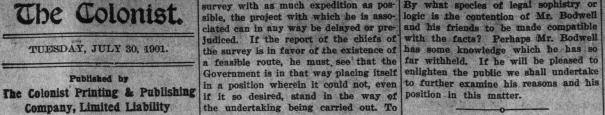
VICTORIA SEMI-WEEKLY COLONIST, TUESDAY JULY 30, 1901



No. 27 Broad Street, Victoria, B. C. PERCIVAL R. BROWN, Manager.



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One Year	si ai

THE SEMI-WEEKLY COLONIST

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the United Sta	ates.
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NOTICE TO ADVERTISERS.

All new advertisements and changes of tising to ensure their being inserted should be handed in to the business office not later than 6 p. m. Advertising will be accepted up to 8 p. m. Advertising will be but insertion cannot be guaranteed. For urgent advertising after 8 p. m., consult the Night Editor.

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as will lead to the conviction of sayone stealing the Colonist from the doors of subscribers.

YUKON GOLD.

The decision of the federal government rical elevations, which may mean anyto allow a rebate of one per cent. on thing or nothing, no such plans have been the royalty paid on Yukon gold, if sold at the provincial government assay of moted an agitation in the Province for fice in Victoria, is a very gratifying piece of news, and will be much appreciated by the people of this city. By the arrangement Victoria and Vancouver are placed on identically the same footing, and gold sold in either of these cities is worth just one per cent. more He has at his back a small coterie of to its owner that if sold anywhere else in the world.

ers' unions of Kootenay. but he will get in addition to the mint price a refund of one per cent., not

of the royalty, but of the full value of the gold. The effect of this ought to be advantageous to Victoria trade, although we are unshaken in our view that the proper place for the government of Canada to buy the miners' gold is at

THE HOPE SURVEY.

Several remarkable letters have apneared in the press in opposition to the ision of the Government to send out an exploratory survey party in connection with the proposed short line from They are remarkable from in order to lay before the Gov

urvey with as much expedition as pos-By what species of legal sophistry of of Mr. Bo sible, the project with which he is asso-ciated can in any way be delayed or pre-judiced. If the report of the chiefs of the survey is in favor of the existence of a feasible route, he must see that the a feasible route, he must see that the ble, the project with which he is asso-

if it so desired, stand in the way of the undertaking being carried out. To ordinary lay minds it must be apparent position in this matter. INTERNATIONAL IMPUDENCE. that, if the Government be desirous of

ausing delay, as its opponents allege

by the course it has now adopted, it is New York for the purpose of promoti simply spiking its own guns. Does Mr. Bodwell wish the public to infer that in the annexation of Canada to the United States. The organizers are particular order to further the alleged nefarious deder to further the alleged nefarious de-to say that they only propose to work siderable. He spoke of one particular the place on what is called "the second ing. the Survey Commission, men of standing do nothing calculated to give offence d long experience, will jeopardize their outation and prostitute their profesn, by avoiding natural passes and faling levels? Will Mr. Bodwell or y layman who has yet spoken main-

in that Messrs. Dowdney, Perry and ny person upon whom he himself re-Will Mr. Bodwell state over his of men, prominent in public life, on the own signature that any railway comon the active work is ous pany will undertake to build the proposed railway on any existing reports, without for some years past been making himfirst making a survey similar to that self unpleasantly conspicuous by his mis-representations of Canadian sentiment. which is now in hand? Does Mr. Bodvell honestly think that any Governent would be justified in entering into He is now making himself obnoxious by telling the people of Canada, through a contract with a company to subsidize the construction at the rate of \$4,000 per the columns of such papers as will print his effusions, that the object of the ormile without knowing approximately what the ultimate outlay would involve? ganization above mentioned is to relieve Canada from the burdens and dis-It may be true that Mr. Bodwell's abilities ataching to British Connection company might not accept the survey made by the government; but it is also and, of course, to promote the material true that the Government, responsible welfare of the Dominion. He is enfor the outlay, has something to say about the conditions and the data upon

which the subsidy is to be granted. And swallowed. it is also true that detailed plans of an We are not surprised at anything Mr. authentic survey by responsible engi- Glen may say or do, nor is it at all exneers would have to be filed for approval traordinary that the New York Sun before any contract was entered into. If should endeavor to create any sensationthe V., V. & E. had undertaken such a al discussion, but it is astounding that survey and Mr. Bodwell could now submit such plans, his position would be a as members of the McKinley cabinet,

much more valid one. Beyond a red should lend their countenance to what is be carried out. That will depend a line drawn on a provincial map, indi-a piece of international impudence. cating the probable line which such a

CHANGES IN THE EARTH.

submitted. Yet Mr. Bodwell has pro-It has lately been announced that the falls of Niagara will run dry after a the purpose of forcing the Government time, because of the slow lowering of the into accepting his terms nilly willy, and central part of the American continent. has now the effrontery to challenge the whereby the waters of Lakes Michigan, Government for ascertaining what is Huron and Superior will be drained incessary to know before the provincial to the Mississippi, and thus will reduce press supporters, whose efforts have been anxiety need be felt on this score, be-

It is said that if the Government were is now for sinister motives abusing its Bay of Fundy, and the rate is so rapid prerogative in using money not so in that the remains of an old French fort lowing session. The work is too expenare now below the surface of the water. It is well known that when the Loan Bill was passed, it was under stood that a special Session would be is slowly rising, and the process has been called to ratify any contract the Gov-ernment proposed to make for the con-sels are found imbedded in the sands at

ernment proposed to make for the con-struction of the railway, in case an offer a considerable distance from the sea.

OUR IRRIGABLE LANDS. dian Pacific. The figures compiled by

Mr. Bodwell himself would not be ad-Speaking in regard to Mr. J. J. Hill's vanced by him as conclusive. As to observations as to the arid lands of the United States, Mr. J. H. Turner said to the Colonist yesterday that he thought the time had come when the people of British Columbia should give attention to the reclamation of the arid tracts in this valid reason for the government to beprovince. On his recent trip into the In- lieve that a line through the Hope Moun terior, Mr. Turner, as he told the Colon- tains is feasible ist on his return, made some inquiries in- point of view. Before entering into an to the extent of arid land in the Okana- agreement with any one to build the

An organization has been formed in gan valley, which could be profitably irri- Coast-Kootenay line, the government has gated, and although his investigation was an unquestioned right to satisfy itself necessarily superficial, he found abun- upon the feasibility of the undertaking, dant evidence that the area is very con- and we are confident that the House and siderable. He spoke of one particular the country will sustain them in so do-

bench," where at least 10,000 acres could Under the above circumstances Mr. either to Canada or to Great Britain, be brought under cultivation in this way. Bodwell will see that any further anbut to our way of thinking, the forma- This land is highly fertile and admirably viety he may feel in regard to Mr. tion of such an organization is an affront, adapted to wheat culture. There is ab- Dewdney's compensation will entail a or, rather, it would be in any solutely no danger from summer frosts needless waste of grey matter, and, if country where international courtesy is and the yield is very high, forty bushels he has faith in his own conclusi respected. Paul Dana, of the New to the acre being a moderate crop. This ought to be satisfied that the result of Hannington are not as well qualified to make as reliable a report as that of York Sun, is at the head of the thing, means that an acre of such soil is worth Mr. Dewdney's work will be to confirm and we observe the names of a number at least two acres of prairie land for the his judgment in public opinion and show growth of wheat in good years, while the that the railway, towards the construcroll of membership. Conspicu- absolute certainty of being able to har- tion of which he has devoted so much vest the crop gives an additional value energy, will be shown to be a perfectly Francis Weyland Glen, who has to it. Let us take the particular piece feasible project, and one, the building of ground to which Mr. Turner referred of which by some company the governand see what it would mean, if the water ment will be fully warranted in aiding. were put on it. At 40 bushels of wheat Doubtless the ordering of the survey is to the acre, this area would produce an after thought. No one has ever pre-400,000 bushels, which would make 8,000 tended that it was contemplated when tons of flour. This affords some measure the Loan Act was passed, but the govby which we may judge of the value of ernment did most distingtl announ the irrigable lands of Central and South- that it was determined to make the best bargain possible for the province, and ern British Columbia. There is no experiment about it, for the few places, the ordering of a survey is in keeping with that decision. We think that there where water can be got on this description of soil, prove the great duxuriance is nothing more to be said. It is hardly deavoring to gild his annexation pill in of the yield. How many acres there are worth while to follow Mr. Bodwell into the hope that it will be more readily of this quality of soil, and what the exthe domain of prophecy and discuss pense of irrigating it would be, cannot what may happen when the legislature be told without a thorough investigation.

relying upon Mr. Dewdney's report as To ascertain the facts is the work of an affording a reason why the company, on expert, and an expert, whose report would be worth anything, is a high-priced whose behalf he has exhibited so much vigor, should be given a contract for the Coast-Kootenay railway. in prefer-It is too early in the discussion to sug- ence to all others.

DISALLOWANCE.

of 1900, now about to be disallowed

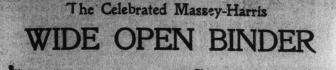
great deal upon what land there is to be thus dealt with and what the expense of The attitude of the Colonist towards getting the water on it would be. If anti-Japanese legislation has been this were known, it would be a compar- throughout consistent, and the determin-

gest how any scheme of irrigation shall

atively easy matter to propose a plan. ation of the Ottawa authorities to disal There are two ways in which this kind of low the acts of 1900 is only what we said a work can be done. One is by the govern- time and again was to be expected. The ment alone and the other is by a private first anti-Japanese provision was put in mpany receiving from the government British Columbia legislation in 1897. It certain concessions. Which of the plans was placed there without a moment's is the better we shall not undertake at discussion. Mr. Macpherson's bill in reedit is pledged to so large an extent. the volume flowing down to the ocean by ficulty in interesting private capital in through committee, when a member this stage to say. There will be no dif- gard to Chinese on railways was going way of the St. Lawrence. No great any plan that promises good results. moved to insert the words "or Japanese spired by him at every turn. Among cause the present rate of depression will There has been mready some take to be and in the determined of the point the formation of a company to go into from any one. The Colonist then point these are the Rossland Miner and the require fully 20,000 years before the the work of irrigation on a large scale, ed out that hasty legislation like this The important fact should be made these are the Rossiant miner and the has been sufficiently lowered to all land has been sufficiently lowered to all low the process to work, but the fact that low the process to work, but the fact that has been determined. If nothing transearth is going on is of very great intermembers spoke against prohibiting the next session of the legislature, it might be employment of Japanese, but the House est. What is stated in regard to the desirable for the government to consider seemed determined to insist upon it, and sincere in its present course, it would Middle West is true of several other lo-if the house should not be asked to au-every bill designed for that purpose sincere in its present course, it would calities. A steady depression is going on the noise should not be asked to be a set. The Colonist has through the band of the thorize a survey of a portion, at least, passed. The Colonist has through the band of the thorize a survey of a portion, at least, passed. mates for the purpose of a survey, and in the region around the head of the of the arid belt with the view to recom-based its argument against anti-Japmending a system of irrigation at the fol- anese legislation on the ground that it vas hostile to Imperial policy. We have sive to be undertaken by individual far- laid little stress upon any other phase mers. of the question, for this seemed to over shadow all others. When the legislation

THE HOPE SURVEY.

was before the House, we asked that it It would be interesting to discuss with be allowed to stand over until January, were received before the next regular We are not aware if any data are Mr. Bodwell the point which he relies on and gave as a reason that Imperial poli Session. It is, therefore, natural to sup- available to show whether or not the to show that the appropriation of any por- ought not to be interfered with at a tim pose that any company proposing to make such an effer would have imme-that in a proposing its relative level at present, the Coast to Kootenay via the Hope the Coast to Kootenay via the Hope diately set about an exploratory survey but there is abundant proof that it has route exists through the Hope Moun-



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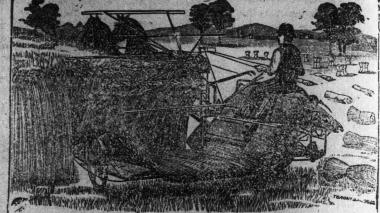
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professedly strongest in support of the the fact that they emanate from those construction of such a railway; and it is of particular significance that the strongest opposition arises from the solicitor and principal promoter of what is known as the V., V. & E. railway. That Mr. Bodwell should take up the cudgels against the survey is suggestive of motives that in the popular mind. renders his attitude, to say the least, open to suspicion. From his professional connection with the scheme his attitude suggests something really quite. apart from the objections urged by him. We will not assume, for instance, that in Mr. Bodwell's mind the fact that the oriation for "surveys" should be applied to the survey of a line of railway has any real force of itself, except as a stick with which to beat the Government for purposes of his own. Otherwise, when a similar course was pursud in 1895-6 in connection with the British Pacific line, with which Mr. Bodwell had a professional and prominent connection, he would naturally have raised a similar objection. It is not on

record, anywhere that he did. Mr. Bodwell, in a letter in the Colon-

ist," states that the appropriation for surveys in '95-6 was explained to the House, but Mr. Bodwell will not deny that the amount expended was in he interests of his particuar scheme, and the remarks of the Hon. Mr. Davie and the Hon. Mr. Turner at that date which were made in reply to objections of the sition to so large an amount of would apply with equal force at the present time-in fact with much greater force because a knowledge of the country tributary to the route of the V., V & E., and of the route itself is of very great importance, and has been rendered all the more so by the agitation for the conway, and the important interests to be served thereby. The fact that Mr. Bodwell is personally and largely interested in promoting that company must be taken into consideration, and, speaking from motives of friendliness to that gentleman, it would have betrayed very much better taste and judgment on his part to have kept silent and allowed ted and unprejudiced public to speak in this matter.

If we assume that Mr. Bodwell is quite sure of a feasible route existing, as he claims, he cannot in reason urge that in the determination to make a thorough and absolutely authentic exploration and

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no offer has been received, and no survey party has been placed in the field. In the meantime the Bodwellian press has been persistently enquiring what the Government was doing to redeem its romises, and as persistently endeavoring to breed discontent. Incvitably the railway question must be re-opcaed at the next Session, and the Government, in the absence of any honest endeavor on the part of the V., V. & E. to prove its ability or desire to build via Hope Mountain, took the initiative itself, and will be in a position to lay before the House the exact information on which construction of such a railway must rest.

railway would take, and a few baromet-

It will have ascertained the most feasible routes, the length of line, and its mpany taking hold, will be well to Tasmania on the other. by any con ent if it shall in the future prevent mistakes which are possible by blindly kind

It is said the Government in the indicable to certain other lines for a subto impute motives of insincerity and con-trary designs, when he found he could not coerce the Government into accept-ing his terms and no others.

te so in the past. In fact, the whole tains cannot be justified, but happily it Some members of the legislature appeararea of the Pacific ocean has sunk from is not necessary, for we can apply the ed to think that the whole British Ema much higher level, and it is altogether test suggested by Mr. Bodwell himself pire cou'd be held up by them, and that a much higher level, and it is altogether probable that what are now the islands of Oceanica were formerly the summits of mountains arising from a great con-tinent now submerged. Darwin has ac-cumulated a mass of facts tending to show that this subsidence had been grad-were share are the facts? In 1895-6 what and thus settle the whole question so far as he is concerned. If the vote for sur-veys has acquired a definite meaning by legislative action, it must be taken as putting an end to all argument. Now what are the facts? In 1895-6 what ual, and the coral formations furnished was known as the Northwest Coloniza- the strongest way possible that those some sort of measure of the time re- tion Survey was made in connection with members of the legislature and others, quired, and although doubt has been the British Pacific project, in which who insisted upon extreme legislation thrown upon the accuracy of his conclu- Mr. Bodwell had at least a passing in- must have known that they were advis sions, the general proposition of a slow terest. The cost of this survey, which ing a course which they knew in advance was nearly if not quite \$15,000, was was destined to failure. The truth of tioned. The whole coast of the Pacific paid out of the ordinary vote for sur-ocean is one great break in the surface veys, and Mr. Bell's report shows the great deal of gallery play by those who of the earth, reproducing on a vast scale, what we see thousands of times on a file of it, with an estimate of cost. In They knew perfectly well that such legissmall scale, where landslides have oc- 1898, \$4,300 were expended out of the lation as they proposed would not be al-

curred. At some remote date in the past, grant for surveys on what was lowed to remain on the statute book, approximate cost. The country will a tremendous cataclasm has happened called the Hootalingua railway route, but they trusted to their being able to how all the facts, and will not be at the mercy of any railway corporation. The money, even if it be not recouped the one side, and from the same strait the money, even if it be not recouped the one side, and from the same strait the money and the same strait the same strait the money are strained to the strained to the strained to the same strait the money are strained to the st Arm and Hazelton, a further sum of again the Colonist urged them to desist It is this which, probably, accounts \$2,700 on a survey of the route between from schemes which would certainly for the broken condition of all the geo- Telegraph Creek and Lake Teslin and a come to naught, and devote their ener ntering into a huge enterprise of the logical formations along the Coast. There further sum of \$4,300 on a triangulation gies to devising some plan whereby the desired end could be accomplished with-

appears to have been a sudden dropping survey at Harrison Lake. These expenof an immence area in comparatively ditutes having been made and approved out needlessly offending a proud though erests of the C. P. R. has delayed, and recent times. When fluctuations in level by the legislature, it seems conclusive friendly nation. There is every reason is delaying the building of the Coast-Kootenay railway. Let us consider the preserved; faults are the result of sud-vote for surveys is that it may be used to believe that the Japanese govern ment will unite with the British govern ment in placing such restrictions upon natter fairly, and let us also see where den changes. While we have said that for any surveys which the government the responsibility really belongs. When this dropping occurred in comparatively coasiders necessary. the British Columbia delegation went to recent times, the period which has since Mr. Bodwell points out that in certain emigration from Japan to the British

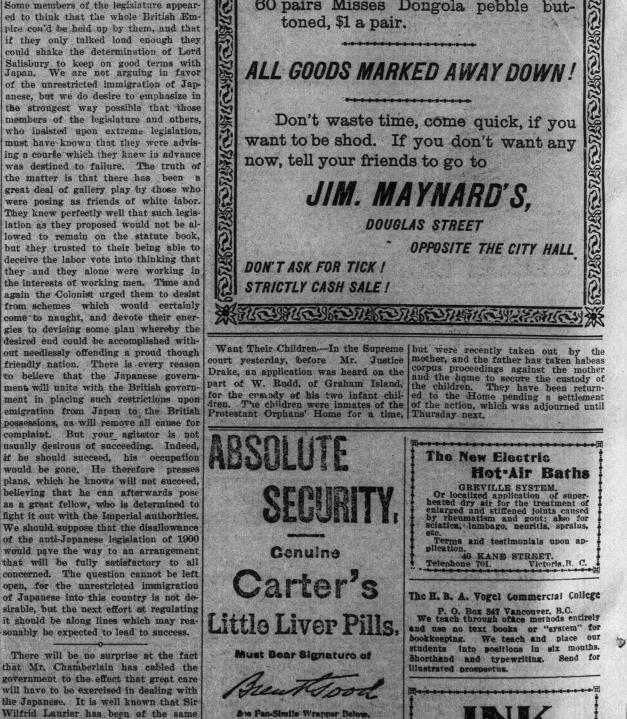
Ottawa one of the main objects was to elapsed, if measured in years, would years special amounts were voted for complaint. But your agitator is not nade in reply to objections of the tition to so large an amount of being expended for surveys, apply with equal force at the pre-time—in fact with auch greater his own signature his company will not proceed with the main portion of the mountain. The the route itself is of very great is of very great. The subscience having the route itself is of very great. The subscience having the thore surveys are vered in the strongest. Whether it was constructed in years, would seem long enough. Whether it was constructed in the upheaval of the mountains were pushed up to the constituencies directly interested in the subscience having taken through the Hope Mountain. The the route itself is of very great. to the folde of the V., V & E., he route itself is of very great ce, and has been rendered all so by the agitation for the con-of the Coast-Kootenay rall-d the important interests to be of the anti-Japanese legislation of 1900 A Bill was brought down and passed fic ocean, but this must, of course, re- tion in the past" is quite opposite to the that will be fully satisfactory to all providing under certain conditions ap main a matter of speculation. If this interpretation he has put upon it. concerned. The question cannot be left movement was as gradual as that now On the merits of the policy, Mr. Bod- of Japanese into this country is not de open, for the unrestricted immigratio

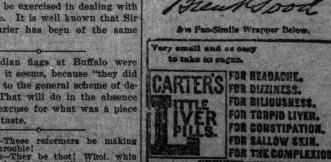
sidy in aid thereof. If these facts on their face do not show the bona fides of the Government nothing could. It was left for Mr. Bodwell and his friends On Salt Spring and some of the other Dewdney will be able to report the exist-

islands lying off the coast of Vancouver ence of a feasible route. We are sure Island, are numerous lakes. In some that the Colonist most earnestly hopes of these there are trout. In others there that he will be able to do so. But it governm Mr. Bodwell's company refused to ac-

Air. Bodwell's company refused to ac-cept the conditions of the Government to build the line as a whole without the Dominion subsidy. Why the Dominion Government did not grant the subsidy we do not know. As the friends of Mr. Bodwell are in power at Ottawa, and he professes to be in their confidence, he should be in a position to tell us. If he should be in a position to tell us. If the Provincial Government was willing to extend a fair share of aid and the ment would not cost much, and the ad-tribling of the Coast Mosterner line is

to extend a fair share of aid and the ment would not cost much, and the ad-building of the Coast-Kootenay line is dependent for further aid from the Do-minion Government, on what grounds are the Provincial Government to blame? I ment would make the islands a are the Provincial Government blame?





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