

capitalized the showing is as follows:

Province of British Columbia	\$2,548,000
Province of Ontario	600,000
Province of Quebec	907,500
Province of New Brunswick	344,500
Province of Nova Scotia	1,345,251
Total	\$5,949,751

Revenue over expenditure:

Province of British Columbia	\$47,500
Province of Ontario	1,106,024
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generally and the older Eastern, particularly, to accord such just, liberal and considerate treatment in the way of expenditures for the purpose of opening up the province with railways, as are shown that this province is now contributing to the Dominion much more than its due proportion, I do not think any member in this house would contend that the whole of the revenue, less the actual expenses of the government, should be expended within the province. As a portion of this Dominion, although its youngest member, I am satisfied that the province is to contribute the full quota towards the maintenance of the central government and all federal institutions, duties and responsibilities.

Upon what basis can such an obligation be adjusted? I admit it is not very easy to do this, but in order to bring it into tangible shape, I make the following suggestion:—What better proof will take the Dominion Revenue and Expenditure for 1886? are they:

Revenue—

Customs	\$1,400,000
Inland Revenue	250,000
Postal	140,000
Total	\$1,790,000

Expenditure—

Per capita on \$100,000 at \$7.50	\$750,000
Estimate of 1886	200,000
Total	\$950,000

Surplus of revenue, \$840,000. Of this surplus let our contribution to the federal government be one-half, or say \$420,000, and let the other half be for provincial development by railways. This would provide interest and sinking fund on \$10,000,000, a sum which would be sufficient for immediate requirements, and from the development and establishment of the railway, the same basis would in all probability (if the increase in revenue during the past few months is maintained) be reached, no doubt it will be doubled itself before a further appropriation was required.

I hope the government will be supported in taking the practicable step indicated by the act under discussion, towards the opening up of the province, and feel assured that the result will be such as to justify them and the country in doing so, from whatever point of view it may be regarded, whether as a business proposition or as one they are called upon to discharge in fulfillment of their obligation to the Dominion.

Mr. Stord was quite willing to agree with Mr. Rithet that so far as the adjustment of accounts was concerned between the Dominion and the province, the Province was not at all in the debt of the Dominion. He believed that the development of this country would result to the credit of the Dominion, and therefore they might look to the Dominion for liberal assistance. The bill as brought down had no friends at all in the Province, and he believed that by bringing down the amendment, there would be no thought, in any part of the country, an objection to the British Columbia Bill.

The objections were that it was not advisable for the country to take up so vast an undertaking and that the result would not be sufficient to justify its construction at the present time. Those objections should be laid. As to the Coast railway, he would say nothing until he had obtained the views of his constituents on the amendment proposed by the Premier. He objected that the promoters of such a railway as the Coast line put nothing into it, but took all the profits. Instead of giving them a bonus and allowing them to get a bonus from the Dominion, he thought it would be better to let the province should not build the line. If it was necessary to lease the line to another company afterwards the government might do so on good terms. He declared in dealing with the section from Penitence to Boundary that the land Western really to get that piece of line built. He did not think the line from Butte Inlet to Quenneville was one that would be justified in assisting, and he pointed out to Mr. Stord in believing that what Mr. Rithet had said that in Cariboo there was a country that would pay with railway communication. It seemed to him, however, that the country could be better opened up by the connection with the C.P.R. He did not look upon this \$2,500,000 as excessive for the purpose of the railway, it must be expended in the best way. He hoped the house would not assent to the passage of the bill in its present shape and the government should build the line, and frame one which had the government themselves as the owners.

Mr. Forster was surprised the government did not answer the criticisms of the opposition.

Hon. Mr. Turner—"There is nothing yet to answer."

Mr. Forster continuing criticized the actions of former governments in regard to railways and claimed that the present government, as lineal descendants, were partially responsible. He attacked the government because of the losses of the Shuswap and Okanagan railways. As to the subsidy from Butte Inlet to Quenneville, he felt that if Mr. Rithet could carry the railway through with the subsidy given he was entitled to a great deal of credit.

Mr. Holmbeck—Hear, hear.

Dealing in sections with the coast railway, Mr. Forster said a line up to Chilliwack would, he thought, almost pay for itself at once. But that country did not want more railway communication for itself alone. This section as a start of the line to Kootenay was very valuable. He had very little doubt that a railway from Hope into the Boundary country would be one of the best paying pieces of railway in the province. He thought also that the line from Penitence to Boundary would be a very good one. What he and the opposition objected to was the way in which the government proposed to help the line. They wanted the government to own the railway systems.

Private ownership of railways in the United States had prostituted the country. All the civilized nations would sooner or later have to consider the question of state ownership. If railways

were left private institutions then they should not be taxed. Mr. Forster attacked members of the government for being concerned in railways and was called to order by the Speaker. He referred to the supposed connection of Messrs. Eberts & Taylor with the Columbia and Western.

Hon. Mr. Eberts said:—I deny that my firm are solicitors solely for the Columbia and Western Railway.

Mr. Adams favored the route from Butte Inlet to Quenneville. He did not think that a branch line from the C.P.R. up into Cariboo would be of more service. The C.P.R. had an opportunity of making a line up to Barkerville, but they did not take it although they were offered \$80,000 subsidy by the Dominion government. Once work was started on the British Pacific Cariboo would be connected with the Coast in a very short time. He thought the leader of the opposition might have had more sympathy with the people of Cariboo, in which district he had made so much money. He had been over part of the route of the proposed line, and he had seen splendid tracts of pastoral country.

For several weeks past the combined choir of the First Presbyterian and Congregational churches have been indulging in highly praising for their Easter Monday day concert in the lecture room of the first named church. There are to be six choruses, alternately conducted by Mr. J. G. Brown and Mr. H. H. Hargis, while, among the soloists, as popular singers are Miss Duffie, Miss Adair, Mr. W. F. Watson and Mr. Burnett will take part.

James Juxey, who was brought from the West Coast on Monday by provincial officer Seely, is quite prepared to admit the principle of the old adage "It never rains but it pours." Yesterday he was committed to trial for the theft of a silver watch from the pocket of a man in the Victoria Police Club. He was arrested for attempting to escape from lawful custody.

The annual general meeting of the Victoria Polo Club was held yesterday morning, when among the most important business of a public nature was the election of officers. It is not known definitely yet whether all these will be able to act, and, therefore, the complete list of the officers cannot now be furnished. Mr. Gordon, however, was appointed secretary. Mr. Kirk, treasurer, and Mr. J. O'Reilly and H. B. Rogers, committee.

As an examination in music in their respective grades at the Victoria College of Music, on Tuesday last, Miss Rose Amy Stoddard obtained the special certificate in the examination for the associate (A.V.C.M.) and narrowly escaped obtaining honors. Miss Amy Henderson and Miss Weltha Alexander each obtained a first class, and Miss J. J. Burnett, F.V.C.M., was the examiner, and all the above candidates are pupils of Mr. Bradley, F.C.C.M., F.V.C.M., at the local college.

The C.P.N. steamer Rainbow completed her inaugural trip to Texada and Phillips Arm last evening, arriving in port shortly after 6 o'clock. Several passengers came down on the steamer, reports having had a remarkably fine trip. She will leave for her return trip this week, to-morrow evening instead of Friday.

The sailing day, in order to allow as many desire to spend their Easter holidays sight-seeing among the picturesque scenery of the coast, and at the same time seeing for themselves the numerous camps now to be found here and there and all over the islands of the Gulf.

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THE CITY.

The committee of the Rugby football club have decided to run off the race for the Half challenge cup on Wednesday the 23rd inst. at Beacon Hill. Entries will be received until Monday, the 22nd.

FINAL arrangements for the concert which is to form part of the local celebration of the 78th anniversary of Old Fellowship, will be made at the committee meeting called for to-morrow evening. The concert is arranged to take place at A.O.U.W. hall on the evening of the 25th.

This public will, on Tuesday evening next, have their first opportunity of contributing toward the establishment of the children's ward at the Jubilee hospital, which has been decided upon as a suitable commemorative of the centenary of the longest reign in British history. It is the Ladies' Auxiliary that has the arrangements in charge, and the benefit entertainment takes the form of an At Home in the A.O.U.W. hall.

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THE TRIAL ADJOURNED.

More Witnesses Wanted in the Case of the Seized American Sealing Schooner.

Refrigerators to be Placed in the "City of Topeka"—The "Spinner's" Machinery Saved.

Collector Milne's office was as busy a quarter as there was in town yesterday. For a great part of the day the trial of the seized schooner Fischer Brothers was in progress, and the "bone" of contention necessarily had many around it. The case, however, was not concluded, and adjournment was taken to allow of some absent witnesses appearing. These will, it is expected, establish proof absolute of the schooner's illegal work.

It is stated that the schooner Enterprise is in fact, the schooner Enterprise, and not an Indian crew, owing to the Fischer Brothers' tampering with the natives. She had been promised six canoes to sail and was to be used to transport the Indians to the coast. The schooner was seized on the coast by the Canadian customs officers, and the American government should in some way be reconciled.

CARRYING ICE TO THE ARCTIC. An exchange station positively that refrigerating machinery is to be placed in the Alaska steamer City of Topeka, and remarks in connection that when old times in the Alaskan trade heard of the innovation they laughed, and remarked to one another that this would be a vengeance by "carrying coals to Newcastle." On the first blush it does look that way. The Topeka runs up into the regions of everlasting snow and ice, and it is to see the glaciers, icebergs and the ice-land mountains that excursions are made to the far north. It is not strange that a steamer bound north should be fitted out with refrigerating machinery. The explanation is simple, however. Large quantities of fresh meat, butter, eggs and vegetables are sent every month to Sitka and Juneau on the Topeka. During the summer months it is very hard to keep the goods in condition. Consequently the steamship company has come to the conclusion to put in ice-making machinery, and thus keep all perishable goods fresh during the trip. A strange part of the whole matter is the statement