

The Colonist.

MONDAY, DECEMBER 12, 1898.
THE TRADE OF THE PACIFIC.

The Colonist has frequently quoted the words of William Seward, used in connection with the purchase of Alaska: "The greatest triumphs of mankind will be on the greatest of the oceans." This was the opinion of a far-seeing statesman. Here is the opinion of a hard-headed practical business man, closely in touch with business conditions as they exist to-day. James J. Hill, of the great Northern, is not a visionary person. He does not let his imagination run away with him. He is above all things intensely practical. His judgment affects the disposal of millions of dollars of his own and other people's money. He says:

"But within twenty years the commerce of the Pacific will be greater than that of any ocean in the world. Nothing can prevent this. China, Japan, the Straits, Australia and India constitute half the population of the world. These people are consumers. They are not like the savages of Africa and the Indians of this country. They may not be altogether up to date, but they must be fed."

Such an expression of opinion from such a source is worthy of the most careful consideration. The idea is not wholly new, but it is not receiving the attention which its importance demands.

The Dominion government should not lose sight of the great and growing possibilities of trans-Pacific trade. Inspection of the map will show how exceptionally well situated the ports of Canada are to be the headquarters of commerce with the Orient. In point of fact the map really does not do the situation full justice. Some two or three years ago some one in Washington devised a model of the world, which represented the surface as it would appear if the globe were hollow and the observer stood at the centre. Commenting upon it, one writer said that it gave entirely new ideas of the relative positions of Northwestern America and Asia. Showing how near they are to each other. The Canadian Pacific map, representing the two hemispheres with the poles as the centre, conveys something of the same idea as the model referred to. The point to be emphasized is that the harbors on the coast of British Columbia are more favorably situated in respect to the commerce to be developed on the Pacific than any others on the continent. The great American railway companies have shown their recognition of this by locating their Pacific termini as far north as they could in the United States. We venture to predict that within twenty-five years Canada will have more than two transcontinental roads engaged chiefly in transporting merchandise to and from Asia.

What we wish especially to speak of in this connection is Victoria's relation to this commerce. We refuse to be deterred from anticipating a great commercial future for this city because it happens to be separated from the Mainland by a few miles of water. The position of the city in respect to the ocean more than counterbalances its distance from the Mainland. The Colonist does not desire to say a word that can be construed into an expression against Vancouver or any Mainland point, but it ought to be plain to every one that a city eighty miles nearer to the open ocean can, if it has the other facilities for handling commerce, compete on at least an equal footing with any rival. We are not unmindful of the fact that, other things being equal, an ocean-going steamer will carry her cargo as far as possible; but our claim is that, once proper harbor facilities are provided at Victoria and connection is established with rail on the Mainland by means of a ferry on which cars can be taken without breaking bulk, no other place on the British Columbia coast can claim to stand on an equal footing with this city.

In this connection we desire to enter a protest against the idea that trade should proceed on harbor facilities, that is, that a city should seek endeavor to provide the facilities until commerce demands it. The contrary is the case. Commerce will go to those points where it can be most cheaply, safely and expeditiously handled, and we submit that Victoria can be made just such a place. In this connection citizens ought to bear in mind that during the next five years the future of the Coast cities will be largely determined. There is a great reaching-out for business, and every city will seek to make itself as prominent as possible in this connection. The time has passed when a waiting policy will do. Victoria has many active and ambitious rivals. The people in the other cities are energetic. They boast day and night of their advantages. If Victoria is to gain her due share of the commerce of the Pacific, her people must be up and doing. Let us stop telling ourselves and other people that this is going to be simply a beautiful residential city. We have room for a great residential city, and a great commercial city as well, and it is worth keeping in mind that the residence in the neighborhood of a great commercial city has its advantages.

Victoria can be what her people wish her to be. There is no obstacle to her progress unless it is erected by her own people. If we use the advantages that nature has put within our reach, Victoria can take the foremost place among the cities of the Coast.

Having a candidate, the government has issued the writ for Cowichan. The Times explains the delay by saying that a returning officer had not been chosen. The government must be in a bad way, indeed, if they find difficulty in getting any one to act as returning officer.

THIS COWICHAN BY-ELECTION.

Some surprise has been expressed at the delay in issuing the writ for Cowichan. The explanation is that the government were at their wits' ends to find a candidate. They thought they could persuade Col. Gregory to consent to be a sacrifice. But the Colonist, though not lacking in courage, understands that there are times when discretion is the better part of valor, and although the tempting bait of a cabinet position was dangled before his eyes, he wisely declined to bite. Then Mr. Hayward was sent for. Mr. Hayward is inspired by a laudable ambition to serve his country; but he looked the situation over and came to the conclusion that the voters of Cowichan were not likely to want a man whom the electors of Esquimalt did not want, and so he determined to remain at home. Other people were approached, and some of them people whose one would never suspect, the present government would ask to help them, but all to no effect. But the Gordian knot has been cut at last, and, as the original article was, with a sword.

Mr. Colin B. Sword represented Dewdney in the legislature for several years. He gained a reputation for being a very courteous gentleman. He also gained the reputation of being of that particular stamp of mind that regards a misplaced coma of more importance than a misplaced period. Possessed of considerable ability and some legal training, he frittered away the influence he might otherwise have exercised. So it happened that when the election of 1898 came on, the constituents, who knew him best, rejected him. That had tried him and found him wanting. But Mr. Sword had a good friend in Mr. Semlin, and the latter hastened to make a place for him in the public service, which was done by dismissing one of the most valuable public employees the province has ever had, namely, Mr. Gonnell. Now he has been selected to bear the government standard in Cowichan. Things have come to a pretty pass when a government endeavors to foist upon the people of Cowichan a candidate, rejected by the people of Dewdney, who have known him ever since he lived in British Columbia and have had an experience of his supreme uselessness in a representative capacity. We do not suppose for a single instant that he can be elected, but the fact that he is to be placed in the field is one more indication of how the present government proposes to subordinate every Vancouver Island constituency to the interests of the Mainland. At this particular juncture the people of no Vancouver Island constituency are going to choose a Mainland man to represent them in the legislature.

Mr. Robertson will again be a candidate. He made a good run last time and he has not lost in popularity in the interim. He is a Cowichan man. All his interests are centered there. He will be found ready at all times to fight the battles of the constituency. He is a practical, common-sense man, who is known to all the people and universally respected by them. It is inconceivable that an intelligent constituency should think of declining the services of such a man for the sake of a gentleman who was rejected by his own constituents, and has not shown himself fitted for the position into which he is pitched by his friend the premier. They will return Mr. Robertson by an increased majority.

THE ROADS.

Many complaints reach the Colonist in regard to the condition of the roads, and it is said, on what seems to be undoubted authority, that the government have given instructions that the roads are not to be repaired unless they become actually dangerous. This sort of business is very well described as the act of a common-sense government. The farmers of British Columbia pay their taxes promptly, and they expect something in return. They are taxed in order that the roads may be maintained, not only so that they are not dangerous, but so that they are fit for traffic. It is not sufficient for a farmer to know that he can get along a road without breaking his own neck or that of his horse; he wants to be able to haul his produce over it to market. If the present government are not able to keep the roads in such a condition that they are of practicable service to the public, let them give way to an administration that can do so. If Mr. Turner had remained in the same excellent state as they have been in the past. It is true that the government of which he was premier was prepared to borrow money to carry on necessary public works. But there was no concealment on that score. The legislature was told of the plan and of the necessity for adopting it, and gave its cordial assent to its adoption. The present government declined to avail itself of the permission given by the legislature, in pursuance of the avowed policy of borrowing money for public improvements. They are skinning and skimping everywhere, and in a most unreasonable and inexcusable way. The object of this is to make the people feel the pinch of their neglectfulness, which they explain by saying that it was rendered necessary by the extravagance of their predecessors. In this way they hope to convince voters that, if it had not been for their accession to power, the province would have been ruined. This is a poor and miserable plan. The late government declared openly and above board that owing to the many demands upon the public treasury, it was absolutely impossible to meet all the absolutely necessary expenditures, except by imposing a tax of taxation which the people ought not to be asked to assume, without borrowing. They held that it was not fair to ask the people, who are

living in the province to-day, to bear the whole cost of public works for the advantage of those who will come to-morrow. Their whole policy was predicated upon a continuance in the future of the prosperity and growth that has marked the past. The present government propose to starve the public service, and the farmers are among the first to feel it by the ruinous policy pursued in regard to the roads.

Not only is the refusal to repair bad policy so far as the present needs of the farming community are concerned, but it is bad policy from the standpoint of economy. Every one knows that unless repairs are made as soon as possible, a road speedily goes from bad to worse, and in the end the cost of making it good is vastly increased. This recognized fact has been entirely ignored by the present government, whose policy seems to be to "save at the spigot and spill at the bung."

MORE CENTRALIZATION.

The Attorney-General has followed up his directions to coroners by taking the official administrators in hand. He has issued orders that hereafter when an estate is to be administered on they shall report the facts to him, and he will then what attorney to employ. We do not understand that the intention is to import a number of young sprigs of the law from Manitoba to do this work, but that does not materially alter the case. This is the first time that instructions of this kind were ever sent out in British Columbia, and we think it will be conceded to be an unwarrantable stretch of power on the part of the Attorney-General, who seems to have set himself up as the sole arbiter and director of the affairs of the unhappy people of this province. It is an extraordinary thing that the government should assume to direct whom the official administrator shall employ. The government has no special interest in the management of intestate estates, except as it is charged with the duty of enforcing the law. In many of the provinces such a thing as an official administrator was never heard of. The wisdom of having such officers is open to question, and there will be no doubt that they are undesirable, if they are to be used for political purposes.

Does it not occur to the average voter of British Columbia that we are having an overdose of Mr. Martin's centralization of power in his own hands? We rather think it will, and that the overdose will have the usual effect of overdose, and lead to the prompt election of Mr. Martin from public life. On what meat does this new Caesar feed that he hath grown so great? Into what new realm of public and private concern will he next inject himself?

THE CROW'S NEST LINE.

Yesterday was fraught with peculiar interest and importance to the people of the Kootenays in that it witnessed what was practically the initiation of traffic over the Crow's Nest line. The regular passenger service has not yet been opened and it may be some weeks before the road will be taking its natural share of the traffic. It has, however, been accepted by the contractors, and as a fitting introduction a complimentary excursion is being given, with the boards of trade and some representative men of the Kootenays as guests of the C. P. R. The trip commences at Nelson and will take the holiday makers through to Calgary, a fine opportunity being afforded for the intelligent inspection of the country en route.

Those who have been over, the new line declare it to be one of the best ballasted and generally well constructed new roads of the continent. Hard curves and excessive grades are uncommon in the country penetrated is taken into consideration, so that reasonably high speed will be possible in the operation of the line. Besides opening up a vast new territory, rich in timber, agricultural land and mineral wealth, the possession of the Crow's Nest branch places in the hands of the C. P. R. a valuable weapon to employ in the battle with the Western United States roads for the through transportation business of Northern Washington and the neighboring border states.

Turning from the directly business to the sentimental consideration, the scenery along the just-completed road is said to rival in grandeur that of the mountain divisions of the main line and this being the case, the summer should see tourists by the many thousands coming West by the "old" or main line, and returning by way of the Lakes and the Crow's Nest. A more attractive programme could scarcely be imagined, the element of freshness being present to crown all the other advantages of the loop trip.

The completion of this alternative line has also Imperial importance, for with its ultimate extension through to the Coast by way of the Fraser, the chief objection that has been cited against the C. P. R. as a military railway will be removed. It might be possible for an active enemy to cripple the line by some of the wild mountain sections; but it would hardly be possible that both lines should simultaneously come to grief, while if emergency arose the two roads would enable troops or supplies to be hauled from sea to land with infinitely greater speed and convenience.

Wednesday, December 7, 1898, which saw the Crow's Nest line put in service, must therefore hold a place in history as crowning a great accomplishment for the Kootenays, the Pacific province, Canada and the Empire.

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THE NEW DIPLOMACY.

Sir Edward J. Monson treated Europe to a surprise in his late speech at the British Chamber of Commerce in Paris. The surprise arose from the fact that he told the truth. Diplomacy has been accustomed to deal in half truths. It had its own phrases which diplomats used to stock it did all its work in secret. The explanation is to be found in the fact that diplomacy was originally the means by which sovereigns communicated with each other. Readers of romance are familiar with the vague and stilted phraseology employed when one monarch desired to communicate with another, for the romance writers mould their alleged communications upon the lines of actual correspondence. The exaggerations of the age of chivalry in time gave way to extremely courteous and guarded language, a conspicuous example of which is to be found in the phraseology in which the so-called Monroe Doctrine was informed the powers that the United States would regard a certain line of action as "unfriendly." Unfriendly is not a very strong expression, yet very recent when Lord Roseberry's government employed it to inform France of the light in which Great Britain would consider an attempt on the part of Germany to occupy any part of the Nile valley. It was regarded as a distinct warning that such an act would be followed by war.

Ambassador Monson has taken a new tone. He uses the language of the street in discussing the relations of the two countries. This is a recognition that he is speaking not simply for the sovereign, but for the people. The change is in keeping with the innovation begun a few years ago by Great Britain in raising her representative at Washington to the rank of ambassador. Strictly speaking an ambassador is the representative of one sovereign at the court of another. Hence he should receive something in compensation. We claim also that any surrender should only be temporary. The attitude taken by Sir Louis Davies in regard to everything calculated to advance the interests of this province is the most discouraging feature of the whole matter. We do not suppose that there is any one in doing more now than repeat the protest against the surrender of the sealing rights under any circumstances, and to add that if they are temporarily abandoned, the terms should be such as will give the province some equivalent.

MEN WHO WANTED.

Two very prominent United States Statesmen ardently desired the annexation of Canada to the United States. One of these was William H. Sewall, secretary of state under Lincoln. He believed that annexation would prevent the secession of the South. It is known that upon accepting office, he urged Lincoln to take immediate steps for the acquisition of Canada. He believed the prospect of such vast territorial expansion would divert the popular mind from the issues between the two sections of the country, and that the preponderance of the new states to be created out of Canada, would hold the South in check and prevent the extension of the slave power. Lincoln declined to entertain the suggestion.

The other was James G. Blaine. Mr. Blaine said very little publicly on the subject. He was conspicuous as an advocate of a Pan-American union, which was not to embrace Canada. In fact, he was rather over careful to make it appear that he would prefer not to have Canada in his scheme. Nevertheless he is known to have been greatly desirous of seeing Canada united with the republic. About ten years ago intimations came in an indirect way from very influential circles at Washington to the effect that, if a number of Canadian journalists would agree to advocate annexation, it would be materially to their financial advantage. At that time a number of letters representing that the annexation sentiment was steadily growing in the Dominion were printed in prominent American papers, and a strong effort was made on the southern side of the boundary line to make it appear that the people of Canada were only waiting for a pressing invitation to throw in their lot with their neighbors.

Blaine was defeated in his presidential aspirations, and later he became secretary of state under Harrison. The latter, seeing that he was attracting much public attention by his spectacular Pan-American policy, laid his plans to thwart him with such success that Blaine broke down under the disappointment. It can hardly be doubted that, if Blaine had succeeded in getting into the presidential chair, he would have begun an active and determined effort to bring about annexation. He would have precipitated difficulties which would have resulted in war.

These matters have only a historic interest now. They will never become a part of the written history of the United States, but they are worthy of passing notice as showing the plans entertained by two of the greatest minds of the United States has ever produced. Undoubtedly from the standpoint of American statesmanship, the acquisition of Canada would have been an achievement of surpassing importance.

The two propositions were very different in one respect. Sewall proposed the conquest of Canada. Blaine proposed to resort to milder methods. It is needless to say that both plans would have failed had any attempt been made to carry them into execution, although in Sewall's time the prominence of the Little Bear Indians gave some excuse for thinking that Great Britain would not go to the expense of a foreign war to retain her possessions in North America. Blaine was wiser. He realized that the only way of bringing about annexation was by the cultivation of Canadian sentiment in that direction.

Fuller powers in regard to local improvements so as to meet cases where property is held by non-residents. Other matters may be suggested and some of the above the Colonist may on consideration abandon. We state them simply as a beginning of the needed effort to crystallize the good work that has been done during the last few months.

Considerable has been said in regard to the incidence of taxation upon the people of the province, but we are not sure that it is desirable to complicate the reform question by introducing any issue touching this. What is wanted is a platform upon which there is some likelihood of the people agreeing, and there is certain to be a wide divergence of opinion as soon as any attempt is made to change the incidence of taxation.

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OUR SEALING RIGHTS.

It is not calculated to create a very loyal feeling towards the Dominion to read in Eastern papers of both parties the surrender of our right to take seals upon the high seas discussed as though it were a matter merely involving the price of a fleet of schooners. The persons now engaged in sealing have a perfect right to give up that industry if they choose. They need not ask the intervention of the Canadian or British government for that purpose. They can treat directly with the United States or its lessees, and sell out to them. The point which the people of British Columbia want to have kept in mind is that the sealers have no right to speak for any one except themselves. They have no right whatever to dispose of what is the birthright of every British subject.

Unhappily we are without representation in the government of the Dominion, and those of our representatives in the House of Commons who are supposed to have influence with the ministry, do not appear to have considered the matter worthy of their attention. Possibly they wish to avoid embarrassing their friends in office. This is all very well, but nothing can justify putting party loyalty before the public interest. Of late several of the more prominent Conservative papers have awakened to a realization of the wrong that will be perpetrated upon this province, if the sealing industry is extinguished on payment of the present sealers of the value of their vessels and equipment; but they have been slow to appreciate the situation.

It is suggested that Canada may obtain some concession in the East for what she surrenders in the West. Against this we protest. If the right to take seals on the high seas is to be given up, we claim that British Columbia should receive something in compensation. We claim also that any surrender should only be temporary. The attitude taken by Sir Louis Davies in regard to everything calculated to advance the interests of this province is the most discouraging feature of the whole matter. We do not suppose that there is any one in doing more now than repeat the protest against the surrender of the sealing rights under any circumstances, and to add that if they are temporarily abandoned, the terms should be such as will give the province some equivalent.

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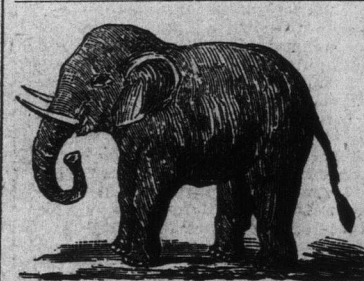
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MR. MARTIN.

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The Hon. the of Manitoba, has public officials, the work it pleases his own peculiar question are the a late estates, whose the coroners, are a public as a body government took hammer by any in appear coercive or actor. These pub not so numerous as adjustment of sum in their hands, and occurs that the command is a very the point of Hon. letter of instruction

Copies of this the administrators i mo, New Wests Kamloops and caused no little su most to indignation, that whenever the vices are called for before proceeding to the estate, commu information to th Nor may the servie necessary, the Attorney-General has investigate the case istrator's duty to de partment considers solicitor's services istrator will then be employed.

It is only natural change in the instra ant body of public sion considerable on Mr. Monteith the V or—does not feel ju what he regards as a cation, there are m press themselves quita at all complimenary.

Mr. D. M. Ebyrt in Mr. Turner's cab that he was astonish of the new edict of t. The late government opportunity with the such offices serve pol all cases studiously re so. The administrators men capable of duties devolving upon also of exercising al good judgment when legal advice was re Hence the late govern right and best to int with the other side of gested what lawyer or retained in any capac Hon. Mr. Martin's s be radically different.

CARIBOO'S N

Unusual Amount of M

During the Season

From the Ashcroft Min There has been an untivity displayed in the season, principally ing camps, Williams and whose former richness able condition combined minor sections for develop conservative mining men and who have enlisted terprise for opening up claims that were abandoned for the want of to meet the difficulties co.

On Williams creek Fields Co. possesses a of properties in the Cariboo braces many of the on their marvellous richness. Watty Thicker and Cam had been looking for a plant by duplicating th of the above mentioned the selection of Canada tion the plant was put in the season is a practical experience in alluvial de to express his views on opinion that this is one last year resump river after an absence in six months. He intends difficulties experienced in a pump of sufficient t the water that may be property has been develop in the immediate vicin over \$10,000,000. Mr. hard and spent considerable development of this prop to succeed for his present vercomen the difficulties sented themselves in his bedrock, where the tre to be.

On Slough creek, be Creek Mining Company boring suits to find if there another enterprise. Around Burns Creek, has been erected, is actively pushing the ditch to commence bydrat.

The Chinese claims have good cleanness for and another are being bet On Lightning Creek, mented by Mr. Bremre Eleven of Eastern gro claims, and it is reported operations at a dist ing Creek Gold Gravel, pay, under the direct tamos, has been doing Wing Dam Flat. The d plet for a distance of 100 feet of open cut not just before the gold was not only protect the de shed also. The weather has been season of the year and for sleighing.

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