

THE GOVERNOR-GENERAL'S SPEECH.

The most notable thing about the Governor-General's speech was the opening of parliament yesterday was the absence of any reference to railway construction in the Northwest or British Columbia, although an announcement is made of the completion of arrangements for the running of the Intercolonial direct to Montreal, and for the perfecting of plans for the completion of the Ontario canal system by 1898.

We do not understand from this that there will be no legislation affecting railway construction in this Province, but that the whole question is an open one. The omission of any declaration on this point from the speech bears out the position taken in the Colonist some time ago, to the effect that notwithstanding all that has been said, the last word has not been spoken in regard to aid to railways in this Province.

The measures referred to in the speech, while important, are along lines that were anticipated. The reference to the tariff is very non-committal, and may mean anything. The restoration of the control of the franchise to the provincial legislatures was one of the changes promised by the Liberals when in opposition, and will have no noticeable effect upon the electorate. The announcement of the perfection of free storage arrangements on the trans-Atlantic steamers, on railways and at terminal points, is the first step towards the enlargement of Canadian trade with Great Britain.

The legislature treated the anti-Chinese question on the lines suggested in the Colonist yesterday and, by the adoption of Mr. Adams' bill, as amended by Mr. Helmcken, has squarely raised an issue on the constitutional right of the Province to pass any such legislation. There is a distinction between this measure and the act relating to the employment of Chinese in coal mines, which was held by the Supreme Court of this Province to be intra vires.

We know that exception will be taken to the use of the word "constitutional" in this connection, but it is used advisedly and with full knowledge of the provision of the British North America Act, which vests the control of property and civil rights in the local legislature and of the "omnipotence" claimed for

those legislatures within the scope of the powers assigned to them by that act. A Lord Chancellor once said that parliament could "do everything except make a man a woman," but until this doctrine has been held by a piece of road is very much needed for the accommodation of a group of mines. A company owning one of the mines has asked the owners of the others to join in making while not ready to put any money into a road, they will gladly pay toll to the company if it will build the road.

The Times speaks of Dr. Walkem having "uncovered a few weak spots in the government and thus brought them to the light of day." The reference is to the travelling expenses of the provincial ministers, a statement of which was brought down in answer to his motion. "Everything which Dr. Walkem has uncovered" has been "open to the light of day" for months and some of it for years, seeing that everything contained in the returns had already been presented in the public accounts and that there is not so much as the crossing of a "u" or the dotting of an "i" in regard to these travelling expenses that the public could not have known all about by simply looking into the public accounts, we are very much at a loss to know wherein consists Dr. Walkem's achievement.

But the Times goes further. It says the travelling expenses are excessive, and very thinly veils an insinuation that the charges are dishonest. It wants the items of the "\$10 a day for 90 days" received by the Attorney-General while on his trip to England. If the Times were not so ignorant as it is malicious, it would know that this charge is an "item" of itself, and that no auditor nor anyone else has a right to go beyond it. The amount is fixed by the law of the Province. In regard to the allegations of extravagance, the Times ought to be more explicit. What does it wish? Does it think that when a Minister of this Province goes East he should travel in an emigrant car and carry a cold lunch in his pocket? Does it think he should cross the Atlantic in the steerage and live in London as a pauper?

Proposition has been made in the mining districts to the effect that the legislature ought to authorize the construction of toll roads by private individuals. It is not suggested that main highways should be built in this way; but that where a number of persons desire a by-road, and are willing to pay something for the sake of having it, they should be permitted to do so. There are some things to be said in favor of this, provided the matter is not made compulsory and the public interests are properly safeguarded. What we mean by it not being compulsory is that no toll road should be authorized except on petition of those directly interested. Of course to a certain extent everybody is interested in every road, but let us suppose that there is a public highway from A to B, and that at C, a point midway between the two termini and some distance from the highway, is a group of mining claims, whose owners want a means of getting freight in from the highway. If these owners petition for a toll road it might be well if the legislature permitted the government to grant the necessary permission, much after the same manner as public ferries are now established, that is, after advertisement for tenders. Such concessions would necessarily be surrounded by certain conditions as to the time of their duration, the terms on which the road should be acquired by the Province, and so on.

There is very naturally in this country a strong antipathy to toll roads, and we should be disposed to oppose very strenuously any proposition looking to the construction of public toll roads. The class of roads to which reference is made above can hardly be called public. For example, a case has lately arisen where a piece of road is very much needed for the accommodation of a group of mines. A company owning one of the mines has asked the owners of the others to join in making while not ready to put any money into a road, they will gladly pay toll to the company if it will build the road.

Those persons who thought Mr. Kennedy's bill would entail no expense to the insured will be interested to know that the Montreal Insurance Chronicle took occasion to point out a few days ago that all additional charges placed upon insurance companies were paid by the insured.

We are at a loss to understand why the Times felt called upon to utter so deliberate an untruth as was contained in the paragraph in part quoted above. It is almost impossible to avoid reference to a contemporary daily paper, but if the Times continues to make such disgraceful pervasions of fact it will find itself beneath the notice, not only of the Colonist, but of every citizen.

The result of the elections in Bonaventure and Champagne will have a powerful influence upon the attitude of the French clergy in politics, coming as they do just before the visit of Mgr. Merry Del Val. It may be taken for granted that the object of this prelate's visit is to bring the Quebec bishops to a sense of their shortsightedness in attempting to set themselves up as arbiters of the destiny of Canada.

The Massachusetts legislature has a measure before it to prohibit the sale of fair, bazaar, lecture, or other tickets to a candidate for office. As out of the 65,000,000 residents of the United States at least 64,999,999 are candidates for office, this looks like sweeping legislation.

The Nelson Miner wants a political convention to "formulate" a new political party. Its particular object seems to be "to kill the British Pacific and the Vancouver Island coal barons."

The Canadian Press, EASTERN DRIVE. Painful it is, even disgusting, to read the column of the drive which appears in the Eastern papers in connection with the question of railway construction here. Many, a very large number, of those who air their views there on are as ignorant of the situation and the existing conditions as is a new born babe. If they would only prepare themselves by an intelligent discussion of the facts regarding the trade of British Columbia, and the sum each person has contributed to the Federal treasury in the past, something sensible as well as truthful, might be expected from them.

THE GROWTH OF THE EMPIRE. Some statistics gathered by Sir Julius Vogel show that since 1840 the British Empire has increased in population from 112,100,000 to 306,312,000, while the yearly value of its "foreign" commerce has grown from \$49,050,000 to \$483,945,000. Compared with that record, the much vaunted development of other nations becomes picaresque.—Montreal Gazette.

AGAINST A SUBSIDY. The Canadian Pacific Railway Company having officially announced its intention to build the Crow's Nest Pass Railway, and further expressed the opinion that when built it will be a paying road, the necessity for government aid, in the form of bonus or otherwise, becomes very forced if it does not disappear altogether. Public opinion would scarcely sustain the government in extending aid under the circumstances.—Montreal Times.

THE VICTORIA SEMI-WEEKLY COLONIST MONDAY MARCH 29 1897

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Dr. Ratcliffe, 713 FIRST AVENUE, Seattle, Wash. MEN: Are you weak? Do you have emaciation? Do you have nervousness? Do you have indigestion? Do you have a sickly complexion? Do you have aching joints? Do you have a general debility? Do you have a general weakness? Do you have a general prostration? Do you have a general exhaustion? Do you have a general debility? Do you have a general weakness? Do you have a general prostration? Do you have a general exhaustion?

Dr. Ratcliffe, 713 FIRST AVENUE, Seattle, Wash. WOMEN: Have you periodical headaches? Do you have bearing-down pains? Do you feel tired or languid? Is your womb disarranged? Is your complexion sallow? Are you subject to dizziness? Are you constipated? Are you losing your appetite? Have you ringing in the ears? Have you leucorrhoeal discharges? Are you hysterical? Do you have cold feet? Do you have cold feet?

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CONCERNING CRETE. LONDON, March 25.—Sir William Vernon Harcourt's attack of influenza will prevent his participating in the forthcoming debate on the foreign office estimates, when the Cretan matter is likely to be discussed. The Hon. Geo. N. Curzon, parliamentary secretary of the foreign office, will be questioned to-day (Thursday) on the issue of the English and American vessels carrying cargoes for Crete. The Times says that Lord Salisbury will start for the Riviera to-day. He is expected to break his journey at Paris, for an interview with M. Hanotaux, on the Cretan question.

WORK OF THE Important Minister Forehanded In From The The Commons of C With Customary prate Cere OTTAWA, March 25.—the Dominion Common opened at 3 o'clock this a large number of peopl customary and imposi His Excellency in the throne said: "Hon. Gentlemen of the S of the House of Co" a welcoming you ance at the second sessio ment I feel at the exide vails throughout the De loyalty and affection ente Canadian people for H Queen, and for the deir follow subjects in emire in celebrating jubilee in a manner wor event, and for the past also to announce that in an invitation from the In ment arrangements are by an effective representa tion in connection with oration of this historic capital of the Empire. "Immediately after th the government of Manvited to hold a conferenc on the subject of a ing out of an act of disr education, passed in In response to that in members of the Manito came to Ottawa, and a protracted discussions a reached between the tw which was the best arra had under the existing di disturbance. I confide this settlement will put agitation which has mar and impeded the devel country, and will prove a new era to be character our treatment of the a concession and reciproc of the people. "You will be asked to port to a bill abolishing pensive and unsatisfactor and adapting for the elec bers of the House of Co chices of the several prov "My government has d the advantages to acru Western provinces, and i interests of the whole Dom completion of works fo ment of the St. Lawrence no longer be a hindrance to the approval of parlia initial step for a vigorous re works and for the the final system by the 1898. "I have much satisfact ing you that arrangements concluded which, you enable the Intercolonial to reach Montreal, and th large traffic. The advan flow from this extension are apparent, and I have will gladly approve of the spreading the distre entered by our farmers in pl ishable food products o markets in good conditio ment has arranged to ha cold storage accommodation, on railways, at ports, by which these produ served at the desired tem the whole journey from the duction to Great Britain, made for this purpose will you. "It is desirable that the people of Canada should certain on the subject of a measure enjoining a vote upon the question w ted for your approval. "The Behring seal fishi constituted during the pa just the damages payable of the British sealing ves crisers of the United St high seas, has complete evidence submitted to it b tive governments of Her the United States, and a time to hear the argue behalf of both government the hope that a final an adjudication of this long will now speedily be reach "The calamity which h fellow-subjects in India widespread sympathy in The generous manner in peal for practical tokens o has been responded to has assurances of grateful ac from the government of have also been specially a dored by the Imperial au will now speedily be reach "Gentlemen of the H mons: The accounts of t will be laid before you, for the coming year wai an early day. They hav with every regard for ec on the efficiency of o ordinary sources continue quate to meet the charg consolidated revenue. Th tion of the tariff, and a of strict economy in the of government will, I tru equilibrium between inco diture. "Hon. Gentlemen of the tlemen of the House o Among the bills which p pared and will be subm approval are bills amendi nation act and civil serv and other measures com consideration, and expres your deliberations, and guidance, will tend to inc piness and prosperity of the Dominion."