

## THE CORLISS BILL.

Senator Palmer's summing up of the Corliss immigration bill's provisions against Canadians could hardly be improved on: "The restriction on Canadian border immigration was without a parallel in the legislation of the world. It was a remarkable movement to originate in the land of the free and the home of the brave." With the adoption of this miserable, narrow policy, our neighbors north and south would be induced to adopt a similar course. It was an outrage on the comity of nations and civilization of the age." A good many people may be tempted to use stronger language than Senator Palmer's in commenting on this preposterous bill, but we doubt whether it would convey a more severe condemnation. If any attempt were made to show that the United States as a country suffered injury from Canadians living in Canada and working across the line, there would be less cause for surprise at the adoption of what Senator Palmer calls "this miserable, narrow policy." No such attempt has been made, so far as we know, the action of congress being inspired by the jealousy and illiberality of a few ignorant men. It is a fact well known to many people of the United States, if not to congress, that citizens of the Republic in large numbers exercise the privilege of working in Canada while they keep their homes in their own country. This reciprocity in working privileges must have been profitable to both peoples or it would not have been maintained. Now the narrow-minded section of the United States legislature says it must stop and the privilege must be removed on both sides of the line, for its members can hardly expect that Canada will not retaliate. Premier Laurier some days ago distinctly stated that if the proposed restrictive legislation were adopted at Washington it would have to be copied by Canada in self-defence. Several members on both sides of the House of Commons have spoken in a similar strain, and a retaliation bill will be almost a certainty next session if the Corliss bill receives the President's approval. Hon. Mr. Foster was questioned on this subject the other day in Rossland and his reply no doubt voices the opinion of the majority of Canadians:

"The alien clause is simply a disgraceful piece of legislation for any country. The thing that I most regret is that the self-respect of the Canadian people will very likely drive them to legislation in kind, which I would deplore, and yet hope will not become necessary. But there comes a time when the self-respect of a people can no longer permit it to be legislated against, when it must stand up for its own people and give as good or as bad as it receives.

"Canada in that respect has been as fair, as just and as free and liberal as can be. You have the best illustration of that here in this particular district. Aliens-American aliens—are welcomed here, and are given all the privileges substantially of Canadians. They prospect for mines, buy property, engage in business, bring their labor over here, and there is not only no objection, but everybody welcomes them. In every respect, except mere citizenship, the Americans here are as good a footing as the Canadians. But if the United States government insists upon its present attitude, I do not see how we can continue on these lines; I fear they will have to be modified."

## THAT MANDEMENT.

Montreal, Feb. 22.—It is generally understood that in the event of the re-election of the United States tariff of the old McKinley duty of \$2 a thousand on lumber, Canada will retaliate by putting an export duty on logs. Neither Mr. Laurier nor any of the Dominion ministers have openly made that declaration, but in response to questions on this subject, and with reference to proposed more stringent anti-lumber legislation at Washington, Mr. Laurier said: "I am not satisfied that the Canadian government will retaliate in kind for every instance where it appears that hostility to Canada is aimed at across the line. It is claimed that the raising of the duty on lumber by the United States, followed by an imposition of an export duty on logs by Canada, will prove a serious blow to many mills in the States, especially in Michigan where many of the mills are operated almost exclusively with logs taken across Georgian bay from the Canadian side."

## MR. FORSTER'S MOTION.

Mr. Forster's motion, of which notice has been given, will give the government an opportunity, of which they will no doubt be anxious to take advantage, to promulgate a railway policy of some kind. Mr. Forster, we may assume, in laying down the principle of government construction of the proposed Coast-Kootenay railway, will speak for the Opposition. Unquestionably he will represent the views of a very large proportion of our people. Mr. Forster's motion will authorize the provincial government to enter into negotiations with the Dominion government for the construction by that government of the assistance of the provincial, or failing

... induce the Dominion to take the initiative, by the province with the assistance of the Dominion, of a railway from the coast to the Crow's Nest Pass. When the motion is debated, the proposition thus briefly outlined will be fully explained, and the fate of the motion will help to determine the policy of the government, which is still apparently in process of incubation. If Mr. Forster

succeeds in doing nothing more than forcing the government to take a stand, he will have accomplished a great deal.

There are enormous difficulties in the way, whether the two governments will build the road or aid a private company in doing so. It would be absurd to ignore or minimize them, for the better they are understood and appreciated, the easier will it be to guard against mistakes which would plunge the country into financial entanglements from which it would take years to extricate itself. No company can build the Coast-Kootenay railway that is not backed by both governments, and that is not itself strongly financially. Even a strong syndicate, that will risk a million or two of its own capital, will need the assistance of the Dominion and province—for we may at once recognize the fact that whatever the plan adopted the province must do its part and do it liberally, too. It is wise, then, to decide now before new private charters are granted and existing private charters are extended and confirmed—whether these difficulties can best be overcome by a private company or by the province, or the province and the Dominion combined.

With a strong and capable government that would work in harmony with the Ottawa government, which is certainly showing a disposition to do justice to British Columbia—the province, we think, is prepared to endorse the principle of government construction and control, but as matters stand now the difficulties and dangers inseparable from administrative incompetency will create a doubt in the minds of many. However, the Turner government has not a life-lease of office, and men may come to the front after the next general election of different calibre, who will be less inclined to build up private corporations than to put \$100,000 in his pocket as a result of the sale of the franchise to an eastern syndicate. This charge Col. Baker as a charter-monger. He was accused of trafficking in the B. C. Southern Railway Land Grant Act. Col. Baker is considered legitimate prey by the free lances in the house, and Dr. Walkem, being the most daring among them, more frequently runs foul of that Minister than any of the other malcontents. On this occasion the attack was made on Col. Baker as a charter-monger. He was accused of trafficking in the B. C. Southern charter, which has been hawked about the country since 1885, and the accuser, with indiscretions particularly charged that the Minister was about to put \$100,000 in his pocket as a result of the sale of the franchise to an eastern syndicate. This charge Col. Baker warmly denied, characterizing it as "absolutely false," and turned the tables upon his tormentor by quoting an epithet which he had prepared for the tombstone of the doughty doctor. The Minister did not but did not answer the specific charge of being a speculator in a railway charter, and succeeded only in deepening the impression, now quite general in British Columbia, that the speculative mind of the Provincial Secretary is occupied with the solution of a question of far greater financial importance than the transference of the Cranbrook estate at a fabulous price to a syndicate of unsophisticated Englishmen.

A statement of rather graphic interest to the people of this province has been made by the public accounts committee in reference to the guarantees on Shuswap & Okanagan and Nakusp & Slocan bonds. In the case of the former the government has now paid out the sum of \$43,839 more than has been received, and the interest on the bonds for the last half-year amounted to \$19,552 more than the 40 per cent of gross receipts handed over to the government on the railway's account. If this rate is maintained the province is in for an outlay of nearly \$40,000 a year on account of the Shuswap & Okanagan road. In the case of the Nakusp & Slocan there is reported to be a balance in favor of the province of \$49,311, made up of the remainder of the Dominion subsidy and the 40 per cent paid by the company. The last half-year's interest was \$13,000 and the 40 per cent of gross revenue amounted to \$7,548, leaving a net deficit of about \$5,500. At that rate the favorable balance would be wiped out in about four years, and a yearly payment of about \$11,000 would have to come out of the treasury. The Victoria & Sidney bonds now take about \$6,000 yearly out of the treasury, which added to the S. & O. deficit gives a total of about \$45,000 present outlay. Unless the Nakusp & Slocan receipts improve materially this will be increased in a few years to about \$55,000. There is a very strong suspicion that the money handed over to the province from the Shuswap & Okanagan and the Nakusp & Slocan is not as large in amount as it should be. As the C.P.R. Company operates both roads in connection with its line, it can easily keep down their nominal revenues by the simple process of crediting less of the receipts on through traffic to them and more to the main line than is actually the case. There appears to be no method of checking the company in this matter, and it is evident that one should have been provided when the guarantee was decided upon. It may be that the suspicion we have spoken of is not well founded, but there should be some means of testing it. The desirability of having those roads pay the interest on their own bonds is the more apparent when one looks at the public accounts for last year. The ordinary revenue for the year is there set down at \$989,765. Turning to the statement of expenditure we find the sum of \$1,087,300 spent under the following heads: Public Debt, Civil Government (salaries); Legislation; Public Institutions (maintenance); Hospitals and Charities; Administration of Justice (other than salaries); Education; Transport; Revenue Services; Miscellaneous.

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## "Ambiguity" was not an "inspiration" but a "tergiversation."

## THE LUMBER DUTIES.

## Canada May Retaliate Against Adverse United States Legislation.

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## ARBITRATION A "TRAP."

## What Governor Jones of Arkansas Says About the Treaty.

Little Rock, Ark., Feb. 22.—Governor Dan Jones has received the following telegram from the national arbitration committee at New York City:

"My Dear Sir: May we quote you as standing with ourselves in favor of the ratification of the arbitration treaty without amendment? Under existing circumstances the earliest possible reply is greatly desired. Yours faithfully, W. E. Dodge, Chairman."

"Address: L. T. Chamberlain, vice-chairman."

Gov. Jones replied as follows:

"L. T. Chamberlain, National Arbitration Committee: Dear Sir—I am in receipt of yours inquiring if you may quote me as standing with yourselves for the ratification of the arbitration treaty without amendment. In my judgment it is a trap for the United States into which we should never fall with my consent."

"Yours very truly, DAN W. JONES, Governor."

Dr. Crompton did not hold an inquest, as expected, into the cause of the death of Mrs. Marshall, who died suddenly on Wednesday night at her home on Eskimail road, he considering that it was not necessary to do so.

## LEGISLATIVE NOTES.

If the members of the house would give up the practice of turning their backs to the press gallery, they would not find it necessary to rise to questions of privilege so frequently. Mr. Sward is one of the worst offenders in this respect. Many of his very strong argu-

ments are lost to the public because it is almost impossible to hear him in the press gallery.

When Mr. Cotton told Mr. Helmcken yesterday that he had grown most inconsistent in twelve months, the third member for Victoria must have thought of that verse from the Sermon on the Mount which asks: "Why beholdest thou the mote that is in thy brother's eye, but considerest not the beam that is in thine own eye?"

The only difference between Tories in federal politics and Tories in provincial politics is that the former attempt to restrict trade by import duties while the latter would restrict trade by export duties.

Colonel Baker's erratic muse has switched from bi-metallism to blam-

Hon. Mr. Eberts did not inform the house how the giving of 20,000 additional acres to a railway company could be called an "ambiguity."

Dr. Walkem made a slashing attack upon the Provincial Secretary in the debate on the second reading of Mr. Eberts' bill to remove the "ambiguity" in the B. C. Southern Railway Land Grant Act. Col. Baker is considered

legitimate prey by the free lances in the house, and Dr. Walkem, being the most daring among them, more frequently runs foul of that Minister than any of the other malcontents.

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A dispatch from St. Petersburg says:

The Greeks' obstinacy caused irritation here. The Novoe Vremya expresses the general feeling and policy of the government in saying that the powers have no idea of altering the policy they have taken.

Sen. Morley's Views—Salisbury's Popular Move—Turks and Greeks Fighting.

London, Feb. 22.—Popular opinion in England is strongly in favor of Greece.

The proposal made by Germany that the joint fleet of the powers blockade the port of Athens and compel Greece to heed the demands upon her has caused the deepest indignation here. It is pointed out that the youthful and extremely impulsive German Emperor may have other than political reasons in his desire to inflict humiliation upon the Greeks. Prince Constantine, Duke of Sparta, her apparent to the throne of Greece, married some six years ago Princess Sophia of Prussia, sister of the Emperor William. The Princess, who was a Lutheran, changed her religion when she married Prince Constantine, and had the temerity to do this without the consent of her august brother or king his son, King Edward.

This irritated the Emperor, and he has since been on unfriendly terms with the Princess and her husband. It is barely possible, in addition to what he deems high reasons of state that he is desirous of letting the Greeks know that he will not readily forgive what he considers an injury done to his dignity by their Crown Prince.

This, of course, seems a poor reason for attacking and thwarting the aspirations of the Greeks for independence, now

extends a like sympathy with the government of Greece with its intention

to free the island of Crete from the tyranny of foreign oppression and to restore peace with the blessings of Christian civilization to that distressed island.

Sen. Sherman said that he would

not press the arbitration treaty in op-

position to appropriation bills, and he looked as if all the session would be occu-

pied by men in a less exalted station.

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