The Colonist.

FRIDAY, JUNE 14TH, 1889.

MR. WILSON'S LETTER.

It is not a little remarkable that Mr. Wilson should have only just now discovered that the exchange proposed by Mr. Semlin and agreed to in a modified form by the whole Legislative Assembly, was opposed to the true interests of the province. That gentleman's proposition was made two years ago. It was acted upon by the Government and apparently approved by the whole province. But during all that time Mr. Wilson was silent. It is only now that he has become alive to the fact that the Assembly and the Government had done what they ought not to have done. He lays great stress upon the fact that the proposal was Mr. Semlin's, who is a member of the Opposition. He has forgotten that Mr. Semlin's resolution was amended by Mr. Theodore Davie, that Mr. Davie's amendment was carried, and that it was the resolution as amended by Mr. Davie, that constituted the authority of the Government to negotiate for an exchange of land. The Government's policy in this matter then was dictated by all the representatives of the people and received the tacit approval of the inhabitants of the whole province, Mr. W. Wilson included. It was, we think, hardly worth Mr. Wilson's while at this time of day to occupy so much space in condemning what he had acquiesced in for two long years. Mr. Wilson's friend Mr. Higgins, without intending it, no doubt, made the position of the Government with regard to the proposed exchange of land stronger than it would otherwise have been. After the news of the Privy Council's decision had been received that gentleman from his place in the Assembly protested against the Government's carrying out its exchange policy. The Provincial secretary in reply cited the authority of the Legislature strengthened by a motion of the Opposition condemning the Government for not using greater diligence in effecting the exchange. We desire again to direct the attention of our correspondent and our readers to the fact that not one single member of the House joined Mr. Higgins in protesting against the exchange under the altered circumstances. They had ample opportunity to do so but they did not. In the face of these facts how can Mr. Wilson or any one else who has a proper respect for the authority of Parliament counsel the Government to disregard the positive directions they have received from the representatives of the people?

Mr. Wilson, without giving a single reason for the opinion he holds, declares that to exchange the lands of the railway belt for a block of land in the Peace River country, would prevent the construction of a second transcontinental railway. Now we wish it to be understood that we are as desirous to see a second transcontinental railway built as Mr. Wilson can possibly be, and are most willing to do all that lies in our power to advance such a project. The province has done almost nearly all that it was asked to do when it granted a charter to the Canadian Western and gave it as a land subsidy the alternate sections of a belt sixty-four miles wide along its whole length. An examination of the map will show that the tract proposed to be exchanged for the railway belt can not interfere in the slightest degree with the projected road or with the road from the east that may join it. The eastern terminus of the Canadian Western will be considerably to the east of the British Columbian part of the Peace River valley and more than 180 miles south of it. Tete Jaune Pass is in latitude 53 and the Peace River where it flows through British Columbia is as near as may be in the 56th parallel of latitude. A transcontinental road joining the Canadian Western will not come within at least 200 miles of the Peace River country. Our readers will see from this that it will matter very little to the builders of the projected road who owns a comparatively small tract in the north east corner of this province.

It is somewhat singular that our correspondents avoid an examination into the actual value of the Peace River part of British Columbia to the province. What are they afraid of? Do they see that if they enter into an enquiry as to the worth of that territory, provided it is as good as they assert—which we do not for a moment admit—it will be found to be by no means a valuable possession. Before the country can be settled it will have to be surveyed, and colonization roads must be made in it and bridges built. All this takes money, and, considering the income and the resources of the province, a very great deal of money. This money will all have to come out of the taxes paid by the inhabitants of the western part of the province. And those taxes are not yet sufficient for their own requirements. On the other side of the account will be the money received for the lands. How much will that be? The local government will, in order to encourage settlement, have to give a very large proportion of the land away. This is what the Dominion Government is doing, and they will be compelled to adopt the same policy. It is not hard to calculate the price of ten millions of acres of land at nothing an acre. Noughts and nought do not, unfortunately, make one in the Government Land Office. The Provincial Government will be very lucky indeed if the money they get for the land that can be sold for a price will recoup them for the expenditure. It is safe, then, to conclude that all that the Government will ever get, over and above expenses, for the Peace River country will be represented by a 0. And if they get it settled even on those terms they may think themselves very lucky. Now, let the railway belt be as bad and as worthless as our correspondents are at such pains to represent it to be, which we are very far indeed from admitting, it can hardly be worth less than nothing. Therefore if our correspondents will leave off theorising and prophesying and come down to hard facts and to what we know to be certainties, they will find that the province can lose nothing by the proposed exchange, while it may gain a great deal.

The reader who reflects must see that the decision of the Privy Council has increased rather than diminished the difficulties of the double ownership of the railway belt. The Dominion owns the land with all that this implies, as well as the minerals and base metals. The province owns the precious metals. It does not require a very lively imagination to realise what a heavy crop of disputes and annoyances this state of things must produce. Mr. Wilson knows how tenacious the Dominion is of its rights. Everything that the province gets it must fight for: it contests and stubbornly contests, every inch of ground. The idea that Mr. Dewdney, even if he were inclined to undertake the task, can change the nature of the Dominion administration is simply absurd. Experience has shown that ministers may come and ministers may go but the Dominion goes on for ever unchanged. Mr. Mara has shown that the state of things that now exists has been most injurious to the mining interests of the province, and no one has ventured to question the truth of his statements. If then our correspondents wish to drive capital out of the country and desire to retard the development of its mining industry they will continue to oppose the exchange of land. The evils they profess to dread are conjured up by their own lively imaginations while the continuance of the present state of things will be certain to do the province serious injury.

Mr. Wilson drags the "C. P. R." into the discussion. He has not the slightest grounds for doing this. The Canadian Pacific has nothing to do directly or indirectly with the proposed exchange. He advances a suspicion as if it were a fact. There is, of course, no arguing against a suspicion. It is an airy nothing, but sad to say, intangible as it is, it is often the cause of injustice and folly and all kinds of mischief. If our correspondent believes that the C. P. R. is in any way mixed up with this land exchange proposal let him produce the evidence on which he grounds his belief.

CANADA'S DESTINY.

The North American Review for June contains an article from the pen of Mr. Erastus Wiman entitled "What is the destiny of Canada?" which shows quite clearly what that gentleman's object is in advocating commercial union between the United States and Canada. The article, too, shows that Mr. Wiman's sympathies are more with the United States than with Canada. He sets out by saying that eight out of ten United States citizens have reached the conclusion that Canada ought to belong to the United States. This object should, they hold, be achieved by peaceable means. According to Mr. Wiman our neighbors have no desire to annex us by conquest, though in his opinion we have given them sufficient provocation to justify their assuming an unfriendly attitude towards this country. He says:

"In the event of a war with England, public sentiment (in the United States) would entirely change, and Canada would then be the battle ground. It might even happen that a persistence by the Canadian Government in a nagging and unfriendly policy as shown in the harsh and antiquated interpretation of the Fishery Treaty, the constant invitation to retaliation by acts of bad neighborhood, by hostile tariffs and other irritating influences might work up a sentiment in the United States that would demand the capture of Canada."

Here Mr. Wiman shows that he is much more American than Canadian. We cannot see how any unprejudiced person can come to the conclusion that Canada has pursued a nagging and an unfriendly policy towards the United States. This country has invariably been friendly and accommodating in its intercourse with its big neighbor, and even when it was exacting and unreasonable the attitude of Canada has been conciliatory. The United States chose to take offence at the sympathy felt for the South by the people of Great Britain, and in a pet put an end to the first reciprocity treaty, which was working advantageously for both countries. Canadians did not resent this, but quietly and self-reliantly took measures to get along without reciprocity, and they were tolerably successful. They were, however, ready to enter into any other reasonable arrangement, and did what they could to facilitate the negotiations of the Washington Treaty. The fishery clauses of this treaty were abrogated at the instance of the United States, not of Canada. To show that no resentment was felt by this country, its authorities permitted the United States fishermen to exercise the rights which they enjoyed under that treaty for months after the date of the abrogation of its fishery clauses by the United States, and this they did merely to save those interested in the fisheries from loss and inconvenience, without any compensation whatever. This did not look like "nagging" or "unfriendliness." When in order to put an end to the dispute about the fisheries it was proposed to enter into a new treaty the Canadian Government was ready to make all reasonable concessions. It did not insist upon "a harsh and antiquated interpretation of the fishery treaty" of 1818. Quite the contrary, it was willing to do what was fair and friendly and did all that was necessary to come to what was admitted to be an equitable agreement. This agreement after it had received the approbation of the President of the United States and the commissioners which he had appointed to negotiate it, was torn into shreds, not by the Canadian Parliament, but by the Senate of the United States.

Mr. Wiman shows what spirit he is of by adopting the language of American demagogues who, for a political purpose, previous to the last presidential election, did their best to create a prejudice against Canada in the United States, because she is a British colony. He in another part of his article, imitating the Yankee politicians of the Frye school, says: "There are those who think that a policy of retaliation—for which Canada has afforded abundant justification—would starve the Dominion into submission." What was this abundant justification? Was it because Canadians are industrious, energetic and enterprising, and are more formidable competitors to the would-be monopolists on the other side of the line than they calculated upon. This is the only "justification" that Canadians have ever given for a policy of so called retaliation. And we have a notion that this policy was not acted upon after it was threatened—for campaigning purposes also—because it was found to be a two-edged weapon that would hurt those who wielded it quite as much as it did those against whom its blows were directed.

Mr. Wiman does not believe that Canadians are just now prepared for annexation. There is a large number of Canadians who are deeply attached to the Mother Country, and who prefer British connection to union with the United States. He thinks that circumstances are leading Canadians to look to the United States for deliverance from some of the evils of which they complain, but the Roman Catholics of Quebec and the Orangemen of Ontario would offer a strong and for a long time an effective opposition to annexation. Great Britain, too, he believes would be most reluctant to permit Canada to unite politically with the United States. She would naturally put obstacles in the way of such a consummation. He suggests that the opposition may be successfully met by an appeal to the pocket. And here Mr. Wiman's scheme for commercial union comes in. Why this scheme was started is seen from the following passage:

"But life is too short for either of these policies (retaliation and rigid and, perhaps, offensive indifference) to work out a union of the English-speaking people on this continent in one day. With this conception in view a movement in favor of commercial union between the two countries has been for some time making steady progress on both sides of the border."

It will be remembered that it was declared by the advocates of commercial union that it was not only not intended as a preliminary to annexation, but that it would work so as to prevent the possibility of annexation. Now that the motive for concealment no longer exists, Mr. Wiman is very frank indeed. This is what he thinks would be the way in which Commercial Union will work:

"An open market for her minerals, her vast fishing possibilities and enormous timber resources, with other stores of wealth, would soon beget an immigration into Canada of Americans and their followers that might so change the political complexion of the country that within two or three Parliaments she might find an outcome in an altered destiny . . . So that through Commercial Union some will see a short cut to annexation, while to others it indefinitely postpones it."

But whatever may be the destiny of Canada, it is as certain as anything in this uncertain world can be, that it will not arrive at it through commercial union. Mr. Wiman gives the reason himself while discussing the objection which Great Britain will have to such a union when it is seriously proposed. A zollverein between Canada and the United States involves discrimination against Great Britain.

"It is even going a step further," Mr. Wiman says, "because if the tariff under the proposed Continental Commercial Union is to be regulated anywhere, it must be at Washington; so that in the event of the Canadian Parliament passing a bill for Commercial Union with the United States the spectacle would be presented of Congress fixing the rate of duty which shall prevail hereafter in nearly one-half of the British Empire as against the goods manufactured in another portion of that Empire."

We mistake the spirit of Canadians greatly if such a spectacle as that is ever seen. Canadians value their freedom and their independence altogether too highly ever to agree to any arrangement which will permit of their being taxed by a body in which they are not fully and fairly represented. They will never consent to be dependent upon the United States for a public revenue. If the advantages of commercial union were ten times as great as they are represented to be, Canadians would never accept them on such humiliating conditions.

Mr. Wiman seems to think that Annexation or Independence is the Destiny of Canada. It is quite clear that he favors annexation though he speaks in glowing terms of the "New Canadian Republic."

PRESIDENT HARRISON.

The position of the President of the United States is at present far from being a pleasant one. He is beset by office-seekers. These office-seekers are not applying for offices that are vacant, but they demand that vacancies be made for them. To the victors belong the spoils is their motto. And they are determined that pressure will be applied to the President to carry it out to the letter. The President at first exhibited some reluctance to turn honest and faithful men out of office in order to replace them by untried men of his own party. But the office-seekers and their friends were persistent and powerful, and soon the President's scruples, if he ever had any, disappeared. "Turn the rascals out," was the word and the rascals, merely because they were Democrats, are being turned out by the thousand. It is said that postmasters alone have for the past two months been turned out and shoved in at the rate of a thousand a week. John Wanamaker appears determined to make a clean sweep, and he has found means to gain the approval of the President. Mr. Harrison has not been forgetful of his own and his wife's relations in this office-grabbing business. Many of them have been provided for at the public expense. The Republican Party since the President has proved pliable wink at this nepotism. They seem to think that if there is to be a scramble the President's folks should have their share as well as the rest. There are people who look at this unseemly rush for office with pain. They consider it injurious to the public service and demoralizing for the people. They were in hopes that civil service reform which had been attempted, and in part carried out, in Cleveland's time, would be continued under Mr. Harrison's administration. But they have been disappointed and they are giving vigorous expression to their feelings and convictions. With a class of high-minded and influential men in the States the verdict seems to be, "President Harrison has been weighed in the balance and found wanting." The impression he is making on the minds of men of the better class is not by any means a favorable one. It may be, however, that when this office-seeking ordeal is passed, the President will address himself to the performance of the more important duties of his office and will acquit himself in such a way as to regain the place in the esteem of these men which it is pretty clear he has already lost. The office-seekers and their backers are not by any means a high-minded lot. When Mr. Harrison emerges from the sphere of their influence it is expected that he will be surrounded by another and in every way better class of men. He will then have a chance to show the best that is in him.

EDITORIAL COMMENTS.

MR. EDWARD MURPHY, who has been appointed to fill the seat in the Senate made vacant by the death of the late Mr. Ryan, is a most worthy man. There is, we undertake to say, no man in Montreal more generally respected. He is one of the self-made men, and while he has all the virtues of his class, he has few or none of their foibles and their failings. He is one of nature's gentlemen. Though full of energy there does not appear to be a coarse fibre in his composition. He is courteous and kindly and is prominent in every good work. His virtues have made him popular with all denominations and his appointment to the Senate meets with the hearty and the general approval of the community in which he lives without distinction of creed or party.

THE Society for Political Education, of New York, has issued a tract, written by Mr. George Iles, late of Montreal, called "The Liquor Question in Politics," which contains in a small space a very great deal of information on the Temperance Question from a political point of view. Mr. Iles, with philosophical calmness and impartiality, gives his readers the views of the different schools of temperance reformers, and the advantages and the disadvantages of the various schemes for lessening the evils of intemperance by the instrumentality of law. The tract contains some interesting information as to the strength and resources of the liquor organization in New York, and the influence it exercises in the political affairs of the State, and even of the nation. He says: "Conservative men familiar with the politics of New York City estimate the liquor vote at 40,000, or one-seventh of the whole, a vote quite sufficient to turn the scale in ordinary contests, especially as the liquor interest usually allies itself with one of the two great national parties, secure of its own ordinary and regular party following." The reader will find in this little book an account of the present state of Temperance Reform in many of the states, with statistics, which will be found by all who take an interest in the subject of very great value.

NEWS AND NOTES.

MAKING A DIAMOND KING.

Less than ten years ago a young man named Cecil Rhodes went to South Africa to seek his fortune. He had speculative talent and a few hundred dollars in his pocket, and after studying the Cape railroads and the Kimberley diamond mines he began to buy and sell railroad stocks, mining shares, and anything else in which he thought there was money to be made. His enterprises grew with the growth of his capital, and three or four years ago he began to be known as a very rising man of affairs. He is now called the Diamond King, is a millionaire, and almost every week his name is seen in the English newspapers as that of a prominent factor in South African matters. One of his latest specialties is to secure gold mining concessions on very cheap terms from independent native chiefs, and as everything he has touched has turned to money he is likely to make a few thousand per cent. on these investments. This young man is only about 30 years old, and his career seems to show that a man with a large money-making faculty is bound to thrive almost anywhere.—N. Y. Sun.

ABOLISHED.

Mrs. Harrison has substituted a courtesy for the interminable handshaking at presidential receptions. The Boston Traveller says: "The universal acclaim with which this social revolution at the White House has met proves its value to society. The handshake, outside intimate friends, is obtrusive, wearisome and unnecessary, and its abolition at the public ceremonies in the presidential mansion is the first veto of the administration. It is sustained by the country."

A VIGOROUS OLD MAN.

The Rev. Dr. H. R. Macartney, Anglican Dean of Melbourne, has just celebrated his ninetieth birthday anniversary. He is one of the best known and, notwithstanding his great age, one of the most vivacious walkers and speakers in Melbourne. He rarely uses glasses, and still more rarely resorts to notes as aids to memory when speaking. He possesses wonderful vitality in his small, spare frame, crowned with the snows of time; and it is quite an every day spectacle to see him walking down Collins street, Melbourne, as briskly as any of the young bank clerks or civil servants who love to show their paces in the Melbourne Piccadilly.—N. Y. Tribune.

BLAINE'S DAUGHTER.

Miss Margaret Blaine is fast earning the reputation of being one of the wittiest women in Washington. She is clever and sarcastic, but uses her powers with rare judgment and good nature. Her voice is particularly pleasing, and it is said that she has a naive way of saying "Don't you know?" that is the envy of all the other Washington belles. She acquired it in England during her visit last year, and uses it frequently in her speech.

ITALIAN BUDGET.

The Italian budget shows the enormous deficit of 50,000,000 francs, and at the same time reports come of widespread distress among the working classes everywhere. In every town of importance the municipality has had to provide for hundreds and thousands in order to avoid riots or wholesale deaths from starvation. In Rome no less than 175,000 francs has been expended for the relief of the suffering, while in many smaller places a much larger amount proportionately has been needed. Much, if not all of this suffering is claimed to have been caused by the heading off of negotiations for the renewal of the commercial treaty with France.

THE BEST MOTIVE POWER.

An eastern paper has been making some extended inquiries regarding the displacement of horses on street railways in cities, and finds that there is a general movement looking to the abandonment of animal motive power and the substitution thereof of the cable and electric motor system. From the information obtained the belief is expressed that in the course of the next five years horses will be entirely superseded in all the large cities. There is some doubt about the relative popularity of the cable and the electric systems, but it is highly probable that the latter will be the favorite means of locomotion in the Eastern States.

Children Cry for Pitcher's Castoria

PROPOSED LAND EXCHANGE.

TO THE EDITOR.—In your editorial on my letter dealing with the proposed land exchange, I notice that you accuse me of "casting a doubt on the integrity and the good faith of those who differ with me in opinion which you remark is the reverse of courtesy and is not sensible." Whilst agreeing with your remark I question the accuracy of your accusation. You base it upon my application of the word "manœuvering" to the action of those Dominion and provincial politicians who are trying "to hand over to the Dominion of Canada many millions of acres of the Peace River country belonging to this province for the remains of the railway belt."

Turning up a dictionary I find the meaning of the word manœuvre is "to manage with address." This, when applied to those aiming to convey the Peace valley lands to the Dominion you term "an insinuation which is manifestly unjust." Such sensitiveness and high sense of propriety in the application of a word comes upon me with surprise from a member of the Victoria press. If this is a new departure from the lessons learned by the swarm of libel suits lately, jurymen who have had to sit upon them may congratulate themselves that their time was well spent in the service of their country. From your account of the action of the assembly in April, 1887, it strikes me that the only valid objection to my use of the word manœuvering is that it is too complimentary.

It appears that Mr. Semlin moved a resolution in favor of the land exchange. You state he made a very sensible speech in which he dwelt chiefly on the inconvenience of having the land of the railway belt under two jurisdictions. He said absolutely nothing as to the difference in the value of the tracts proposed to be exchanged. What astonishes me is that the government supported such a resolution.

Let us look for a moment at the situation.

Mr. Semlin was a member of the opposition anxious to embarrass the Government. Mr. Semlin doubted the right of the province to the minerals in the railway belt. Mr. Semlin represented a district opened up by the Canadian Pacific railway. Mr. Semlin had some supporters inconvenienced by the absence of any arrangements for the satisfactory administration by the Dominion of the lands in the railway belt.

Under these circumstances it is not surprising that Mr. Semlin moved his resolution. "You tell us," he said, "absolutely nothing as to the difference in the value of the tracts proposed to be exchanged"—for he was indifferent. All he wanted, as his district had a railway, was that the belt in his district should revert to the province because his constituents could then more readily obtain what they required than from the Dominion. Mr. Semlin acted entirely as a member for Yale district. Let us see what was the position of the government. It represented and had to consider British Columbia. Its duty was to take no sectional view of Mr. Semlin's proposition. The interests of the whole country, not of a particular district, had to be its first care.

It differed with Mr. Semlin as to the ownership of the metals in the belt. Convinced of the justice of the claim of this province it was prepared to take it into the courts, and we know that after protracted litigation the privy council has decided that the minerals belong to the province. In this matter the provincial government acted wisely, and deserve the thanks and support of all British Columbians.

But as regards Mr. Semlin's land-exchange resolution, it looks as if the Government members were in a state of mental stupor.

Instead of supporting it, my opinion is that the right attitude for the Government members to have taken was this:

We will not commit ourselves to Mr. Semlin's sectional resolution. The first thing to have determined is the ownership of the minerals in the belt. When that is decided we shall know how much or how little the Dominion owns in the belt and can then approximate its value. Mr. Semlin is silent as to the value of the Peace Valley lands. Before we would seriously consider a proposition for conveying them to the Dominion we must have full information concerning them. No government worthy of the name, any more than an average individual, would think of deciding upon a large transaction before an examination into the merits of it. Before making a grant to the Okanogan Railway Company the Government felt it to be its duty to send a surveyor to explore the country through which it was projected. If in a small matter ordinary prudence required this, surely a thorough knowledge of the Peace Valley lands is necessary before any action is taken on such an enormous proposition as transferring to the Dominion an acreage of land larger than a belt as wide as from here to Cowichan and as long as from Victoria to San Francisco.

There is another consideration which I think, Mr. Editor, should put an end to all thoughts of a land exchange. It is this: North of the Yale district, which is opened up by the C. P. R., there is a vast country, extending for 600 miles, with greater resources than Yale district, which absolutely requires other railways to open it for settlement.

It is but just that no district of this province should be sacrificed for the benefit of another district, more especially when, as in this instance, the district which seeks to sacrifice another has already a railway running through it.

It is for the best interests of this province that the land in a district should be utilized to encourage the building of a railway through that district. Take for example the Peace Valley lands; by making a grant of a portion of them to a transcontinental railway this province has in its power to secure the construction of a railway through the Peace Valley to the coast, which would open up that fine country; make it the homes of tens of thousands of people; give value to the lands and add largely to the trade, population, growth and property of Victoria and other places.

In last evening's paper there was a telegraphic announcement by Mr. Villard that the Northern Pacific Railway Company are seeking an outlet through British Columbia on this coast north of the C. P. R., and that he will be in this city within a few days. Here is an opportunity for the government which it should seize upon and make the most of. If it succeeds in making an arrangement with Villard the population and value of property in this city will be at least doubled within three years.

Every person of ordinary intelligence can see for himself that it will be better for this province to make use of the Peace Valley lands to secure another transcontinental railway through British Columbia than to give them away to the Dominion and receive nothing in return but a mass of mountains along the C. P. R., the only value of which are the minerals which already belong to this province. We should all keep clearly before us this, that if Messrs. Semlin and Robson's land exchange project is carried through British Columbia will be powerless to aid a Peace Valley northern railway to this coast, and that without provincial land aid it will not be built. Give the Peace Valley lands away to the Dominion, and so far as a northern railway is concerned we shall be helpless to further its construction.

We all know, and it is only natural that it should be so, that the C. P. R. will do its worst to prevent another transcontinental railway being built to this coast. We also know that when the interests of a province are on one side and those of the C. P. R. on the other so great is its influence at Ottawa, that the government is against the province and for the C.P.R. Look how the Dominion Government struggled to prevent the N.P.R. entering Manitoba and carried it to such an extreme that it did not give way until a determined people not merely threatened but were prepared to break out into open rebellion to obtain their rights.

Take another instance which shows the relative treatment by the Dominion of a province and of the C.P.R.

For a railway belt of about fifteen million acres and the payment annually of one million dollars in duties, British Columbia receives in return one hundred thousand dollars subsidy per annum. Now take the C.P.R. For seven million acres of land in the Northwest which the railway company found was not adapted for settlement the Dominion gave it ten millions of dollars which at 4 per cent. per annum yields an income of four hundred thousand dollars.

In the face of facts such as these which show the power of the C.P.R. at Ottawa and the impotence of the western provinces, any man who would fetter British Columbia to the Dominion by giving it possession of the Peace River valley lands and thus preventing another transcontinental railway, I look upon as an enemy of this country.

You say that I "must see that it would be a thousand times better to get such a co-owner" as the Dominion "out of the way altogether at any cost." To this I answer, I see nothing of the kind. You do not get the Dominion out of the way by giving it the Peace valley lands which require a railway of which there is a great prospect of our soon obtaining, and by taking back a mass of mountains through which we already have a railway. You will put it in the power of the Dominion to be in the way and a stumbling block to the construction of another railway which everybody here is anxious for.

So far as the difficulties about the administration of the railway belt are concerned which you state should be got rid of "at any cost," I pointed out in my former letter that by the decision of the privy council the Dominion is in the same position as any other owner of lands in this province, and just as a miner has a right to prospect for and mine minerals on the land of the stockraiser so he can prospect for and mine minerals in the Dominion railway lands. In both cases the minerals belong to this province.

Although I have but a poor opinion of the disposition of the members of the Dominion government to deal justly with the province, I believe that Mr. Dewdney, who has the land matter to arrange, means well to British Columbia, and that if the government here shows average business capacity and energy it will succeed in obtaining a satisfactory settlement of whatever differences there may be. Whether they can or cannot—thanks to the privy council of England and not to the Dominion of Canada—this province possesses what is the principal value of the belt—the minerals.

I will only add that my opinion is that British Columbia ought not to part with a single acre of Peace River lands to the Dominion, but should retain them for the purpose of securing the construction of a northern transcontinental railway.

Yours respectfully,
W. WILSON.

CONDENSED DESPATCHES.

A tourist named Hermann has been killed by an accident in the Alps.

Dr. Mansen, the Danish explorer, has been presented with the Ritter medal by the Berlin geographical society.

The American residents of Paris are taking steps to raise a fund for the Pennsylvania flood sufferers.

The editor of the Bavarian Fatherland has been sentenced to six weeks imprisonment for libelling the dowager queen of Bavaria.

President Van Horne was expected to arrive at Winnipeg last night, en route to the Pacific Coast.

Edward Hornbostel, of Guelph, was run over by a freight train yesterday and killed.

Mrs. Snell extends the offer of $50,000 for Tascott's capture to ten months. She says if this sum will not bring him back no amount that she could offer would.

Capt. Lees, the well-known San Francisco detective, ridicules the idea that Tascott is in China.

A portion of the town of Caloxi, Miss, has been destroyed by an incendiary fire.

Very extensive floods are reported from Saxony and Bohemia, with serious destruction of property.

Dr. Dey, of Fullerton, Ont, has left $10,000 to the Queen's University to be handed over on the death of a surviving sister.

Eighteen of the striking miners of Essen, Germany, have been sentenced to terms of imprisonment varying from one month to six.

Revs. H. Tefre and C. A. Marois of the Cardinal's Palace, Quebec, have been elevated to the dignity of household prelates to the Pope. Trudelle, Joint Registrar of the district, has been created Chevalier of St. Gregory the Great.

Bowen Aylesworth, reeve of Ernestow, Ont., has been nominated as the Reform standard bearer in Lennox for the Ontario legislature.

A fire at Morden, Man., on Tuesday night, destroyed Brown's livery stable and seven horses, loss $5,000; Snowden and Nelson's, $2,000; Miss Chambers' millinery, $1,500; Mr. Topley's building, $1,200. A whole block was burned.

A young Irishman named Jack McGaldrick, employed in a livery stable at Winnipeg, attempted suicide on Tuesday by taking laudanum.

J. H. Ashdown, president of the Winnipeg Sun Printing Co., has taken action against the Winnipeg Free Press for alleged libel.

A farmers' excursion, numbering 600 people, left Toronto in two trains on Wednesday night for Manitoba.

Anti-Jesuit meetings were held at Orangeville, Wingham and Fergus, Ontario, on Tuesday, at all of which delegates to the Toronto convention were appointed.

M. Cloran, a Toronto baker, wins $1,000, and a poor laborer of the same city wins $4,000 in the Carslake drawing for the Derby.

It is rumored that ex-Mayor Beaugrand, of Montreal, will be appointed legislative councillor vice Dr. Lavalle.

Madame Cartier has had a bust of her late husband, Sir Geo. E. Cartier, placed on his grave in the Catholic cemetery, Montreal.

The Winnipeg Free Press is now issued morning and evening. It is reported there that Mr. Luxton has retired from the papers.

Mrs. Robert Gerrie, wife of the proprietor of the Grand Union, Winnipeg, who has been suffering for a long time with cancer, died on the 1st inst.

The department of justice has been advised that the Brother Leboudais, of Quebec, sentenced at Glasgow to ten years for scuttling the Sylfe, will be released next May owing to the intercession of the minister of justice.

PIERRE, Dak., June 6.—An Indian runner arrived at Fort Pierre yesterday forenoon, direct from the Rosebud Agency, on his way to Cheyenne, with word that the Indians at the agency had commenced to sign a treaty and that the commission would get them all. Fort Pierre is a hard day's travel from Rosebud and on the direct trail to Cheyenne, and the runners were sent from Rosebud as soon as the result was known of the Indians' action there, to inform all other agencies.

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THE ALASKA BOUNDARY.

How the Line Between Alaska and British Columbia Will be Surveyed.

SAN FRANCISCO, June 3.—As has been before stated, the last Congress appropriated $25,000 and $20,000 respectively to the use of the United States coast and geodetic survey, to be used in establishing the boundary line between Alaska and British Columbia.

The two expeditions are now ready to start from here on the arrival of the Alaska Commercial Company's steamer Bertha, which is expected every day. One is under the command of J. E. McGrath, and the other under that of J. H. Turner.

McGrath takes one party, composed of himself and one assistant, a physician and seven hands.

He will go to the intersection of the 141st meridian with the Yukon river. Here an astronomical station will be established to determine the latitude of the place. The principal work will be to establish the longitude by means of chronometers, moon occulations and eliminations; also, to determine the constituents of the magnetic force. Topographical surveys in the vicinity of the station will be made, and the boundary traced as far north and south as possible.

Turner's party will do the same work at his station, which will be at the intersection of the 141st meridian and Porcupine river. His party will be the same in size as McGarth's.

During the winter Turner proposes to go by dog sledges along the boundary to the Arctic ocean.

J. C. Russell, of the United States geological survey, will accompany the expedition. He has not yet decided which of the two parties he will accompany. However, wherever he goes, he will make scientific researches, so as to be able to report on the geological formation of the country. He will also make a collection of specimens relating to natural history and ethnography, which he will present to the National Museum and the Smithsonian Institute.

Both parties will depart on the steamer Bertha and land at Cunalaska. From there the steamer St. Paul will convey the outfit of the explorers to St. Michaels.

Both parties will remain in that settlement for about a month, and during that time will determine the astronomical and astrological positions of the place.

The delay in St. Michaels will be on account of the construction of the small steamer that is to be put together there. The steamer has been built in this city, and will be put together as soon as possible.

The next move of the two parties will be by the new steamer up the Yukon to their respective destinations. On the way up the river surveys and soundings will be made. A base station will be established at Fort Yukon, by which to verify their calculations on their return.

The return will be made in whale boats and batteaux, and the river will be more carefully surveyed in order to determine astronomically the stations and traders' settlements along the banks.

On arriving at the mouth of the Yukon careful surveys and soundings will be made, as those made over twenty-five years ago are rather rough and incomplete.

During their stay in the far north log cabins will be constructed by the surveyors. If all goes well with both parties, they will finish their work so as to return to this city by August, 1890. If one party should fail, the other party will remain another year to complete the work.

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