The Colonist.

THURSDAY, MARCH 4, 1897.

RAILWAY SUBSIDIES.

The suggestion of a correspondent that the $750,000 voted by parliament, and never employed, for an annual subsidy for a steamship line to Europe should be devoted to the payment of interest on money to aid in railway development, is well worth consideration. As he points out, the sum spoken of would pay the interest on $20,000,000, and this amount judiciously expended in aid of railways would be of vastly greater advantage to Canada as a whole than any steamship line.

We have already intimated the opinion that the last word in regard to Dominion aid to railways in the Province has not been spoken. It is true that Dr. Milne does not seem to have been very successful in his mission, but it is possible that he was somewhat premature. We decline to think that he has been able to present the whole case for this Province, and will not accept any reply to him as final, until at least the whole case has been presented.

PEOPLE'S BANKS.

In the last issue of the Westminster Review, Robert Ewen, at one time a director of a British savings bank, treats incidentally of the People's Banks of Germany. The first of these banks was started in 1850 by ten artizans, who were out of work. They simply agreed to stand by each other until times became better, but so successful was the experiment that the system, which was planned by Dr. Schultz, has grown to be one of the leading features of German economy. There are now, says Mr. Ewen, about 3,500 of these banks in Germany with 1,500,000 members and £50,000,000 capital and deposits. He adds: "This capital is turned over three times a year in loans and advances to the industrious people engaged in all kinds of works and manufactures, agricultural and skilful." It is to the existence of these banks that the great progress of Germany in industrial pursuits is to be attributed, according to Mr. Ewen. "The People's Banks, which supply the capital to the producers, are the mainstay of the German industries," he says. He explains that all loans made by these banks are subjected to a very close supervision by the committee of management. A borrower must satisfy the committee of the bank to which he applies for a loan, that the use he intends to make of it is likely to be profitable. Mr. Ewen also mentions that the French government is at the present time trying to devise a plan "whereby even the peasantry and small traders can be accommodated with loans and advances to encourage all their industries, on the same terms of interest and discounts as the large capitalists of that country."

UNQUESTIONABLY the people of the United States have good ground for anger at the manner in which their fellow citizens and their flag are being treated in Cuba. The fact that a man is an American citizen seems to expose him to insult in Havana, and it is alleged that a favorite diversion of the Spaniards is to trample on the stars and stripes in the streets. Undoubtedly the stories told to this effect are grossly exaggerated, but there must be some foundation for them, and they naturally grieve self-respecting Americans very greatly. But who is to blame? United States senators set the example by abusing Spain; American mobs burned Spanish flags and even Spanish generals in effigy. A San Francisco paper, which grows furious over insults to American citizens in Cuba, asks piteously for some one to slap the face of the Spanish minister to Washington. Insult breeds insult.

IT is stated that when the Siberian railway, with its Manchurian branch, is completed and put in first-class condition the time from London to the Yellow Sea will be 9½ days, for express travel. Allowing two weeks for trans-Pacific travel, five days for the trans-Canadian part of the journey and five days for the trans-Atlantic part, and we have the journey around the world in 33½ days. Throwing in 6½ days for possible delays owing to exceptional conditions and we have a round trip in 40 days or in half the time that Jules Verne's hero took for his celebrated journey around the world. The distance, and of course the time could be further shortened by extending the Siberian road to Nikolovaesk, on the Sea of Okhotsk and building a railway from Port Simpson to Hudson's Bay.

A GREAT outcry has been raised in New York against a graded inheritance tax. Most of the New York papers are managed in the interest of the wealthy classes, and hence they oppose anything in the way of legislation that is calculated to lighten the burdens of the masses of the people. An inheritance tax is objectionable to the rich because there is no way it can be shifted to the shoulders of any one else. On questions of this nature the United States is far behind British countries, and the consequence is that a seething discontent underlies the whole fabric of society and one day may cause serious trouble. When wealth refuses to recognize its responsibilities revolutionary ideas grow apace.

THE Toronto Telegram attacks Senator Turner, of Le Roi fame, and advises him what to remember when he assails Canada, "as the custom is," before the adjournment of Congress. As Senator Turner does not take office until after the adjournment of Congress, the advice is decidedly premature. The attack upon Mr. Turner is in extremely bad taste any way, for its subject is a gentleman, who is respected by every one who knows him and possesses more than ordinary ability. The Telegram ought to leave that sort of thing to the cheap American papers that appear to delight in it. It is very un-Canadian.

IT is announced that the Canadian Pacific has made a five years contract with the Seattle and International railway, which probably places that line in the control of the Canadian company and makes Seattle one of its termini. The Seattle and International will appear on the new maps of the C.P.R. as a part of its system. The connection with the main line will be by way of Sumas and Mission, and a daily Atlantic express will hereafter be the chief feature of the American road. The Seattle papers are jubilant over the entrance of a third transcontinental line into their city.

THE CANADIAN PRESS.

ROSSLAND LABOR MARKET.

Rossland is well supplied with female labor of all kinds. Numbers of girls have been taken in by families who had no need of help. These girls are not, in most cases, earning any wages and their presence in the camp results only in a lowering of the scale of wages for all kinds of work for women. The outside press will confer a favor on the people of this community if it will inform the public that there are more laborers now in Rossland than can find work, and that there will soon be a little army of unemployed if laborers without resources continue to pour into the district at the present rate.—Rossland Miner.

WATER PRIVILEGES.

If companies obtain exclusive control over them without provisions being made that will bind them to make proper use of them or forfeit their charters and possibly suffer other penalties besides, Kootenay will be constrained to cry out against the injustice—Rossland Record.

BY WAY OF VARIETY.

"Have you any trouble in meeting your creditors, old chap?"

Artist—No difficulty whatever. Meet 'em everywhere, old boy.

Mrs. Newlywed—Oh, dear, Jack, the rats have eaten up all of my angel cake.

Mr. Newlywed—Aha! I knew we'd settle those rats sooner or later.

A sportive youth will feel complimented if you call him a "gay young dog," but not if you refer to him as "a fresh young puppy."

"George describes the girl he is engaged to as a perfect vision."

"Yes. And his sister says she is a sight."

AID TO RAILWAYS.

TO THE EDITOR:—An act of the parliament of Canada was passed some years ago offering a yearly subsidy of $750,000 for ten years to a line of steamships to ply between Great Britain and Canada under certain conditions as to speed, dimensions and accommodations.

Advantage not having been taken of this offer, and the commerce of the country not having suffered any diminution in consequence, two questions present themselves to my mind:

1. Will it not be as well to allow private companies to further develop and improve their steamship lines in the manner they are now doing to meet the commercial requirements of the country? We have the fact before us that two or three steamers of an improved class are added annually to the Dominion commercial fleet.

2. Will it not be more advantageous and wiser to apply the said subsidy of $750,000 to the internal development and progress of the country in the construction of much-needed railways and other necessary works. The constant cry of the Dominion Government is "No funds to aid railways with." Very well, then; here is a way in which funds can be had. Let the steamship subsidy be devoted to the objects I have mentioned. Seven hundred and fifty thousand dollars will enable the government to borrow twenty millions of dollars, and put it in a position at once to aid many useful and necessary arteries for trade and immigration in different parts of the Dominion without entailing any extra cost beyond that to which the country is already committed for a "fast line." I am strongly of opinion that the diverting of this subsidy from the original intention to the internal development of the country would be a wise course, highly satisfactory to the people at large, and would confer more lasting benefits on the country than the "fast line" would. Employment would be found for thousands of men who are idle, new areas for population and commerce would be created, and at the same time prove available, and a large expenditure would be kept in the country for the benefit of our people, instead of being dissipated abroad.

W. J. McD.

THE WATER QUESTION AT NELSON

TO THE EDITOR:—The bill incorporating Nelson, Rossland and Grand Forks, as passed through committee, is fair to the people of the three towns. But it seems that it does not suit someone, or why does the senior member from Cariboo (Mr. Rogers) wish to have it amended? The bill as passed gives the towns incorporated power to put in their own water works. This right will be denied them if Mr. Rogers' amendment is engrafted on the bill, for the people of one of the towns will be placed in the power of a private water company. At Nelson, the Consumers' Water Works' Company has a small plant, entirely inadequate for the town, either for fire, domestic, or any other purpose. Its original cost was less than $3,500. Since it became the property of the Consumers' Water Works Company, about $1,500 more have been spent on it. Its distributing mains are 2-inch gas pipe, and its reservoir, with a capacity of 20,000 gallons, is so situate that one-half of the residences in the town are on higher ground than its site. This plant was acquired by the company's president at less than first cost. He turned it over to the Consumers' Water Works Company for $17,000, and that is its cost as appears by the books of the company. The town under the Rogers' amendment will be compelled to pay the Consumers' Water Works Company in order to acquire it:

First cost to the company	$17,000
Fifty per cent. bonus	8,000
Interest for five years at 15 per cent.	12,750
Total	$38,250

There will be no deductions from this amount, for the management of the company claim that all its earnings, except $1,500, have gone towards maintenance. Mr. Rogers surely cannot be aware of these facts, for, as a fair-minded business man, he would be unwilling to saddle such a proposition on the people of any town in the province.

JOHN HOUSTON.

Victoria, February 27.

NELSON WATERWORKS AND MR. JOHN HOUSTON.

TO THE EDITOR:—Mr. Houston's statements in yesterday morning's COLONIST are apparently made to mislead. Mr. Houston is one of the largest owners in the Nelson Electric Light Company, and he knows that if Mr. Rogers' amendment to the bill incorporating Nelson passes the house, the city will have power to put in their own electric lighting plant and will pay him the value of such plant only and its earning power, and nothing for his franchises. Hence Mr. Houston's primary motive for opposing Mr. Rogers' amendment, which does not in any way prevent the city of Nelson from owning its own waterworks.

Mr. Houston is a delegate from Nelson. It was, I think, chiefly at his instance that an amendment was made to the bill (an act to accelerate the incorporation of towns and cities) to permit cities to build their own water works without compensating the men who, four years ago, invested their money in the existing system, and who have not as Mr. Houston knows, ever received in return one single dollar in all that time. The residents and property owners of Nelson have had protection from fire afforded them, they have had lower insurance premiums to pay, lower water rates and a better supply of water than any other town of its size in Canada—probably in the world. Mr. Houston was at one time owner of one-third of the water works. He sold out to myself and associates and congratulated himself then on getting his money back. Mr. Houston knows that at the time he sold out I paid at the rate of $3,200 for the works, which had been built under his supervision and direction entirely, that I assumed the then liabilities amounting to about $2,000 (besides disbursing some $2,000 for extensions), and that in addition to these sums he is now sueing the company for some $400.

Should the city of Nelson, after incorporation, desire to put in its own system of water works, it is only right that those who have invested their money upon the strength of an act of the legislature should be protected to the extent intended by that act. That the city would have to pay the sum mentioned by Mr. Houston is false. All that the company could be entitled to would be the actual cash cost of the plant, plus the bonus and interest agreed upon and authorized by the legislature.

As president of the company I have no hesitation in saying that no larger sum would be asked than the cash cost of the plant (about $7,000) plus the interest and the bonus; in all, an amount under $18,500, and not $38,000, as represented by Mr. Houston.

Surely, considering the advantages which the inhabitants of Nelson have had over any other town of its size, owing to the presence of these works (twice a conflagration having been averted by means of this water supply), and the fact that the citizens have had water supplied them at an average cost of $1.75 per month for each consumer, would justify the amount above mentioned being paid to the investors, who took all the chances and who have not had one dollar returned to them yet.

Mr. Houston contends that the supply and system is an inefficient one. Granted; but many towns outgrow their water supply. The company are anxious to proceed with the necessary extension and improvements, and they propose to do so unless the city takes over the plant.

Now, let Mr. Houston explain why, as a delegate, he did not attempt to secure municipal ownership of light as well as water. Is it because he is largely interested in the present very profitable electric lighting system? I leave you to judge as to the disinterestedness of this gentleman's motives in referring to Mr. Rogers' amendment as he he did in Sunday morning's COLONIST.

The amount involved in this matter is not large, but the principle is an important one.

F. S. BARNARD,
Pres., Consumers Waterworks Co.

Victoria, March 1, 1897.

THE MORTGAGE TAX—A SUGGESTION.

TO THE EDITOR:—As the legislature may soon have to consider the advisability of doing away with the tax on mortgages, it will not be out of place to give what I believe would be a practical solution of this difficult question. It is well known to our legislators that the true basis of taxation is the land or, what is the same, its value. Now, to bring out the point more clearly, let me illustrate: Suppose A is the owner of property valued at $3,000, upon which he owes a mortgage to B of $2,000, it is evident that if taxes are paid by the owner on the value of that property for $3,000 no other tax on part of that value should be asked. In other words, the tax on the mortgage, which represents part of the value, should not exist in its present form.

It must not be supposed, however, that the mortgagee should be freed from the payment of it, but it should be enacted that he be obliged to deduct or reimburse the percentage or amount of said tax in receiving his yearly interest from the mortgagor or borrower. By this means the borrower would receive back the payment of the tax on that part of the value of his land which he had mortgaged and for which he is already paying interest. If simply amounts to this, that the owner of the property would have the right every year in paying the interest on the mortgage to deduct from the lender of the money the amount he had paid for taxes on the part or value mortgaged.

A measure of this kind would be a great relief to the "poor farmers," "settlers" and owners of property in general, and would do away with what at present appears to be the iniquitous features of the assessment act.

Some such scheme must be devised to conciliate the important interests involved and the question of revenue becomes secondary in importance when it is sought to remedy an unjust system of taxation which weighs heavily and doubly on the land owner.

G. S.

Victoria, February 27.

GLAD THEY'RE IN CANADA.

The fact that the new Yukon diggings, the Clondyke district, are in British Columbia, will be hailed with delight by the pioneers of the Yukon, says the Alaska Searchlight. We regret exceedingly that we should ever have to make such a statement, but the truth of it will be readily recognized by all who know anything of the history of the country. For years the Yukon has been a large gold-producing region, but not one dollar has our government expended in building trails or in assisting the miners in any way. All it has ever done has been to give these people deputy collectors of internal revenue and customs and a poor mail service one season. Now there will be a radical change. The Canadian goveanment will doubtless pursue its regular wise and liberal policy, build trails, provide courts, etc. It is a lamentable fact, but nevertheless true, that the Yukoners before another year has rolled around will sing "God Save the Queen" more heartily than they ever sang "My Country, 'Tis of Thee." When will the United States learn that the allegiance a subject pays his country is measured by the treatment he receives? The whole thing is a matter of reciprocity We live in a practical age rather than one of sentiment.

SUFFRAGE NOT WANTED.

The Garment Workers Union of St. Paul, composed of women entirely, were waited upon at their Thursday evening meeting by a committee from the W.C.T.U., headed by Mrs. Reed. It was the expressed wish of the delegation that the union take up the agitation in favor of women's suffrage. After the hearing had been granted the union discussed at some length what action should be taken in regard to the request. The general expression was that, while the garment wearers are having such a hard struggle for existence, they have no time and no occasion to seek the elective franchise. It was considered more important that an increase in the daily wage be secured in preference to attempting to secure the right to vote for candidates for office. After the meeting had adjourned, it was given out that the union had decided that it "cannot afford to waste time in discussing such silly things as women's suffrage, and that those persons who desire that such be the case, are advised to turn their attention to the factory girl, in whose behalf all their spare energy may be spent, with prospect of doing some good." The W. C. T. U. ladies did not remain to receive this curt message.—St. Paul Dispatch.

KOOTENAY AND COAST RAILWAY.

TO THE EDITOR:—In common with many other persons interested in the progress of this province, I attended a meeting at the city hall some weeks ago to hear what our legislators and other interested persons had to say on the important subject of a railway from the coast to the mining region of Kootenay, and I must say I was greatly disappointed at hearing nothing better than common place generalities, excepting what Mr. Shaw, the engineer, told us, as to distance and cost of construction, which was practical. Dr. Milne, one of the chief promoters of the proposed railway, told us nothing worth hearing or of a practical character. He did not place any plan—whether feasible or not—before the meeting.

The Premier was very cautious in his remarks, as one at the head of the treasury might be expected to be, but while exercising due discretion he might have been more enthusiastic over the proposed railway, which, if carried to completion, would confer such great benefits on the most populous parts of the province, to wit, the coast cities and the mining region of Kootenay. Mr. Rithet drew the "British Pacific" across the scent, and while not objecting to the railway under discussion being constructed he, with Scotch modesty and a keen perception of balance sheets, would like the Dominion government to pay the piper—something which they will not do. I believe the desire of the entire electorate from Yale to Cariboo is that the Kootenay and Coast railway should be taken in hand at once, and that the "British Pacific" should stand over for a future day. Communication with Kootenay is wanted as soon as poesible, and no shelving of the question on side issues should be tolerated.

Had I been in the place of a promoter and asked to speak at the meeting, I would have said something like this: Twelve millions of dollars are required to build this road; let the interest on nine millions be guaranteed in the following proportions:

The Dominion	$3,000,000
The Province of B.C.	3,000,000
Victoria City	1,000,000
Vancouver City	1,000,000
New Westminster City	500,000
Nanaimo	500,000

With the interest guaranteed on such a large amount the necessary capital could be borrowed easily. I would have asked those who attended the meeting and all others interested to press this scheme on the attention of the respective governments in such a determined manner that they could not escape the consequences of inactivity and non-compliance.

LISTENER.

A Point to Remember.

If you wish to purify your blood you should take a medicine which cures blood diseases. The record of cures by Hood's Sarsaparilla proves that this is the best medicine for the blood ever produced. Hood's Sarsaparilla cures the most stubborn cases and it is the medicine for you to take if your blood is impure.

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Parts of a fumigating tank that is being erected at the station, and a quantity of supplies, went out to William Head on the tug Constance yesterday.

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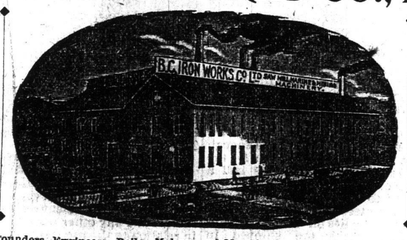

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Crescent St., 17 fine Ruby jewels, adjusted to heat, cold and position; gold mounted jewel settings; beautifully engraved nickel movements	$25.50
Appleton, Tracy & Co., 15 fine gold mounted ruby jewels; adjusted same as above	$16.50
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Waltham Watch Co., in 3 oz. solid silver cases; jewelled in 7 actions; dust tight and water tight	$8.50
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Elgin Watches in solid silver coin cases. B. W. Raymond, 17 jewels; adjusted to heat, cold and position; fine nickel damaskined movement	$25.00
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Elgin 17 jewelled "	$17.50
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NOTICE—Sixty days after date we intend making application to the Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty (160) acres more or less, of land situated on Clio Bay, Douglas Channel, Northwest Coast, and commencing at a stake marked S.E. Corner Post, thence due north 40 chains; thence west 40 chains; thence south 40 chains; thence in an easterly direction along the Coast line to point of commencement.

I. M. L. ALEXANDER.
GEO. RUDGE.

Victoria, 23rd February, 1897. fe29-sw

NOTICE—Sixty days after date we intend making application to the Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty (160) acres more or less, of land situated on Clio Bay, Douglas Channel, Northwest Coast, commencing at a post marked S.E. Corner, adjoining the S.W. Corner of I. M. L. Alexander and George Rudge's land, thence north 40 chains; thence west 40 chains; thence south 40 chains; thence along the Coast line to point of commencement.

JOHN FLEWIN.
GORDON LOCKERBY.
P. CALLAN.

Victoria, B.C., February 23, 1897. fe20-sw

NOTICE is hereby given that two months after date I intend to apply to the Chief Commissioner of Land and Works for permission to purchase 160 acres more or less of unsurveyed land herein described, on the east shore of Rivers Inlet, about 1½ (one and a half) miles more or less south of Good Hope cannery; commencing at a stake planted on the south-east corner marked "J.J.", running east 40 chains; running north 40 chains; running west 40 chains; and back to the place of commencement.

Dated the 12th day of February, 1897.

fe24 JOHN JOHNSTON.

NOTICE is hereby given that 60 days after date we intend applying to the Honorable the Chief Commissioner of Lands and Works for permission to purchase the following land situate on the south side of Browning Passage, Clayoquot Sound, viz:—Commencing at a stake marked "N. W. Corner, C. F. & T. Co.," thence south 40 chains, thence east 80 chains, thence north 40 chains, more or less, thence following the shore line back to point of commencement for 80 chains more or less.

Clayoquot, B.C., Feb. 13, 1897.

CLAYOQUOT FISHING & TRADING CO. LTD.
fe18-sw Alfred Magnesen, President.

NOTICE is hereby given that 60 days after date we intend making application to the Hon. Chief Commissioner of Land and Works for permission to purchase the following described lands, situated on the West Arm of Moses Inlet, about one mile from Rivers Inlet, more or less, Coast District, commencing at a post planted on the south shore of the West Arm, about one-half mile from its junction with Moses Inlet and marked "R. Chambers and A. McNeill's N.E. corner"; thence south 40 chains; thence west 40 chains; thence north 40 chains more or less to shore of West Arm; thence following the shore line east to the point of commencement and containing 160 acres more or less.

Dated February 9th, 1897.

fe24 R. CHAMBERS,
A. MCNEILL.

NOTICE.

Notice is hereby given that sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 160 acres of pasture land, situated at St. Peters Springs, about 7 miles north of Alkali Lake, Lillooet District, described as follows: Commencing at the N.W. corner, thence south 40 chains; thence east 40 chains; thence north 40 chains; thence west 40 chains to point of commencement.

HENRY BOWE

Alkali Lake, B.C., Jan. 8th, 1897. ja16.

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NOTICE.

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