The Colonist.

MONDAY, MARCH 20, 1898.

A GREAT RAILWAY.

of railway made up as follows: Mileage included in the C.P.R.

732.4 Mileage under construction....

Minneapolis, St. Paul & S. Ste Marie, 1,245; Duluth, South Shore & Atlantic, 589..... 1,834.0 Messrs. Dunsmuir.

cuts in our transportation:

New Westminster Branch 8.2 Vancouver to Coal Harbor 1.7

Columbia & Kootenay Ry. (leased line):
Nelson to Robson
Spur to mouth of Kootenay river Branch Line-Slocan Jct. to Slocan City

Columbia & Western Ry. (leased Robson to Rossland Robson to Midway (under con-

Shuswap & Okanagan Ry. (leased Nelson & Slocan Ry. (leased line): Nakusp to Three Forks Three Forks to Sandon (branch Three Forks to Whitewater

(branch line) under construc

Cost of road

Equipment Ocean, coast and inland steamers Capital stock ... Four p.c. pref stock.... Consolidated debentures Land grant bonds ... Subsidies and bonuses. Sales of land grants ... Net receipts from town-

Land owned by com 1898 were \$6,774,321.24; the earnings for degree pledged. In Sir Mackenzie end of the Island is an improvement in this province. There is a rumor that the year were \$26,138,977.13, and the Bowell's regime a subsidy was promised, upon the preceding one, but it also begs the Times will shortly say that the multiworking expenses \$15,663,605.51. The working expenses \$15,663,605.51. The and since the advent of the Laurier govcompany had, on December 31st, 644 lo-ernment the promise has been renewed. in discussing the class sleepers and dining cars, 26 parlor, when the subsidy would be given, but it concerned, and before committing itself official and paymasters' cars, 16,942 has seemed to the Colonist that the prestonant to a promise to work for a subsidy, Colonist is now committed to the creation ers on the Pacific, 8 river steamers for this request is put forward at Ottawa, promise to do. So far as the Colonist from the knowledge, we will say that and 3 tugs. The total tonnage of freight carried during the year was 5,582,038 tons; the number of passengers 3,674, 502. The tons of freight carried, the passengers, the earnings and the surplus were all larger in 1898 than in any previous year in the history of the com-

Comment on these figures is unnecessary. They are eloquent in themselves. They speak great things for Canada, especially when we add that they show an increase in gross earnings of more than \$11,000,000 in the last ten years, and in net earnings of nearly \$6,000,000. The people of the Dominion can have no other feeling than one of profound satisfaction that this, its greatest enterprise,

A RAILWAY TO THE NORTH.

ness of expecting to make a silk purse ing anything now in sight. The governmay desire to take the matter up and out of a sow's ear, and hence hardly ment ought to remember that the great construct a railway without regard to expected from the Times anything except advantage to Canada from the Yukon is the E. & N. Company. As to the other something either frivolous or abusive; but we hoped that Senator Templeman would realize that his new position carries with it an obligation to seriousness York World publishes about the troubles governmental control, one would suppose grippe and respectful treatment of his neigh- on Porcupine river between the United that every person would have taken bors. In this it appears we were mis- States miners and Americans. When- these for granted. Governmental control by taken. The introduction of the name of ever you see a story in a New York paper would necessarily be a part of the condithe Messrs. Dunsmuir into this matter is about Canada, it is always well to read tions upon which any subsidy would be wholly gratuitous. This paper did not it from a geographical point of view. given. As to the advantage of the road, refer to them in any way, and it did not The veracious World says that, when the surely if, as the Times says, there is discuss the proposition as one with which anti-alien law passed our legislature, nothing new in the proposal, and we conthose gentlemen would necessarily be United States miners struck out north cede that there is not, both the Times concerned. They were not consulted in and found placers near the Dalton trail. and Senator Templeman, instead of waitregard to the matter, and the first inti- In view of the fact that the Porcupine ing to be instructed as to whether it

this Canadian enterprise has become. land, Mr. Dunsmuir would be glad to city. Take for example the mileage table. see the railway built and would doubt-Here we find that the company either less lend any effort to secure its construc owns, operates ar controls 9,618.6 miles tion all the assistance that could be reasonably asked of him. We regret, and we think the people of Vancouver Island will join with us in regretting, that Senator Templeman and his paper have not felt able to discuss this important ques-

tion without making an attack upon the Mr. Templeman says in his paper that

10.1 of valuable land. It would create a large shown by the discoveries in Atlin. No tion which he himself says is not a novel select a time, say the last week in this 505.3 of great value to Vancouver. It would is easy to discover. The mountains are extorted this much of an endorsement 32.0 affirmed is worth serious consideration, Porcupine are on the same side of the in this connection, we do not wish to distance along the coast, and the railway and is not to be dismissed, and least of range. all by a senator of Canada, with the The Mackenzie river and its tributaries do so simply because his connection with touching the coast only at a few points.

33.2 it if they see fit. The Colonist has not in the world. The name Mackenzie is out of consideration his position as a Trail to Smelter Junction 2.0 been considering what any person or per- usually applied only to that part lying member of the Senate. 65.5 sons may desire to do, but what ought north of Great Slave Lake, and it is all to be done in the interest of the people north of the 60th parallel; but in point to be done in the interest of the people of fact this lake is simply a feature of from the New Haven Register by the adorned had she ever worn the crown. it is an insult to those people for Senator the whole system. It is fed by the Great Colonist, reference is made to the letter-

been to assist the construction of develtral British Columbia, one of its branches think special reference ought to have placed Canada in a very fortunate position in respect to railway communication.

49.1 the construction of many lines, and has of the mackenzie are numerous makes, and the mackenzie are numerous makes, occasion to say that Mr. Stow was supremely ridiculous in his reference to the mail carriers, who have very hard The present government has shown that parallel to it. This immense river sys-Total mileage of Pacific Division. 766.6 it is in sympathy with the same line of tem embraces one of the most valuable work and very poor pay. It is hardly Add Stephen to Donald 61.0 crow's Nest Ry in B. C....... 150.0 policy, and the indications are that it regions in the world. Its great branches towards the south flow through a whost lowerds the south flow through a whost lower flower through a whost lower flower through a whost lower flower flow Total in Britsih Columbia 977.6 the Colonist has joined in asking that an growing area and boundless cattle The balance sheet is interesting read- effort shall be made to secure assistance ranges; along its shore are the largest only to emphasize what has been stated ing. We summarize some of its chief to a railway on the Island. It has in- oil fields in the world, that is, the largest\$192,707,666 23 he stands on that highly important ques- to be established. In almost every tribu-21,683,392 34 tion. His answer is: "The Messrs, tary of the system gold has been found,

4,704,132 39 will incur very little risk in building this cient to make mining profitable. With the Colonist has not denied its statements the exception of a short distance the that the Conservative party in this equally will be exception of a short distance the that the Conservative party in this 48.061.866 53 ago." We say that such a reply, while river is navigable from Lake Athabasca province is demoralized. The Colonist did 48,088,086 33 it may be worthy of the source from to the Arctic Ocean. If to all these great not trouble to deny the statement. It 18,414,500 00 which it emanated, is unworthy of the advantages there is to be added the ex-reproduced it. The Colonist thinks that of subject and unfit to be addressed to the istence of rich gold deposits near the the best way to dispose of anything the people of this community. More than 2,356,192 45 this, it is directly hostile to the proposed of remarkable development. 6,462,023 12 railway. It is well known that no private capitalists are ready to build such a railway without government assistance. The article in last night's Times in re- to add that the Times has discovered that The fixed charges on the railway in This assistance has already been to a gard to railway extension to the north the Conservative party is at a discount comot.ves, 622 passenger cars, 111 first- In neither case was a definite date fixed which the E. & N railway is specially

that he has not taken a different position. people, therefore, going to do without When it asked for his views it expected it?

THE YUKON REGULATIONS.

is faction that this, its greatest enterprise, is able to make such a splendid showing. It redounds to the advantage of every try is to prosper. The temptation to say, business basis. It may not be amiss to strong, but so anxious are we that everybusiness basis. It may not be amiss to strong, but so anxious are we that every thing shall be done that can be done to thing shall be done that can be done to public interest—the Times will be as lose in interest as the time approaches aster, not only to the company itself but to the whole country, with which the inception of this great railway was greeted.

The done that can be done to get the best results out of the Yukon, that we will be content with expressing the hope that the result of Mr. Ogilvie's the hope that the result of Mr. Ogilvie's after the Times will be as lose in interest as the time appropriate discrete to ne—of public aid being granted as the newspaper that is owned and controlled by the railway company. observations will convince the Minister concerned. that his experiment needs reconsidera-

THE MACKENZIE VALLEY.

and important northern business. It very considerable placers have been one, but has been discussed for many month, and print a long article on this materially aid Nanaimo. It would lead too near the sea. Yet we know that, in from the Times and the Senator, and people that a railway to the head of the to the building up of new towns and the the only considerable valley in the rear "for this much, thanks."

huswap & Okanagan Ry. (leased line):
Sicamous Jct. to Okanagan Ldg. 51.0

Templeman in his newspaper to treat the question in such a cavalier fashion.

Templeman in his newspaper to treat the Athabasca, and this lake receives the features of the letter, the absurdity of It is well known that the policy of the waters of the Peace and the Athabasca which the Colonist said would suggest Dominion government in the past has rivers. The former rises in north cenitself to all readers; but some of them opment roads. This policy has led to flowing out of Dease Lake. On the east been made to it. We are glad to take the construction of many lines, and has of the Mackenzie are numerous lakes, occasion to say that Mr. Stow was proposes to pursue it. In view of this, towards the south flow through a wheatvited Senator Templeman to say where in area, their productiveness remaining he stands on that highly important quest to be established. In almost overwards of Victoria do. 4.704.132 59 Dunsmuir have everything to gain, and in many places the quantity being suffi-

RAIL TO THE NORTH.

ent is an opportune itme to ask for effect wants to know what the E. & N. Com- of a fifth salaried portfolio. If our conto be given to these promises. When pany expect and what they are willing to temporary will take any satisfaction those preferring it will be met by the knows, the E. & N. Company is neither the Colonist has for several years held allegation in the Times, that certain priasking for further powers to construct that the government ought to act upon allegation in the Times, that certain private individuals could very well afford to build the railway, and ought to have built it long ago. If this is the sort of makes a great mistake in treating this makes a great mistake in treating this that the government ought to act upon the provision in the law permitting the appointment of a fifth salaried minister. The Columbian will also learn in course that although in opposition to the aid which Senator Templeman is prematter as a movement by the E. & N. of time that, although in opposition to the pared to give a project of such import- people or any one on their behalf. As the present government, the Colonist is not ance to this city, he is rather its enemy Globe properly asks: If the E. & N. in opposition to the public interests. than its friend. It is something to know Company have no intention of asking where he stands on this matter, but the for authority and aid to extend their Colonist cannot help expressing its regret road to the head of the Island, are the

would declare himself ready to The Times gives the following very effort to secure the desired railway: If it can be shown that the granting of a subsidy to this road of half a mil-Mr. Morley Ogilvie has reached the lion or one million dollars by the govern-"I told you so," to Mr. Sifton is very and the company will accept the grant

and controlled by the railway company

Responding to the invitation of the tion. We have every confidence that the that the Colonist is neither owned nor Colonist, the Times deals with the sug-standing of Mr. Ogilvie and his thorough controlled by the E. & N. Railway Comgested construction of a railway to the acquaintance with the subject will bring pany. Second, the interest of the E. & head of Vancouver Island. Its article about such changes in the regulations as N. Company in the proposed railway is substantially amounts to a statement will give the Yukon country a new imonly secondary. Third, no one knows substantially amounts to a statement that it has no objection to the Messrs. Doubtless if his advice is taken that it has no objection to the Messrs. Doubtless if his advice is taken that the E. & N. Company wishes to The Former is Cured, the Latter Dunsmuir building such a railway and and the regulations are formed along construct the railway on any terms whatthat they should have built it years ago. broader lines, we will witness an expan-We have always known of the useless- sion of the Yukon business far surpass- ability that an independent company not the direct revenue, but its direct and points, that the grant must be one that is indirect influence upon general business.
That's a fine story which the New
York World publishes about the troubles
That's a fine story which the New
Sork World publishes about the troubles
That's a fine story which the New
Island and that the road must be under to arouse alarm at the unusual number of governmental control, one would suppose the illness began with la mation any one connected with the firm placers are further south than Atlin, and would be for the public benefit, ought had that the railway would be discussed in fact lie a little to the southwest of to have already formed opinions upon

was received from the newspapers. The that district, it is evident that "some that point. When the matter is brought Colonist did see Mr. James Dunsmuir one has blundered." It is alleged that up in parliament, if it ever reaches that sons, some of which we cannot make on the subject after several articles had the United States government is much stage, the members of the Senate will any special use of in Victoria; but there who knows something about Vancouver would be quite safe in concluding that advice regarding it. Does the Senator to heart. This horrible catastrophe was, Island, to give his views as to the route nothing has happened. The story is of propose to rise in his place and say that, it appears, caused by an act of thoughtstory of gold from the east side of the tion to understand the situation. If he price of safety. So far as the Colonist Bertrand Maxwell, appears to be thor. Senator Templeman for information, and against loss of life by fire is taken in oughly reliable, and no probable reason that gentleman would have to answer, Victoria; but if the fire department has can be advanced for supposing that he is unless he was prepared to repudiate his any doubt on the point, rigid inspection treating the public to a fairy tale. That own paper, that he does not know what ought to be made and the necessary apgold may be looked for with some chance the merits of the proposition are. In pliances should be insisted uponof success on the eastern side of the regard to Mr. Corbin's road, to which We give the statutory mileage in the sion to build the road and ought to have that it can be found on the western tor Templeman is thoroughly informed. Pacific division in detail and add to it built it long ago. This is not the quest slope. We know that the precious metal His ignorance is confined to matters the remainder of what is within the prov- tion with which the people of Vancouver is found on both sides of the other right at his own door. Mr. Corbin is to ince, so as to let British Columbia read- Island are concerned. Neither the Messrs. ranges. Thus there is plenty of gold be congratulated upon having been able it would write up Revelstoke in that ers see how large a figure the company Dunsmuir nor any one else seem likely quartz on the west side of the Coast to impress the importance of his particular. All the papers of British to construct a railway from Nanaimo to range, as is evidenced by the Treadwell project upon the Senator's mind, Columbia ought to unite in a blast pro-Main Line—Donald to Vancouver 458.0 Hardy Bay. It would be a development and other Alaskan mines, and there is especially as the Senator has claiming the advantages of the province we all the senators and other Alaskan mines, and there is especially as the Senator has claiming the advantages of the province we all the senators are the senators and other Alaskan mines, and there is especially as the Senator has claiming the advantages of the province we all the senators are the senators and other Alaskan mines, and there is especially as the Senator has claiming the advantages of the province we all the senators are the senators and the senators are the senators railway. It would open a very large area abundant gold on the east side as is not yet been able to decide upon a ques- as a pleasure ground. Suppose we all

> settlement of new sections. Surely a of Juneau, paying placers were found, We think it right to add that, in reproject of which this can be truly and the discoveries reported from the ferring to Senator Templeman by name land for a very considerable part of the give a personal color to the discussion, but would follow a valley in the interior, statement that certain people may build form one of the greatest water systems the Times renders it impossible to leave

this point, and we speak of the matter so often, that if any men in Canada earn

The Times thinks it is significant that Arctic, we may look forward to a period Times says is to reproduce it, for no one believes for a moment anything which our evening contemporary says about its political opponents. Therefore we desire

The New York Sun every now and then prates about the annexation of Canada to the United States. The Sun is a good newspaper, but long ago ceased to give his assistance towards securing the guarded promise of co-operation with the have any influence. Annexation is one of its pet weaknesses. During the last ten years it has had Canada on the verge of tumbling into the arms of the republic at least half a dozen times.

> As spring advances the news from Atlin and thereabouts grows in interest.

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appeared, but only to ask him, as one in doubt as to what has taken place. It look to Senator Templeman for some is one of them that every one can lay which a railway ought to take and its a piece with that of four years ago about although this is not a new question, and lessness. The man who threw the match, probable cost. The agitation was not the people of Juneau sitting up at night although it has been advocated for many which ignited the curtain, little dreamed The annual report of the Canadian begun with his knowledge nor has he with arms in their hands to protect their years, he yet requires to be made to un-Pacific Railway Company contains a ever been asked his views as to the de homes from British red-coats, who were derstand that it is a project "for the act. Every one should remember the good deal of interesting matter and gives sirability of continuing it. Like every hourly expected to come down over the general advantage to the country, and essome idea of what a great corporation other person having interests on the Is- mountains and take possession of their pecially to the advantage of the people just as well also to take occasion to reof the Island and this city"? We can mind those whose duty it is to see that fancy that a senator from an eastern proper precautions are taken against fire province might express doubt upon this in places where large numbers of people We print this morning what is the first point, for he could hardly be in a posi- gather, that eternal vigilance is the Mackenzie valley. Our informant, Mr. were in doubt he would naturally seek knows every reasonable precaution

> The Revelstoke Herald writes up Khartoum as a pleasure resort. This is very good; but if our contemporary was on to its job," as the street phrase is,

An impression prevails among many

The death of Princess Kaiulani at the age of 24 will excite much sympathy. This young girl, rightful heir to the Hawaiian throne, has not long survived the monarchy which she would have



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The Windsor hotel fire has many les-The Secret Lies in

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DEATH ON THE

Details of the Ter a Party of East pectors

caught in Blindin They Walked Over pice -Another I

From the Seattle Post-Inte

Another story of the mo ing and horrible death the awful Valdez glacier, Cook Inlet, in Alaska. Th tain, with its deep crevice ous storms, has been th more men who attempt Men have been warned glacier during the winter vice is not heeded, and paid the penalty of attem But they died in a g died heroically. They we come out of the country selves. Four heroes ha miners, sick unto deat whom they were drawing to Valdez, where proper ment could be secured. ous weather changed; a and they were frozen.

names of the dead:
Adolph Erhardt, New
Maxmillian Miller, 310 street, New York.
Alfred Allerman, 112 Arred Arrenan, 112 v street, New York. Dr. Edward Logan Lyon Rudolph Elferkamp, Loui August Schultz, New Yo The exact date of the d six men is not known, but be learned from passenge lown on the steamship Ex left Valdez on March 6, th een frozen to death the

February. They were not a li March 2. A TRAIL OF DE. The Valdez trail is one dangerous in Alaska. The dozens of men frozen on i weather the mountain can day. In fact, all during prospectors have crossed the Twelve Mile camp to Vald miles, in a day. When fierce storms and the snow and drifting the feat is no be depended on. Often cold in the morning and raging storm is sweeping

Dr. Logan had been carin patients at Twelve Mile months. He had given his ices to them without hope Persons coming out of the country have spoken of hin est terms, and have descri noble man. He came to during February that two at Twelve Mile camp, Au and Alfred Allerman, could less they were taken to V they could have better m ment. These men, who werentific Prospecting Compa York, had two partners with millian Miller and Adolph I had come all the way from with them. When they he gan's opinion they determine the attempt to save their company cost and the determined the same and the same cost and the any cost, and the doctor accompany them, so that for the two patients on Ellerkamp decided to go w The two men were placed it was the intention of the them over thirty-one miles the day they started the calm and fair, with no indicever of a storm. It was a drothers on which prospectors the glacier in safety and rea in one day. But the storm and they were beaten down

They never reached Valdez bodies, stiff in death, were see who came across from Copper This account of the traged ten by Sylvester Grogg, at I and sent to the Post-Intellig Excelsior:
"Last Tuesday evening the intelligence was brought to H frozen bodies of two men the Fourth bench. The s furious that investigation made, and in order to save lives the party was compelled into Valdez, sixtéen miles dis

fierce wind which drifted

leavy embankments, wo

THEIR DOG ON GU. "A large St. Bernard dog c coaxed away from the boo guarding. The next day young men started out and the scene by nightfall. They three bodies, two of which we sleds in sleeping bags, another his face half buried in the si account of the lateness and the icy gale, which was they could do but little, and a ing themselves there were n nan beings in the snow, son the relief station six miles dog reluctantly left the body ter and staggered into Valdez the next day, where he was belonging to the Dr. Logan in number, two of whom we and were being brought ou from Twelve-Mile camp. The Twelve-Mile on February 24, known that they were making gress on account of hte dep now, but they were well the trip, and it was believed nake the journey in safety lowing Thursday the storm I erably abated, and a large organized in Valdez and sear

the bodies.
"The drifted snow was dug vicinity of the sleds, but no tra other bodies were found. H some faint footprints were f snow leading to a network of which direction the bewi tims had gone in the blind Following the trail for some bodies of Allerman and Ellerl discovered lying dead in a cre-kamp had fallen into the crushed his face, which with ice and frozen blood. lay Allerman. Further sear locate the body of Dr. Lo thought it was an impossibili to have faced the storm and summit. He had undoubt into a crevice, and his boo buried beneath the drifting sn

LOGAN AN ABLE M "The death of Dr. Logan larly sad. All along the t own for his magnanimous i devotion to the unfortur