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THE SENATE.

No one will go any further than the Colonist in battling for popular rights; but it is unable to join in the clamor against the Senate because of its action on Intercolonial extension. We think that those who understand the situation are quite well satisfied of the desirability of extending the Intercolonial into Montreal, but as to the manner in which this ought to be done there is room for a wide difference of opinion. After reading all that was said in parliament—and eliminating from the discussion the attempts made to show that the arrangement with the Drummond County railway covers a piece of jobbery, we feel that the matter is one that might very well be left in abeyance for a year, before any permanent arrangement is made. It may be that the Senate's action in the premises was to some extent inspired by partisan motives, but as the outcome of it is not prejudicial to the public interests and as no attempt has been made to interfere with the constitutional functions of the House of Commons, unless possibly the appointment of an investigating committee may be so understood, we think it undesirable to inquire too closely into what prompted it. In political matters the public is more concerned with results than with motives. When the question of changing the constitution of the Senate comes up for consideration it ought to be dealt with purely upon its merits and not be mixed up with a business transaction or an alleged scandal. There is no doubt a very widespread impression abroad that the constitution of the Senate is not in keeping with the other institutions of Canada. That the people do not consider a double legislative body at all essential to good government is shown by the fact that the legislative councils in the provinces are one by one passing out of existence, and there has yet to be the first noticeable expression of opinion that their abolition has worked any injury. In constituting the Senate as an integral part of the legislative machinery of Canada, the framers of the British North America Act were influenced by two ideas. One was that derived from British precedent, under which the idea of a second legislative chamber not directly responsible to the people had been engrained into the minds of the people. The other was that while the House of Commons would have to be divided between the provinces according to population, the Senate, by having a fixed membership, would serve as a balance between the provinces. In the thirty years which have elapsed since Confederation, the occasion has not yet arisen when there has been any need for the exercise of this balance of power. There are two objections to a Senate, constituted as that of Canada. One of them is that it may become partisan; the other that its members may get out of touch with public opinion through age or other causes. On the other hand the experience of the United States in respect to the election of Senators by legislatures is not such as to commend the system to anyone. In the states of the American Union the Senators are elected by the people, and they are not a recommendation of that system. In France the Senate is elected, one-third of the membership retiring every year, and so far as we know the system works satisfactorily. The Bundesrath, which in Germany corresponds to our Senate, is made up of members appointed by the several states of the Empire. In Sweden the corresponding chamber is elected by the Municipal corporations and townships. The Spanish Senate, like ours, is made

up of appointees for life by the crown. The Italian Senators are likewise crown appointees, except that royal princes are entitled as of right to seats. The Upper Chamber in the Netherlands is elected by popular vote in the several provinces. In Belgium the provincial councils elect the Senate. The Upper House in Denmark is one half appointive and the other half indirectly elective by the popular vote. With these examples it ought not to be difficult for Canada to devise some good plan for reorganizing the Senate; but the diversity of experience in other countries is such that it would be a mistake for the Dominion to hastily adopt any new plan. If the Senate as at present constituted, we do not now refer to its personnel but to the manner in which appointments to it are made, is not satisfactory to the people any change ought to be proposed with deliberation and be exhaustively discussed without the introduction of any extraneous considerations.

OUR CLAIMS ON THE DOMINION.

The Toronto Globe concedes that the whole of the Crown's Nest Pass railway ought not to be charged to British Columbia, because the reduction of rates provided for in the bargain will be of advantage to the other provinces. In view of the fact that of the 330 miles of this railway 125 are not in British Columbia at all, and of the additional fact that one of the main objects of constructing the line is to give the merchants of the Eastern cities better facilities for reaching their possible customers in the mining districts of Southern British Columbia, it ought not to tax the ingenuity of the Globe very much to discover other reasons, than the one it assigns, why the whole of the \$4,000,000 or so of subsidy referred to ought not to be taken into account when considering the claims of this province to federal aid in the construction of necessary railways.

In the discussion of this subject there is a tendency on the part of some people to meet our claims by drawing attention to the cost of the Canadian Pacific in this province. This is no answer. The construction of the Canadian Pacific was a part of the terms of confederation, so far as British Columbia was concerned, just as the construction of the Intercolonial railway was a part of the terms of confederation so far as New Brunswick and Nova Scotia were concerned. The Intercolonial railway had cost the Dominion up to June 30 of last year \$65,267,044.63; yet we never heard this fact dwelt upon when aid was asked for railways in New Brunswick, Nova Scotia and Quebec. We think it is high time that an express made to the practice of quoting the cost of the Canadian Pacific against this Province, and hereafter the Colonist proposes to disregard it entirely in presenting claims of this character. There is no need in making up a debtor and creditor account with the Dominion to offset one dollar of the millions, which British Columbia has paid into the federal revenue in excess of federal expenditure here, by any of the cost of the transcontinental road, without which, indeed, there would have been no confederation worthy of the name.

Having thus disposed of the objection based upon the cost of the Canadian Pacific, it becomes important to consider what the two maritime provinces above named, for which the Intercolonial was built, have received from the Dominion in the way of aid to railway construction. Without giving the details, and premising that some of the grants provided for have lapsed, it appears that the federal government has at one time and other since the year 1882, undertaken to pay to aid railway construction in the two provinces alone nearly \$15,000,000. We do not say that the whole of this enormous sum has been actually paid out by the Dominion, but this amount has been voted, and, though in a few cases the lines provided for have been by one subsidy have been built under another, substantially, the Dominion has paid, or stands committed to pay, this vast amount to secure railway construction in the provinces of New Brunswick and Nova Scotia, for although some claims have lapsed the Dominion is pledged to them in principle, and may at any day be called on to make them good. During the same period the grants in aid of railways in British Columbia have amounted to \$1,211,390, all of which has not been drawn. In this connection it is important to note that while the two Provinces in question have paid little if anything into the Dominion treasury in excess of federal expenditures within their borders and their due pro rata share of the cost of governing the Dominion, British Columbia has fully \$10,000,000 standing to its credit on this score. Surely in view of the considerations above set out it seems somewhat remarkable that the cry to the effect that expenditures on railways must cease comes with a bad grace from the East at this particular time when British Columbia is pressing for just recognition. When this Province has received back something in exchange for the excessive contribution that it has paid, it will be time enough for the apostles of economy to set up a cry against its claims. But we say that, after the East has got all it can possibly ask, after more than forty millions have been paid out to aid the East in getting railway construction over and above what has been spent on the Intercolonial and the Canadian

Pacific, after the good faith of the Dominion has been pledged to tens of millions more for the same purpose, and after \$80,881,134 have been spent in the construction and enlargement of canals, principally in Ontario, not including the additional millions voted at the session just closed, it comes with a very poor grace from any one to say to British Columbia that nothing more can be done to develop the resources of this Province because the hour for retrenchment has struck. We do not despair of obtaining justice for we have faith in the righteousness of our cause; we believe it is not without sympathy from some members at least of the Federal cabinet; and we know that justice to British Columbia in this regard will ensure ten-fold to the benefit of the Dominion at large. Therefore we urge our people to agitate for the rights of the Province, and not to cease until they have been substantially recognized.

JOCKEYS IN DIPLOMACY.

The United States plan of branding the Pribyloff seals, so as to render their fur valueless, and to pen the beaver seals in a bay, is doubtless within the rights of the Washington government; but it is rather a small piece of business. Presumably that government went before the Paris arbiters in good faith, prepared to accept any award made against it. Events have turned the presumption very strongly. First there was a bigging over the damages to be paid Canadian sealers; then there were scores of attempts to get over the provisions regarding pelagic sealing; then there was an effort to reopen the whole subject, and last of all we have Professor Jordan's scheme to ruin the business. For a nation, which glorifies itself upon the fact that it was the pioneer of arbitration, this is a very bad showing. A bargain ought to be a bargain between nations as much as between individuals.

The utility of Professor Jordan's plan is open to question. It may be possible to treat the seals as though they were so many calves, but it is also on the cards that this proposed interference with their habits may drive them away from their rookeries altogether. If this should prove to be the case and the seals should migrate to some of the Siberian islands, we fancy that the people who are prompting the United States government to the exquisite smallness of its present policy would sing a very different tune. Presumably there is nothing that the British government can do in the premises. Any country may do what it likes with animal life within its borders. It is, however, beyond a doubt that the horse-jockey policy of our neighbors will not enhance the esteem in which United States diplomacy is held by other nations.

THE WAIL OF THE WILD CAT.

The Spokesman-Review, of Spokane, prints an interview with a man who attacks the British Columbia mining laws, which he thinks were framed with the intention of driving out American capital. He appears to be serious in this, for the statement is made twice in the same article. How any one could take this position if he knew anything whatever of what took place during the last session, is more than we can understand. So far from there being a desire on the part of any one to drive United States capital out of British Columbia the whole desire is to get government and the house was to do nothing that would put any obstacle in the way of the free entry of the money and labor of our neighbors coming into this province in aid of the development of its resources. There were those who thought that the effort in this direction was rather more than the nature of the case called for. Possibly the Spokesman-Review did not know this, but it is certainly not unreasonable to expect a newspaper to inform itself as to the facts before it permits any one through its columns to reflect upon the motives which prompted this legislation.

The Spokane paper's informant makes three objections to the mining law. One is that a penalty is to be exacted in case existing corporations have not taken out licenses by July 3. This seems an unreasonable complaint. Some time had to be fixed by which the licenses must be taken out, and if any of the companies interested have failed to inform themselves as to the law they have only themselves to blame. The change in respect to licenses was not made in a corner, but in the utmost glare of publicity. The second objection is to the expense of registration of companies. About the only answer necessary on this score is that a joint stock company which cannot afford to pay the registration fees demanded in this province has no excuse for existence. But it is in the third objection that the wail of the wildcat is heard the loudest. This is in regard to the provision requiring extra-provincial companies, which register in the province, to appoint an agent resident in British Columbia, and making it compulsory that companies shall be in a position to prove every important statement by a cry against its claims. But we say that, after the East has got all it can possibly ask, after more than forty millions have been paid out to aid the East in getting railway construction over and above what has been spent on the Intercolonial and the Canadian

made the provision referred to. The object of the legislature is, first, to compel companies seeking the protection of British Columbia laws to become amenable to those laws; and, second, to secure persons investing in mining companies doing business in this province against having to hunt far and near for the head office, only when they discover it to find that no one is responsible for assertions put out in the name of the company. The Spokesman-Review's information has another grievance, which is so new that we trust that he has taken the precaution to copyright it. Here it is: "The legislature gave the Commissioner of Mines, or some such functionary, the big option of fixing duties on ores, and notices has been given of an export duty amounting to about \$15 a ton."

We are amazed that our contemporary should publish such unmitigated rubbish as this. The British Columbia legislature has given no one any authority to levy any amount whatever upon ores exported and could not do so if it wished. This blunder is only equalled by that with which the article referred to begins, namely the statement that the Dominion parliament has been enacting mining laws for British Columbia. Surely it is not unreasonable to ask the papers of the state of Washington to endeavor, before discussing Canadian or British Columbia legislation, to inform themselves as to the rudimentary facts concerning it.

BRITAIN IN AFRICA.

The British conquest of India was only a stepping stone to the conquest of Africa. Great as has been the commercial advantage and the prestige which Great Britain has derived from her Indian possessions, they are not so great as will follow from the opening of Africa, which will inevitably be accomplished for the most part under British auspices. To maintain order in the vast portions of the Dark Continent, lately made available to the influence of civilization, is a task of no small magnitude, and calls for training of a peculiar kind and men of special qualifications. By its experience in India the British race has learned how to govern all sorts of peoples, and in some of the Indian tribes, notably the Sikhs and Gorkhas, is to be found the best possible element out of which to make a force that will be adequate for police purposes in time of peace, and unsurpassed for offence and defence in time of war. Other classes of the Indian population make excellent colonists, either to pursue trade or agriculture. Thousands of such are finding their way every year into East Africa, which seems well adapted for them climatically. In the occupation of Africa the greatest difficulty which European nations have had to confront is the climate. If European colonization could live in the interior, the work of opening the continent to civilization and commerce would be comparatively easy. But except in a few places on the coast, that is exclusive of South Africa, the climate is such that the white races cannot stand it. Hence Africa must depend upon the people of tropical lands for its elevation in the scale of human progress.

Hitherto Arabia has furnished the men who, first with commerce and afterwards in a military way, have become supreme over tens of millions of people, occupying millions of square miles of territory. But the Arab is a terrible taskmaster wherever he goes. He is no respecter of life or liberty. Slavery is his ideal pursuit, and indiscriminate slaughter his chief means of accomplishing his ends. There is no means of estimating the number of lives that have been sacrificed in Africa through Arab greed and cruelty. To the influence of the Arab, more than to any other cause, Africa has remained so long a sealed book to the European. Naturally the majority of the native African races are kindly disposed towards foreigners. While possessing not much of the creative force that renders material progress possible, they show a great facility of adapting themselves to new conditions, as is shown in a marked manner by the way in which the first generation in descent from slaves, imported to America from Africa, adopt the customs and even the ideas of Caucasian civilization.

At present the great representative of Arab power is the Khalifa, who succeeded the pretended Mahdi as ruler over the Dervishes of the Soudan. While he is able to maintain a central government at Omdurman, the power of the Arabs in the other portions of interior Africa cannot be broken. Hence the importance, in a larger sense than concerns the safety of the Egyptian frontier, of General Kitchener's Nile expedition. If the result of his operations is as satisfactory as the beginning has been, Arab influence, not only in the Soudan, but everywhere throughout the continent, will be broken and it will be rendered much more easy for Europeans to travel the interior with safety, and the chances of commerce will be free from interruption. In the overthrow of the Khalifa it is probable that Indian troops will be called upon to play an important part, and it is to be hoped that they will, because the moral effect upon the African races would be very great. For the reasons above given, and for others which need not be given, we suggest themselves to the reader, it appears to be a part of the economy of human progress that from India, under British

NEWS OF THE MINES.

Gordon River District Being Quietly Prospected With Some Encouraging Results.

A GOOD WORD FOR THE ARGO MINES.—Vancouver Operations—Another Le Roi Dividend. Gordon River is one of the mining districts close to Victoria where a great deal of work is being done, quietly but effectively. The hills are full of prospectors and several of the mines are having extensive development work done upon them. On the Corbett, owned by Julius West and his partner Deacon, six men are running in a tunnel 100 feet long to tap the ledge at a depth of 250 feet from where the upper tunnel lays bare a vein 40 feet wide. Assays from this property have gone \$42 in gold, copper and silver. Assessment is being done on the Black Prince, on the same lead. A hundred foot contract is being run on the American Flag, and over on the San Juan river side a couple of Cornishmen have a contract on another claim for the same amount of work. W. J. Dwyer, who is associated with several other Victorians in mining properties on the San Juan river, is in that district now and will bring down with him a couple of tons of free milling ore for testing purposes.

THE ARGO MINES.

A late issue of the Sandon Paystreak has the following to say about the Argo group of mines, which are chiefly owned in Victoria and Nanaimo: "A personal interest is taken by the people of Sandon in the Argo on account of its nearness to town. The tunnel and dump are the first things seen by strangers on arrival, and any advance of the property is welcome news to Sandon. Visitors are continually going up to see the mine and all are given an opportunity to see a mine in operation. A trip through the workings was made one day this week. The main tunnel is in 340 feet, with a well defined lead all the way between good rock and an ore body of shipping ore from 60 to 90 feet long with 6 to 18 inches of concentrating. The ledge, like every ledge in the mine, is twisted in all directions, and runs from a few inches to several feet in width. The work is for development. It is only designed to ship enough ore to pay running expenses, which will be about a carload every two weeks. Several short shafts have been made to block out the ore, and a shaft is being sunk in the twilight to get the ledge at a deeper depth. A shaft from the discovery post to the tunnel, about 40 feet, shows good ore from the surface. The last shipment netted \$70 a ton from two tons of carbonate and seven tons of clean ore. The ore gives 90 ounces of silver and 70 per cent lead, and the concentrating 50 ounces silver and 45 per cent lead."

LE ROI'S SIXTEENTH DIVIDEND.

The board of directors of the Le Roi Mining Company has declared a dividend of \$25,000, payable July 6. This is the sixteenth dividend, the fifth having been paid last Wednesday. The other will be paid this month. The total dividend to date aggregate \$450,000.

SOME VANCOUVER INTERESTS.

VANCOUVER, July 6.—The Excelsior and Acme mines, opposite Phillips' Arm, are being developed. The White Pine mine, owned by the Channe company, at Binkley Bay, on which extensive work has been done and the quality and quantity of the vein partially proved, is to be further tested by a diamond drill. The Channe company have acquired two promising claims five miles from Fort Steele. Mr. G. W. Willis, who has recently returned from there, reports that a gang of men are developing both properties. The prospects are excellent, the leads being strong, and good values are being obtained with little expense. The smelter returns from the Blue Bell, at Frederick's Arm, are very satisfactory. Twenty-five thousand dollars have been offered for the mine and refused.

BY WAY OF VARIETY.

"The minister kept the congregation waiting twenty minutes." "What for?" "Oh, it wasn't his fault. He punctured his tire."—Brooklyn Life. "But, my dear sir, you positively must follow my directions. You must take a cold bath every morning." "Why, doctor, that's just what I am doing." "Oh—er—well, then, you must stop it!"—Boston Traveller. First-class passenger on some of the railroads are carryin' bicycles free. Second-class passenger—They are, eh? Then they ought to be made to carry folks that don't ride wheels free, too—just to even things up.—Puck.

They All Come Back

"There are feds in Hood's Sarsaparilla as well as in other things," said a busy druggist, "but the most remarkable thing about Hood's Sarsaparilla is that customers who try other remedies all come back to Hood's, and this is why the enormous sales of this great medicine keep up and continue the whole year round, steady as a clock." "Why is it?" "O, simply because Hood's Sarsaparilla has more restorative cumulative merit than any medicine I ever sold." This is of daily occurrence in almost every drug store. Hood's Sarsaparilla has cured more sickness, and made more happy through restoration to health than any other medicine.

Hood's Sarsaparilla

Is the standard—The One True Blood Purifier. Hood's Pills with Hood's Sarsaparilla are the only pills to take. Principal High School, River Charles, N. B.

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Railroad Receivers Find Only a Solitary Turn to D. Coal Becoming Very Sign of the Giving I

CLEVELAND, July 9.—of the Wheeling & Lake Erie, receiving patch at noon 10-day's one man went to work. This is the place where Mr. Horrick said that he leaves that the men want that therefore he secure them. He fully expects miners would go to the considerably antipathetic only one man reports deputy-marshals were to the local miners. An advance of 25 per cent price of bituminous coal was announced yesterday and doubtless soon raise 50 lake shipments of bituminous coal.

BALTIMORE, July 9.—One official to say giving statement relative to strike: "The strike Baltimore & Ohio road has followed. All the employees in the Baltimore district, Williams region are out this morning. The people are working in the cars for the East. Jack miners are all out, but formation obtainable it will soon return to work. West Virginia miners Chicago, July 9.—T. panies have issued an appeal all being company to receive special shipment demand are thrown of success to overcome the as follows: All the employees of the railroad Spragueville, Ill., strike situation in Illinois. All the miners in the district, 3,000, are out. The miners are still to meet to-day. At 6 o'clock this morning the Belleville miners at the Belleville men at a go to work. At 6 o'clock this morning the West Virginia miners struck a week at Assumption are out. Taylorville they are working, but the miners working.

COLUMBUS, Ohio, July 9.—Pierce, secretary of the Workers, left for Cleveland one of the points through Virginia coal is passing lakes and large eastern lives the miners at attempt to stop training, but has gone the fully study the situation with the aid and also to see the pretty well at that some of the Ohio gone to West Virginia was at Closter when cured in 1894 by stop MOWRAQUA, Ill., information received

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60 bbls. Eng 65C. PE IN 4-0 Elephant Wh \$5.50 Pure White \$6.00 Pure Mixed \$1.50 Roof Paint \$1.00 5 Tons Barb 4 Mellor's Mixed REQUIRES VARN J. W. MEL 76-78 Fort St WALL PAPERS, GLA