

The Colonist.

MONDAY, JUNE 14, 1897. THE COAST-KOOTENAY ROAD.

The Columbian thinks that "the Federal government, looking at the question from a broad Dominion standpoint, have, not unnaturally, perhaps, considered the building of the Crow's Nest Railway to be more important, at this time, than the Coast-Kootenay line."

The successful exploiting of the low grade gold ores of Kootenay depends upon cheap transportation charges to smelters, and it is a sine qua non, when one talks of erecting smelters in Kootenay that coke and coal shall be available at a lower figure than now.

The Crow's Nest Railway will ensure this, and the extension of the Columbia & Western Railway to Pentiction will extend the benefit of this cheap fuel to the whole mining region.

These roads will likewise open very rich districts and lead to the very rapid development of Kootenay. It is of prime importance that everything should be done at the earliest possible day to develop the resources of Kootenay, and we maintain that the Crow's Nest Railway and the Columbia & Western will do more, and very much more, to bring about this result than the Coast-Kootenay Railway.

The present condition of Kootenay would not warrant the construction of a line from the Coast unless there was a certainty of great permanent advancement. We concede that no argument, except a financial one, can be made against the construction of roads covering the ground between Lethbridge and Pentiction, and one from the Coast to Pentiction simultaneously.

Upon this point we are prepared to go as far as anyone; but we have no hesitation in saying that, having regard to the interests of the whole of British Columbia, present as well as future, if a choice has to be made, as to which shall be first constructed, between the coast portion and the interior portion of the line that will inevitably be built from Lethbridge to the ocean, we would choose the interior portion.

And there is this additional reason, namely, that the impetus which the Crow's Nest and Columbia & Western will give the Kootenay country will render the construction of the line from Pentiction to the Coast a matter that can only be postponed for a very short time.

The Columbian, as we would very naturally expect, seeks to throw the responsibility for the postponement of the Coast end of the road upon the provincial government. We quote what it says: Had the provincial government concentrated their railway aid, during the late session, on this scheme—instead of scattering and dissipating the greater part of that aid among their pet Rihet and Heine, and cutting off the Coast-Kootenay scheme, as they did, with the mere mockery of assistance—its immediate construction might have been assured, and we would have had much better arguments with which to insist on effective Dominion aid than we now have.

It is annoying to be compelled to discuss important issues with a paper which is unable to approach them in any other spirit than this quotation evinces, but we must deal with things as they are. It ought not to be difficult to discover a manner of approaching this great subject which would not error of the corner tough or the cross roads grocery barrel. But let that pass. We have in this quotation a statement that "we"—whichever we may be—would have had better arguments wherever we approached the Dominion government than at present if subsidies had not been given to the Pentiction-Boundary road and the Coast-Cariboo road. In reply to this we have this proposition to make. Either the Columbian knows that what it says is untrue and has deliberately stated an untruth, or it is too ignorant of the facts of the case to make its opinion worth a moment's consideration.

We shall establish these points and the Columbian can hang itself on either horn of the dilemma which it finds the more comfortable.

and if on actual survey it should prove to be 894 miles—as it may prove to be, for no one knows how many miles it would take to cross the Hope Mountains—the whole of the balance of the loan would be available for the subsidy. Not a single dollar was directly or indirectly given to Mr. Heine; but we shall not quibble over this, for the reference is to the subsidy for the, approximately, 100 miles from Pentiction to Boundary Creek. This is not a diversion of the subsidy from the Coast-Kootenay line, but a distinct grant in aid of it. Hence we say that if the Columbian did not know that its statement that the greater part of the subsidy was diverted from the Coast-Kootenay line was absolutely without foundation, it is inexcusably and disgracefully ignorant. Further, it ought to have known that there never was the slightest reason for anyone to suppose that the Minister of Railways would recommend a subsidy for a line from the Coast through the Hope Mountains this year under any circumstances whatever. We state this as a fact that was known to everyone that did not purposely shut his ears and eyes to what was going on around him, and for proof we refer to the speech of the Minister already published in the Colonist and the Vancouver World. If the Columbian did not know this, it is deplorably ignorant of current events in the political world.

In view of the fact that the Federal government never had any intention of subsidizing the line through the Hope Mountains to the Coast this year, it follows as a matter of course that if the whole of the \$2,500,000 subsidy had been offered to the Coast-Kootenay road, no Dominion subsidy would have been forthcoming and the project would stand just where it does to-day.

Second, if the Columbian knew that only a little over one-third of the proposed railway loan was specifically applied to any other purpose than a line from the Coast to Kootenay, and if it also knew that the Minister of Railways was unfavorable to subsidizing a line through the Coast mountains this year, or for some time to come, not even regarding the feasibility of such a road as established—and with that knowledge attributed the postponement of the Coast-Kootenay road to the alleged action of the Provincial Government, in diverting the greater part of the new railway loan from the Coast-Kootenay line, it has placed itself on record as willfully and deliberately publishing what it knew to be untrue.

We leave to its choice of the alternatives above presented.

The Times of this city follows the lead of the Columbian in the above as in other absurdities. Now, we have a few questions which we would like the Times to answer. It is supposed to be, or thinks it is, in the confidence of the Federal Ministry. Will it kindly reply?

1st. Did the Times or any one connected with it ever hear the Minister of Railways or any one in a position to speak for the Dominion government say or intimate that the government would be prepared under any circumstances whatever to grant aid this year or at any fixed date to a railway from Pentiction to the Coast?

2nd. If the Times or any one connected with it ever heard anything of the kind will it give the time, place and particulars of such statement or intimation?

3rd. Does not the Times know that the Minister of Railways discouraged the expectation of such a subsidy, and that he frequently declared himself not to be satisfied that a feasible route could be found through the Hope Mountains?

4th. Did the Times or any one else ever submit to the Provincial government any claim or evidence that the Dominion government was prepared to grant a subsidy for the road from Pentiction to the Coast?

5th. Does the Times know of any company or organization that has ever submitted to the Provincial government or the Dominion government evidence of ability to construct the line from Pentiction to the Coast on receipt of the Federal and Provincial subsidies?

6th. Did not the Provincial government ask the legislature to grant, and did not the legislature grant, to the road from the Coast to Pentiction, every dollar of subsidy that the promoters of that line asked for, and does not the Times know that these promoters have publicly expressed their satisfaction with the aid extended to them?

The Times answer these questions manfully and truthfully if it knows how to do anything manfully and truthfully. When it has answered them we shall know better how to deal with its absurd claim that the Federal government has been influenced by the action of the provincial government to postpone the granting of aid to the line from Pentiction to the Coast. We shall know then whether such a pretence is the invention of a perverted judgment or a deliberate falsification.

If the Dominion government can see its way clear to subsidize the road to the Coast, by spreading over the whole line the amount to be given to the Columbia & Western, as the Times has suggested, and if this will secure the construction of the whole line, no one will be better pleased than the Colonist. But railway building is first of all a practical matter, and we must look at it from a practical standpoint.

WILL IT DARE ANSWER!

The Times declares the questions which the Colonist put to it last night "pointless and silly." The Times is simply afraid to answer the questions. If it did so truthfully it would stand condemned out of its own mouth. If it did so falsely, the falsehood could be proved in five minutes. As the Times refuses to answer the questions put to it, we now assert affirmatively what we asked yesterday, and challenge it to disprove what we say:

1st. Neither the Times nor anyone connected with it ever heard the Minister of Railways or anyone in a position to speak for the Dominion government say or intimate that the government would be prepared to grant aid this year or at any fixed date to a railway from Pentiction to the Coast.

2nd. The Times knew that the Minister of Railways discouraged the expectation of such a subsidy, and that he frequently declared himself not to be satisfied that a feasible route could be found through the Hope Mountains.

3rd. Neither the Times nor any one else ever submitted to the Provincial government any claim or evidence that the Dominion government was prepared to grant a subsidy for the road from Pentiction to the Coast.

4th. The Times knew that no company or organization ever submitted to the Provincial government or the Dominion government evidence of ability to construct the line from Pentiction to the Coast on receipt of the Federal and Provincial subsidies.

5th. The Times was aware that the Provincial government did ask the legislature to grant, and that the legislature did grant, to the road from the Coast to Pentiction every dollar of subsidy that the promoters of that line asked for, and the Times knew that these promoters have publicly expressed their satisfaction with the aid extended to them.

We add that having known these things, the Times, when it asserted that the Dominion government "took their cue from the Provincial government" in regard to the Coast-Kootenay line, printed what it knew perfectly well at the time was absolutely without the slightest foundation and that it stands convicted before the bar of public opinion of base and dishonorable falsehood. The Times has in its treatment of this matter simply given one more proof of its utterly unreliable character when it deals with its political opponents.

THE INTERCOLONIAL RAILWAY.

The announcement of the Minister of Railways, made yesterday, of the terms on which the Intercolonial railway will obtain a right of way into Montreal will excite much criticism and a great deal of comment. The proposition is to pay a rental of \$210,000 a year for 99 years to obtain a right of way over existing railways from Chaudiere Junction to Montreal, with the right to use the Victoria Bridge across the St. Lawrence and the Grand Trunk. As our Ottawa correspondent pointed out, this is substantially equivalent to a capital expenditure of \$7,000,000. It is, therefore, a matter of the utmost gravity, and we are not surprised to learn that the statement of the terms created considerable of a sensation in the House of Commons.

The proposed bargain is strictly a matter of business and its merits must be judged from its results. Mr. Blair has taken a serious responsibility in agreeing to burden the revenue with \$210,000 annually in addition to the present deficit on the operations of the Intercolonial, which, for the year ending June 30th, 1896, was \$55,187.68. He must expect to be able to add upwards of a quarter of a million dollars to the net earnings of the road, for there will hardly be any warrant for incurring this new responsibility unless the result will be to wipe out for good and all Intercolonial deficits. It will be interesting to learn the basis from which he has reached the conclusion that such a bargain is warranted from a business point of view.

Until the whole case has been stated no one is in a position to form any definite opinion in regard to it. A little explanation of the railway situation in respect to the Intercolonial will aid Colonist readers to form their own opinion as the discussion of the subject progresses. The Intercolonial railway is primarily a line from Halifax to Chaudiere, Quebec, a distance of 678 miles, but the various branches of the road bring the total mileage up to 1,154 1/2 miles, of which 12 1/2 miles are wharf branches, leaving 1,142 miles of earning mileage. The distance from Chaudiere to Montreal via the Drummond County railway and the Grand Trunk is 154 miles, of which 29 miles from Moose Park to Chaudiere remain to be built, making the whole distance from Halifax to Montreal over the Intercolonial and these lines 832 miles.

The Canadian Pacific has running rights over 276 miles of the Intercolonial, that is from Halifax to St. John. From St. John to Montreal the distance is 481 miles, 200 miles being across the State of Maine. The distance by the Canadian Pacific and Intercolonial, that is the mileage over which the C.P.R. runs its own trains regularly is 756 miles. Thus the advantage of the Canadian Pacific over the Intercolonial between Halifax and Montreal is 76 miles. On through business over so long a line this difference,

would not prove a serious drawback as the Intercolonial is a very well built and, especially through New Brunswick, a very straight line, and excellent time is made over it.

The Intercolonial already has connection with Montreal via the Grand Trunk the distance from Chaudiere to that city over the G. T. R. being 174 miles, against 154 miles over the proposed new route. Mr. Blair's plan will, therefore, shorten the route from Halifax to Montreal 20 miles, and give the Intercolonial a through line under its own control over the whole distance, instead of having to transfer freight and passengers destined for the Grand Trunk at Chaudiere or the Canadian Pacific at Quebec.

It may be mentioned in this connection that the whole Intercolonial railway system has cost Canada up to date \$55,267,044.83; to which it is now proposed to add an annual charge equivalent to \$7,000,000.

The gross earnings of the Intercolonial in the year ending June 30, 1896, were \$2,957,640.10, or nearly \$2,591 per mile. The working expenses were \$3,012,827.62 or \$2,638.20 per mile. Without knowing the details of the arrangement with the Grand Trunk we cannot estimate upon the increase of operating charges which the 154 miles to be added to the system will necessitate, but assuming that it will be in proportion to the charges on the rest of the line, and adding thereto the rental to the two companies, we find that the earning capacity of the road must be increased \$318,283 a year or nearly 21 per cent. in order to prevent the operation from being a losing one. A 25 per cent. increase in traffic, over the whole line would meet the proposed rentals, wipe out the deficit and leave a comfortable balance to the credit of the road.

We give these figures for the purpose of showing the exact nature of the arrangement to which the ministry seeks to commit the country. As will be seen it is a business proposition pure and simple, and the discussion of the measure in the house will undoubtedly cast some light upon its merits in this regard.

THE DUTY OF THE HOUR.

The Colonist suggests that the members from British Columbia, and especially those who are, or ought to be, in touch with the ministerial policy, would have acted with good judgment, if, when they found that the subsidizing of the Coast-Kootenay line was out of the question this year, they had directed their efforts to securing such concessions in freight rates as would enable the farmers, fishermen and lumbermen of this Province to send fruit, fish and timber, and our importers to send British goods as far East as Winnipeg, at least, at a reasonable profit. We gathered from a remark made by the Minister of Railways before the railway committee that freight rates will be arranged on such a basis that the Coast cities can build up a trade with Kootenay.

The preferential tariff would, if such an arrangement can be made, prove of very great advantage to British Columbia. British goods could be brought here in sailing ships, and this city and Vancouver might become distributing points for such goods for a very large area. It is wisdom to accept things as they are and make the best of them, and we suggest to our representatives at Ottawa that they should cease from useless opposition to the railway policy of the administration and devote their energies to securing for the Province the most favorable freight rates possible to Kootenay and the prairie country. This is their plain duty at this critical hour.

Just at the present writing appearances indicate that Spain and the United States may have serious trouble over Cuba. In the present condition of public opinion in Spain the government will hardly dare yield to pressure from Washington. On the other hand if the United States takes the position forehandedly in the dispatches, and Spain declines to agree to it, we cannot see how the President can avoid going a step further, and such a step will lead to the brink of war.

An absurd story is circulated in London that the Duke of Teck is preparing to gobble up the best part of British Columbia by a royal charter. It is hardly necessary to say that the Duke of Teck's company, as it is called, is asking nothing whatever from British Columbia, and is simply a transportation and commercial company, not asking to "gobble up" anything, but only seeking an opportunity to get into Yukon and do business there.

Many favorable comments are made upon that excellent piece of verified brick pavement in front of a part of the "Five Sisters" block. Its excellence is the more marked in contrast with the very rough and really dangerous condition of the rest of the pavement at that very important corner. Cannot something be done about this? And speaking of the sidewalks, how long are those perilous and unsightly cellar doors to be permitted to disfigure our business streets?

The Honolulu Commercial Advertiser describes the situation between the Hawaiian government and Japan as very complicated, and says "the end is not in sight."

SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA. Includes image of a bottle and text: 'A Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of INFANTS & CHILDREN. Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.'

A Model Cook Uses PURE-GOLD Flavoring Extracts. Includes image of a woman in a kitchen.

A Weak Man Is Only Half a Man. TO HIM THE JOYS AND PLEASURES OF this world are dull pastime. Includes image of a man and text: 'DR. SANDEN'S ELECTRIC BELT is Nature's cure for weak men. It restores the body every day with a volume of animal magnetism and restores the power of the nerves and all vital parts.'

LEA AND PERRINS' OBSERVE THAT THE SIGNATURE OF Lea & Perrins is NOW PRINTED IN BLUE INK DIAGONALLY ACROSS THE OUTSIDE WRAPPER of every Bottle of the ORIGINAL WORCESTERSHIRE SAUCE. Includes image of a bottle and text: 'Agents—J. M. Douglas & Co. and Urquhart & Co., Montreal.'

TEWFIK ALM

The Russian Ambassador Surprised When Minister

Turkey's War Means That She

New York, June correspondent of the "The Sun's correspondent has received private information without reservation and a declaration of Turkey's concession to Turkey of Thessaly.

"The announcement would not consent again placed under made by Sir Philip ambassador, to Tewfik of foreign affairs M. Naldoff, the Russian May 22. This was that either Tewfik had of England's decision.

"The British ambassador were the equivalent Tewfik Pasha listen turned and left the word. M. Naldoff.

"The original plan of the Ottoman Empire from that moment, than possible Turkish preparations, which active than ever since arranged, have the influence. The bell high diplomatic quality secretly determined but Great Britain terms that she will concert of the power is compelled to suit to the Greeks."

FIFTY-TON GU Maryland trembled result of an explosion gun cotton at the grounds at Indian breech-loading rifle pounds and worth \$500,000.

The arm proof in which refuges while a star and a dozen naval experts narrowly lives. The finest of cotton shell, it man, and through error the shell exploded wrecked the vessel and throwing some than a mile down the

Colonel O'Neil, of several United States naval attaches from legations had fortune on a navy yard tug shock. Lieut. Anderson directed to fire the when the signal was had gone behind a

He and other spectators through a massive weighing many tons with frightful force water within a hundred

If the spectators "bomb-proof," as such tests are made been killed, for a struck it and ripped armor as if it had been a hole was where the gun stood at the proving ground shaking the earth. Not a particle of gun or its carriage was left.

First there was earth, and then the awful explosion covered the gun, an enormous piece of through the air, throwing the spray. When the men look great hole where the with the smoke float. For several minutes plosion reverberated rounding hills.

This was the great cotton ever fired or from a powder gun. was built specially for the purpose of performance twenty-on distance of 1,500 yds from six to ten min momentum.