

The Colonist.

THURSDAY, JUNE 10, 1897.

THE "WORLD" UNREASONABLE.

The Vancouver World accuses the Colonist of abusing Mr. Maxwell, M.P., and beslobbering Mr. Heinze. "That day the World went wrong," as the poet hath it. The Colonist has neither abused the one nor beslobbered the other of the gentlemen named. It characterized Mr. Maxwell's reported attitude in regard to the proposed subsidy to the Columbia & Western railway as "remarkable." This is the only word used in regard to Mr. Maxwell, and it can hardly be called a word of abuse. The Colonist further said that Mr. Maxwell's reported opposition to the subsidy, if Mr. Heinze is to get it, shows that he is more interested in the success of some individuals than in the welfare of the Province. Is this abuse? If the report of Mr. Maxwell's attitude is correct, he is in favor of the subsidy only on the condition that someone else than Mr. Heinze gets it. Surely this is placing the interest of some individuals before the welfare of the Province, for it is undoubtedly for the welfare of the Province that the road from Rossland to Pentiction should be built no matter who may build it. At least, such is the view which the COLONIST holds, and we believe it is the correct view. The World takes a directly opposite position and declares that unless the line is extended through to the Coast the construction of the Crow's Nest Pass railway "will not in any way benefit either the Coast trade or a very large section of the Province." We dissent from this, so far as it refers to the trade of the Coast cities. A railway to Pentiction will give the Coast cities a route into the Boundary Creek country, the interests of which will be greatly developed by the construction of the Crow's Nest Pass railway. We do not question the position of our Vancouver contemporary that if the through line were built it would be better for the Coast cities than that the line should stop at Pentiction; but we think it a great mistake for the World to seek to make it appear that the Coast cities will not benefit by the development of Kootenay and will derive no advantage from the line to Pentiction.

As to the COLONIST's attitude in regard to Mr. Heinze, it is not to be regarded as "a gentleman of splendid business talents and remarkable enterprise." We think this is true notwithstanding the World's rather churlish remarks, and even if he has done nothing more than build "a smelter at Trail and a 'jerk-road' railway from Trail to Rossland," he would still be entitled to recognition as a man of business capacity. We do not know that Mr. Heinze's personality cuts any figure in this connection being that he is apparently in a position to accept a subsidy and build the railway.

We pass by with brief notice the covert insinuation of the World as to the reasons for the COLONIST's course in this matter. Time will show whether that course is not the correct one. We favored the Pentiction-Boundary line; we favored the Columbia & Western road in its entirety; we favored the Coast-Kootenay line. If only the first could have been got we should have been pleased, as the second can be got we are more pleased; if the third can be got we shall be most pleased; but we do not propose to oppose a good thing because we cannot get something better, especially as the securing of what we can get will lead to getting what we want. We say that the government will do well if it can secure the construction before the close of 1898 of a railway from Lethbridge to Pentiction.

A POSSIBLE REVOLUTION.

Political conditions in Germany are menacing. The masses of the German people are democratic in sentiment, and though they submit loyally to the rule of an Emperor, they do so more from custom than from a belief that it is the best form of government, and because of lack of cohesion between the several political elements renders united action impossible. Moreover the empire is divided into a number of subordinate states and these are not altogether harmonious. It is a federation of states rather than a single nation, each state having its own form of government. These states embrace four kingdoms, six grand duchies, five duchies, seven principalities and four free towns—in all twenty-six states. This federation was in the first place the outcome of the war between Prussia and Austria in 1866. At the close of this short and brilliant campaign, victorious Prussia absorbed some of the minor states, which had sided with Austria, and compelled some of its minor neighbors, including Saxony, to join with it in forming the North German Confederation. Four years later, that is after the close of the war with France, the Southern German States asked to be admitted to the Confederation, and they were heartily welcomed. In the excitement attending the overthrow of Napoleon III the genius of Bismarck saw the opportunity to revive the ancient German Empire, and accordingly King William of Prussia was duly crowned in Paris as the hereditary emperor in 1871.

The German Empire differs in its constitution from the old German Empire, which terminated in 1806, in that the Imperial power is more centralized. The union is declared to be "eternal." It is expressly provided by the constitution that the right of the Emperor to his office shall never be questioned and the Emperor, or the council appointed by the states, has power to do anything that may be necessary to preserve the welfare of the empire. Hence it controls trade, commerce, taxation and criminal law and foreign relations. It is expressly provided that the law of the empire shall over-rule the state laws when they are antagonistic. It will, therefore, be seen that the Imperial organization is on lines along which a strong ruler could easily find a road to absolutism.

An illustration of how imperialistic plans may be worked out may be made to a bill lately introduced into the Prussian legislature to prohibit the formation of political societies. It has not become law, and probably will not be carried for the present at least. If this became the law of Prussia, the next step would be to secure similar legislation in some of the other states, and this would be followed by an Imperial law to the same effect. It was well understood that the Emperor himself was the promoter of this extraordinary measure which was designed to prevent free speech. The press is already so muzzled that anything like free criticism is no longer possible except under penalty of imprisonment for lese majeste. No political meeting can now be held without a police officer in uniform being present to watch the proceedings. The new measure proposed that this officer should have a right to dismiss any meeting at which anything was said or done that did not meet with his approval. There would be very little freedom left in a country where such a law found a place on the statute book.

The present Emperor is extending his autocratic powers in a manner never attempted by either his father or his grandfather, and one of the gravest questions in Europe to-day is as to the limit to which he can go in his aggressions without precipitating a revolution. The German Empire is a voluntary organization. The Emperor does not wear the crown by reason of conquest, nor by any other tenure than the assent of the legislative bodies of the several states. The progress of democracy is checked to some degree by the vested interests of the titled aristocracy, who are very numerous and enjoy many special privileges. A despotic ruler could, by acting in harmony with the aristocracy, secure very substantial foundations for the imperial throne, but the present Kaiser is not discreet. There are twenty-two reigning families in Germany and one hundred and one other families who are declared by the constitution to be of equal rank with them. The Kaiser represents only one of these one hundred and twenty-three families, but his arrogance is such that he assumes superiority to them all. He is not popular with the masses; he is disliked by the aristocracy. To all appearances he is riding for a very bad fall.

THE RAILWAY POLICY.

The announcement of the Minister of Railways, that the people of the Coast cities of British Columbia ought not to be encouraged in the belief that the government would spend \$5,000,000 or \$10,000,000 for a road to the Coast from Kootenay, should not take well-informed people at all by surprise. Those who watched carefully the utterances of the Minister when he was in the Province last autumn, will recall that at no time did he make any promise, direct or indirect, to give his support to the proposed railway through the Hope mountains to the Coast. On the other hand he was very emphatic in declaring that everything should be done, that could be reasonably expected of parliament, to secure the immediate construction of a road from Lethbridge through the Crow's Nest Pass and as far west as Boundary Creek. Being fortunately in a position to take an unbiased view of the situation, not being anxious for political reasons to attribute to the government extravagant intentions, nor influenced by personal interests to put any construction upon the Minister's expressions that their plain language did not deceive itself or its readers, by hopes of a Dominion subsidy for the line to the Coast. Recognizing the case as it was, and not building upon an imaginary condition of things, the COLONIST has used its best efforts to secure the immediate construction of a line from Pentiction to Boundary Creek, believing that it would be an unfortunate thing for the Coast cities if the road coming west from Kootenay should stop at Boundary Creek there to be tapped by American lines. In so doing we have been roundly assailed by some of our Coast contemporaries, but we have been content to wait for time to justify our action. Especially has our position in this matter been censured by the Vancouver World, and only yesterday we felt compelled to tell that newspaper that time would show if our course was not correct. We have not had to wait long for the justification.

The COLONIST has felt throughout this railway discussion that it had a patriotic duty to perform, which far transcended party obligations. It took occasion more than once to say that it cared

little who held the offices at Ottawa or Victoria provided the policy that prevailed was for the interests of British Columbia. It has its personal and political preferences, but first of all it places its duty to the constituency of which it is, to some extent at least, the spokesman. Therefore it has abstained from hampering the Federal government, in dealing with British Columbia railway matters, by insisting on what there was no reason to suppose we could get. We do not wish to be understood as admitting that the Crow's Nest Pass subsidy ought all to be charged against this Province on a computation of what its first claims to Dominion assistance are. This railway is by no means a work for the sole benefit or principally for the benefit of British Columbia. Neither do we admit that the suggested subsidy to the Columbia & Western at all satisfies the just demands of the Province in this respect. This, in spite of the fact that we are conceding that the Dominion government obtains from parliament such a money grant as will secure the construction of a railway from Lethbridge to Pentiction within two years, it will have done all that could be reasonably asked at the present session. If it will insist as a part of the terms of the Columbia & Western subsidy that work shall be begun at Pentiction and be pushed to completion to Boundary Creek as rapidly as possible, we think it will give very general satisfaction. In spite of what some of the papers supporting the government say, we maintain that it will be a distinct advantage to the Coast cities to have connection with Boundary Creek, Grand Forks, Christina Lake, Rossland and points east by way of Pentiction.

Therefore, while we share in the general regret that the Coast-Kootenay line, so far as the western end of it goes, must be postponed for a time, we admit that the government railway policy means very much to the Province and that the Coast as well as the Interior will be benefited by it.

IN A "MINER" KEY.

The Nelson Miner is a very pretty paper to look at and usually very pleasant to read, but when it is stroked against the grain it is as crabbed as crabbed can be. We like our good-looking friend in man, in woman or in a newspaper, and even though the gentle Miner alleges that the COLONIST is unblushingly promoting an unholy crusade, we cannot withhold our tribute of admiration for its excellent typographical appearance and really excellent news qualities. Perhaps it would be unreasonable to expect truthfulness and ordinary common sense to go with such admirable features, for perfection is not to be expected even of a Kootenay newspaper. And so the COLONIST must struggle through life as best it can, misunderstood and misrepresented by its churning contemporary.

Nor is this all. The provincial government must suffer with us, for this gentle voice from the shores of the rolling Kootenay tells the world that the government is "busy chartering money and borrowing money for wild-cat railways," is "absolutely indifferent to the welfare of poor struggling miners," is "unable to give the country a satisfactory financial policy," and so many more things like that, that the catalogue of its sins reads like a soliloquy from some Bowery melodrama, in which the good young man recites the awful vicissitudes of his villain. To give the Miner's latest contribution to hysterical literature its full force, virtue and effect, it ought to be read "in the glowing, obnoxious, and to the accompaniment of whirling minor chords from the bassoon, the double bass and the big drum. One can almost smell sulphurous odors as he reads the terrible array of wickedness laid to the charge of the unhappy COLONIST. The thought suggests itself that the fumes from the Hall smelter have mixed themselves with the ink wherein the Miner man dips his pen, when he sets his hand down to assail those whom it suits his present purposes to oppose politically.

But wherefore are the COLONIST and "its masters," to quote our beautiful contemporary, assailed? We are sorry to have to confess that it is a very minor offence, indeed. Some Kootenay people wanted to build toll roads, and the COLONIST thought they might be permitted to do so in proper places and under suitable conditions. This may be an unpardonable sin, but we venture to say that no one except those persons who are determined to oppose the Provincial Government under any and all circumstances will say so.

IRRIGATION.

We beg to remind the Kamloops Sentinel that "comparisons are odious." They are also sometimes useless. Our contemporary wants to see a general system of irrigation adopted for those interior districts, where it is needed. We think there is much in this claim, although it has been stated that owing to the physical character of the country very great difficulties would be encountered in laying out any general plan of irrigation. On this point we have no opinion to express, but would like very much to hear from the Sentinel on the subject. We suggest, however, that the way to advance any projected scheme of irrigation is not to begin by antagonizing other and very influential interests. Our contemporary compares the suggested irrigation works with the Cariboo and Cassiar railways, to the disadvantage of the latter. This is not the way to go to work to ensure success for an irrigation scheme. A very great many people believe the railways mentioned to be enterprises of prime importance. This is very likely to be demonstrated within the present year. What possible good can it do to censure them? We can understand how a mere factious opponent of the government might think it good policy to attack these projects, but not how any one can do so if he really wishes to promote any public project requiring legislative sanction. The way to get a man's support is not to tell him that he is either a knave or a fool.

We believe our contemporary to be quite sincere in its desire to promote irrigation on a large scale, and suggest that it should, for the present, forget that it is in opposition, and present the case for irrigation in a practical way, as though it expected its suggestions to bear some other fruit than discontent. Has it worked out any scheme of irrigation? Has it in its mind any special district where it thinks irrigation ditches ought to be constructed at public expense. Does it know about the adequacy of the water supply? Can it give any data upon which to base an estimate of the expense? We concede that these are matters which the government might very properly consider. We see no reason why a commissioner might not be appointed next year to make a report on the subject. But in the meantime some good might result from a newspaper discussion, and it is surely not unreasonable to suppose that the Sentinel is in a position to contribute some valuable suggestions upon these points. If it will do so, the COLONIST will be happy to give them what additional publicity its circulation will afford. We cannot promise to advocate any plan of irrigation until we know something about it, but it is surely fair enough to ask the chief champion of this class of public improvements to take the lead in a practical discussion. If the result of such a discussion is to show that a comprehensive plan of irrigation is feasible, there will probably be little difficulty in securing legislative sanction for it.

The Senate has passed a bill to forbid Canadian newspapers publishing accounts of prize fights. There will probably be no great protest against this, for probably no newspaper in Canada ever made anything worth talking about out of printing a prize fight story. At the same time we do not relish, on general principles, attempts to say by law what a newspaper may or may not print, provided it is not actually indecent. The moral harm resulting from an account of a prize fight is more imaginary than real.

The unhappy East is wrestling with a backward spring. The "eternal milldew" absolutely declines to come. By way of contrast, we have already had so much summer here that a few days of rain would be very welcome. Come West, good people, and thaw out.

We think the Kamloops Sentinel makes out a very good case for Dominion assistance to secure telegraphic facilities for the Nicola valley. It might be a good plan for the Board of Trade to express its views upon this point.

We are sorry that Senator McInnes cannot secure that mint, but hope that he will not let defeat deter him from another effort, if in the order of events it comes about that he shall occupy a seat in the Senate for another year.

The Columbia has made up its mind that the next provincial election will be run on provincial lines. There is no doubt about it.

TAKE NO RISKS.

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THE OFFICIAL

No Plebiscite This Year Opposite B. Franchise

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From Our Own

OTTAWA, June 7.—A the Methodist conference the government to-night question. Sir R. in replying said one plebiscite will not take because the opposition franchise bill. The franchise next year. He of prohibition bill alone, but personally direct taxation. Mr. Morrison brought of the Alaska boundary. He will strong cession of territory to and be pointed out the involved in the proposition of Mount St. points of the line and Senator Macdonald equipment of William urging that better should be provided, that the government strengthen the station. The government \$300,000 out of the lands funds to the maintenance of public The Supreme Court judgments to-day, all est.

Vice-President Shady that if the Crow goes through the bill to the summit this fall Lake by the end of car ferry will pick on time as proper comes the Columbia and K Mr. Casey's bicycle third reading, but the bill also passed its W. Jennings Bryant candidate for President to-day, and was warmers on both sides.

MODERN WAR

Vancouver, June 6, which arrived to ent, states that the Ph being short of amm cocoon nuts for canng there have come from the Spanish troops. While the steamer v pines on her last trip informed the officers government had cap Roman Catholic priest in sympathy with the them like sucking. The Hupah came up to the Canadian P a cargo of 3,500 tons, tally of new tea line charging cargo here for San Francisco and here to load for the O

DREYFUS' SA

LONDON, June 7.—T the making of a new report that Prof. Carval handwriting, is going Paris to assist in ree Captain Albert Dreyf 5, 1895, was drummed army and sentenced ment on conviction of departing maps and government. Dreyfus made the fo after his condemnation of a foreign ex discovered announcing ments are about to be submitted to exper Three of these appo handwriting, two rep and on that evidence At 18 entered school. I had a splen before me, a fortune certainty of an incoo amounting to £2,000 never run after wome car in my life, I had why then should I hav The following is the ment found, it was sa embassy: "Have no do not know what to the meantime the o I also had you the p the firing instructions rest I will have them ment is precious. I only been given to the general staff. I lea was."

AN ICE BLO

St. John's, Nfld., J ish steamer Barcelona bell, eleven days from arrived here. She rep wind and foggy in the track of ship merous icebergs of gre The northern coast block with ice. If the St. John's harb blocked also.

An Oxford P

New York, June 3 ler, who for the last instructor of logic at Philosophy at Corp Oxford. He will soo this new position. ships is a much sought fessor Schiller was ed versity, and is a well philosophy.