The Victoria Weekly Colonist.

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OUR OTTAWA LETTER.

The Week's Record of Parliamentary Work.

Decline of Parliamentary Decorum—A C. P. R. Demand—Judicial Salaries—The Copywright Law—The State Ball—Coal in Ontario.

(From Our Own Correspondent.)

OTTAWA, March 16.—It can hardly be said that this has been a progressive week in Parliament. The debate on Sir Richard Cartwright's motion dragged its weary length along, member after member rising and re-vamping the old arguments of last session with such regularity as to drive their owners out of the House into the mysterious regions downstairs—to the smoke-room, to the refreshment-rooms, or away from the Parliament buildings altogether. We have had rows in the committee-rooms—members challenging one another to fight, bullying and blustering, in fact, such a falling away in Parliamentary decorum as to shock the old stagers. Only last night big Herman Cook, dubbed Macdowall of Prince Albert, as that "Shaughraun from the desert," and the yells of laughter which followed totally drowned the speaker's admonition to Herman to withdraw the unparliamentary expression. The debate on Cartwright's amendment will be brought to a conclusion on Tuesday, and then there will be a month of hard work ahead.

JUDICIAL SALARIES.

Col. Prior has been busy this week interviewing ministers relative to the scheme for increasing the salaries of the supreme court judges. The proposal, as embodied in the resolution of the Minister of Justice, taken on the whole, gives an increase of a thousand dollars to the judges throughout the Dominion. The exceptions are, two in Prince Edward Island and two in British Columbia. With regard to your own judges Col. Prior contends, and I think rightly, that the proposal is manifestly unfair. The two Prince Edward Island judges referred to are at present receiving $3,200 each; they are each to receive $4,000. Two of your judges, Chief Justice Sir Matthew Begbie and Mr. Justice Crease, are to receive an increase, respectively, of $180 and $150. Of course, it may be contended that these gentlemen have been receiving more in the positions they occupy than their brethren of the judiciary in the other provinces, excepting Ontario and Quebec, but there certainly seems a basis of soundness in the argument that if they are to receive an increase at all let it be a little better than a dry goods merchant would give to one of his clerks. While on this subject of the judges salaries I may say that there is a growing feeling in Parliament against any increase at all. The government latterly has been urging economy in the public departments, and members can be found objecting to an increase in the public expenditure of between $70,000 and $80,000 at a stroke. Some ignoramuses, such as Mr. Campbell, of Kent, (a Liberal, of course,) who the other day in his place in parliament said he had never heard of a more iniquitous proposal in his life than the one to increase the judges salaries, seem to think that any man is qualified for the bench. That same member went on to say that twelve men did more work in a week than the judges did in a month, and his remarks were actually applauded by a small coterie of "Reformers." Since then Mr. Matthew Wilson, late Chief Justice of Ontario, deliver an able and argumentative address on the question of the salaries of the judiciary, showing the folly and iniquity of getting the best men to accept positions on the bench because they were making more money at the bar, and that Cameron, Strong, and him I feel satisfied he would not have given utterance to such sentiments as those he delivered in parliament the other day. For an able and upright judiciary good salaries should be paid.

THE CANADIAN PACIFIC.

At the present time the Canadian Pacific has the structures, or rather work in the parliament buildings that any railway company has ever had in Ottawa. President Van Horne, assistant manager Shaughnessy, solicitor J. M. Clark, and assistant solicitors R. W. Scott, R. M. Wells, and A. M. Grier being actively at work endeavoring to influence the political members in favor of the bill to consolidate the company's debt and for other purposes. Under the bill, it becomes law in its present shape, the Canadian Pacific can issue perpetual 4 per cent. limited amount of debenture stock. The company will be authorized to issue: (1) To take up existing bonds, etc., $109,000,000. (2) To build branch lines and extensions of lines worked in connection with the Canadian Pacific, an amount which is not named. (3) For acquiring lines of railways built and operated by it $500 per mile, which, on 5,000 miles, would amount to about $12,500,000. (4) To build branches of the Canadian Pacific proper, $20,000 per mile. The power to build branches is practically unlimited, for the original contract between the company and the government gives the Canadian Pacific company shall have the right from time to time to lay out, construct, equip, maintain, and work branch lines of railway from any point or points along their main line of railway to any point or points within the territory of the Dominion. Needless to say, the company's latest demand is viewed with the most serious misgivings by many members of parliament. Already possessing the power to build branch lines anywhere it pleases and the power to issue bonds to mortgage to the full extent of the cost of these, what control, it is asked, can the Government exercise over a railway company which will sufficiently protect the public interests? Needless to say, the Government do not regard the bill in any too favorable a light and the Canadian Pacific Railway Company's railway Committee has been repeatedly postponed is an indication that pressure is being brought to bear on the company to modify the measure. Another matter which is known to be the subject of negotiation between the Government and the company has reference to the possibility of what is known as the Harvey and Salisbury link. If any of your readers will take the trouble to look at a good map of Canada—the railway map of Canada issued by the department here, which shows the lines constructed or in process of construction—they will perceive that the C. P. R. short line from Montreal proper to St. John, N. B., cuts through the northern portion of the State of Maine, re-entering Canadian territory at a point east of a place called Mattawamkeag, a railway centre of no little importance. From Mattawamkeag to St. John existing lines will be utilized by the C. P. R. The company, however, have never pledged to build a line from Harvey, a few miles east of Mattawam, *viz* Predriction, to Salisbury—a distance of 30 miles—where it connects with the Intercolonial system, in order to give Nova Scotia the benefit of the short line. Further reference to the map will show that passengers and freight destined for Halifax, having first to go to St John, and then to the Halifax by the present roundabout way, will be greatly handicapped. The cross country run from Harvey to Salisbury would save between two and three hundred miles and twelve hours in time. When the C. P. R. short line was submitted by the Government this link was made a component part of the short line system and the company was pledged to have it in running order by July 1st, 1888. At this time of writing, March 16th, not a sod has been turned and the C. P. R. evinces no disposition to do anything. Want of funds is alleged to be the cause of the non-fulfilment of the contract—although some do say that even if the company had the funds they do not desire to spend them on the Harvey-Salisbury link. Nova Scotia is stirred to its centre over the failure of the C. P. R., and the representatives of the province in parliament, thinking they have the company on the hip in reference to the bill now before parliament, are making it a *sine qua non* of the bill passing that the company must pledge itself to the early commencement of the link. The government is disposed to back up the Nova Scotians and therefore the strange spectacle is witnessed today of President Van Horne and his satellites busily engaged in operating among the Grit members, hoping with their aid and that of some Conservative members to defeat the government and thwart Nova Scotia's just aspirations. I have covered more space on this subject than I intended, by knowing that Nova Scotia has nothing to thank the Canadian Pacific for, I deemed it only right to let your people know th it another section of Canada has ground for the charge of broken promises.

THE STATE BALL.

The newspaper men have had no spicier subject to dish up for some years than the fiasco of the State Ball, and even the prospect of being cut off from Government House hospitalities has not deterred them from criticising the recent bungle with unsparing hand. I am a sincere admirer of Lord Stanley and his estimable consort. They have made themselves very popular in Ottawa, Toronto, Montreal and other places they have visited, and it seems a pity that the mischievousness of one of His Excellency's A. D. C.'s should apparently have embittered a large section of Parliamentarians against Rideau Hall. The Liberals want to make it appear that they alone were the victims of Lieut. McMahon's bungling and, as usual, try to make a little party capital out of the affair. As a matter of fact members sitting on the Conservative benches were ignored on the point of invitations equally as much as the Reformers. It does appear, however, that Mr. Mackenzie and Mme. Laurier, the one the wife of the ex-premier and the other of the opposition leader, were not only treated with the courtesy of the ball, but were not shown the slightest attention, and were entirely ignored in the formation of the opening quadrille. The supper room at Government House, on State occasions, does not afford adequate accommodations for all the invited guests, and it is said the supper room was entirely monopolized by the suite of officialdom. Col. Harry Smith, deputy sergeant-at-arms, was blamed for the fiasco, but he denies positively that he had anything to do with the matter. As honorary A. D. C. to His Excellency, Col. Smith tendered His Excellency's aides some advice in the matter, but was politely told to mind his own business. An outcome of the affair has been the return, by a member of the opposition, of his card of invitation to dinner at Government House, with the following inscribed thereon: "I guess a mistake has been made in sending me this invitation. I am a member of the Liberal party."

THE COPYRIGHT QUESTION.

The book publishers of Ontario and Quebec are in ecstacies. The government bill to amend the copyright law has been introduced, and it concedes about everything the Canadian Copyright Association asks for. The articles of the Berne convention, if applied to Canada, would have left our publishers at the mercy of English authors and have prevented the Canadian public from enjoying accesses, as is the case now, to the cheap American reprints of English copyright works. The new bill guarantees work to our own publishers, and is directly in the line of the National Policy. In the first place it provides as a condition to the securing of a copyright in Canada on a work by a foreign author that such work shall be printed and published, or reprinted and republished in this country within three months of the original publication. It is within the discretion of the minister of agriculture to extend the time two months longer on proof being furnished that reasonable and satisfactory progress has been made with the work of printing and publishing. In the event of the person possessed of the title failing to comply with the provisions of the Act the minister of agriculture may issue a license for publication to any person domiciled in Canada making application therefor, security being taken for the payment of a royalty of ten per cent. to the author on the retail price of each copy issued of the work which is the subject of the license. English publishers heretofore have treated their Canadian brethren very disdainfully in reference to the republication in Canada of works in their charge, and the new act will quickly bring them to time.

COAL IN ONTARIO.

The greatest desideratum of Ontario is coal, and although Canada has been expending fifty thousand dollars a year for several years past to support a geological survey staff, our geologists so far have failed to find the "black diamond" in the Premier Province. Now, we have an Ontario artist, Mr. J. W. L. Forster coming forward and offering to disclose a coal deposit situated in the province of Ontario, of unrivalled richness, which can be opened up by an expenditure of about $30,000 for the construction of a railway. It is claimed that the coal could be laid down at all prominent centres of trade in the Dominion at half the rates now charged. The condition upon which Mr. Forster and his partners will agree to furnish the information that they possess is that the government shall pledge themselves to give a royalty of two cents per ton for every ton mined. The true Prince Edward Island judges referred to are at present receiving $3,200 each; they are each to receive $4,000. Two of your judges, Chief Justice Sir Matthew Begbie and Mr. Justice Crease, are to receive an increase, respectively, of $180 and $150. Of course, it may be contended that these gentlemen have been receiving more in the positions they occupy than their brethren of the judiciary in the other provinces, excepting Ontario and Quebec, but there certainly seems a basis of soundness in the argument that if they are to receive an increase at all let it be a little better than a dry goods merchant would give to one of his clerks. While on this subject of the judges salaries I may say that there is a growing feeling in Parliament against any increase at all. The government latterly has been urging economy in the public departments, and members can be found objecting to an increase in the public expenditure of between $70,000 and $80,000 at a stroke. Some ignoramuses, such as Mr. Campbell, of Kent, (a Liberal, of course,) who the other day in his place in parliament said he had never heard of a more iniquitous proposal in his life than the one to increase the judges salaries, seem to think that any man is qualified for the bench. That same member went on to say that twelve men did more work in a week than the judges did in a month, and his remarks were actually applauded by a small coterie of "Reformers." Since then Mr. Matthew Wilson, late Chief Justice of Ontario, deliver an able and argumentative address on the question of the salaries of the judiciary, showing the folly and iniquity of getting the best men to accept positions on the bench because they were making more money at the bar, and that Cameron, Strong, and him I feel satisfied he would not have given utterance to such sentiments as those he delivered in parliament the other day. For an able and upright judiciary good salaries should be paid.

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CAPITAL NOTES.

Lively Discussion on the Canadian Pacific Railway Bill.

Maritime Province Members Defeated in the Effort to Build the New Brunswick Short Line—Prospect of a Fight Over the Telephone and Telegraph Bills—Exports and Imports for the Past Eight Months.

(From Our Own Correspondent.)

OTTAWA, March 22.—The Maritime Province members were defeated in railway committee this morning in the effort to compel the Canadian Pacific to build the New Brunswick branch short line railway. The discussion was of the liveliest character. Peter Mitchell supported the company. Weldon called him a recreant New Brunswicker. Mitchell got mad and retaliated, terming Weldon a fledgling politician, with the pin feathers sticking out of him. The bill as reported includes a clause for an appropriation of $330,000 to build seventeen miles of road in British Columbia to the international boundary.

The Toronto and Hamilton free library boards ask free admission for books seven years old.

There is a prospect of a big fight over the bills to compel telegraph and telephone companies to place their wires underground.

The quinquennial census department has been notified of the adoption of the twenty-four sidesk system on the Chinese railways.

The exports for the past eight months show a decrease of three-and-a-half millions; the imports an increase of four-and-a-half millions.

In the House considerable progress was made with the government bills and estimates.

COMOX NEWS.

[Nanaimo *Courier*.]

The Knights of Pythias hall at Comox has been completed and the new edifice is a credit to this enterprising and progressive place. This hall is a most commodious one, being in dimensions 100×30, and is nicely fitted up, and will do a boon to the residents of this thriving locality.

The farmers are busily engaged in seeding, and although the weather has not been at all favorable for agricultural operations, good progress has been made. A largely increased acreage of oats has been sown, and there will be an increase in the amount of other cereals planted and sown.

The railway bridge has been completed, and it is without doubt a most substantial structure.

The bridge over the gulch, near McPhee's store, is being torn down and will be replaced by a new one.

ROYAL JUBILEE HOSPITAL.

The Report on the Incorporation Act—The Provisional Directors Appointed—The Corner Stone to be Laid on Easter Monday.

A meeting of the general committee of the Royal Jubilee Hospital was held in the board of trade rooms Friday afternoon, the Hon. Mr. Crease occupying the chair. Mr. Chudley, hon. secretary, and nine members, were present.

After calling the meeting to order, the chairman read the following report of the sub-committee, as follows:—

To the General Committee of the Provincial Royal Jubilee Hospital.

Your committee, which was appointed to consider the proposed Act of Incorporation, for the Provincial Royal Jubilee Hospital, as submitted by the Hon. Attorney-General, have gone through the former report upon the subject referred back to them with instructions to confer with the Executive Council to discuss the advisibility of incorporating at the present time, beg leave to report as follows:

That your committee duly waited upon the members of the Government, at the Attorney-General's office, on Monday the 18th inst., and were received with much consideration. After reading to the Government the report of the committee, and to make no change to their present arrangements and securities, and fully explaining the position of the contracting parties, and their responsibilities, as a Government representative willingness to meet the wishes of the Government as to future incorporation upon the completion of the hospital, a copy of which your committee frankly admitted, it was arranged that your committee should forward to the Hon. Attorney-General any amendments to the proposed Act, and other suggestions which might occur to them with reference thereto, which the Attorney-General promised to also send to him the name of twelve gentlemen for insertion in the Act as the first Provisional Board of Directors.

Your committee have already submitted their suggested amendments to the Hon. Attorney-General, as he requested that, in view of the prorogation of the Parliament, and of the Legislative Assembly, as little time as possible should be lost. Your committee were unable, however, to forward the names of twelve gentlemen for insertion in the Act as above stated, and would recommend that the general committee should supply the deficiency at once, and request transmission by wire to the Hon.

It was also arranged with the Government that your committee should draft and transmit to the Hon. Attorney-General an Act empowering the Board of Directors of the Royal Hospital to sell, as trustees, the present Royal Hospital site for the benefit of the Provincial Royal Jubilee Hospital. This has also been done.

All of which, with the correspondence appended hereto, is respectfully submitted.

We are, gentlemen,

Yours obediently,

HENRY P. PELLEW CREASE, Chairman.

J. STUART YATES,
WILLIAM M. CHUDLEY,
ALEX. WILSON.

The chairman also read the correspondence which had been forwarded to the government in reference to the proposed act of incorporation, and the disposal of the present Royal Hospital property. The incorporation act was changed to suit the circumstances of the present contract, so as not to disturb the present arrangements. Unclaimed monies are to be devoted to paying the expenses in connection with the interment of patients dying without funds. "Provincial Royal Jubilee Hospital" was placed at the head of the act. The short title to be "The Jubilee Hospital."

The committee also submitted a short act, by which the Royal Jubilee Hospital property is vested in the board of directors for disposal.

The report of the committee was adopted.

The names of twelve gentlemen to comprise the provisional directors in the incorporation act were provided for by the six present directors of the Royal Hospital. Messrs. J. Davies, J. S. Yates, Jas. Fell, L. McQuade, Alex. Wilson, and W. Chudley, and the following were, on motion, appointed: Hon. Mr. Crease, Hon. Mr. Dunsmuir, Mr. W. C. Ward, Mr. A. A. Green, Mr. C. E. Redfern, Mr. Chas. Hayward.

The names of the directors were ordered to be transmitted to the Hon. Attorney-General.

The general committee then adjourned, and the building committee held a session.

Ex-Mayor Fell was voted to the chair.

Mr. Secretary Chudley read a communication from the architect, stating that the foundations had been completed, and it would be possible to lay the corner-stone any time after this week. The appliances for laying the stone had been provided.

A communication was read from the B. C. Fire Insurance Co. asking for a share of the fire insurance on the new hospital. It was decided that this application was somewhat premature.

The secretary stated that there was a quantity of oak wood on the new grounds which might be converted into cordwood and stacked on the premises. An offer had been made him, but he considered it a steep one.

On motion of Mr. Robert Ward, the secretary was instructed to make the best arrangement possible for cutting the wood.

On motion of Mr. Yates, it was decided that the committee and the architect consult in reference to the ceremony of laying the corner-stone.

On motion of Mr. Robert Ward, it was decided that the corner-stone be laid on Easter Monday.

The committee then adjourned.

THE EXPERIMENTAL FARM.

Prof. Saunders' Annual Report—The Advantages of the Aggassiz Selection.

The following is Prof. Saunders' report in reference to the experimental farm for British Columbia:

Two visits were made to British Columbia, the first in December, 1886, the second in September, 1887, for the purpose of enquiring into the conditions of agriculture there and of ascertaining where suitable sites for an experimental farm for the Province could be found which would combine such advantages as were needed to make such an institution generally useful to the farmers of that country. During these visits I had the opportunity of examining many farms on Vancouver Island as well as the mainland. On the island, farms were inspected in the vicinity of Victoria, also in the farming districts of South Saanich, Somenos and Cheemaium, travelling to the terminus of the island railway at Nanaimo.

On the mainland the fertile delta lands of the Fraser River were examined and diligent enquiries made into the character and capabilities of the land in many other districts which the time at my disposal would not permit me to visit, particularly with regard to those comparatively large areas of meadow and prairie lands on the south side of the Fraser River and on adjoining islands. The United States boundary, including the Langley municipality and the districts of Chilliwhack and Sumas.

Pacific Railway from Vancouver and Westminster eastward to Fort Yale, a distance of about one hundred miles, was made a special subject of inquiry, and the land carefully examined at every promising point.

The requirements which it was thought desirable in such a site were:—

1st. Land of good quality, combining an area of meadow land suitable for stock raising and grain-growing, with higher meadow and bench lands suitable for fruit culture.

2nd. Land situated high enough above the banks of adjacent rivers to prevent its being overflowed during the highest floods.

3rd. Accessibility by rail and water.

4th. A central location which would be fairly representative of the greater part of the farming lands in the coast climate.

Of all the farms visited and examined none appeared to combine so many advantages as a part of the land composing the Agassiz farm, adjoining the station known as "Agassiz," on the mainland and also on the line of the Canadian Pacific railway. The land offered here for the purpose of an experimental farm and which was finally chosen as a site for that institution, consists of about 300 acres immediately adjoining and opposite the railway station and fronting on the track for about half a mile. Along the western boundary runs the road leading to Harrison Lake. Sixty acres of orchard, the young trees in which are coming well into bearing. There are about 200 acres of prairie land which was cleared many years ago and is now covered with a growth of fern and small underbrush. There are a few acres of higher bench land partly wooded, which would be well suited for fruit growing, and early fifty acres of timbered land, containing fine specimens of Douglas fir and cedar. The farm is protected on the north by a mountain which rises more or less precipitously immediately in rear of the bench lands.

The soil, with the exception of that on the bench land, varies from a rich sandy loam mixed with clay, to a black vegetable mould, entirely clay, from nine to twelve inches in depth, with a porous subsoil, in some places sandy, in others from one to two feet in depth, underlaid at one to eight feet below the surface, and affords good natural drainage. The bench land inclines towards the south and is covered with a light sandy loam of good depth and quality with a variable subsoil. All of this land is sufficiently elevated to prevent its being overflowed by the Fraser River even in the highest floods.

Good water can be obtained anywhere at a depth of fifteen to twenty feet in the underlying gravel. Large springs are also met with along the base of the mountain in the rear which might be utilized if required.

Agassiz is situated seventy miles east of the town of Vancouver, and twenty-two miles from New Westminster near which are the fertile delta lands of the Fraser River, estimated at 70,000 to 80,000 acres. It is twenty-eight miles from Mission and forty-four from Port Haney where by crossing the river the agricultural lands on the south side of the Fraser, which are also a steamboat landing within two miles of the experimental farm, where the river steamers call twice a week during the season of navigation. The farming district of Chilliwhack and Sumas can be easily reached. Eastward the distance to Hope is eighteen miles, and the Canadian Pacific railway is eighty-six miles to Lytton, near which point the nearest central area of tillable land in British Columbia outside of the Fraser River valley is to be found, also a steamboat landing within two miles of the experimental farm, where the river steamers call twice a week during the season of navigation. The farming districts