

abnormal dividends and have a depressing effect upon railway shares. Better for it to take a circuitous route by way of the C. P. R., or be driven to the East to come in over the same road, or to the south, where it will be in the hands of foreigners, than that we should be so unpatriotic as to ask to be delivered from the tender mercies of Canadians of recent date such as Van Horne or Shaughnessy. In the abstract when these men desire to justify themselves in discriminating against Canada they declare that there is no sentiment in business, but when it suits their purpose, as in the present instance, they hoist the old flag over their works and patriotically direct attention to the stars on Jim Hill's hat and the stripes on his trousers.

All the turmoil which has characterized the session which is drawing to a close might have been avoided if the Government had not by its actions and its words given unmistakable evidence that rumor was correct when it whispered that arrangements had been concluded with the Canadian Pacific Railway Company for what purported to be a short line to the Kootenay country. But the Ministers had neither the art to conceal their intentions nor the honesty to avow their purposes. A competing line for the Coast cities means competition in shipping as well as in land lines. Only when the conditions prevail which have built up cities on both sides of the Atlantic Ocean can the ocean ports of British Columbia become prosperous in the real sense of the word. One of the Ministers says that a bridge over the Fraser will enable the Great Northern to get into Vancouver and give all the outside connection that is necessary, as a ferry to Victoria is impracticable. Our sister city's dreams of greatness will never be realized under such circumstances. Instead of being made the terminus of a transcontinental road doing business through the richest part of British Columbia, with all that means, she is to be placed at the end of a switch connecting with Seattle. As the boys say, we are to "get it in the neck" all round. But don't overlook the important fact that the Government controls the rates, nor the no less important fact that the C. P. R. appears to have both the Government and the Opposition in its grip. No matter what happens it holds the key to the situation.—Victoria Times.

The Railway Bill just brought down by the Government is in itself a flat defiance of the people of British Columbia. Instead of offering a subsidy to secure a line from Kootenay to the Coast free and independent of the C. P. R. Co. and to be kept free of that company, the five millions authorized by the Bill will be in the hands of the Governor-in-Council to be offered to any company which he and they may select.

If this Bill is passed the whole business will be in the hands of the Governor-in-Council. Neither the people nor the Legislature will have any voice in the matter, and this Province will be in the strangle hold of that company which is uppermost in the affections of the Dunsmuir Administration to-day.

The stipulations in the bill would be laughable under ordinary circumstances. Some of them are plainly "ultra vires" of the Legislature. All of them are outrageously impossible of acceptance by any business man or company of men. The object of the Bill is to kill the last chance of railway competition between Victoria and the Interior.

It is impossible to believe that this Bill will be passed by a majority of the House, every member of which knows that the fight is between the people and the C. P. R. Co.

It is impossible to believe that men elected to faithfully discharge their duties to the public can be found to vote for a Bill so deadly to the interests of the Province. If they do vote for it, in defiance of the will of the people, so emphatically expressed, in betrayal of the men who elected them, and to the enslavement of themselves and their children, shame and contempt will be their portion during their natural lives and long after they are occupying lots in the cemetery.

There can be no doubt whatever about this attempt of the Government to bulldoze the people of British Columbia in the interests of the C. P. R. Co. There can be no doubt whatever as to the intention and effect of the bill now submitted for the approval of the House. The whole scheme is as plain as noonday, and any man voting for it must know exactly what he is doing.

The flimsy excuse put forth against the V. V. & E. that it is an alien corporation backed by the Hill-Morgan Syndicate is too thin to deceive any man of the most ordinary comprehension. The fact of the Hill-Morgan Syndicate being behind it constitutes the strongest argument in its favor. Any smaller combination might be swallowed up by the Canadian company after it had secured the charter, so that this Province would be like the man mentioned in the scriptures out of whom there were cast seven devils, "its last state would be worse than its first."

Now is the day and now is the hour for every man in this Province to make his influence felt before meals, at meals, and after meals. If the chains of monopoly are forged and rivetted now it will be practically impossible to break them hereafter.

It is a waste of time to discuss the provisions of the Bill in detail. They are all absurd and outrageous. Mr. Dunsmuir's paper has truly said that no Bill like it was ever submitted in any of the other provinces. It is to be hoped that no Bill like it ever will be submitted to the Legislature of any of the other provinces under like circumstances. It is a mixture of government ownership, private ownership, and nobody's ownership. Railroads built under its provisions might be managed by the company and the Government both together, or at any stage they might be taken over by the Government. A company sufficiently crazy to take it seriously and accept its stipulations would be at liberty to build and develop a line, work up business, if possible (subject, of course, to the approval of the Governor-in-Council) and then, after it had commenced to pay, be obliged to hand over the whole outfit at a valuation. The Legislature cuts no figure at all in this extraordinary Bill. As Mr. Toots would say, "It is not of the slightest consequence, thank you." The Bill, like the car of Juggernaut, rides majestically over the acts and powers of both Dominion and Provincial Legislatures without regard or concern as to the hereafter of confusion and disallowance which would inevitably follow its passage, always supposing that such a thing could be found as a billionaire syndicate of unsound mind to start in building railroads under its provisions.

It will be interesting to see how the members, both Government and Opposition, will vote on this Bill. No crisis of equal importance has ever arisen in the history of the Province.

The issue is between the people and monopoly. If the people are betrayed by their representatives, and the shackles of monopoly rivetted on the necks of themselves and their children, there will be trouble, and lots of it; not in one town only, but all over the country. Let the man who has been "squared" tremble in his shoes if he votes away the rights of his constituents. Yea, let him go out, like Judas, and select his apple tree.—Victoria Outlook.

#### MR. DUNSMUIR'S GOLD BRICK.

It is claimed of Mr. Dunsmuir that he is a business man. No one ever pretended that he was a politician. In fact he is always prompt to deny any such soft impeachment. He took power so as to give the people a "Business Government." He had no political ambitions. The good fortune of his esteemed father had placed him beyond any sordid desire for office. This being the case, it is right to examine his railway policy from a business standpoint and judge of