often she breaks down at last under the added weight of some "last straw." Women who are dragging along wearily through life can gain real strength by the use of Dr. Pierce's Golden Medical Discovery. It puts back in concentrated form the strength-making material which working women use up more rapidly than it can be restored by nature in the ordinary processes of nourishment and rest. Dr. Pierce's Pleasant Pellets are universal favorites with women because they are easy to take and thoroughly effective in curing the consequences of constipation.

Agent—Like some awnings, ma'am? We fit and fix 'em cheap.

Housewife—No, I don't want awnings. They kep out the sun and we get little enough of thesun as it is.

Agent—You never ned to use 'em, they roll up.—N.Y. Weekly.

A credulous woman in Cincinnati, suffering from rheumatism, went to a faith cur doctor. He extracted $100 in advance, promising a certain relief for her ailment, and then skipped. She was cured of her faith.—Washington Hatchet.