The Colonist.

MONDAY, JUNE 7, 1897.

Published Every Monday and Thursday by The Colonist Printing & Publishing Company, Limited Liability.

W. H. ELLIS, Manager. A. G. SARGISON, Secretary.

TERMS:

THE DAILY COLONIST.

Published Every Day except Monday

Per year, postage free to any part of Canada.....$10 00
Parts of a year at the same rate.
Per week, if delivered..... 20

THE SEMI-WEEKLY COLONIST.

Per year, postage free to any part of the Dominion or the United States $1 50
Six months 75

Subscriptions in all cases are payable strictly in advance.

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MAXWELL VS. HEINZE.

Mr. Maxwell, M.P., of Vancouver, is reported as having said that if Mr. Heinze is recognized in the granting of a subsidy for a railway from Rossland to Penticton the government may count on his most active opposition. This seems a very remarkable attitude for Mr. Maxwell to take. It cannot possibly make one iota of difference to the city of Vancouver or the Province at large whether Mr. Heinze or someone else builds the direct road to Kootenay. What we want is the railway. Mr. Heinze is in a position to build it as far as Penticton, if he gets a Dominion subsidy. No one else that anyone has heard of is in such a position. Mr. Maxwell may be; but if he is he has not yet taken the public into his confidence on the subject. If any of Mr. Maxwell's immediate constituents are ready to take the available Dominion subsidy and build a railway from Penticton to Rossland, they have yet to place themselves in evidence. Mr. Maxwell's position indicates that he is more concerned for the success of some individuals than for the general prosperity of the Province.

Will somebody explain the reason of this senseless opposition to Mr. Heinze? It cropped out in the Provincial legislature in a most unreasonable way. It is not shared by the leading business men of the Province, who recognize in Mr. Heinze a gentleman of splendid business talents and of remarkable enterprise. The only regret that the COLONIST has is that there are not half a dozen such men on the Provincial mainland to take hold of and aid in developing the great resources, which yet for the most part lie dormant. Until Mr. Maxwell has done one-tenth of what Mr. Heinze has done to promote the material prosperity of the Province, he should go a little slow in opposing his political friends for recognizing in that gentleman a proper recipient of a railway subsidy.

GREAT BRITAIN AND THE EASTERN QUESTION.

The telegraphic news service from Europe comes, as every one knows, through American channels and is consequently colored to suit the notions of the people for whom it is compiled. By it the impression has been conveyed that Russia and Great Britain were almost "at daggers drawn" over Turkey. We are thus glad to be able to reprint the following from the London Times: "The personal action of the Tsar must be particularly grateful to England, because it confirms in unmistakeable fashion the conviction that has existed ever since the Emperor of Russia came to our shores last autumn, that in dealing with the misgovernment of Abdul Hamid he is prepared to go a very long way with us. It is just as well that at the present juncture Abdul Hamid himself should receive a plain reminder that this is so. He is shrewd enough to appreciate what a good understanding between England and Russia, with the ample resources at their disposal, may mean."

This is very different in tone from the telegraphic advices received via New York. To the careful reader of this class of European telegrams many inexplicable enigmas must every now and then present themselves. One of these is how the view taken by the British government almost always prevails, notwithstanding the apparent evidence that its wishes are being thwarted by all the powers of Europe. Once a month on an average a story comes from Europe which makes the outlook very blue for the Mother Country; but as the days glide by the crisis vanishes and John Bull continues to do business at the old stand and in the same old successful fashion.

We are, of course, unable to read the secrets of the diplomatic service, and can only surmise from the results the nature of the discussions which have preceded them, but one thing must impress itself upon every one, who keeps in touch with current events. It is that the tremendous sea power of Great Britain is probably the greatest factor in the determination of international questions. Great Britain is prepared to strike a terrific blow anywhere on the shortest possible notice. The experiment of the Flying Squadron, a little over a year ago, proved this. That object lesson has not been lost upon the world, and the knowledge that Great Britain stands ready at any day, practically speaking, to land a powerful force on any coast in the world under the protection of the greatest navy influence every phase of international politics. Just at the present time, without adding a single vessel to her squadrons there, Great Britain has the most powerful navy in the Mediterranean that has ever been gathered together in the history of mankind. European diplomatists are much too wise to attempt any solution of the Eastern question without taking account of this.

BUSINESS IN THE UNITED STATES.

Bradstreet's says there is substantially nothing being done in Europe in American securities. One reason for this is doubtless the unsettled condition of things in the United States. We find in a Seattle paper an interview with Mr. Fred Sander, of that city, who has been in New York endeavoring to borrow money. He said that his securities were regarded as unexceptional in themselves, but financial men will not make large loans in Washington under the existing condition of the laws there. He told also of the failure of some Louisiana people to float a loan of $500,000 on about 1,000,000 acres of cultivated land. Yet the present rate on which money loans in New York city is about 1½ per cent., and real estate that pays 2 per cent. is considered a good investment. Only a very short time ago a man who would talk of 2 per cent. money in New York would have been regarded as absurd. The constant marvel of the American people was that money in London could be got in unlimited quantities for 3 per cent. and under.

The best authorities say that there never was such a plethora of money in New York as at the present time. A week or two ago one of the principal banks closed its doors and transferred its accounts to another institution because it was impossible to carry on business with a profit. The bank was perfectly solvent, and simply died because there was nothing to be made by keeping alive. Other cases of the same kind have occurred within a month. One of the leading financial papers stated very recently that many of the banks would have to go out of business for the same reason as influenced the New York concern.

This is certainly a very extraordinary condition of things. An abundance of idle money and millions of idle men, the greatest millionaires and the most abject paupers, a strange compound, truly, this for a country of such vast potentialities as the United States. Meanwhile the steady outflow of gold to Europe continues. The financial prospects across the border are far from bright. In this connection the following observations made by President McKinley at the International Commercial Congress in session in Philadelphia are of interest. He said:

"I must tell you that from first to last I have been deeply impressed with the scenes witnessed in Philadelphia to-day. I have seen the remarkable spectacle of representatives of all the American Republics with products of their skill and their toil in one great warehouse. The first great convention of the Republics was organized by the matchless diplomacy of that splendid American James G. Blaine. Seven years ago he brought the governments of this continent together and taught the doctrine that general reciprocity in trade required reciprocity of information; and it was his genius, with that of many gentlemen I see about this board to-night, that originated the Bureau of American Republics, located in this city, which has already done much good, and which I believe will yet play an important part in our trade relations with the nations supporting it. My fellow citizens, there is no motive to make a product if you cannot find somebody to take it. The maker must find a taker. You will not employ labor to make a product if you cannot find a buyer for that product after labor has made it."

Coming from the champion of protection, this expression of opinion in regard to the necessity of developing foreign commerce is of very great interest. The people of Canada are in one sense rivals of their Southern neighbors in many lines of trade, but have nothing to gain by reason of any failure on their part to enjoy prosperity. It will be a distinct advantage to the Dominion to have the United States enjoy a very high degree of prosperity, and therefore we are glad to believe that the worst is perhaps over in that country for the time being at least. If it were not for the ever present menace of the silver agitation, we believe very prosperous times would set in across the border.

CANADA'S Jubilee contingent will embark to-day for England. They will make a brave showing in the Jubilee parade. We wish them a safe voyage.

BRITISH COLUMBIA'S INNINGS.

The building of the Crow's Nest Pass railway has been assured. We suppose it is not unreasonable to expect the road to be completed before the winter of 1898. This will revolutionize conditions in Kootenay. It will open a vast and valuable region. It will give the smelters cheap coal and coke. It will render the treatment of low grade ores possible. It is quite impossible to say what these things may not mean for Kootenay.

The building of the Columbia & Western to Penticton is also assured. This will open a magnificent mining region, and will give the Coast cities easy access to it. It will lead to the rapid prospecting of a very large area. What the Crow's Nest Pass railway will be to the country which it intersects, the Columbia & Western will be to that between the Columbia river and the Okanagan.

The Cassiar Central Railway may be said to be an assured fact, for there is plenty of money behind it, and the steps preliminary to actual construction are well advanced. This will develop a rich region, which has already produced much gold and is known to contain many very extensive and valuable deposits, both placer and quartz. It will also afford a new route to the Yukon.

The construction of the railway by way of the White Pass to the headwaters of the Yukon has also passed beyond the field of speculation. It will be well advanced before the winter sets in.

We have no news as to the Coast-Cariboo railway, and expect none until Mr. Rithet returns from Honolulu; but the affairs of this enterprise looked very promising when he went away.

From every quarter of the Province mining news of an exceptionally favorable character comes to hand every day. The old districts are the scenes of new discoveries and new districts are being opened. The experience of 1897 so far confirms the claim that it is not unreasonable to call the whole of British Columbia's vast area one great mining field.

If these things do not inspire us all with hope, our blood must be very sluggish indeed. We are going to say something that may sound extravagant, but we believe it is literally true. It is, that there is no other part of the world in this month of June, 1897, that has such magnificent prospects before it as this imperial Province of British Columbia has. If this is not true, will some one kindly tell us where the country is that has prospects equal to ours? The impetus which the Province will receive this year will extend to all lines of industry. We believe that a period of prosperity is dawning for British Columbia, the like of which has never been experienced in Canada, and for a parallel to which it is not easy to say where we can look expecting to find it. It is British Columbia's innings.

THE STAR IN THE EAST.

A correspondent sends us a pretty conceit regarding "the Star in the East," which we print to-day. There is possibly only a sentiment in it, but there may be something more. We note that the star which appeared to the Wise Men in the East went before them until they came to Bethlehem. That is to say, that although they were in the East when they saw the star the celestial visitor was in the West and moved Westward. "Westward the course of Empire takes its way."

But those curious in such matters may, if they are so minded, learn something more about this Western movement. The Bible story, as recounted in Genesis, tells us that Abram lived in Haran when the Lord said unto him: "Get thee out of thy country and from thy kindred, and from thy father's house into a land that I will show thee." In obedience to this command Abram set his face Westward, and in due time arrived in Canaan. There are those who say that the man Abram, or, as he came to be called, Abraham, typifies a race and not a single individual; but this does not affect the interest in the case at all. If the "call of Abraham" was simply the genesis of a racial migration the fact remains the same that fully four thousand years ago a "star" appeared in the East to the founders of the Hebrew nation. We use the word "star" in this connection for convenience only.

If we turn to secular history and read it carefully, we will find that about the beginning of the present era a racial movement was in progress in Central Europe. Ulfilas, called sometimes the Apostle to the Visigoths, died in A.D. 381, at the age of seventy. His great work was the translation of the Bible into the language of the Visigoths. Several copies of this are extant, the most notable being in the library of the University at Upsala, Sweden. It is written in characters of silver on a purple ground. The remarkable part of this translation is the extraordinary resemblance of the language to our older English. There is no doubt that Ulfilas' work is the oldest writing in the Germanic tongue, for in point of fact he invented the alphabet in which it is written, for the Visigoths had not yet learned to write; but what makes it of special interest is that it contains intrinsic evidence that the Saxon elements of our modern English were derived directly from these Visigoths, who lived in the fourth century in the valley of the Danube. They were going West, and they got there. We, their descendants, are out here on this Coast looking across the Pacific to see if there may not be new worlds to conquer on the other side of the ocean. The Star of Empire again: It does not gleam visibly in the heavens, but its invisible beams have for eighteen centuries at least been warming the hearts of our race, and stimulating it to imperial ambition.

All this, and much more of the same kind that might be told if time and space permitted, may have only a sort of curious interest and of no practical value whatever. But the fact remains that the impulse to move westward has been the dominant force in the history of what we call the Anglo-Saxon race, and is still as potent as ever. One of the greatest marvels is the manner in which the little group of islands, called the British, has sent empire builders to all quarters of the globe. The restless spirit which impelled the Visigoths across Europe, the indomitable courage of their kindred race, the Franks or Normans, the resistless energy of their close allies in blood, the Danes, have combined to produce a type of mankind which seems destined to universal dominion. The barbarous language, which Ulfilas found on the northern slopes of the Balkans a little over fifteen centuries ago, has become the ruling tongue of the world.

In what part of the East these remote ancestors of ours saw the "Star" which has guided them on their western march, on what Asiatic plain they heard the command of the Lord to get themselves out of their own country and out of their fathers' house and into a new land, where they should become a great nation we can only, with the evidence now available, surmise, and not hope to prove. But this we do know, that the history of the modern era is the history of this Westward-marching race. What the future has in store for it we can only guess. It swept Roman civilization before it as a tornado cuts a pathway through a forest. It overran North America as the tide overruns the shelving beach. It is now face to face with the Orient and its hoary civilization. Has its energy spent itself? Is it equal to its new labor? No one can tell; but we think we can see the star of the race shining above the waters of the great Western ocean.

THE Times threatens to go into opposition if Heinze gets the subsidy to Penticton. It does not say so in so many words, but says it expects "all who understand the situation and are alive to the Coast cities' interests to give Mr. Maxwell their aid" in opposing the government on this point. The truth of this business is that the Times either never knew or has persistently misrepresented the prospects of the Coast end of the road from Kootenay. There never was any chance of the section from Penticton to the Coast receiving federal aid this year. If the Times has been disappointed it was because it expected something that there was no reason to look for. What was it that it expected anyway?

OUR dispatches told yesterday how Senator Wark of New Brunswick made an hour's speech in favor of a closer union between the Colonies and the Mother Country. Senator Wark is 94 years old and a gentleman who enjoys the hearty esteem of a very wide circle of acquaintances. He is a very loyal Canadian, and holds the most progressive views. It is noteworthy that a man who was twelve years old when Waterloo was fought, and was in the prime of manhood when Her Majesty began her sixty years reign, should be able and ready to occupy the attention of the Senate with such a speech on such a subject. Senator Wark, we salute you.

THE North German Lloyd's steamer Kaiser Wilhelm der Grosse, launched last week, is the largest vessel afloat. She is 648 feet over all. The two ships which come next to her are the Campania and Lucania, each of these being 620 feet long. The Great Eastern was 680 feet long. Probably we shall shortly see steamers afloat that will exceed 700 feet in length. For a long time after the failure of the Great Eastern it was supposed that no vessel would ever again be constructed that would anything near approach her in dimensions.

COWARD No. 1—The Victoria Daily Times. In reply to our challenge to produce one fragment of proof of its insinuation of corruption in connection with the Cassiar Central railway, or to formulate any specific charge of wrong doing, the Times says: "We respectfully submit that there is no need. The Ministers have been at pains to prove their own incompetence and capacity for mismanagement." Will Coward No. 2 come to the front. What miserable creatures these slanderers are!

SOME unfavorable comment is made on the fact that a man who wore sandals instead of shoes and socks, and went without a collar or hat, was turned out of the British Museum. We think it was a mistake to turn him out. He ought to have been caged and kept in.

MRS. LANGTRY is getting fat, very fat. Fancy a fat Jersey Lily. No; the thing is impossible. Alas that the dainty Galatea of old should have to sigh in vain: "Oh that this too solid flesh would melt!" Much may be forgiven Mrs. Langtry; but not this.

"A Weak Man Is Only Half a Man."

TO HIM THE JOYS AND PLEASURES OF this world are dull pastime. His sense of enjoyment is dulled by a weak, depressed nervous system; his intellect is slow, his memory poor. It is evident that he lacks vital force, which is electricity. He is easily subject to disease, because his circulation is weak and the body cannot throw off the impurities which gather in the kidneys and stomach.

DR. SANDEN'S ELECTRIC BELT

Is Nature's cure for weak men. It saturates the body every day with a volume of animal magnetism and restores the power of the nerves and all vital parts. Its cures—why, there is not a town in this State which knows not a cure by this famous belt

"The Belt I received from you I must say has done me a great deal of good. I feel stronger to-day than I did three or four years ago. My flesh is firm and strength increasing. The pain in my chest has not returned since I commenced wearing your Belt," writes

JAMES ISBISTER, Esquimalt, Vancouver Island, B.C., March 9, 1897.

TO WEAK MEN.

Why will you overlook such absolute proof of the fact that here is a cure for you. Surely no man enjoys being deprived of the most precious element of strength. Every man should be strong in this respect as long as he has a fair constitution physically. Regain your health. Try this remedy. It will not fail. Read the celebrated book by Dr Sanden, "Three Classes of Men." It will be sent by mail, closely sealed from observation, free. Address:

DR. A. T. SANDEN,

255 Washington Street, PORTLAND, Oregon.

☞ Dr. Sanden pays the duty on all goods shipped to this Province.

THE project of damming the Strait of Belle Isle, which separates Newfoundland from Labrador, is revived. The claim is made that it would greatly improve the climate of Quebec, the Maritime Provinces and New England by shutting off the Polar current which flows through the Strait. It is doubtful if it would have any considerable effect in this way, for the Strait is narrow and the Polar current does not always flow south through it, but changes daily with the tides.

WE reproduce from the Pall Mall Gazette a poem entitled "Sleep," translated from the Russian of Lermotof by Clive Phillips-Wolley of this city. This beautiful poem occupies the leading place in the magazine and is strikingly illustrated. Mr. Phillips-Wolley wields a pen of unusual power, and his poetic conceits are of the loftiest order. His language has a vigor about it that fits it for grand themes. He has few equals and no superiors in his special class of work.

THE Columbian complains that the COLONIST has not done fairly by the Westminster team in the second match of the Military Rifle League series. The point on which the complaint is hung is that the score was not totalled. This was an oversight, but the whole report of the shooting did ample justice to the Westminster boys. The Columbian must have been hard up for a grievance against the COLONIST when it made a fuss over this matter.

HOW MUCH of the recent events in regard to British Columbia railways is to be attributed to the thrice defeated candidate who has lately visted the federal capital? The Times sees the hand of Hon. Mr. Turner in the deal; but where has the hand of the gentleman referred to been? Can it be that in seeking for plums for himself he forgot the interests over whose alleged betrayal he is now lamenting?

THE Kootenay Mail says it has no time to discuss the advisibility of permitting mining men to construct toll roads in places where some sort of road is needed and no public money is available. We can understand the Mail's position. It devotes all its time to the invention of grievances against the local government, and hence is unable to seriously consider practical questions.

THE proceedings in the case of Durrant, the San Francisco murderer, show what a monstrous farce the administration of justice has become. The case of this man ought to have been disposed of months ago. The loopholes through which a criminal may escape in the American courts are almost innumerable. Their existence puts a premium upon crime.

THE Times is assured that Dr. Duncan has nothing directly or indirectly to do with the articles in the COLONIST relating to his dismissal, and knows nothing about them until he sees them in print.

IN 1896 the enormous quantity of 16,238,213 tons of freight was carried through the Sault Ste. Marie canal. This is about twice as great as what passes through the Suez canal.

BY WAY OF VARIETY.

Mother—What in the world ever possessed you to give Mr. Bingo a shaving set? Daughter—He never seems to realize how tender my face is.—Detroit Free Press.

"I surely had a royal and noble time," said he, recapitulating. "I had four kings, and in the row that ensued I had to put up my dukes, and the upshot of it all was that I was indicted on three counts."—Indianapolis Journal.

"Did you tell that young man not to call here any more?" asked Mabel's father, severely. "No—no." "Why not?" "I didn't think that it was necessary. I don't see how he could call any more. He calls seven times a week."—Washington Star.

"I'll toss you to see who pays for it," said Walter Foote after he had swallowed the liquid refreshment. "My first toss," said the bartender, as he grabbed the tramp and threw him out of the place. And Walker Foote, as he gathered himself together, murmured: "You won."—Philadelphia North American.

With the blood full of humors, the heated term is all the more oppressive. Give the system a thorough cleansing with Ayer's Sarsaparilla, and a dose or two of Ayer's Pills, and you will enjoy Summer as never before in your life. Just try this for once, and you'll not repent it.

is the light that will bring a great big glow of Happiness to you. By it you will see how strong and vigorous your now weak body can be made. Hudyan is for man. The great Hudyan is to be had only from the Hudson Medical Institute. This wonderful discovery was made by the specialists of the old famous Hudson Medical Institute. It is the strongest and most powerful vitalizer made. It is so powerful that it is simply wonderful how harmless it is. You can get it from nowhere but from the Hudson Medical Institute. Write for circulars and testimonials.

This extraordinary Rejuvenator is the most wonderful discovery of the age. It has been endorsed by the leading scientific men of Europe and America.

HUDYAN is purely vegetable.

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HUDYAN cures debility, nervousness, emissions and develops and restores weak organs. Pains in the backs, losses by day or night stopped quickly. Over 2000 private indorsements.

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Cariboo and Lillooet

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Lillooet, Direct.—Monday and Thursday.

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THE CANADIAN PRESS.

HOW ROSSLAND IS HANDICAPPED.

The mines have been compelled time and again to suspend stoping and even to close down altogether owing to the inability of the two railroads to haul away their product. The Columbia & Western railway has been kept in operation at all times, but owing to its being a narrow guage road with heavy grades and curves, with but three small engines in its equipment and with a heavy passenger and freight traffic to take care of, it has never, under the most favorable circumstances, been able to handle more than 250 tons of ore per day on the average. The Red Mountain railway has been of little service in moving ore so far on account of blockades and washouts in the spring and lack of a bridge across the Columbia since the river rose. —Rossland Miner.

☞ The Semi-Weekly Colonist leads.