

THAT MILITIA CONTRACT.

The most ardent friend of the Dominion government can find no fault with the manner in which the people of Victoria, without distinction of party, have dealt with its policy in regard to the Yukon. The disposition has been to withhold even moderate criticism, because we have all recognized that the matters involved were surrounded with difficulty, and we were too anxious about getting all the commercial benefits possible out of the development of the Golden North to wish to score any political advantage by reason of official blundering. The opportunities for criticism have been many; but the frank manner in which the Hon. Clifford Sifton presented his views and asked the advice of the people interested created the impression that it would be to the interests of British Columbia and the whole of Canada if the utmost harmony should prevail, unbroken by political disagreements. When, however, word was sent out that mining licenses were hereafter to be sold at the summit of the passes and there was no compensating concession from the United States government, even the supporters of the government began to complain, and when this was followed up by the authoritative statement that the supplies for the Canadian militia are to be sent up the Yukon by a United States corporation and in part to be shipped from Seattle, there was a universal expression of condemnation.

The facts of the case seem to be as follows: A contingent of the militia is to be stationed on the Yukon. The men and the equipment needed for a few months are to be sent up the Stikine, but the balance of the freight, which is stated to be 200 tons, is to go via the Yukon. The following transportation companies were asked to quote figures for the Stikine: The C. P. R., the C. P. N., the K. M. T. & T. Co., the Maitland Kersey Co., and Davidge & Co. In addition Davidge & Co., the C. P. N., and we think the C. P. R., were asked to put in bids for the freight to be taken up the Yukon. The K. M. T. & T. Co. have no steamers on the Yukon; the Maitland Kersey Co. will have a steamer there, but were not asked to bid. The C. P. R. will not have any connection by way of the Yukon; but could of course make arrangements with some of the other companies. The C. P. N. got the contract for the Stikine, but declined that for the Yukon. Davidge & Co. tendered for both, but got neither, although they say the figure they quoted for the Yukon was more advantageous than that which the department is alleged to have accepted. The Maitland Kersey Co. tendered for the Stikine part of the business, but have heard nothing more about it. The K. M. T. & T. Co.'s offer was not accepted. There was one bid from a responsible house, namely Davidge & Co., to handle the Yukon part of the business. It is true that this firm would have had to handle the Stikine part of it upon an American bottom, which could not be done under the regulations as they now stand, while the C. P. N. steamers are Canadian bottoms; but there is no reason why the bid of Davidge & Co. for the Yukon service could not have been taken, even though their offer for the Stikine was rejected. The nationality of the vessel operating upon the Yukon is immaterial; and we submit that where a Victoria transportation house was in competition with a Seattle house, the Victoria house should have received the preference. We submit that some explanation of the rejection of Davidge & Co.'s bid is needed, as well as of the reason why the Maitland Kersey Co. were not given a chance to bid for this part of the business.

But this is not the whole story. The Minister of Militia stated in the House of Commons on Monday that he had purchased the goods in Ottawa, and that while a portion of them would be shipped from Vancouver, the remainder of them would be sent from Seattle. He said that the part to be shipped from Seattle was less than one-third, and that he did not suppose there was any harm in it; that there is a great deal of harm in it; not because of the little loss attending the handling of seventy-five or a hundred tons of freight at Vancouver, but because it will enable the chief rival of the British Columbia cities to advertise to the world that even the government of Canada gives a preference to it over Victoria and Vancouver. If the Minister does not see any harm in this, he confesses to a degree of ignorance of the situation which is surprising even in a Cabinet minister.

The whole matter has been wrongly managed. When it was decided to send a contingent of troops to the Yukon, a representative of the Militia Department should have been authorized to purchase supplies in British Columbia and arrange for transportation here. The merchants of our cities have been spending thousands of dollars to tell the world that British Columbia cities are the best places to sail from. Yet the government of Canada has checkmated all this good work by buying its goods elsewhere and shipping them from a foreign port. The delightful naïveté of the minister, when he said that the company asked to be allowed to ship the goods from Seattle and he did not see anything wrong in permitting them to take some of them, shows that he is too utterly unsuspicious for this wicked world. Of course the company wanted to ship some of the goods from Seattle. The company knows a good advertisement when it sees it and it has scored off the Dominion government a better advertisement than it could have got by the expenditure of all the money it will get as freight on

the goods shipped from Seattle. It is doing business from Seattle. All its efforts will be directed to draw business from British Columbia to Seattle. In this permission from the minister of militia it has a trump card, and the way it will play it will be a revelation to the good-natured gentleman who so graciously gave them the desired permission, because he thought there was no harm in it.

It is not too late to withdraw the permission, it ought to be at once canceled. In fact the whole contract for transportation should be cancelled and Canadian companies be given a chance to bid. It is bad enough in all conscience that Canadian supplies for Canadian troops in Canadian territory cannot be taken to them by a Canadian transportation company, without adding to this that any portion of the goods shall be shipped from the port, which of all others is the greatest rival of the Canadian ports in competing for the trade of the part of Canada referred to. We quite acquit the minister of any desire to injure British Columbia, but simply did not know the effect of what he was doing, and the worst feature of the case is that no one, who seems to have the confidence of the government, is in a position to fight our battles for us in emergencies like the present one. The fact of the matter is that until this province has cabinet representation at Ottawa it need not expect its interests to be properly watched. The minister has unintentionally, we assume, done the province a serious injury. If there had been a member of the cabinet, whose knowledge of the situation he had and whose local interest would have led him, when he learned of the intention to send supplies up the Yukon, to insist that they should be purchased in this province and shipped from here, doubtless his colleagues would have done what he desired. But no one in the cabinet feels especially charged with the protection of our interests, a most indefensible state of things at a time when the Pacific Coast is playing such a great part in the affairs of the Dominion.

CHEAP MONEY.

In the debate on the second reading of the Agricultural Credit Association bill, which was passed with practically no opposition so far as the division was concerned, it developed that there was a misapprehension in the minds of some of the members as to the object and scope of the measure. It was regarded by one or two as fraught with danger to the interests of the province, inasmuch as it did not apparently provide ample security for the credit guaranteed by the government. Mr. Cotton thought that an association of twenty members could be organized and that the members could loan to each other what money they wanted without any security being offered to the government, which guarantees its debentures or what would practically amount to a conspiracy to defraud. Another misapprehension was shown by Mr. Graham in stating that the bill was based on the system of village banks, which was, as he contended, a different system from that exemplified in the agricultural associations of Europe.

Referring to the latter objection first, it may be stated that so far as the agricultural credit associations are concerned and what are known as village banks in Great Britain they are practically the same and are operated on precisely similar lines. The village bank idea is simply an extension of the agricultural credit association plan for the benefit of village communities, and differs in no way other than as the avocations of its members differ. It is intended to benefit small traders and artisans, whereas the other is intended for farming mainly. As a matter of fact, the large credit associations of Europe which carry out the co-operative principle on a comprehensive scale, include many branches of industry, among which agriculture is a leading one. There is no difference in principle or in the methods adopted throughout. One of the strong features of the present bill is that it does not confine its benefits solely to agriculture, but makes it possible for others to come within the scope of its influence, conditional always upon the security being satisfactory to the government.

Now, as to the objection taken by the junior member for Vancouver, he has overlooked the fact that the bill is permissive and not administrative in character. The success of the act depends upon its administration in detail and that can only be amply provided for in the rules and regulations which will be framed under and by authority of the act. The objection to setting forth in an act required for its carrying out involves limitations to the legislative authority which might seriously interfere with the practical working. The rules to be framed will undoubtedly contain very strict limitations and the strongest safeguards will exist in respect to the security to be offered. As the government becomes responsible for the success of the act, it will therefore naturally exercise every precaution, that is necessary, and indicate very clearly by the character of the security which the directors may accept and which alone will be satisfactory as a basis of guarantee. As pointed out by the Premier in his speech on the second reading, the keystone of the system is to be strictly governed by the rules and regulations to be framed for their guidance. This gives them wide discretion, but the action in every case to be determined by the amount of the loan, the period for which it is desired, the individual character of the borrower and every other circumstance that may affect its credit. For small amounts for short

periods they will probably be able to accept personal security by note of hand, properly endorsed by a responsible second person if necessary. Larger amounts for longer periods would naturally require real estate security or collateral assets of a reliable character, so that the safety of the system is as well guaranteed as that of any banking system of which we have any experience.

In addition to that, however, a special committee of audit independent of the board of directors has the power to review the work of the department, and in addition to that again there is the government auditor who is enabled to act summarily whenever or wherever there is any deviation from the rules and regulations. The supposition that the farmers of this province will take every opportunity in their power to get ahead of the government, even if the opportunity were afforded them, is not one flattering to their general character and we do not believe that it will be sufficient, that the safeguards of the bill will be the utmost for their own credit and future success to see that their obligations are honestly and promptly met. It may be possible that the experience of the actual working of these associations may suggest some necessary amendments or it may be some radical change in the system in the future; but we feel assured that in any case the government will exercise such care that no losses will ensue.

The system, however, considering it in respect to the general principles involved seems to be eminently sound and is one that has had the practical experience of a number of countries to recommend it. It includes some of the best features of the main systems in vogue, viz: the land banks and agricultural credit associations, and is capable of incorporating in a limited way that of New Zealand as well. We see no objection to the government introducing an amendment under safe conditions to make loans in certain cases for the redemption of existing mortgages. The latter, however, should not be regarded as the object but as an incidental benefit of the system.

THE OPPOSITION.

The opposition is well named. It is opposed to everything, even to itself. Col. Baker yesterday showed how their attitude toward the loan bill resolution is utterly at variance with their speeches and how even their speeches are at variance with themselves. The speeches say the road to the Yukon is necessary. They also say that it is no good. The speeches say that the Dominion government and not the provincial government should build the railway; the amendment says that the provincial government should build half of it. What is the position of the opposition on this great question? They themselves do not know. They are simply in opposition. They are in opposition to this as they were to the Canadian Central, also to the British Pacific, also to the Canadian Western, also to the Col. Baker and Slocan. They were opposed to cash subsidies; they were opposed to land subsidies; they were opposed to guarantees; they were opposed to a plan for the advance of a subsidy to be returned out of the earnings of the road. The ingenuity of mankind cannot discover a method of dealing with any public undertaking, which Mr. Semlin and the gentlemen who act with him will not oppose. It is sufficient for them that the government proposes to do something. They cry for progress, and vote against everything progressive. They call aloud for expenditures and oppose every plan of raising money to expend. They demand redistribution and oppose it when it is brought down. They insist that cheap money should be provided for the farmers and opposed in their speeches to bill brought down for that purpose. Opposed to everything progressive, this is the whole platform. Do you want to know their policy on any conceivable subject? All you have to do is to wait until what the government is going to do, and you will know that the opposition will oppose it.

THE INCONSISTENT TIMES.

The Times of this city wrote very earnestly in favor of aid being extended by the provincial government to the Coast-Teslin railway. As late as May 4th it condemned the government as severely as it knew how for its delay in bringing down a measure to secure the building of the railway. On the 9th, that is after the measure had been brought down, it condemned the government for doing the very thing which it wanted done. The first reference by the Times to this question we find in its issue of April 23. Then the situation was described as a crisis, and the government was charged with "standing idly by, letting this magnificent opportunity slip through their fingers," where by "hundreds of thousands of dollars would be lost to British Columbia." We were told that "the merchants of Victoria should wait upon the government in a body and demand to know the government's policy and insist that that policy be immediate construction." According to our contemporary party politics ought to be the case after all "all classes and men of all parties" should get together and "save British Columbia the Yukon trade." For a newspaper not in the confidence of the government and therefore necessarily ignorant of its plans, such an article was by no means unreasonable.

On May 4th the Times bitterly complained of the delay. "Are Americans to be allowed to beat us on our own ground?" is asked. And there was a good deal more to the same effect. One would have supposed that after all this, and especially as these articles were published by the Times, after it knew and every one else in the community knew perfectly well that the aid which the province would have to give would be what the loan bill proposes to give—one might have supposed that it would have expressed its satisfaction that its

urgent demands had received attention. But not so. Instead of supporting the bill, it declares that "the principle of the bill is rotten." It declared that the Yukon gold fields do not warrant the building of the railway. It published the monumental untruth that the province is asked to bear "the whole burden and responsibility of building a railway from which the people will only receive an indirect benefit." Comment is needless; but we may at least add that the Times has missed a golden opportunity. For once it was voicing the sentiments of the people. When it complained of delay, it only did what thousands of people who did not understand the situation, were doing. When it insisted that the railway be needed to head off American competition and that its construction meant great things for the merchants of the British Columbia cities, it took unassailable ground, and what it called for a policy of immediate construction, it took the only defensible position that could be occupied. But it turned round and not only attacked the government for doing what it insisted should be done, but sought to belittle the Yukon as a wealth producer, and in so doing sacrificed every shred of prestige which attached to its former action. Not only this but it took a stand diametrically opposite to that taken by Senator Templeman at Ottawa. The Senator spoke on the Yukon bill in the senate, and he was very strong in his expression of opinion as to the importance of the Yukon as a gold producer and as a source of commercial prosperity. His paper goes back on all this. It goes back on everything which it has itself said on the subject. It has, if the thing is possible, taken a lower ground than ever in its treatment of a great public question and written itself down as even more untrustworthy than people thought it was.

The Columbian, which we repeat is the leading opposition organ because it takes the lead in opposing everything for the benefit of the province, is good enough to say that the Colonist favors the Yukon railway only for the sake of helping out some imaginary people who have invested heavily upon the prospect of the road being built. There is a little word of four letters which suits the case of the Columbian to a nicety; but instead of employing it we challenge the Columbian to name any such people and tell where they have invested their capital. In the interest of news the Colonist would like to know the facts.

The Denver Ledger is quite right. Victoria and Vancouver are not the whole of British Columbia; but they are a part of it, and as long as half the population of the province lives in those cities and the districts adjacent thereto, they will probably claim that they have some rights which the rest of the province ought to respect.

Which of its Saturday editorials are the public to understand as reflecting the opinions of the Province, that attacking the government for its railway policy or that endorsing it?

Will be found an excellent remedy for sick headache. Carter's Little Liver Pills. Thousands of letters from people who have used them prove this fact. Try them.

First Dead Mute—He wasn't so very angry, was he?  
Second Dead Mute—He was so mad that he would use almost blistered his fingers.—Indianapolis Journal.

THE RETAIL MARKETS.

Spanish-American War Causes an Enormous Advance in Wheat and Feed Stocks.

"We most pronounced effect the Spanish-American war has had on the retail market, and now we have barley, which will be with us until football comes again."—Pittsburgh Telegraph.

100 doz. White Handkerchiefs, 35c. per doz.  
**Gilmore & McCandless**  
Boys' Blouses, extra fine, new goods.  
**Gilmore & McCandless**  
100 doz. Towels 45x20, 3 for 50c.  
100 doz. Towels, 40x18, 3 for 25c.  
**Gilmore & McCandless**  
100 doz. Wool Socks, fine quality, 25c. or \$2.50 per doz.  
50 doz. Black Cotton, half hose, 3 pair for 50c., regular price 25c. a pair.  
50 doz. Black Cotton, half hose, fast color, 2 pair for 25c.  
These goods are bought direct from the manufacturer and will pay you to see them.  
**Gilmore & McCandless**  
35 and 37 Johnson Street

**COLUMBIA FLOURING MILLS CO.**  
Enderby and Vernon.  
Brands  
HUNGARIAN, PREMIER, SUPERFINE AND \*\*\* SPECIAL  
**R. P. RITHET & CO., Victoria Agents.**

**R. P. RITHET & CO.**  
Wholesale Merchants, Wharf St., Victoria, B.C.  
Groceries, Wines and Liquors  
**KLONDIKE OUTFITTERS & MARINE UNDERWRITERS**  
Agents for the Pacific Coast Steamship Company's Direct Steamers to all Klondike Ports

Subscribe for the Semi-Weekly Colonist.

ITCHING, BURNING, SKIN DISEASES CURED FOR THIRTY-FIVE CENTS.  
Dr. Agnew's Ointment relieves in one day and cures Tetter, Salt Rheum, Scald Head, Eczema, Barbers' Itch, Eruptions, Blisters and all eruptions of the skin. It is soothing and quieting and acts like magic in the cure of all baby humors. See Sold by Dean & Hiscocks and Hall & Co.

When a man owns a blooded horse he is always careful of its health. He looks after its diet and is particular that the feed he shall be regular and right. While he is doing this it is likely as not that he is himself suffering from some disease or disorder. When the trouble gets so bad that he cannot work, he will begin to give himself the cure he gave the horse at the start. Good pure, rich, red blood is the best insurance against disease of any kind. Almost all diseases come from impure or impoverished blood. Keep the blood pure and strong and disease can find no foothold. That is the principle upon which Dr. Pierce's Golden Medical Discovery works. It cleanses, purifies and enriches the blood, puts and keeps the whole body in perfect order; makes appetite strong, digestion strong, assimilation perfect. It brings ruddy, virile health. It builds up solid, wholesome flesh (not fat when from any cause, reduced below a healthy standard.

"It is a little odd how bulls mark out the circling year," remarked Mr. Manchester. "What do you mean?" asked Mr. Birmingham. "Well, suppose we begin with autumn. We then have football. It is followed by snowball. Then comes the dancing ball. When winter is over we have the month of March. And now we have baseball, which will be with us until football comes again."—Pittsburgh Telegraph.

**Leave Your Old Self Behind**  
Men who are weak, nervous, despondent—whose future seems dark and hopeless—can rise up from their weakness and be strong and vigorous again in every portion and organ of the body. They can leave their old, wrecked selves behind. We have been making weak men strong for fifteen years. Today our medicines and appliances are effecting cures in the privacy of thousands of homes.  
**Free Trial**  
We charge for our medicines and appliances, but do not ask pay until a trial has been made. Any reputable man can secure our treatment for a reasonable time without spending a dollar. If it helps him, he is to pay. If not, there is no charge. Nothing will be sent unless you make a definite request. Our famous book, "Complete Manhood," is free also. Cut out this notice or mention this paper.

**Erie Medical Co., Buffalo, N.Y.**  
We pay duty and send all packages from Canadian side.

PROVINCE  
He proposed to of the Nakus road, the prov road, the prov ed of the later the bill had be that the prov position in th ancial liability minion access.  
Mr. Forster, correspondence on Monday, a some of the le the communica the Dominion government w correspondence Hon. Col. B Mr. Forster province should to assign the d was not not tending to con southern portio anced strong of the Dominion them to take t He did not th farmers would summer at the b account of the farmers of the once to patron He would sup line from the but no more.  
The amendm feated on the For: Messrs. Forster, Macphie Hing, Semlin, Col.—12.  
Against: Mess Helmecken, Bak ans, Hiccup, ey, Eberts, Bry ing, Braden and Mr. Sword ros for the second saw six o'clock, cess.  
THE EVE  
After recess debate on the reading of the bill government for measure before way from Robso the grant of \$4,000 enish any land sion, the house t enable railway the Yukon comm case why had t its negotiations tors, instead of where the most obtained from a He hoped the hon tence severely. Mr. Kidd deont that the financs not permit the t se home as that see like Mr. Sword, on ing.  
Mr. Kennedy w house had not neation of which possessed on the railway negotiatio his mind that som from the house. T president of the co cing had spoken "last" telegram showed that the other telegram—el ed "Kidd deont" Mr. Kennedy co true that the Domi the communication government, he kno acted in their plac Hon. Col. Baker have done?  
"Mr. Kennedy, 'I ten them again.'"  
Hon. Col. Bak what we did. (Re Mr. Kennedy co very glad the gov the system of givng and claimed that forced on the adm position.  
Mr. Cotton agre that there must be and he further th this bill there must fund, go be used in He did notice on one of a portion of of late.  
Hon. Mr. Turner Mr. Cotton proce per men came do and saw the minist and immediately the boked in the house.  
Mr. Turner: "The seen for themse acted in the house. Mr. Cotton com visits many of the p they were getting in launching out of that this was the re had with the minist bill itself. Mr. Cott ment had had a pare a plan and p at the beginning of was a most on of waiting for the e What was the rea to build the road? position took excep gion delayed so long sure down, and it importance, to the way was to go to certain if the con before the arrang tractors was confir would not agree to they wanted, for to force the bill the country when it w it. There was no of the road from kine. The opposit with Mackenzie, of interest of the cou provided that both sections on the been shown that supplies would be ceased. Why no commence on the s duce the expenses? Hon. Mr. Eberts prevent their work Mr. Cotton proc narrow gauge road would only cost much as a broad g engine sent out a fall, estimated the but \$19,000 a mile, spoken of included work than would be present proposed a road would cost co subsequently the argu costly road fell to t not see why the p t the road \$2,000 covered. In rep the Premier he be move to make gro per mile to pay the be obtained as gress earnings. To to earn \$111 a C. P. R. itself.  
Hon. Mr. Turner "Frank."