

The Colonist.

MONDAY, MARCH 20, 1898.

A GREAT RAILWAY.

The annual report of the Canadian Pacific Railway Company contains a good deal of interesting matter and gives some idea of what a great corporation this Canadian enterprise has become. Take for example the mileage table. Here we find that the company either owns, operates or controls 9,618.6 miles of railway made up as follows:

Mileage returns in the C.P.R.	6,681.2
Mileage of other lines worked	732.4
Mileage under construction	371.0
Mileage controlled—	
Mississippi, St. Paul & S. Ste	1,245.0
Marie, 1,245; Duluth, South	
Shore & Atlantic, 588	1,834.0
Total	9,618.6

We give the statutory mileage in the Pacific division in detail and add to it the remainder of what is within the province, so as to let British Columbia readers see how large a figure the company cuts in our transportation.

Main Line—Donald to Vancouver	458.0
New Westminster Branch	8.2
Vancouver to Coal Harbor	1.7
Mission Branch	10.1
Arrow Lake Branch, Revelstoke	
to Arrow Head	27.8
Columbia & Kootenay Ry. (leased line)	505.3

Nelson to Kootenay	27.7
Spr to mouth of Kootenay river	0.5
Branch Line—Slocan Jct. to Slocan City	32.0
Columbia & Western Ry. (leased line)	60.5

Robson to Rossland	33.2
Trail to Snelter Junction	2.0
Robson to Midway (under construction)	65.5
Shuswap & Okanagan Ry. (leased line)	100.7

Sicamous Jct. to Okanagan Ldg.	51.0
Nelson & Slocan Ry. (leased line)	
Nakusp to Three Forks	36.9

Three Forks to Sandon (branch line)	4.2
Three Forks to Whitewater (branch line) under construction	8.0
Consolidated debentures	49.1

Total mileage of Pacific Division	766.6
Add Stephen to Donald	61.0
Crow's Nest Ry. in B. C.	150.0

The balance sheet is interesting reading. We summarize some of its chief features:

Cost of road	\$192,707,696.25
Equipment	21,683,392.34
Steamers	4,704,132.50
Capital stock	65,000,000.00
Four p.c. pref. stock	20,951,000.00
Consolidated debentures	48,061,866.53

Mortgage bonds	48,061,866.53
Land grant bonds	18,414,500.00
Subsidies and bonuses	29,138,378.07
Sales of land grants	12,784,846.25
Net receipts from town sites	2,356,192.45

Surplus earnings—ac	6,462,023.12
Land owned by company (acres)	17,154,179

The fixed charges on the railway in 1898 were \$6,774,321.24; the earnings for the year were \$26,138,977.13, and the working expenses \$15,663,605.51. The company had, on December 31st, 644 locomotives, 622 passenger cars, 111 first-class sleepers and dining cars, 26 parlor, official and paymasters' cars, 16,942 freight and cattle cars, 348 conductors' vans, 627 working cars, 5 ocean steamers on the Pacific, 8 river steamers for the Yukon trade, 3 lake steamers, 2 ferry steamers, 12 river steamers in Kootenay 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 company.

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, is able to make such a splendid showing. It redounds to the advantage of every Canadian project founded on a legitimate business basis. It may not be amiss to recall in closing the prophecies of disaster, not only to the company itself but to the whole country, with which the inception of this great railway was greeted.

A RAILWAY TO THE NORTH.

Responding to the invitation of the Colonist, the Times deals with the suggested construction of a railway to the head of Vancouver Island. Its article substantially amounts to a statement that it has no objection to the Messrs. Dunsinuir building such a railway and that they should have built it years ago. We have always known of the uselessness of expecting to make a silk purse out of a sow's ear, and hence hardly expected from the Times anything except something either frivolous or abusive; but we hoped that Senator Templeman would realize that his new position carries with it an obligation to seriousness and respectful treatment of his neighbors. In this it appears we were mistaken. The introduction of the name of the Messrs. Dunsinuir into this matter is wholly gratuitous. This paper did not refer to them in any way, and it did not discuss the proposition as one with which these gentlemen would necessarily be concerned. They were not consulted in regard to the matter, and the first intimation any one connected with the firm had that the railway would be discussed

was received from the newspapers. The Colonist did see Mr. James Dunsinuir on the subject after several articles had appeared, but only to ask him, as one who knows something about Vancouver Island, to give his views as to the route which a railway ought to take and its probable cost. The agitation was not begun with his knowledge nor has he ever been asked his views as to the desirability of continuing it. Like every other person having interests on the Island, Mr. Dunsinuir would be glad to see the railway built and would doubtless lend any effort to secure its construction 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 question without making an attack upon the Messrs. Dunsinuir.

Mr. Templeman says in his paper that the Messrs. Dunsinuir have his permission to build the road and ought to have built it long ago. This is not the question with which the people of Vancouver Island are concerned. Neither the Messrs. Dunsinuir nor any one else seem likely to construct a railway from Nanaimo to Hardy Bay. It would be a development of a very large area of valuable land. It would create a large and important northern business. It would build up Victoria. It would be of great value to Vancouver. It would materially aid Nanaimo. It would lead to the building up of new towns and the settlement of new sections. Surely a project of which this can be truly affirmed is worth serious consideration, and is not to be dismissed, and least of all by a senator of Canada, with the statement that certain people may build it if they see fit. The Colonist has been considering what any person of persons may desire to do, but what ought to be done in the interest of the people of Victoria and the Island generally, and it is an insult to those people for Senator Templeman in his newspaper to treat the question in such a cavalier fashion.

It is well known that the policy of the Dominion government in the past has been to assist the construction of development roads. This policy has led to the construction of many lines, and has placed Canada in a very fortunate position in respect to railway communication. The present government has shown that it is in sympathy with the same line of policy, and the indications are that it proposes to pursue it. In view of this, the Colonist has joined in asking that an effort should be made to secure assistance to a railway on the Island. It has invited Senator Templeman to say where he stands on that highly important question. His answer is: "The Messrs. Dunsinuir have everything to gain, and will incur very little risk in building this road. They should have built it long ago." We say that such a reply, while it may be worthy of the source from which it emanated, is unworthy of the subject and unfit to be addressed to the people of this community. More than this, it is directly hostile to the proposed railway. It is well known that no private capitalists are ready to build such a railway without government assistance. This assistance has already been to a degree pledged. In Sir Mackenzie Bowell's regime a subsidy was promised, and since the advent of the Laurier government the promise has been renewed. In neither case was a definite sum fixed when the subsidy would be given, but it has seemed to the Colonist that the present is an opportune time to ask for effect to be given to these promises. When this request is put forward at Ottawa, those preferring it will be met by the 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 aid which Senator Templeman is prepared to give a project of such importance to this city, he is rather its enemy than its friend. It is something to know where he stands on this matter, but the Colonist cannot help expressing its regret that he has not taken a different position. When it asked for his views it expected that he would declare himself ready to give his assistance towards securing the requisite federal aid.

THE YUKON REGULATIONS.

Mr. Marley Ogilvie has reached the conclusion that the Yukon gold mining regulations must be amended if the country is to prosper. The temptation to say, "I told you so," to Mr. Sifton is very strong, but so anxious are we that everything shall be 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 observations will convince the Minister that his examination needs reconsideration.

We have every confidence that the standing of Mr. Ogilvie and his thorough acquaintance with the subject will bring about such changes in the regulations as will give the Yukon country a new impetus. Doubtless if his advice is taken and the regulations are formed along broader lines, we will witness an expansion of the Yukon business far surpassing anything now in sight. The government ought to remember that the great advantage to Canada from the Yukon is not the direct revenue, but its direct and indirect influence upon general business.

That's a fine story which the New York World publishes about the troubles on Porcupine river between the United States miners and Americans. When you see a story in a New York paper about Canada, it is very well to read it from a geographical point of view. The veracious World says that, when the United States miners struck out north and found placers near the Dalton trail, in view of the fact that the Porcupine placers are further south than Atlin, and in fact lie a little to the southwest of

that district, it is evident that "some one has blundered." It is alleged that the United States government is much in doubt as to what has taken place. It would be quite safe in concluding that nothing has happened. The story is of a piece with that of four years ago about the people of Juneau sitting up at night with arms in their hands to protect their homes from British red-coats, who were hourly expected to come down over the mountains and take possession of their city.

THE MACKENZIE VALLEY.

We print this morning what is the first story of gold from the east side of the Mackenzie valley. Our informant, Mr. Bertrand Maxwell, appears to be thoroughly reliable, and no probable reason can be advanced for supposing that he is treating the public to a fairy tale. That gold may be looked for with some chance Rocky Mountains is a reasonable thing to say, for he could hardly be in a position to understand the situation. If he were in doubt he would naturally seek Senator Templeman for information, and that gentleman would have to answer, unless he was prepared to repudiate his own paper, that he does not know what the merits of the proposition are. In regard to Mr. Corbin's road, to which the Times refers in this connection, Senator Templeman is thoroughly informed. His ignorance is confined to matters right at his own door. Mr. Corbin is to be congratulated upon having been able to impress the importance of his project upon the Senator's mind, especially as the Senator has not yet been able to decide upon a question which he himself says is not a novel one, but has been discussed for many years. However, it is something to have extorted this much of an endorsement from the Times and the Senator, and "for this much, thanks."

We think it right to add that, in referring to Senator Templeman by name in this connection, we do not wish to give a personal color to the discussion, but so simply because his connection with the Times renders it impossible to leave out of consideration his position as a member of the Senate.

In the letter of Mr. Stow, reprinted in the New Haven Register by the Colonist, reference is made to the letter-carriers of Victoria. This is one of the features of the letter, the absurdity of which the Colonist said would suggest itself to all readers; but some of them think special reference ought to have been made to it. We are glad to take occasion to say that Mr. Stow was supremely ridiculous in his reference to the mail carriers, who have very hard work and very poor pay. It is hardly necessary to add anything to what has already been said in these columns on this point, and we speak of the matter only to emphasize what has been stated so often, that if any men in Canada earn more than they receive, the letter-carriers of Victoria do.

The Times thinks it is significant that the Colonist has not denied its statements that the Conservative party in this province is demoralized. The Colonist did not trouble to deny the statement. It reproduced it. The Colonist thinks that the best way to dispose of anything the Times says is to reproduce it, for no one believes for a moment anything which its evening contemporaries say about its political opponents. Therefore we desire to add that the Times has discovered that the Conservative party is at a discount in this province. There is a rumor that the Times will shortly say that the multiplication table is at a discount in British Columbia.

The Columbian gleefully says that the Colonist is now committed to the creation of a fifth salaried portfolio. If our contemporary will take any satisfaction from the knowledge, we will say that the Colonist has for several years held 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 of time that, although in opposition to the present government, the Colonist is not in opposition to the public interests.

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 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. This is an excellent feature of the case. Originally these stories from gold camps lose in interest as the time approaches when they must be put to the test.

La Grippe and Pneumonia

The Former is Cured, the Latter Prevented by Dr. Chase's Great Twin Remedies.

A glance at the newspapers is sufficient to cause alarm at the unusual number of cases of the illness which is almost everywhere.

Dr. Chase's Catarrh Cure relieves the pressure which causes headache, clears the head, stops running at the nose and eyes and drops into the throat.

Dr. Chase's Linseed and Turpentine relieves the inflammation in the throat and bronchial tubes, and soothes and heals all ulceration. By using this great remedy freely you prevent all danger from pneumonia or other serious lung troubles.

that point. When the matter is brought up in parliament, if it ever reaches that stage, the members of the Senate will look to Senator Templeman for some advice regarding it. Does the Senator propose to rise in his place and say that, although this is not a new question, and although it has been advocated for many years, he yet requires to be made to understand that it is a project "for the general advantage to the country, and especially to the advantage of the people of the Island and this city"? We can fancy that a senator from an eastern province might express doubt upon this point, for he could hardly be in a position to understand the situation. If he were in doubt he would naturally seek Senator Templeman for information, and that gentleman would have to answer, unless he was prepared to repudiate his own paper, that he does not know what the merits of the proposition are. In regard to Mr. Corbin's road, to which the Times refers in this connection, Senator Templeman is thoroughly informed. His ignorance is confined to matters right at his own door. Mr. Corbin is to be congratulated upon having been able to impress the importance of his project upon the Senator's mind, especially as the Senator has not yet been able to decide upon a question which he himself says is not a novel one, but has been discussed for many years. However, it is something to have extorted this much of an endorsement from the Times and the Senator, and "for this much, thanks."

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The Windsor hotel fire has many lessons, some of which we cannot make any special use of in Victoria; but there is one of them that every one can lay to heart. This horrible catastrophe was, it appears, caused by an act of thoughtlessness. The man who threw the match, which ignited the curtain, little dreamed of the awful consequences of his simple act. Every one should remember the lesson of this phase of the horror. It is just as well also to take occasion to remind those whose duty it is to see that proper precautions are taken against fire in places where large numbers of people gather, that eternal vigilance is the price of safety. So far as the Colonist knows every reasonable precaution against loss of life by fire is taken in Victoria; but if the fire department has any doubt on the point, rigid inspection ought to be made and the necessary appliances should be insisted upon.

The Revelstoke Herald writes up Khartham as a pleasure resort. This is very good; but if our contemporary was "on to its job," as the street phrase is, it would write up Revelstoke in that particular. All the papers of British Columbia ought to unite in a blast proclaiming the advantages of the province as a pleasure ground. Suppose we all select a time, say the last week in this month, and print a long article on this subject.

An impression prevails among many people that a railway to the head of the Island would be a coast line, but this is not the case. There is a range of high land for a very considerable part of the distance along the coast, and the railway would follow a valley in the interior, touching the coast only at a few points.

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 adorned had she ever worn the crown.

CARTER'S LIVER PILLS.

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B.C. YEAR BOOK, 1897

By R. E. GOSNELL

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DEATH ON THE

Details of the Terrible Party of East pectors

Caught in Blinding They Walked Over Piece—Another F

From the Seattle Post-Int

Another story of the m

ing and horrible death

the terrible Valdez glacier

Cook Inlet, in Alaska. Th

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glacier during the winter

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But they died in a g

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themselves. Four heroes

sick unto death

to Valdez, where prop

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ous weather changed; a

and they were frozen.

names of the dead.

Adolph Ehrhardt, New Y

Maximilian Miller, 310 B

street, New York.

Alfred Allerman, 112 V

street, New York.

Dr. Edward Logan Lyon

Rudolph Ellerkamp, Lou

August Schultz, New Y

The exact date of the de

six men is not known, bu

learned from passengers

down on the steamer Ex

left Valdez on March 6,

been frozen to death the

February. They were not

il March 2.

A TRAIL OF DE

The Valdez trail is one

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