







GEORGE M.L.'S PHILANTHROPY.

In an interview with a reporter of the Colonist, Mr. George M.L. Brown is reported to have said: "I am able to tell you that I have received the matter that negotiations respecting the matter of the States boundary to the Crow's Nest coal fields are under way in the East. It is altogether premature, however, to say that the agreement is concluded. I wish you would say that as soon as the future of the smelting industry of British Columbia is properly safeguarded all our opposition ceases at once."

We, then, have the truth from the lips of the C. P. R. This unselfish railway corporation has been and is avowedly opposing the open door policy of the people of British Columbia, and is doing it, not in its own interest, but for the welfare of the home smelting industries. Such philanthropy is unprecedented in its history; we recall no instance of its offering itself on the altar of sacrifice in any cause but its own. Still it is never too late to forsake evil ways or to begin to do good.

But if the C. P. R. has no interest of its own to serve, and is playing only the role of provincial benefactor, why does Mr. Brown say that he knows that his directors in the East are negotiating? Negotiating for what? Negotiations, too, that are in progress, but of which it is "altogether premature" to say that the agreement is concluded. What agreement? One by which the C. P. R. gets nothing? Does Mr. Brown really believe that the C. P. R. sells out its power of opposing railway competition on any such terms? If he does the people do not.

The question of safeguarding the smelting interests of British Columbia lies not with a railway company seeking a charter, but with the legislatures of the province of British Columbia and of the Dominion. The local government can impose a tax or can increase the royalty on every ton of coal mined—a power which could stop the coal mining industries altogether if desired—and can by a system of rebate make the blow apply only to such mines as it should be desired to affect. Or, following the policy of the Ontario legislation requiring all saw logs to be cut into timber in the province, it is easy to see how such restrictions can be imposed in the Crow's Nest district as will safeguard the local smelters. Beyond this, there is the Dominion government's power to impose an export duty.

Does Mr. Brown, however, think any such course would ever become necessary? Are men who have very large mining interests in British Columbia, apart from the coal mines, likely to set about destroying their own country and injuring their best interests? Has not the C. P. R. got six sections of coal lands of six hundred and forty acres each to open up and do business on, and would it not welcome the idea of having the home market for itself? We feel rather inclined to think Mr. Brown has been misinformed, and that there may be some truth in the special dispatch from Ottawa to the Vancouver World of March 22nd, which we copy in full:

"From a reliable source I have ascertained the nature of the agreement between the Crow's Nest Coal Company and the Canadian Pacific Railway, under which the latter withdraws its opposition to a branch of the Great Northern getting into Fernie. It will be remembered that, in addition to the subsidy which the C. P. R. received for building the Crow's Nest Pass line, it secured six sections of coal lands, totaling 3,840 acres, from the Crow's Nest Coal Company. The Canadian Pacific, so far, has done nothing to develop these coal lands on account of a stipulation with the Crow's Nest Company that they would not be opened up for a certain number of years. This restriction is waived by the Crow's Nest Company, and according to the Canadian Pacific withdraws its opposition to the new line."

Should it turn out that this is the true "agreement not yet concluded," where does the philanthropy of the C. P. R. come in? We would in that case be obliged to give this railway corporation its old character for consistency rather than a new one as a public benefactor; to regard it in the old selfish role of selling its opposition in the dearest market instead of volunteering its good offices in the cheapest.

But does Mr. Brown not know very well that besides all the safeguards to the British Columbia smelters above mentioned, there is another, in itself conclusive; a security beyond question, in the fact that the Dominion government has reserved to itself out of the coal lands of the Crow's Nest Coal Company 50,000 acres which at any time could be opened to public use? If the C. P. R. does not want competition in railway carriage, why does it try to delude the public into the belief that the thing above all others which the Crow's Nest people most want to cultivate is competition in coal and coke production?

We are not a coal company, but it occurs to us it would be bad business for coal producers to cultivate only a market which might be a stroke of the legislative pen be in a moment forever closed to them. The United States government, by an import duty on coal and coke, could make it impossible for British Columbia coal and coke to go south of the boundary. A coal company whose policy had been to neglect the home market would find itself in such a case out of business. We can trust the Crow's Nest Coal Company to fully understand its business interests and in every way to build up and hold the best of all the markets, the one nearest home.

AN IMPOTENT OPPOSITION.

Mr. Borden makes a more presentable figure at the head of the Conservative party than did Sir Charles Tupper. His speeches read beautifully. There is none of the bumptious arrogance characteristic of the Tupper style. But as yet there is no evidence that he has gained the mastery over the turbulent spirits within the party. There are still rumblings which portend that any time there may be an upheaval which will leave this man of quiet speech stranded and a partaker of the fate of Sir Mackenzie Bowell. As there are no spoils to fight for and the restoration of the party to power seems a very remote possibility a policy of drift may be pursued, in the course of time the disturbing elements may be eliminated, the men who would be leaders may disappear and the peace and harmony essential to political success once more reign. In the meantime the antagonisms aroused by the selection of Mr. Borden as leader have been aggravated by his choice of a successor to Mr. Foster. Mr. Osler is a sound financier, not a juggler with figures, as was his predecessor, and he frankly confessed that it was an exceedingly difficult matter to find fault with the annual budget statement of Mr. Fielding. The country is prosperous, the revenue buoyant, trade is growing at an unprecedented rate, great public works have been carried on, nearly two million dollars have been spent in assisting the Mother Country in a war which but for the co-operation of the colonies threatened to involve her in serious complications, loans have been converted which involved an immediate cost of nearly a million, but which in the end will save the country double that amount, all at a comparatively insignificant addition to the debt of the country.

As it is no easy matter to point to a weak point in the policy of the government generally, we find Mr. Borden personally directing the guns of the opposition at the preference extended to Great Britain. Some of his followers hang back as if doubting the wisdom of taking up such a position, but the manufacturing section is with him. The latter gentlemen are quite willing to give most convincing oral testimony of their loyalty and to shout traitor when it suits their purpose, but they do not propose to compete with the manufacturers of Great Britain even with protection amounting to about 25 per cent, and the cost of the carriage of goods about three or four thousand miles in their favor. It will have no effect upon the attitude of the Conservative leader and his followers to read the following from the speech of Sir Richard Cartwright in defence of the government's preferential policy: "But I am speaking of facts, and the facts are that at the present moment our trade with Great Britain per head is enormously in excess of our trade with the United States. We sell to the 40,000,000 people of Great Britain about \$90,000,000 worth, and we sell to the 70,000,000 in the United States something like \$60,000,000 worth of goods per annum. In other words, every man, woman and child in Great Britain takes from us about \$2.50 per head, whereas in the United States they take from us only 80 cents per head, and perhaps if the matter were looked into it would hardly equal that sum. . . . Whom hon. gentlemen tell me that we receive no substantial benefit from the preference we have extended to the people of Great Britain, I take leave to differ from them altogether. When hon. gentlemen say, as I think I heard one hon. gentleman say the other night, that not one man in a thousand in England knows anything or cares anything about the preferential tariff, I can tell him that there is probably not one man in a thousand in mercantile England who does not know and appreciate, and was not exceedingly impressed with the fact that Canada alone of all the world had given a distinct preference to British goods in her markets. Sir, this is not a sentimental question. Great Britain stands in the position of a very wealthy customer, who has the power of choosing between four or five rival competitors for her goods, nearly equal in quality, nearly equal in appearance. If you have the goodwill of that customer you may rely upon it, and the people of Canada may rely upon it, that you will get a preference in the trade of that customer. In dealings with such a customer it is of great importance to have his goodwill, and our people are finding it so more and more every day."

Sir Richard in the above extract expresses the sentiments of the people of Canada who have goods to sell. In this western part of the country we are more concerned about the goods we do not produce and are therefore compelled to buy. The preferential tariff in favor of Great Britain enables us to purchase what we require at a much more reasonable figure than formerly. The manufacturers of Eastern Canada are obliged to be content with smaller profits in order to meet the competition of the products of the mills of Great Britain. We take it, therefore, that the consumers of the West have no reason to be dissatisfied with the operations of the present tariff and that the efforts of the Conservative party to secure its abolition will be condemned by them.

We have been paying so little attention to the doings of the "once great party" of late that we believe our readers will overlook the length of this article if we conclude with the following expression of opinion from an independent

ent Conservative source. The Ottawa correspondent of the Toronto Telegram writes:

"The 'transit gloria mundi,' quoth Jabel Robinson, the rugged independent of West Elgin, as he saw Sir Richard Cartwright following the remarks of E. B. Osler take one or two and then lean back, his broad slouch hat concealing all save his grizzled whiskers. The sturdy old knight, the hero of many a hard-fought battle of the budget, was not excited to grim strife by the challenge of E. B. Osler. When Osler concluded Sir Richard never stirred from beneath his ample headpiece. His head pillowed upon the back of his chair, he sat as if taking the rest which long and vigorous service merited. The lion master of the jungle was not to be angered by the snaps of the terrier. There is no doubt, however, that there is a prejudice—an unreasoning one, surely—against this form of employment. Why it should be considered more beneath one's dignity to earn one's livelihood in a private home than in a workshop or any other place is one of those things that no fellow can understand, looking at the matter from a common sense point of view. Probably the importation of certain nonsensical class distinctions into this democratic community has something to do with it. The chief cause of the desire of young girls in this country—or perhaps it would be more correct to say in other parts of Canada—to shun domestic service is the treatment accorded to household servants. In the factory, the workshop and the store, the hours of labor in a week are definite. In domestic service in too many instances the working hours extend from early in the morning until late at night for seven days in the week. We do not say that these conditions prevail here, but they have prevailed in the past in other parts of Canada, and they are responsible for girls entering into occupations in which there is greater freedom and more enjoyment of life, even at less remuneration. The levelling up or down influences of our educational system are not entirely responsible for the anomalies alluded to. Make the conditions of domestic service in some degree on an equality with the conditions in workshop, factory and store, and it will be found that the household help problem has been solved."

BETTER TERMS.

The Premier of British Columbia, to judge by the correspondence presented to the house yesterday, had no diffidence about making the wants of his province known to the Premier of Canada. The writings are very voluminous on one side and notably scant on the other. The many matters of importance brought to the attention of Sir Wilfrid Laurier and his colleagues could not be expected to be dealt with summarily by a ministry in the midst of a session of parliament. Doubtless the requests of this province are receiving the fullest consideration, and we shall indulge in the hope that the events will show that the labors of Premier Dunsmuir and his Attorney General and their assistants have not been in vain.

A TORY TRIUMPH.

By a majority of two Sir Mackenzie Bowell had his way. Although the investigation into the Cook charges has not established anything except that the author of them is a disappointed politician, yet the Conservative leader in the Senate has gained a great victory. He has proved to the world that there is yet a place or institution in Canada where Toryism is in the ascendant, and he has provided a job for a Tory lawyer, for whose valuable services the country will be compelled to pay. On the face of it this may not appear to be very glorious achievement, but when account is taken of the tribulations through which the party has been compelled to pass within the past few years, and the great flow of gold into the treasury and the very small part of it which has been permitted to pass into Tory pockets, of the exceedingly narrow limits to which Tory power, once omnipotent at Ottawa, has been reduced, then it is understandable that Sir Mackenzie, the old gentleman to whom party is everything, rejoiced exceedingly at the temporary display he was enabled to give the public of the power which is rapidly passing from him.

It is alleged that the Liberals made the Cook charge a party question. It was never anything else but a party question. Nobody but the most bigoted of partisans believed for a moment that there was any foundation for the allegation that Mr. Cook was asked by the leaders of the Liberal party to pay ten thousand dollars for a Senatorship. Mr. Cook had a grievance against the Liberal party because it made no effort to coerce certain constituencies into giving him a nomination. He is neither a strong nor a popular man in the places where he is well known. He may not be to blame for these things, but neither are the members of the party which he has turned against. Strength and popularity in candidates win elections, and it is for the purpose of winning elections that the Liberal party exists.

Beffell, in his attempt to secure a seat in the popular chamber, Mr. Cook decided that he would serve his country in the Senate. His application for a seat was put in. Whether the party in power be Tory or Grit, there are always plenty of applications for positions of honor or emolument in Canada. Mr. Cook observed that others were preferred before him. One of the appointees, Mr. Cox, happened to be a rich man, and what more natural in the opinion of a man like Mr. Cook than that Mr. Cox secured the appointment for a "congratulatory" condition. We believe that such a "congratulatory" condition was hardly warranted. Mr. Cox's predecessor in the Senate, Mr. Macdonald, was also a rich man and never took any active part in politics, yet when he was appointed to the Senate by a Conservative government there was never a hint or a suggestion that he had bought his seat. However, Mr. Cook was not satisfied. He reasoned with himself that when a man with his strong claims was passed over everything was not perfectly straight. When in the midst of the election excitement he made his charges and they were denied, he took any notice of them. It was perfectly clear that Mr. Cook, denied what he considered his rights by one party, turned a reward commensurate with

DOMESTIC HELP.

We are sorry to see that the problem of adequate assistance in the household is still troubling the mind of the Colonist. It appears to us that here, as in other parts of the world, this economic question will settle itself after the same manner as other prevailing problems have in the past. We really do not believe that it will be necessary to permanently establish an inferior rate in the midst of our civilization to bring about such a settlement. It seems clear that if there were no Chinamen in British Columbia the rate of wages paid here would soon create a supply which would remove the difficulty.

There is no doubt, however, that there is a prejudice—an unreasoning one, surely—against this form of employment. Why it should be considered more beneath one's dignity to earn one's livelihood in a private home than in a workshop or any other place is one of those things that no fellow can understand, looking at the matter from a common sense point of view. Probably the importation of certain nonsensical class distinctions into this democratic community has something to do with it. The chief cause of the desire of young girls in this country—or perhaps it would be more correct to say in other parts of Canada—to shun domestic service is the treatment accorded to household servants. In the factory, the workshop and the store, the hours of labor in a week are definite. In domestic service in too many instances the working hours extend from early in the morning until late at night for seven days in the week. We do not say that these conditions prevail here, but they have prevailed in the past in other parts of Canada, and they are responsible for girls entering into occupations in which there is greater freedom and more enjoyment of life, even at less remuneration. The levelling up or down influences of our educational system are not entirely responsible for the anomalies alluded to. Make the conditions of domestic service in some degree on an equality with the conditions in workshop, factory and store, and it will be found that the household help problem has been solved."

TRANSPORTATION PROBLEM.

No. V.

The object of this series of articles has been to draw from the experience of railway construction in the province the lessons that experience contains, with the view of applying them to the transportation problem as it presents itself to the people of British Columbia at the present time.

I have pointed out that the development of British Columbia has been largely confined to those districts which had a railway connection with the United States. I have also tried to show that this railway connection has not made industry in any sense "tributary to the United States." The facts and figures I have adduced in this connection should be absolutely conclusive to any reasonable being. I have drawn the conclusion, surely an inevitable inference, from these two facts that the different southern railway connections in British Columbia have not benefited the province because they were connections with the United States, but because they were effectively competitive connections with points both in the United States and elsewhere.

There is an idea prevalent nowadays that railway competition has no public utility. That is true to this extent, that railway competition is seldom effective. It may, however, be pointed out that where it is effective it has the greatest possible public utility, and that the Great Northern railway system and the Canadian Pacific railway system are likely to be effective competitors in British Columbia for some time to come.

Railway competition is the force which has built up the mining and smelting industries of the Kootenay country, the want of it the vis inertial which has left many other equally rich and promising districts to languish. If I have failed to make this clear I might as well never have taken up my pen, for I have utterly failed in conveying to others the conviction which ten years of close study of the transportation problem on the spot have impressed upon myself.

The most actively canvassed railway at the present time in British Columbia is the Coast-Kootenay railway. The two great competitive systems, the Canadian Pacific railway system and the Great Northern railway system, are fighting over it like two dogs over a bone. Besides, with all the diversified commercial interests involved, each corporation has the welfare of the country at heart, provided it can make money in it, a mental attitude not to be by any means confined to railway companies. The advantage of the road to the railway companies is something which they can be left to appreciate themselves. I wish to discuss the advantage of the road to the people of the country, and even more particularly the advantage of one or other of the two systems I have mentioned to the people of the country. I do not mean to waste time in speaking of the development of that part of the country to which this road would give transportation facilities not enjoyed before. That is an important point, but it is local in its bearings; and as every one in British Columbia is engaged in booming his own back yard I may be excused if I draw attention to more general and comprehensive features of the road. I will say in passing, however, that a much-harder argument in favor of this road places the advantage of its construction on an entirely false ground. It is said that the construction of this road will make the coast cities the distributing centres for the interior. I do not believe that to be possible except in certain very restricted avenues of trade. A Pacific Coast port can only be a distributing centre of goods manufactured in the East (i.e. the Atlantic Coast), for territory lying south, north or west across

the importance of his services, "when justice once more became seated upon her throne in Canada." But the designs of the Conservative party, Mr. Cook and of "justice" were circumvented by the electorate, and Mr. Cook would fain have retired into obscurity. Sir Mackenzie Bowell, the only Conservative in Canada in whom any power to speak of is vested, would not have it so. He asked Mr. Cook to produce his evidence of Grit venality. H. H. protested that he had had enough of politics and desired to attend to his private affairs. Sir Mackenzie was old-fashioned and insisted that he would force the would-be Senator to reveal all he knew. Mr. Cook has told all, and it amounts to no more than that the late M. C. Cameron made proposals, verbal and written, that upon certain conditions a seat would be provided for the rejected of the people in the Senate. Unfortunately for Mr. Cook's position, Mr. Cameron has departed this life and has taken the incriminating documents with him. Sir Richard Cartwright, Mr. Cook says Mr. Cameron said, had something to do with the negotiations, Sir Richard denies all knowledge of any such transaction, but, then in the estimation of Sir Mackenzie Bowell and his followers in the Senate, the word of a man like the Minister of Trade and Commerce has no weight in comparison with that of a discredited office-seeker like Mr. H. H. Cook.

But, as we have already observed, Sir Mackenzie Bowell has achieved a notable triumph. He has proved that there is still a Tory majority in one of the Parliamentary chambers, and he has enabled a Tory lawyer to insert his hands in the public treasury. The power of the Tory leader in the Senate is rapidly waning. The country has no desire to make light of what is probably his last flickering triumph.

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Therefore the ports of the Pacific must be thrown open to our mines. There the crude product can be refined and shipped by sea, the silver to China, the lead to Great Britain and Eastern Canada and Germany, and the copper to Great Britain. This will stimulate industry and trade on the Coast in a way worth while. But it will not end there. Sooner or later, metal will be found for the product of our mines in a still further manufactured form. A great industrial structure will be built up upon the magnificent mineral resources of the interior. Fresh impetus will be given their development, and not only that, but also the coal, copper and iron mines of the Coast itself.

The keystone of the industrial development of British Columbia is this Coast-Kootenay railway. But, as with the resultant commerce with the North and with the Orient, this development will be halting, slow, limited and restricted if the province is permitted to be wholly controlled by one railway transportation system. No industry is capable of its full growth served only by one system of railway transportation. Neither the business man nor the capitalist is in love with such a condition of affairs. I return to the statement with which I began; that there are times when the most indifferent and most vacillating are required to make a definite choice upon which the illimitable developments of the future inevitably and inexorably depend, and that such a moment is with us now in British Columbia. The choice is not whether the Coast-Kootenay road shall be built or not, but whether it is to be built as a competitive road or not. If it will to a certain extent open up a considerable district, and doubtless confer reciprocal benefits upon the Coast cities of the territory it serves. If the opportunity to have it constructed as part of a competitive system is overlooked then the commercial and industrial future of the Pacific Coast ports is doomed, and that doom is inevitable. It can never be set right, by one of those judgments in the court of time from which there is no appeal and which can never be recalled.

It is, however, in the latter respect, namely, the internal growth of the country through making our own ports the shipping points of the product of our mines, that the road is of greatest importance both to the mining districts and to the Coast cities.

To the full growth of British Columbia it is necessary that the product of our mines should enter the market of the world. It can only do so by the ports on the Pacific being opened to it. The same situation in the lead market which confronts our silver-lead mines now may at any moment confront our copper mines. There is no tariff on copper certainly, and there is on lead. But the tariff is as nothing compared with the fact that the lead market is controlled by an industrial monopoly which proposes deliberately to regulate the price paid for lead to its producers, and to restrict the operation of the law of supply and demand. Such a trust exists also in the copper market. The demand for copper has up to the present so far exceeded the supply that the tactics of monopoly have been suspended. It is only a question of time, however, until they are in full operation against the mines of British Columbia.

LEGISLATION EXTRAORDINARY.

To the Editor:—Mr. A. W. Smith, the member for West Lillooet, has had a dispute with me about the ownership of a certain lot in Lillooet. He has introduced a bill entitled "An Act to Amend the Landlord and Tenant Act." His bill is, however, an entirely new act, and does not form part of the existing law. The question is the "Overholding Tenants' Act," c. 182, R. S. B. C. provides all necessary remedies for the protection of a tenant in a well drawn act and provides the proper safeguards against injustice being done. Under Mr. Smith's act anyone who allures that he is the owner can apply to two magistrates and eject anyone who is in possession. It leaves to magistrates who are in nine cases out of ten without the power of deciding questions of title. If a power of review was given to the Supreme court, as is done by the "Overholding Tenants' Act," there would not be so great objection to the bill. If the bill is passed it will certainly be used for improper purposes by unscrupulous persons. In England, where the legislation in the past did not certainly lean against the raising of a question of title, the courts ousted the jurisdiction of magistrates in trespass cases. Are magistrates here more fit to try questions of title than their English brethren? I certainly think not.

J. F. CHERRY. Lillooet, March 23rd, 1901.

Provincial Parliament

Long Discussion on the Provision of the Public School Bill.

Messrs. Prentice and Martin change Compliments—Petition for Government Railways.

Victoria, March 27. The House opened at 2.20, presiding read by Rev. Dr. Campbell.

Petitions. Capt. Tatlow presented a petition from the National Council of Vancouver, re "Children's Protection Bill." The Premier presented a petition from Isaac Harris and others, resident South Nanaimo district, re government ownership of railways. Mr. Helmke introduced a bill to amend the Medical Act.

Reports. Mr. Hall presented the third report of the printing committee as follows: "That they recommended the following amendments to the printed report of the provincial board of health, founded the sanitarian convention at Ottawa on 14 February, 1901. The report was received."

Mr. Prentice presented the thirty-sixth and thirtieth reports of the railway committee, as follows: "The preamble proved of bill intitling the Railway Company" and the same herewith with amendments. The preamble proved of bill intitling the Railway Company" and the same herewith with amendments. The preamble proved of bill intitling the Railway Company" and the same herewith with amendments.

Mr. Curtis moved: "That an order of the House be granted for a return of the moneys (under the heading of 'Railways') for the past fiscal year, to the gold commissioners and miners, holders of Trail Creek, Grand Forks, Little River mining districts, re gold." Mr. Turner said there would be difficulty in getting this assessment districts varied from the assessment districts. The department of the Interior, and the gold commissioners and miners, holders of Trail Creek, Grand Forks, Little River mining districts, re gold.

Government Ownership. Mr. Green presented a petition, signed by the residents of Slocan City, asking the government go into the matter of government ownership of railways.

Motions. Mr. Martin moved: "That an order of the House be granted for a return of the moneys (under the heading of 'Railways') for the past fiscal year, to the gold commissioners and miners, holders of Trail Creek, Grand Forks, Little River mining districts, re gold." Mr. Turner said there would be difficulty in getting this assessment districts varied from the assessment districts. The department of the Interior, and the gold commissioners and miners, holders of Trail Creek, Grand Forks, Little River mining districts, re gold.

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Provincial Parliament

Long Discussion on the Provisions of the Public School Bill.

Messrs. Prentice and Martin Exchange Compliments—Petitions For Government Railways.

Victoria, March 25th. The House opened at 2.20, prayers being read by Rev. Dr. Campbell.

Petitions. Capt. Tatlow presented a petition from the National Council of Women, Vancouver, re "Children's Protection Bill."

The Premier presented a petition from the Nanaimo district, re government ownership of railways.

Mr. Helmecke introduced a bill to amend the Medical Act.

Reports. Mr. Hall presented the third report from the printing committee as follows: The report recommended the following to be printed, viz: Report of Dr. J. C. Fagan, secretary of the provincial board of health, who attended the sanitarium convention held at Ottawa on 14 February, 1901.

The report was received. Mr. Pooley presented the thirteenth, fourteenth and fifteenth reports from the railway committee, as follows: The preamble proposed of bill entitled "An Act to Incorporate the Yale-Northern Railway Company," and submit the same herewith amendments.

The preamble proposed of bill entitled "An Act to Incorporate the Kamloops-Atlin Company," and submit the same herewith amendments.

The preamble proposed of the Victoria Railway & Ferry Company," and be to submit the same herewith amendments.

The reports were received. "That an order of the House be granted for a return of the moneys under classified heads, collected during the past fiscal year by the gold, copper and iron mines of the Coast district."

Mr. Turner said there would be some difficulty in getting this as the assessment districts varied from the mining districts. The department was getting up a plan for a change in the assessment districts.

Mr. Prentice—I intend to help these cities. Mr. Martin—After this? He did not intend to do so, but that these cities got \$20 per capita instead of \$13, as previously.

Mr. Prentice—What do you mean by common school education? Mr. Oliver—I mean by common school education, one by means of which any boy can get the ordinary affairs of life intelligently.

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cause it was understood to be the current rate of wages."

Mr. McInnes asked the Minister of Education: 1. Did the council of public instruction issue a manual of school law last November?

2. Did it require all public schools to be conducted according to the provisions thereof?

3. Were the books authorized for reading thereby then published? If not, are they now published, and when were they published?

4. Was drawing made compulsory in all grades?

5. Were the drawing books authorized then published? If not, are they now published, and when were they published?

6. Has the said council sent notice to the teachers, at any time since November last, permitting them to teach reading or drawing in any other books than those authorized in the manual? If so, when?

7. Did the council order Sykes's Composition to be taught?

8. Can the lessons in Sykes's Composition be taught without a Bible?

9. Can the said lessons be learned without a Bible?

Hon. Mr. Prentice replied: "1. Yes; 2. Yes; 3. No; neither are they yet published; 4. No; 5. Yes; 6. No; 7. Yes; 8. Yes; 9. Yes."

The School Bill. The House went into committee on the Public School Bill, with Mr. Taylor in the chair. Reverting to section 6, the Minister explained its import. It reduced the number of trustees in New Westminster and Nanaimo from 7 to 5, and raised that in Nelson and Rossland to 5, while at the same time it provided for an advisory council already in office to complete their terms.

The leader of the opposition again pronounced the section to be obscure. He understood the purpose of the hon. gentleman who drafted the bill, but the language did not convey his meaning.

Mr. Kidd also renewed his objections to the section as vague and likely to cause complications, and so did Mr. Brown.

On section 11, Mr. Curtis said that it was claimed that the rearrangement of the per capita grant would result in little loss to the cities. It would throw the cost of new buildings on Rossland to the extent of \$15,000. He wanted an assurance from the Minister that Rossland, Grand Forks, Greenwood and Hazelton would be granted a sum for school buildings.

Mr. Gilmour held that the city of Vancouver was being unfairly treated. The city, under the old system, would get \$44,700, and under the new they would get \$40,800, a difference of \$3,900, while the increase in the poll tax would bring it up to nearly \$900. He said that the government was advertising for a railway policy; he thought they had better provide for the needs of the population if Rossland got the revenue tax alone it would be more than satisfied. It would bring them \$14,000, while their per capita revenue would bring only \$7,200.

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of an occurrence which took place when the leader of the opposition was Attorney-General, and when a bill respecting the city of New Westminster, introduced by the Finance Minister, was deliberately opposed on its second reading by Mr. Attorney-General. There were dozens of such instances, illustrating the consistency of the leader of the opposition.

Continuing, Mr. McBride pointed out how difficult it was to adopt a hard and fast rule in dealing with the different portions of the province, owing to the varying conditions. The Minister of Education, however, was endeavoring to deal out fair play as nearly as possible. He contended that such was the statement of the Minister.

Hon. Mr. Turner thought hon. gentlemen opposite possibly heard a little more than was said. (Laughter.) He stated that the licenses collected by Rossland were taken into consideration it would be seen that that city was treated as well as the Coast cities.

The leader of the opposition was a little surprised to hear the Minister of Education say that the Minister of Education had no such incident occurred, and the best proof of it was that the bill was passed and then assented to by the Governor.

Hon. Mr. McBride asked if the leader of the opposition intended to say that he took no exception to the bill?

Mr. Martin replied that he and Mr. Curtis were entirely of one mind on the subject, and there was absolutely no difference of opinion in the government on the matter. He reviewed the circumstances. If other circumstances were recalled by the Minister of Mines it would probably be found that they also emanated from the imagination of that gentleman.

The Minister of Mines reiterated his statement until the wrangle was brought to a close by a query from Mr. Neil as to what bearing this had on the question.

Mr. McPhillips took occasion to point out to the member for Rossland that the school buildings of Victoria were not built by the government, but the great proportion of the money for these buildings was raised directly by the people. When the schools of Victoria were taken over by the city they were school buildings; the modern ones now used were built by the people of Victoria.

In reply, Mr. Curtis said that when taken over by the city the school buildings of Victoria were certainly sufficient for the needs of the population. If Rossland got the revenue tax alone it would be more than satisfied. It would bring them \$14,000, while their per capita revenue would bring only \$7,200.

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replied that they would begin next week. The House then rose.

Victoria, March 28th. The House opened at 2.20, prayers being read by Rev. Dr. Campbell.

Mr. E. C. Smith presented a petition from 250 residents of Fernie, favoring an act requiring an examination for competency of miners in coal mines.

Mr. Helmecke presented the report from the private bills committee, reporting the preamble of the act to incorporate the B. O. Mining Association. The report was received.

The House went into committee of the whole on the Placer Mining Bill, with Mr. Munro in the chair.

A few amendments were made to the bill, and the Minister of Mines stated that he would like the bill to stand over in order to consider certain suggestions made, particularly by Mr. Hobson, of Cariboo, regarding the substitution of Crown grants for hydraulic leases.

Mr. Curtis suggested that hydraulic leases should lapse if the work was not done, the same as mineral claims.

The Attorney-General said this was the law at present.

Mr. Hunter, of Cariboo, entered a vigorous protest against the proposal to give Crown grants for placer ground. He regarded the rate and therefore should not be obliged to pay a provincial tax. The tax would be collected on the net income.

It had been objected that railways were not taxed, but they were covered by another bill. There were large companies deriving a big revenue from the province, and they should be compelled to contribute to its revenue.

Mr. Brown asked why water companies had been left out of the list. Where the water system was owned by the province, they should be exempted.

The Finance Minister, in answer to the suggestion and agreed to incorporate it in the bill.

The House then rose. (Continued on page 6.)

EASTER ADJOURNMENT. Probability of a Recess of a Week and a Half Being Taken.

It is not improbable that when the House rises on Friday evening it will stand adjourned until after the Easter holidays, thus affording the members about a week and a half in which to visit their constituencies and transact business which has arisen during their absence. The up-country members especially, who have been unable to visit home since the session opened, are understood to be desirous that this course should be followed. It would also give the government an opportunity of giving further consideration to a number of important matters which stress of business and of delegations has hitherto prevented.

The mining committee met this morning in connection with the proposed amendments to the Inspection of Metaliferous Mines Act.

REMOVING TO HALIFAX. "A" Company Leaves for the East on Tuesday, April 2nd.

"A" Company, 3rd Battalion, R. C. R., will leave here on April 2nd and will proceed to Halifax to join the rest of the battalion at that point. Lt.-Col. McKay has just received orders to take command of the battalion at that point.

Leut. Clarke, Secret.

# The Royal Commission

## Chief of Police and Several Others Gave Evidence Yesterday Afternoon.

### To-Day's Proceedings—Tradesmen in the Witness Box This Morning.

(From Tuesday's Daily.)

Five witnesses were examined yesterday afternoon, including the chief of police, a couple of Chinese, Mr. Humber, contractor and brickmaker, and W. Wilson.

The first witness was Sam Lun, a brickmaker, who hauled clay, earning \$2 per day. He had been here 15 years, and sent \$30 to \$40 to his wife and children in China every year. His living cost him \$16 and \$18 per month. He described his manner of living and other details.

He said he ate two pounds of meat per day costing about 25 cents, while his meat bill for the month amounted to \$5, rice, \$2, and vegetables \$2. His expenses also included a laundry and beer bill, the latter amounting to about \$0.50, while his outlay in brandy in the month was \$6. His groceries cost him per month \$4 to \$5, and his clothing \$40 per year. He did not smoke opium.

At this juncture the president enjoined Leo Mongkow to assist in elucidating the evidence of the witness on this point, as he did not believe the man was telling the truth. In reply to further questioning the witness quoted almost the same figures.

To Commissioner Munn he said he consumed four bottles of whiskey in a week, while the more he worked the more he ate. He came from Canton, and was not a Christian.

To Commissioner Foley, he said he worked ten hours a day. He purchased his meat from white markets. In reply to Mr. Potts, for Mr. Bradburn, witness said his daily living expenses amounted to about forty cents. He disposed of about

Three Bottles of Whiskey in a week at 75 cents per bottle, although he sometimes cost \$8 or \$9 per month. This was generally the case in the summer, but in winter he drank less. A Chinaman named Lum Chow was the next occupant of the witness box. He was also somewhat of a devotee at the shrine of Bacchus, according to his evidence. He had been here for ten years, but could not speak English very well. He was a brick moulder, receiving \$2 per day wages—a wage he had received during his employment in one yard for the past fifteen years. He had been seventeen years in Chinaman working in this yard, and ten or eleven white men. All the moulders were Chinese.

His living expenses were \$13 or \$14 per month exclusive of rent, which amounted to 25 to 40 cents per day, during the summer when he was working. In his work he had "to drink something to make him strong."

The witness could not designate his favorite brand of whiskey, although his brandy cost him 75 cents and \$1 per bottle.

To Commissioner Munn, he stated that he did not work else but

Working at Brickmaking, and to Mr. Bradburn expressed his opinion that white men would not work at his labor, because it was too dirty. He admitted, however, that he had seen white men engaged at it.

The next witness was John M. Langley, chief of the Victoria police. He stated that he had come in contact occasionally with the Chinese, and as regards morals they compared favorably with white men. It was difficult, however, to secure a conviction against one of them, because they generally arranged things among themselves before hand, and were not truthful under oath. If it were not for the sanitary inspector and the police they would disregard the sanitary regulations. Personally the Chinese were clean, but the vagrants were dirty. As to their habits, they had no regard for ventilation, smoking opium and tobacco in small apartments.

Generally only the Chinese merchants had their wives here, those of the laboring classes remained in China. He did not think any white man could support a family on the wages received by the Chinese laboring man.

He had never observed any tendency among them to assume the habits of this country. He had employed Chinese boys in his house, but

Would Never Do So Again, because those he had were dishonest. He preferred a white girl.

To Mr. Munn he attributed the disinclination to give evidence in court on the part of the Chinese to fear of the higher societies. He had often encountered in gambling cases, but they all appeared to be in fear of their lives. As to the comparative percentage of crime among the white and Chinese population, he believed the Chinese were more law-abiding than the white population.

He was questioned somewhat further along this line by the commissioners. As regards opium smoking, the chief said that not many white men were addicted to this habit in this city. Regarding the hours of work of the Chinese laundrymen, he said that they worked all hours. He was in position to know, as there were one next in his neighborhood.

Asked as to when he had experienced any difficulty in obtaining a white girl for domestic service in this city, the chief replied that he had not.

Mr. Bradburn questioned the chief on his remark that the percentage of

Crime Among the Chinese and white population here was about equal, and the witness read from his last annual report showing the number of

convictions of both. The Chinese were quiet as a rule, and he had no complaint to make against them.

To Mr. Cassidy, regarding the Japanese, the chief said that the only trouble with them was that they were more inclined to intoxication, but he could not say that they were more so than the white men. He did not think a Japanese had been charged with stealing in the police court during the past year.

William Wilson was the next witness, who submitted a lengthy report from a committee of which he was one appointed to investigate the condition among the Chinese here by the trades and laboring classes in November last. He also submitted a communication, appearing in the Times in October, 1899, dealing with the question. Continuing, he said that on Sunday week he went out for a walk on Pembroke street, saw a number of Chinese busily engaged in

Fencing their Premises With Laths for a chicken enclosure. The Chinese, he admitted, were law-abiding as long as they were compelled and kept under surveillance.

He considered them detrimental because of their manner of living and their tendency to decrease wages. They would never become British subjects. The proximity of Chinese wash houses he believed depreciated the value of property. On the same Sunday, just mentioned, he had seen Chinese with teams drawing farm produce to place on sale in Chinatown.

The chief commissioner here observed that a large number of white men did some men's Sabbath any more than these Chinese.

Witness admitted this, and in reply to Mr. Bradburn, who queried him regarding fishing on Sunday, explained that some men fished that day, but he was observing it as a day of rest in that manner. Continuing, he stated that the committee visited the Chinese laundries, and found them clean and eyed them suspiciously, but they showed no opposition.

Commissioner Munn asked witness if he would not object to people entering his house in such a manner for the purpose of

Obtaining Information he did not desire to give, and the witness replied that would certainly endeavor to defend himself. He did not place any credence on what the Chinese told him. If they were good natured, it was because they had to be, and he believed that in China they "would put a white man in a pot and boil him, as they did the missionaries."

The capitalist, he contended, desired the Chinese here for reserve purposes, to flout "in front of the white man, as it were, like a fat before a bull." He was further questioned by the various commissioners and counsel, during which he said he did not think \$50 a week of \$100 sufficient to keep Chinese out.

The last witness was M. Humber, contractor and brickmaker, who employed twenty-two Chinese when he had a full complement, and four white men, exclusive of his four sons. He one time discharged all his Chinese employees, but the white men tried to run his yard, so he engaged Chinese again. He paid from \$9 per week to \$2.50 per day. They were fed by the

Chinese Head Man in his crew, and he figured up the cost, which averaged \$2.90 per week per man. The head Chinaman was responsible for the others being ready for work. He said he did not think he could get his bricks made. It was to make his business more profitable that he employed Chinese. He did not think he could get enough white men to make his yard work, because two white men had applied for work.

He was questioned further by commissioners and counsel, after which the proceedings were adjourned until this morning.

Some very interesting statistical evidence was submitted at the session of the Royal Commission by Collector Milne this morning. He will occupy the witness stand this afternoon.

Another witness, J. D. Dalmaine, a civil engineer, was also examined. The first witness, Mr. Dalmaine, objected to the Chinese being in the witness box here, because they lowered wages here. There were too many of them in this country, and the result of this was the suppression of the whites, as well as the prevention of other immigration. Canada, he considered, was a white man's country, although the Indians, through priority, had a perfect right to be here. He did not object to Chinese because of their color, but because they did not assimilate themselves with the customs here, nor did they interest themselves in its institutions.

He related a conversation he had had the other day in Seattle with a gentleman here had told him that eventually the Japanese would supersede the white men as restaurateurs. The principle in this, he believed, was applicable to the Japanese, and he was more disposed to adopt the customs of this country, were more progressive and sent their young men to the large European institutions to learn the various professions.

He believed they would eventually become citizens. To Mr. Munn he said the Japanese would become better citizens because they had adopted western civilization. The Chinese considered themselves superior to white people, and he did not believe the Japanese did. He believed the Japanese was older than that of the white people, but the latter's was more advanced. In the event of trouble between Britain and Japan, he believed the Japanese who became British subjects would remain loyal. The great object was to populate Canada, and he maintained that Canada was an outlet for

over populated Britain, as well as her other colonies. He did not think

Wages in this Province immoderately high, because the cost of living was high. The cause of this he could not say—he was not a political economist. He believed the country could be developed with expenditure, and that if the population was here the development of the country would follow. He did not object to either the Chinese or Japanese in moderation.

He said that the lowest he ever met. In India the class of Chinese were greatly superior to them. He had seen them there market gardening, selling their products to white people, and there was assisting with other races, the only point being they learned Hindostani instead of English. The Hindu lived very much after the manner of the Chinese—on rice and fish—there were more indolent than the Chinese. They did not adopt the European habits—in fact the only race there who assimilated with the whites were the Parsis.

To Mr. Foley, he believed that if Chinese labor was allowed here unrestricted it would result in driving white labor elsewhere. It would likely have the tendency to decrease wages, which he did not stand it. He believed it possible to develop the resources of this country without this class of labor. It had been done before. It was the duty of the government to protect the people against labor of this sort, which would lower the standard, and make intolerable the conditions of living. If wages and the cost of living were proportionally, he believed the people would be better off. He did not think high wages beneficial if the living was high.

The mines near Sandon were in a very poor condition when he left in January. The exclusion of the Chinese did not detrimentally affect the development of that part of the country. The Chinese might be advantageous in clearing and cultivating the land, on say, a lease. He favored the restriction of Chinese, but did not believe in rigid exclusion. The question was a serious one, and it was time the government took action in the matter. Personally, he had never come in competition with

himself, but he had heard of 700 coming across an Empress. There were more Chinese here now than when he came. All the advantage to accrue on their immigration were derived by them, while the white men were being driven out. He believed it would be a good move to increase the Capitalization Tax to \$200; in Australia it was increased to \$500.

If there was a continual diminution in the Chinese population there need be no restriction. During his residence here, however, the Chinese quarter had increased in dimensions. To Mr. Clute he said Chinese were allowed to cultivate, say, 50 acres of land on lease, it would be advantageous. If in course of time they became citizens, settled here with family and assimilated with the white customs, Crown grants would be made to them, and they would be the number of Chinese employed

Between Sixty and Seventy, the wages being from ten to fifteen cents per hour. Chinese earned from one-half to two-thirds the wages of white men, and the Japanese could live on from 12 to 20 cents per day—they required little clothing, food or covering. The Chinese coolie earned from 70 to 80 cents per day, and could live well on it. Witness was further questioned by the various commissioners regarding the conditions in India.

Continuing, he believed the regulation that a steamship could only carry one Chinese here for 50 tons was a good one, because that only a few Chinese would come here this year. He objected to the coolie and the immigrant, and not the merchant. He did not desire their deportation.

The number who left in February were 48; number returns in January were 15, and the number of returns in February were 14. He could not say whether the decrease in the Chinese immigration was attributable to the increase of the tax or not. They usually came over after New Year's, which was in February. The immigration of Japanese had decreased since the passage of the law, but a restriction imposed on their transportation by Japan.

He had resided here since 1894, and there was not about the same proportion of Chinese in Victoria as now. There were only 5,000 white people here then. He never knew of female slaves being brought into the country. Chinese were retained until they were 19 years. He knew of cases in which white men were Chinese brought into court for ill-treatment of children. He knew of no enforced service, and understood that the Chinese had more than one wife. The United States had been putting about the admission of Chinese to their

country under treaty. The authorities had made out a form prepared for Chinese leaving the United States for Canada, but none for Canada. The collector for them described the form prepared by him for Chinese entering the United States, which established the identity of those who were admitted by treaty.

Laborers Were Not Encouraged because it was difficult to establish their identity. The United States at first refused to accept his signatures, and that of the head controller at Ottawa.

The exclusion of Chinese and Japanese he said would cause a temporary inconvenience. They were useful in clearing up the Columbia river with restricted Chinese coming here with English language was an inducement for their employment. The Chinese often confided too much in the white men, and in cases where they had gone into partnership or contracts, the Chinaman usually lost. The large immigration of Japanese last spring he believed was caused to some extent by steamship companies. The collector there collected an interesting description of the duties of the customs department upon the arrival of an incoming liner from the Orient. He pointed out that many of the Chinese who came in large numbers were often en route to Cuba and other points, and did not debar here. He believed, however, that the presence of Chinese here had a greater desire to migrate to other parts.

As to the Japanese, he spoke most favorably of their progressiveness and ability. He pointed out, however, that it would be very inadvisable to restrict their immigration here, provided they were satisfactory trade relations between Great Britain and Japan.

His evidence will be continued this afternoon.

(From Wednesday's Daily.)

Two witnesses were examined yesterday afternoon, one being Arthur E. Emory, president of Trades and Labor Council, and the other Mr. Milne, the former was not there in his presidential capacity. He is a carpenter and joiner, and stated that his usual wages for house carpentering were \$3 per day, and for ship carpentering \$2.50. The Chinese had not yet encroached to any extent on his occupation, because the employers refused to engage them. The two who were employed in carpentering, he understood, were Chinese, and he had been engaged on Vancouver Island five years, having engaged in farming on the West Coast for some time. He cleared five acres, but did not find the venture a lucrative one, competition with the white men being too great. He had not yet succeeded in making a success of it. He could not secure more than \$7.50 per ton for potatoes after paying freight and wharfage.

He believed the Chinese were diligent, if continually under surveillance; otherwise they were disobedient and indolent. He mentioned one factory where he was one time employed, in which among the Chinese there were only two he considered here are suited to the country and had learned the language and ways.

He subsequently said that unless better wages were paid on the Fraser next season, there would not be sufficient Chinese here to supply the demand for Wharton and other points on the Sound for employment in canneries.

The collector submitted copies of forms prepared in his office for admission of Chinese here by steamers, also a thousand for Japan, and further questioning, the commission adjourned until this morning.

Interesting evidence was given at this morning's session of the Royal Commission by Ald. W. G. Cameron and S. Reid, after which the commission adjourned half an hour earlier than on the previous occasions.

Ald. Cameron, the first witness, considered the presence of the Chinese here as detrimental. In tailoring they lowered the prices to such an extent that a suit could be made by the Chinese for as little as \$1.00. He also stated that the migration of families to other points, which he mentioned an instance in which a gentleman coming from California was unable to obtain steady employment in Victoria, which he characterized "a Chinese town." He was a laborer, and had worked occasionally, but every where he went he was met by Chinese.

He pointed out that Chinese were not allowed employment in any civil or provincial capacity, was not granted the franchise, and the opinion of the people in this respect has always been adverse to them. This was in reply to a question from the president of the commission as to whether Chinese interested themselves in the laws and institutions of this country.

If the same work now accomplished by Chinese was done by white men, the country, he believed, would be further enriched, inasmuch as the market would be enlarged.

Through their uncleanly habits the Chinese were a menace to health. White he had never known of an epidemic owing its origin to Chinese, but he pointed out that there were only twenty. The market was more favorable now than then, as far as he could learn from Saanich farmers.

The immigration of Chinese he did not think increased trade between here and China to a great extent. If they were not here, the white labor which would take their place would increase the consumption of Eastern goods.

Favored the Prohibition of Chinese immigration, and did not think any industry would be seriously affected through action of this sort. White labor would always be sufficient. It always went to where it could prosper most. With the present improved methods of communication, there need never be a scarcity of white labor.

Regarding the Chinese, he pointed out that many people did not seek employment of that description here, because they knew the places were occupied by Chinese. There were no Chinese in Tacoma, but he pointed out that there was no difficulty regarding domestic employment.

The Japanese were a more superior class of people—were more intelligent and acquired Western ways. As competitors in labor, he regarded them as dangerous as the Chinese. He estimated 75 per cent. of the people here in favor of prohibition of Chinese immigration. The other 25 per cent. were in India, and in which the employment of Chinese increased their profit.

In reply to Mr. Munn, he said that he knew of factories operated both here and

elsewhere successfully with white labor. Jam and confectionery manufacture were carried on here with white labor exclusively. He attributed the non-increase in the clothing trade to a great extent to the competition of Chinese tailoring establishments.

The Chinese population here had fluctuated considerably since he first came. If there were no Chinese domestic servants in Victoria to-day, he was satisfied that sufficient

White Servants Could Be Procured to fill their places. He would not like to see labor so abundant that the wages would decrease to the level of those in the East. His experience was there was more prosperity in the country where wages were high. He did not think from a municipal standpoint that low wages and prices tended to the development of the city. As to rents, he believed they were very low here. In some of the neighboring cities where the house and store rents were high, the necessities of life were cheaper than in Victoria; in this city it was vice versa, low rents and high priced necessities. He thought the condition of the laboring man here more favorable than in Seattle.

To Mr. Foley, he said that land should be cleared cheaper than by Chinese. He admitted that utilization of improved methods would entail capital. He was then questioned regarding the price of potatoes imported from various points. As to vacant stores, he did not think there were many in the city. The brick buildings in Chinatown were the cheapest description, and there was no stone in them.

The examination of Mr. Milne was resumed. In reply to Mr. Cassidy, the collector said that a majority of the Japanese who came on the steamers last year, he believed, went to the States. Thousands of them were now cutting wood on the islands of the archipelago. The collector said that a large number of Japanese in Japan, gave them a good record for cleanliness. They had public baths and young and old used them. When they came here they gave evidence of having been clean. Canadians going to Japan required passports. He did not know the passport system, as against Canadians, had been abolished in Japan. He had not known of any

Restriction on Trade for those who used to go to Japan. British vessels did a great deal of trade with Japanese ports. The result of restriction of trade would possibly be in favor of the Japanese. In the United States, Japanese must have \$30 to allow them to enter. Exclusion of Chinese in the United States did not create any difficulty when it was put in force. Since then it seemed to be satisfactory to all.

To Commissioner Foley, Mr. Milne answered, if a property qualification of \$5000 were required for Canadians, it would not necessarily confer Canada, had power to amend her fiscal policy. An exclusion act would be a direct benefit to those Chinese now here, as it would improve their condition. Those who are not here are suited to the country and had learned the language and ways.

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labor and the exploitation of foreign... capital.

Asked if the laborer was not as much... entitled to protection as a manufacturer...

To Commissioner Munn he said he... favored the importation of white labor...

Mr. Munn... he said that he would... eventually supersede Chinese domestics.

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citizens they were qualified to receive... the franchise. In some lines of labor...

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and other parts of the city. The white... people, however, did not use barrels, but...

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# Provincial Parliament

## Refusal to Receive Coal Miners' Petition Creates a Lively Breeze.

### House Gives the Afternoon to the Consideration of Bills in the Committee.

Victoria, March 27th. The House opened at 2.15, prayers being read by Rev. Dr. Campbell.

Mr. Martin presented a petition from the residents of Fernie re amendments to the Coal Miners Regulation Act.

A. W. Smith reported for the mining committee that they recommended that the bill be referred to the Mineral Act during the present session.

Mr. Fulton, on a question of privilege, drew attention to a statement in the Inland Sentinel, in which reference was made to the proceedings in the railway committee on the B. C. Southern Railway Bill.

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# THE S. CARSLY CO., Limited,

NOTRE DAME STREET, MONTREAL'S GREATEST STORE. MARCH, 1901.

## DON'T FAIL TO WRITE

### FOR SPRING AND SUMMER CATALOGUE

Containing 280 pages descriptive matter fully illustrated. SENT TO ANY ADDRESS IN CANADA POST FREE.

By our perfected system of shopping by mail we bring to the very threshold of our cut-of-town friends the same advantages and facilities that they would have by going through our store.

THOUSANDS UPON THOUSANDS OF FAMILIES NOW DO AS THEIR SHOPPING BY MAIL.

SEND A TRIAL ORDER AND YOU'LL BE CONVINCED.

# THE S. CARSLY CO., Limited,

1705 to 1783 Notre Dame Street, 184 to 194 St. James Street, Montreal.

## CUMBERLAND NOTES.

(Special Correspondence of the Times.) Only a few feet of water are left in the mine, No. 5 fan is drawing well right through to No. 6.

The large 12x16 posts at the bottom of the shaft have been burnt through, occasioning a large cave in. An effort was made on Saturday night to get either over or around this, but there was not room to move. The persons caught were to be removed before the bodies can be recovered.

On Saturday night the hospital board let the contract for the erection of an operating room and additional work. James Carthew was the successful tender. The amount to be paid is \$2,275.

The Speaker here pointed out that the petition presented by Mr. Martin was the same as had been received on the previous day, excepting that it had been amended and was now addressed to the House instead of the government.

Mr. Curtis moved: "That an order of the House be granted for a return of all reports received to date from the inspectors of coal and metalliferous mines of accidents occurring in the mines of the province during the year 1900."

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# Do You Want To Sell

All or part of your farm? If so, list your property with me. I am making a specialty of farming lands, and at the present time can dispose of your property if prices are right.

J. E. CHURCH, BROKER, 14 TRONCEAU AVE.

# THE BEST FRIEND OF THE MOTHER, WIFE AND DAUGHTER.

Paine's Celery Compound. The Great Spring Medicine That Restores Ailing Females to Perfect Health.

MRS. A DAMSON, SAYS "I Can Never Say Too Much in Favor of Paine's Celery Compound."

One of the oldest and best edited monthly magazines published in America, in a recent leading article, declares that more than half the revenue of physicians is derived from the treatment of females, and that about one case in every hundred is correctly diagnosed, showing that cures are extremely rare.

The important knowledge gained by women of every age about Paine's Celery Compound and the special suffering from ailments peculiar to their sex, as well as from the common ills of life, have made Paine's Celery Compound the most popular and trusted home medicine of the day.

Ministerial Deputation

An Outline of the Representation Made to the Federal Government at Ottawa.

A Comprehensive Review of the Questions Discussed With Federal Authorities.

The long looked for report of the deputation to Ottawa was tabled yesterday afternoon by the Provincial Secretary. The report is a voluminous docket of over forty pages and deals exhaustively with the representations made by the ministers on behalf of the province. Much to the disappointment of the members, however, no indication is given in the proposals is given by the Ottawa government.

The matters discussed are set out as follows:

- Subjects of Discussion. 1. Chinese and Japanese Immigration. 2. The right of the province to a greater share of the revenues arising out of the Chinese Immigration Act. 3. The fisheries. 4. The encouragement of ship building on the British Columbia coast. 5. Readjustment of the lumber tariff, in the interests of the local industry. 6. Financial relations of the province of British Columbia and the Dominion of Canada. 7. Co-operation of the Dominion with the province in the matter of railway development in British Columbia. 8. The settlement of the Songhees Indian reserve. 9. Readjustment of boundaries of Indian reserves in British Columbia. 10. The right of the province to administer the minerals under Indian reserves. 11. The right of the province to the shorelines, and the minerals under the same. 12. The salaries of judges. 13. Amendment of the Naturalization Act, to prevent fraudulent naturalization of aliens. 14. The claims of Robert Angus for compensation for timber seized within the Dominion railway belt. 15. Claims for compensation in connection with smallpox quarantine along the international boundary line. And several other matters of mere minor import.

Mongolian Question.

The communications between the two governments opened on October of last year, when Premier Dunsinuir addressed a long letter to Sir Wilfrid Laurier, in which he proposed visiting Ottawa and setting out at length a statement of some of the grievances of the province. The Mongolian question is gone into fully. The Premier summarizes his views as follows:

In my opinion, the only satisfactory way to deal with the whole subject is by the increase of the per capita tax in such a measure as to equalize the cost of immigration, and by the enactment of legislation, similar to the Natal Act, to regulate their employment while in the country.

Fraudulent Naturalization.

The necessity for amendments to the Naturalization Act to prevent further frauds through improper naturalization of Japanese is also pressed upon Sir Wilfrid's attention.

Revenue From Chinese.

Regarding the province's share of the head tax, the Premier says:

In this connection, also, I desire, on behalf of the government, to bring again to the attention of your government the apportionment of the revenues arising out of the operation of the Chinese Immigration Act. While only one-quarter of the revenue so derived is returned to the provincial treasury, practically this province has to suffer the whole of the evils arising from such immigration. What we beg to propose, and believe to be our right, is that the moneys remaining over after the expenses of administering the act are returned to the province to the present apportionment is, I understand, based upon the material effects of Chinese immigration in the province, and is regarded as a compensation for results in the local market. In principle of an apportionment at all is a right and just one, then the claims of the province to the whole of the revenue is equally obvious. I think that no one can be so stupid as to argue that the numbers of Chinese who find their way to Eastern Canada are small, and the effect on the labor market, in consideration of the largeness of the total population, is, in the aggregate, so insignificant as not to be appreciable. On the other hand, our population is so comparatively limited that any influx of Chinese is felt in a correspondingly increased ratio.

Administration of Fisheries.

Regarding the relative fishery rights of the Federal and provincial governments, the Premier says:

Another matter for adjustment is the administration of our fisheries, and the apportionment of revenues arising therefrom, in the hands of the Provincial Council. As a matter of fact, the judgment is not sufficiently definite and clear, and the present status of the question points to the advisability of a further reference to the courts in order to ascertain more fully the respective limits of jurisdiction, and the kind of jurisdiction, that should be exercised by the respective governments. We feel that the present status of the question demands that the revenues arising out of licenses should be shared by, if not wholly transferred to, the province. For instance, in 1898-1899 the cost of the fisheries was \$85,000, while the revenue from licenses was \$40,000. It must be conceded that very little has been done by your government towards the encouragement of the fishing industry, while the cost of preserving order is borne by, and the responsibility of police protection rests

with the province. This is a state of affairs manifestly unfair, and one which I hope to see placed on a more satisfactory basis. Since the fishing industry is still in its infancy in British Columbia, and since the jurisdiction of the province has been greatly extended by the recent judgment of the Privy Council referred to, this government feels a very large share of responsibility in relation to future development.

Railways.

On this point the letter reads: We think the form which the co-operation of the Dominion government should take is particularly in the direction of railway development. This is especially what the resources of the province require, for as yet, only the rim of the province has been touched. You are fully conversant with the advantages which the construction of an all-rail route to the Yukon would afford, and, with that mainly in view, the province anxiously joins hands with the Dominion, for, apart from the desirability of conserving our own trade for our own people, such an undertaking would assist in the development of the whole northern part of British Columbia, the richness of which is being demonstrated daily. It would also form a link in an internal system of development yet to be undertaken. British Columbia is intersected by a succession of rich mineral belts from the south to the extreme north. Throughout the centre of British Columbia, for its length, extends a great and comparatively level plateau, admirably adapted for a trunk line of railway, from which and ultimately radiating branches to the coast through easy passes, everywhere tapping localities capable of remarkable development and of creating immense traffic—a wonderful natural asset, the communication of which a parallel is not presented in any other province of the Dominion. Of this great task, the province, burdened as it is with excessive contributions to the Dominion treasury, cannot assume the sole responsibility. Having this mainly in view, we desire to enter into negotiations with your government for the purpose of arriving at some equitable basis of mutual effort, and especially with a view to the construction of a trunk line to the Yukon through the northern districts of British Columbia.

The general question of the relations of the provinces and the Dominion in respect to railways must also inevitably come up for review and adjustment, and the Dominion in respect to railways must also inevitably come up for review and adjustment, and the present is, in my opinion, a most suitable time to arrive at an understanding. The signs are already not wanting of a conflict which, as the result of an overlapping control, may some day, if not very soon, become very serious. The superior rights of the Dominion in respect to jurisdiction and the exclusive right of eminent domain possessed by the province are, to some extent, irreconcilable, and if it may not be deemed necessary for that purpose to amend the "British North West Act," at least some definite agreement should be arrived at in order to obviate friction and promote mutual interests. If the several governments of the Dominion were to confer with a view to adopting a common policy in respect to railways, a practical and mutually satisfactory solution would doubtless be reached.

The Head Tax.

Regarding this matter the report says: As is pointed out in the letter to Sir Wilfrid Laurier, the Dominion's share of the head tax was based, in the first instance, on the right of British Columbia to compensation for local evils arising out of such immigration, and that, therefore, logically, as the evil effects of Chinese immigration which would affect the local province was entitled to if not all of such revenue, the greater portion of it.

Financial Relations.

The letters on this subject are very comprehensive, but extracts will indicate their general tenor: First—The revenue contributed by British Columbia to the Dominion, up to July 1st, 1901, will have amounted to, roundly, \$42,000,000. Taking the average of the population for the three census periods, 1871 to 1881, 1881 to 1891, and 1891 to 1901, at \$1,000, and that of all Canada at 4,500,000 for the same periods—had the whole of the people of the latter contributed in the same ratio per capita, the revenue would have amounted to \$2,353,250,000 instead of \$880,300,000.

Co-Operation in Railways.

On this point the Premier writing from the Dominion, the Premier says: In considering the subject, the peculiar circumstances and physical conditions by which the province is surrounded, must have special cognizance. These may be summarized as follows: (a) Its remoteness from the populated centres of Eastern Canada and the seat of government; (b) Its vast extent, wide distribution and diversity of resources, and its sparseness of population; (c) Its rugged exterior and the physical obstacles to communication and development.

Japanese Naturalized in 1900.

Table with 2 columns: Location and Number. Includes Victoria, Vancouver, New Westminster, Chilliwack, and Total number of Chinese and Japanese naturalized in 1900.

Revenue From Chinese.

Table with 2 columns: Location and Revenue. Includes Victoria, Vancouver, New Westminster, Chilliwack, and Total number of Chinese and Japanese naturalized in 1900.

Administration of Fisheries.

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