

COAST-KOOTENAY AGAIN.

After one of the most remarkable discussions on record, the Loan Bill has passed the House and awaits merely the assent of the representative of the Crown to become law. What effect its passage will have on the projects it was introduced for the purpose of advancing it is manifestly impossible to say.

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THE SITUATION.

The direct line to Kootenay will not be built. The merchants of the coast and the miners of the interior are not to be permitted to become too intimately commercially lest they should wane in their business and become puffed up.

All the turmoil which has characterized the session which is drawing to a close might have been avoided if the government had not by its actions and its words given unmistakable evidence that arrangements had been concluded with the Canadian Pacific Railway Company for what purported to be a short

line to the Kootenay country. But the ministers had neither the art to conceal their intentions nor the honesty to avow their purposes. A competing line for the coast cities means competition in shipping as well as in land lines.

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THE PRESIDENT'S TRIP.

Mr. McKinley has arrived at the coast after travelling across the continent in greater state than ever attended a tour of royalty. His was virtually a triumphal procession from coast to coast, although it may be taken for granted that there was an entire absence of servility and that the throngs bowed not down to the president as their ruler, but as the representative of their power, might and wealth as a nation.

A "SCATHING" SPEECH.

The Attorney-General is said to have made a "scathing" attack upon Mr. Smith Curtis last night. If he had confined himself to the "scathing" business at which he is in a measure an expert he would probably not have given the first in the service of the C. P. R. as an other eminent legal luminary on the other side of the House.

C. P. R. road, will the Attorney-General declare that the proposed section will traverse an entirely new section of country and open up for development territory which the existing "parallel" line cannot reach?

MR. SMITH CURTIS.

The Times takes pleasure in endorsing the following article from the Toronto Globe, and believes all independent observers of the proceedings of the Legislature will agree that the leader of the "third party" is worthy of the praise bestowed upon him by the leading newspaper of Canada:

"Mr. Smith Curtis, one of the most prominent members of the opposition in the British Columbia Legislature, has hinted at an intention of retiring from public life at the close of the current term. Mr. Curtis's friends will regret to hear that this statement has been made because of the unsatisfactory condition of his health."

The House assembled at 2:30 yesterday afternoon, prayers being read by Rev. W. Leslie.

CHIEF EVENTS OF THE SESSION.

The government whip in the Legislature, Mr. Price Ellison, was presented by those around whom his gentle lash played so successfully during the session, with a purse of gold. He deserved it. We shall not look upon his like again.

THE WILLAMETTE WRECK.

Seattle is much wrought up because of the fact that the people of British Columbia are disposed to insist that the Moran Bros., when they desire to do business in waters under our jurisdiction, shall comply with the laws governing such wrecking operations.

Provincial Parliament

The Loan Bill Passes Its Third Reading and Becomes Law.

Some Sharp Compliments Exchanged on the Floor of the House.

At 1 o'clock this morning the Loan Bill passed its final stages amid applause. The debate preceding it was very sharp, some lively tilts taking place across the floor of the chamber.

AFTERNOON SESSION.

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LEGAL PROFESSIONS.

The above bill was committed, with Mr. Hayward in the chair. Mr. Martin introduced an amendment providing that the fees payable to the Law Society should be reduced.

FOR COMPETITION.

Capt. Tatlow here rose and moved that in granting the subsidy to the Coast-Kootenay road preference should be given to a competitive road.

LOAN BILL.

On the Loan Bill being reached, on report, Mr. Helmecken moved that subsection (a) of section 8 be amended by inserting the words "city of Victoria" after the word "railway."

MR. GILMORE.

Mr. Gilmore, in a convincing speech, said Seattle got lower freight rates from Toronto than Victoria or Vancouver. Why? Because there was competition to the Sound city.

duct of A. W. Smith, who had ruled his amendment out of order yesterday.

Hon. Mr. Eberts observed that the member for Alberni was out of order in reflecting on another member.

Hon. Mr. Turner complained that the last speaker was trying to make political capital. The government was fully alive to the importance of the line, but were not prepared to undertake it now.

MR. CURTIS.

Mr. Curtis—The government can accept it. He then added that he had accepted an amendment to the loan bill from the member for Alberni.

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markable theory that there was no such thing as competition. Was he a hermit? Had he lived in the hills all his life, remote from civilization?

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believed to be that to the north Vancouver Island. The whole has been looked at too much from the Kootenay standpoint.

In conclusion, he congratulated the government that this country has railway construction on its mind.

Mr. Curtis, explaining the referendum, Mr. McInnes on his position on the price of coal, said Mr. McInnes would introduce a bill providing the price of coal should remain at the level before the tax came into effect so that the wages of miners should remain the same.

Hon. Mr. Eberts took exception to the statement of Mr. McPhillips that the government entered into a contract with the C. P. R. It would cease to be the people and become a moribund organism.

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