

THE SUBSIDY BILL.

The News-Advertiser wants the railway bill withdrawn for the present and action deferred until a later day. This suggestion is not one that will commend itself to the judgment of the majority of the people of British Columbia. There is urgent necessity for the construction of a line from Penitence to Boundary Creek as quickly as it can be done. Beyond all doubt there will be great development in the Kettle River country this summer, and we want the trade brought to the Coast. If there is delay American roads will build to the boundary from the south and business will get set in the wrong direction. It would be a great error to permit this to be done if it can be avoided. In providing a subsidy so as to secure the construction of this line within two years and probably within eighteen months the government has done a very practical and business-like thing. It may be that the government will see its way clear to extend the application of the Subsidy bill so as to include the section between Hope and Penitence, as has been asked by many people. Such a recognition of the through line from the Coast to Kootenay would meet all objections. The only open question about it seems to be whether this section should be included in the amounts specifically appropriated by the present bill or should abide the result of a survey. It can make very little difference in the end how it is done. As for the subsidy for the line from Bute Inlet to Quesnelle, we are unable to see why this ought to be any longer delayed. If it will enable the company to get to work this year, it will lead just so much the sooner to the rapid development of Cariboo than will be the case if the aid is postponed until some indefinite date in the future. The same remark holds true of the subsidy for the line to Chilliwack. Our contemporary counsels delay and a more statesmanlike policy, but this is very indefinite and really means nothing at all.

THE "WORLD" GONE WRONG.

The attitude which the Vancouver World has seen fit to take towards the Colonist in connection with the Coast-Kootenay road is, to say the least of it, very remarkable. The facts of the case are few and simple.

A memorial was presented to the government on Friday signed by three gentlemen claiming to represent the city of Vancouver, three gentlemen claiming to represent the city of New Westminster, a representative of the Vancouver Board of Trade, a representative of the New Westminster Board of Trade and a Victoria alderman. Commenting on this we said that there was no organization behind it, and drew attention to the fact that the representatives of the Vancouver, Victoria & Eastern railway company had not signed the memorial. This memorial sought to make a very different arrangement than that provided for in the act to incorporate the above named company. The World says the reason the representative of the company did not sign the memorial was that they had no authority to do so. This completely supports what the Colonist said, yet our Vancouver contemporary calls our remark "stupid and misleading." Now either the company was behind the memorial or it was not. If it was not, then there was no organization behind it. But the company's representatives had, according to the World, no authority to advance such a proposition as is contained in the memorial. Hence it follows that the Colonist's statement was literally correct, and our contemporary has given an exhibition of discourtesy without either justification or excuse.

We are not, however, disposed to be unreasonable with the World, for its manager, and we are sorry to have to make the personal reference to him, put himself in such an anomalous position by his letter to the Colonist that we are not surprised at his losing his temper when he realized what he had done. The Colonist said that the manager was engaged in promoting a railway from the Coast to Kootenay. At that very moment he was preparing to come to Victoria for the purpose of promoting such a road, and did in point of fact come for that purpose. There is nothing wrong, but on the contrary everything most commendable in the promotion of a road from the Coast to Kootenay. The Colonist is endeavoring to do that itself, but the World's manager was doing it not only through his paper, but by personal efforts outside of the paper. We are unable to see anything wrong in his doing so. He is on the contrary to be commended for using whatever influence he possesses for that purpose. But evidently he is not quite so clear on that point as we are, for he wrote us a letter saying that he is not interested in the Vancouver, Victoria & Eastern Railway and Navigation Company, and sent a certificate of the secretary of the company to the same effect, and also saying that he was not paid for his advocacy of the company's interests. Thinking that he knew his own affairs best, we printed the letter and the certificate, merely remarking that he was denying something that had never been alleged, and that he really went to a great deal of unnecessary

trouble in getting the secretary's certificate. When the letter and this comment appeared in cold type our friend did not like the look of it and got hot in the collar. We don't blame him. That is precisely how we should have felt if we had made such an absurd blunder. But there is a funnier thing behind it all. The World tells us that "the promoters of the Vancouver, Victoria and Eastern railway in the memorial referred to" did so and so, referring to the aforesaid memorial. Now one of the signatories to the memorial is J. O. McLagan. Comment is superfluous.

THE ARBITRATION TREATY.

The Springfield Republican says: The acceptance of the Hoar amendment to the arbitration treaty now renders it certain that the treaty, if finally ratified by both nations, will have scarcely more effect than an ornamental agreement to praise God from whom all blessings flow. It will affect diplomacy about as much as a psalm of David or one of Sankey's hymns. This is very wittily said, but like many sayings which catch the ear there is not so much truth in it as appears at first sight. Senator Hoar, excludes from the operation of the treaty anything "which either nation may think affects its honor or its domestic or foreign relations." In one sense of the words this excludes everything; but in another sense it excludes nothing. Every question between nations may affect their honor, and it is impossible to suggest any question which will not effect either domestic or foreign relations. No matter how a treaty might be framed no nation could be compelled to observe it except by war, and an arbitration treaty to be enforced by war would be a farce of the broadest kind. The treaty as amended by the United States Senate, although it is of greatly reduced value, recognizes the principle of arbitration, and provides some sort of an arbitration tribunal. This is a distinct gain, even though the British government may not think the treaty as amended worth any further consideration. A start towards a permanent arbitration treaty has been made. All the leading public men and all the newspapers in the United States favor it, and though its consummation in satisfactory form has been prevented by a few irresponsible men in the senate, the good result of the negotiations will be felt, and the future relations of the two governments of the two countries will be influenced thereby for all time to come.

A JOURNALISTIC OUTCAST.

We take the following paragraph from the Roseland Mining Review: British Columbia is waking up to the fact that its government is composed of thieves. The owners of the British Columbia Southern Railway, for instance, are thieves, highway robbers and pirates. This is very strong language, but not too strong for the situation. The Lieutenant-Governor of this Province is a director of a company which has acquired large concessions from his own action as representative of the crown. It is most disgraceful—most horribly infamous. Such beings make the flesh of an honest man creep.

We feel that an apology is due Colonist readers for the reproduction of such a villainous paragraph, but we know of no better way of calling attention to the scoundrelly assaults to which the government of the province is being treated by certain ill-conditioned curs, who are unwisely in a position to spoil good white paper by printing the inventions of their diseased imaginations. We shall not insult the Lieutenant-Governor or his advisers by answering such an attack. Our business is with the man who is responsible for the outrage, and we feel that in what we say we voice the sentiments of the press of British Columbia with very few exceptions. We protest against the utterances of the Roseland Mining Review being received as representative of British Columbia journalism. We say that journalism in this province is disgraced by being associated with such an infamous sheet. The Roseland Mining Review has at one bound reached a pinnacle of infamy, where we believe it will for all time to come stand alone in unparalleled disgrace. Such a paragraph as we have quoted cannot do the gentleman against whom it is directed the slightest harm. If it could, then the Lieutenant-Governor and his advisers must indeed have already sunk very low in the estimation of their fellows. But there are persons outside of the Province, who are ever on the alert for scandal, and they will repeat the vile libel of the Roseland Review, for it is an injury to any province to have it said abroad that its government is composed of corrupt and dishonest men. Those who have money to invest would very properly avoid a community concerning whose most prominent public men such allegations as the above can be made with truth, and few persons outside of the Province would have either time or inclination to investigate to ascertain the truth. We call on the opposition press to repudiate this Roseland slanderer who pollutes them with his alliance. We call upon the opposition in the legislature to take some means of expressing their detestation of such gross indecency. It would be particularly fitting if Mr. Cotton, a prominent member of the opposition and a newspaper man, who knows how to maintain the respectability of journalism, would take an early

occasion in the house to speak what he well knows to be the opinion of the decent newspaper men of this province in regard to such a vile libel. We are well aware that the members of the government may personally feel disposed to let this matter pass; but we earnestly hope they will not do so, and that the Attorney General will examine the criminal law to see if he cannot discover some means whereby adequate punishment can be meted out to the miscreant, whoever he may be, who is responsible for the paragraph quoted.

There will always be competition from the South for the trade of Kootenay, though we have a dozen lines to the Coast; but for the trade to be developed in the great central district of British Columbia, "Golden Cariboo," and the rich placer and quartz areas in that vicinity the Coast cities can have no rivals. In the country to be opened by the railway from the head of Bute Inlet to Quesnelle, there is certain to be great mining development. Dr. Dawson's published opinion is that it is a more promising field than Kootenay. Mr. H. P. Bell, C.E., in his last report says there are twelve million acres of arable and pasture land awaiting occupation in the great central region. The Times last evening in referring to this line said that there is no evidence that it is practically possible, that its cost has not been shown and that there is nothing said about a Victoria connection. Surely the Times is not as ignorant as it pretends to be, but as anything may be possible, we may inform it that Marcus Smith, C.E., reported that the road via Bute Inlet is by all comparison the best across British Columbia, after making a trial location survey. The aggregate tunnelling would be two miles, with a chance of further reduction; the steepest grades 105 feet per mile for 13½ miles in the aggregate and 84 and 66 feet to the mile for 3 miles respectively, and the remainder of the gradients less than 63 feet per mile. These figures are for the whole 547 miles, from the head of Bute Inlet to Yellow Head pass. Mr. Smith prepared a profile of the line and made a careful calculation of the work and materials of every kind needed for the road. All these things are printed and can be found in Sandford Fleming's report on Canadian Pacific surveys for 1877, page 217 also pages 260 to 270. The cost of the line could be estimated from Mr. Smith's survey; but Mr. Bell only last year made and submitted to the government an actual statement of the cost of the line from Victoria to Yellow Head pass, and the same is to be printed in the annual papers of 1896, together with a full report on the line. As to the objection that the survey was not proper for a Victoria connection, no one has ever contended that it did; but the plans of the company do, as everyone knows.

There was a very interesting discussion in the house yesterday as to potlatches, arising out of Mr. Helmcken's motion for a memorial to the Dominion government asking for the repeal of the section of the law forbidding these festivals. It transpired in the course of the debate that there is a good deal of difference of opinion as to what a potlatch is, in point of fact. That it is an ancient rite, which ought not to be interfered with any more than is necessary to prevent evil resulting from it, will, we think, be generally conceded, and we believe Mr. Sword's amendment, which prevailed, and which asks the Dominion government to examine into the matter with a view to repealing the law if it is found desirable to do so, really approaches the matter in the wisest way. What is a potlatch? Will not some of the Colonist's readers who are familiar with the habits of the Indians, give their ideas as to what these festivals really are intended for.

The Times has once more taken to scolding its friends in the provincial political arena. It tells them: "As a party the opposition have no policy except to find fault with the Turner administration." Later it describes its friends as "policyless and disorganized." It is pleasant to be able to see eye to eye with our neighbor occasionally, and we can assure it that it expresses a nicely balanced solution of the problem. If the Colonist's views of the opposition could have done, no matter how hard it might have tried, but there is good reason for this, for the Times knows its friends better than anyone else. What it wants now is a convention, a platform, and things like that. What it really needs is votes, and it will never get the votes so long as the present administration carry on affairs in the hopest and business-like way that now characterizes its management of the public interests.

The Times says that the provincial government does not want an independent line from the Coast to Kootenay. This is simply untrue, and it is difficult to believe that our contemporary does not know it is untrue. The government is quite willing to do everything in its power to aid a railway from the Coast to Kootenay, but it would like, we imagine, to know that such a line is feasible before subsidizing it. Pending the determination of this point, which can only be settled by an instrumental survey, the government has done the next best thing. It has offered a subsidy which is likely to secure within eighteen months

rail connection between Vancouver and Boundary Creek. When the present discussion dies down and the people have had a chance to think, they will see that the government could not wisely do any more than it is now proposing to do.

If the Woman's Suffrage bill gets along far enough there will be a discussion on it. In view of this it may be well to warn honorable members of a pitfall into which a member of an American legislature tumbled on this question. He had grown pathetic and began to quote poetry, thus: "Oh, woman, in our hours of ease, Uncertain, coy, and hard to please— Then he stopped and the moisture gathered on his brow for he had forgotten the rest. Suddenly a light broke forth in his countenance and he triumphantly finished his quotation as follows: "But soon to oft alas, familiar with her face, We first endure, then pity, then embrace."

The Montreal Witness has a letter from its Quebec correspondent stating that the Conservative party in that province will be snowed under in the local elections now pending. This will do for a prediction; and it will be interesting to watch what relation the result bears to it. If it proves correct the correspondent can claim to see further through a million miles than any one else, for the average mortal can see very few signs of a Liberal victory in that province.

Two objections to the use of the text book on agriculture which has been introduced into the public schools are many, and some of them are not of a character that can very well be discussed in public print. The work is a very excellent one, but it deals with topics that ought not to be the subject of study by boys and girls. We are not greatly impressed with the advantage of attempting to teach agriculture in the primary schools from any sort of a text book.

We understand that the Attorney-General contemplates taking some action in regard to the Roseland Mining Review. This is wise. Such grossly indecent attacks upon public men should be stopped at once. There are other papers which are nearly as bad as the Review, only they are more adroit. Let there be an end at once to indecent journalism in British Columbia.

Those who have not walked along the beach, during such a wind as was blowing yesterday afternoon, have yet to see one of the finest sights that Victoria can present. The long lines of white-capped breakers, which are either dashed into the rocks or chase each other up the shingle and sink down in milk-white foam, are magnificent.

The Toronto Telegram talks about the "friendly disallowance" of the B.C. Southern Railway Act. Friendly disallowance, indeed. As the more or less immortal bard says: "It's all very well to dissemble your love, But why did you kick me down stairs?"

A blockade of Crete without a condition of war prevailing, and fighting in Macedonia between Greeks and Turks without a declaration of hostilities are fin de siecle phases of international relations.

THE CANADIAN PRESS.

A GOOD TARIFF RULE. The one test to apply to every tariff change should be: Will it, without regard to what other countries may do, help Canadian trade, promote Canadian industry, aid in Canada's development.

GOOD WORK BEING DONE.

The progress of the government work on the Lardo-Duncan river is extremely satisfactory to the miners and prospectors of this county, and while opinions differ as to the best methods of opening up that wonderful country, it being held by many that wagon roads offer the only port of access to the interior, the present work, when completed, will afford an excellent substitute in the meantime.

CONSERVATIVE'S VIEW.

Will Signor del Val please make a note of this fact? Canada will respect all obligations already entered into with the Roman Catholics, but she will make no further concessions. The Manitoba school question has been settled according to the constitution. There is no grievance to remedy. The school question is settled. Please make a note of the fact, Signor.—Toronto World.

BY WAY OF VARIETY.

"From this moment we part forever!" he hissed. She turned upon him haughtily, regal even in the hour of her humiliation. "No, Fitzmaurice Maurice-Maurice," she answered, "I am accustomed to exact a week's notice from all of my husbands." "Er man kin git hise!" inter a heap o' trouble an' 'sponsibility," said Uncle Eben, by convincin' people dat he's smarter dan what he rely is.—Washington Star.

RIGHT FROM THE MINES.

Family Ties May be Broken in the Grand Rush For Gold. But What's Wealth with out Health—Dr. Agnew's Catarrhal Powder is a Wonderful Cure—It Never Fails to Relieve in Ten Minutes.

Fred Lawrie of Trail Creek, B.C. writes: "I have used two bottles of Dr. Agnew's Catarrhal Powder, and have been wonderfully helped. I can recommend it very highly to all sufferers from catarrh. And here is another—Mr. B. L. Egan, Easton, Pa., says: 'When I read that Dr. Agnew's Catarrhal Powder would relieve catarrh in 10 minutes I must say I was far from being convinced of the fact. I decided to try it. I purchased a bottle of the Catarrhal Powder through the blower afforded in sustained relief.' A single puff of the powder through the blower afforded in sustained relief." Sold by DeWitt & Hicocks, and Hall & Co.

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A DOCTOR WHO VISITS EVERY HOME.

YOU will naturally wonder how a physician can visit every household throughout the country. He does it in this way; this little article goes into every home and through it Doctor Ratcliffe speaks to every family. He speaks to you. He asks you, in sacred confidence, the following questions, which you will do well to answer in person or by letter:

MEAN	WOMEN
Are you weak?	Have you periodical headaches?
Is your sleep restless?	Do you have bearing down pains?
Do you have emaciation?	Do you feel tired or languid?
Do you have pimples?	Is your womb disordered?
Are you shrunken?	Is your complexion sallow?
Are you lacking self-control?	Are you subject to dizzy spells?
Do you have dizziness?	Are you constipated?
Are your thoughts gloomy?	Are you losing your appetite?
Is your memory poor?	Have you ringing in the ears?
Have you exhausted your vitality?	Have you leucorrhoeal discharges?
Are your nerves unstrung?	Have you hysteria?
Do you contemplate marriage?	Is your sleep sound?
Are you fit for matrimony?	Do you have cold feet?

As these symptoms become more prominent the power of manhood and the beauty of womanhood disappear. Try and get back what you have lost. Explain your condition to Doctor Ratcliffe, who is recognized everywhere as the greatest living specialist on all sexual diseases of both men and women.

DR. RATCLIFFE is also an expert on the Lardo-Duncan river is extremely satisfactory to the miners and prospectors of this county, and while opinions differ as to the best methods of opening up that wonderful country, it being held by many that wagon roads offer the only port of access to the interior, the present work, when completed, will afford an excellent substitute in the meantime.

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Vancouver Military Over the Proposed to London

A Reported Coal Str River—Budget P Simpson

VANCOUVER, April 13.—The chief topic of conversation in military circles is the proposed Fifth Regiment to London. The particulars of requiring of trip are so meagre as to be of little interest. The proposed visit has not taken the badges presented by Cole, of Montreal, to the Shoeburyness team from arrived, and Sergt.-Major Bennett and picked out of distinction by Major H. J. Ferris has won the first class shooting the first practice; Gunner second class; and Gunner third class. The prizes silver cups. The second Regiment, attended church Sunday. There was a large number of men, the band played and the turn out was a

WESTMINSTER, A New Westminster, A Captain Thompson, stated, has recorded a case against Constable then adjourned for a week.

NANAIMO, April 13.—Police Commissioner, case against Constable then adjourned for a week.

FORT SIMPSON, April 13.—Well known in Victoria mother resides, died at river, on Sunday last, illness. He was born Mr. Archdeacon Colby. Mr. Cotton and party by the Boscowitz, will to-morrow morning route to the Fort. Mining Company's eld. They go in by way of the snowshoes.

Captain Madden leave to commence development promising mining prop on Skeena river. Two miners claims recorded on Gibson Bedford Island by Merriam of Fort. Skeena is now a canoe having come Forks on Saturday last.

Great indignation is the unwarranted attack postal authorities of Daily Times correspond The Hudson Bay Mr. W. D. Jardine, water here, and his at Lockery, are most of the only excuse because the mail close the morning on a Sunday. The Times correspond notes, which did not post 10 p.m.

The steamer Mary here on the 3rd inst., seeking for news of the Willapa. The Georgetown m over by the Method this place and some is rumored that the steamer Nell on the to the C. P. N. comp The Hudson Bay Caledonia is about 7 and she is expected to about May. She has enough overhauling u intendant of Mr. Da

ROSSI The shipments of bined last week re standard car loads, allowing eight cars to were seven cars of matte is worth, on a pound, and there w The shipments of m reached 364,000 pou the shipments of the magnificent tota These are by far the ments ever made and they constitute proof of the splendi of this establishment matte made by the product of Rossland like these must be v money of the weal Miner.

Manager Ashley h the Columbia and K to this force just as room for more men all full and he cann impassable conditio mine. The showing tunnel continues t tent.—Rossland Mi

SALMO, April 8.—dia group, seven the tunnel is in 50 results that it is best properties on before long be in The Carland group opened in three same class of ore a considerable develop done on the Regim and the Salmo C have just sent up their claim on Shee or two ago the Pe litigation, but it is