

# The British Columbia Colonist.

THIRTY-EIGHTH YEAR.

VICTORIA BRITISH COLUMBIA MONDAY MARCH 16 1896.

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## THE BRITISH PACIFIC.

### Protest Against the Unqualified Rejection of the Proposals Lately Submitted.

Mr. Rithet and His Fellow Members Explain Their Position to the Electors.

The Premier Makes a Vigorous Defence of the Action of His Government.

"Whereas the early construction of the British Pacific railway is a work of the greatest importance to the province generally:

"And whereas the present government have continually asserted that they were the leaders of the party of progress in this province:

"And whereas from the public statements made by prominent members of the executive, it has always been understood that it was their policy to promote the building of the said railway by public aid in addition to the land grant appropriated to the said enterprise when the company was originally incorporated:

Resolved, that in the opinion of this meeting, the unqualified rejection of the proposals lately submitted on behalf of the said railway company is an unwarranted departure from the position which the government assumed when appealing to the electors, and upon the faith of which they acceded to office; and that this meeting approves of the stand taken by their representatives who have called it together, and requests them to continue their efforts to obtain such public aid as may be necessary to secure the financial support required for the immediate completion of the railway."

The above resolution, moved by Dr. G. L. Milne and seconded by Mr. A. J. McLellan, was the outcome of a meeting of the citizens which last evening filled the Victoria theatre from pit to roof. Every available space was occupied, and hundreds were turned away unable even to get standing room. The proceedings opened shortly after eight o'clock and it was close to midnight when it broke up.

When the curtain rose there were present upon the platform the three representatives of the city—Messrs. R. P. Rithet, H. D. Brown and John Braden; Mr. D. E. Baker, chairman of the board of trade; Messrs. G. E. Renouf, A. J. McLellan, Dr. G. L. Milne, Wm. Jensen, L. C. Macaulay, E. Crow Baker, E. V. Bodwell, R. J. Woods, (Vancouver) and others. Mr. Rithet opened the proceedings by moving that Mr. E. Crow Baker be chairman of the meeting; this was seconded by Mr. Helmeck and carried unanimously, as was also the proposition that Mr. C. E. Renouf be secretary. The chairman then invited one of the members of the provincial cabinet who might be present to take seats on the platform. Premier Turner here rose from the audience amidst applause and addressed the chair, but repeated cries of "platform!" made it impossible for them to be heard. The Premier therefore made his way to the platform accompanied by Hon. Col. Baker and Hon. Geo. B. Macaulay, who had been seated beside him, and at the same time Hon. C. E. Pooley, and Hon. D. M. Eberts appeared at the side entrance. The whole cabinet thus were present on the platform. Capt. John Irving, M.P.P., Mr. A. L. Belyea, M. McCahill and others also took seats there before the chairman made his opening address.

The chairman asked for a patient and pleasant hearing for the three city representatives who had called the meeting, and also for the Premier and any other ministers who might speak. He considered that this splendid gathering had met as a family party—there being no politics in this case as there had been the last time he had the honor to preside over a large meeting in this hall—and he therefore hoped that there would be no interruptions. He asked the audience to remember also that Hon. J. H. Turner is not only one of the representatives of Victoria City, but also that he is shouldered with another and greater responsibility as the premier of the province. He first of all called on Mr. R. P. Rithet, the senior member for the city.

Mr. Rithet came forward amidst general applause, and read from type-written sheets his explanation of his present position, as follows:

"While I am glad to meet my constituents to express my views upon any important matters, I deeply regret the circumstances which have called us together this evening.

When, on the 6th of July, 1894, at a public meeting held in this place, I was pressed to refer to the position and prospects of the early completion of the arrangements then pending for the construction of the British Pacific Railway, I informed those present that I was not at that time in a position to give any definite information, but that I was endeavoring to bring to a point arrangements to secure the necessary capital for that purpose, and hoped before long to be able to make such a proposition as would not only be satisfactory to the people of Victoria but to the whole province; further, that even if I might not consider the proposition as satisfactory as I would like to see it, that I would not take the responsibility of declining it, but would call my constituents together and place the responsibility of accepting or rejecting the proposal, whatever it might be, upon them.

It is, therefore, as stated in the notice calling this meeting for the purpose of explaining the position in reference to the proposals lately submitted to the

provincial government, relating to the construction of the British Pacific railway, that my colleagues and myself have asked you to meet us. (Applause.) The full text of the proposals made to the government has been published for some days, and I am sure all present must have availed themselves of the opportunity, not only to read them over carefully, but to study and consider them. They are such as to entitle them to the fullest consideration, not only by you, but by all who are interested in the welfare, advancement and development of the province, affording, as I believe they do, upon economic and business lines, the opportunity for opening up a large and rich section of the country which must remain, to a great extent at least, undeveloped until opened up by railway communication with the coast. (Applause.)

It is not so much, perhaps, to the rejection of these proposals to which I and others have taken exception, as it is to the fact that the government have shown so little disposition to encourage in any way any

MODIFICATION OF THESE PROPOSALS, and while they profess to favor railway construction throughout the province, and "especially the line under consideration," they claim that they have not sufficient data that the railway would pay; and that the province should not make what "is practically a gift of six millions of bonds of the province," and also that there is no assurance that it will be a transcontinental road. All these objections have been so fully covered by the correspondence which has been published that I need not repeat them now, and will confine myself as far as possible to dealing generally with the subject itself, as your representative and a supporter of the present government, which has claimed itself to be the progressive party in connection with the politics of this province, and the leader of which at that time as well as Mr. Turner, who is now the leader, announced themselves in no uncertain terms as to their position in regard to the British Pacific railway. So strong indeed was the statement made on the evening before the election by Mr. Turner that I think it well to give in full, so that you may be aware of its bearing upon the present position taken by him on that matter. It was this:

"They (the farmers) are also warned against supporting the party to which Mr. Rithet and he (Mr. Turner) belong, because they are told that these gentlemen are going to try to have a great railway built from Victoria city through the northern part of the province. He had endeavored to impress upon the farmers of the Fraser what is the fact, that if the Canada Western railway is built, and if as the expected result Victoria does go to be a city of 100,000 or more, the result will be so

SEVERAL OF THE FARMING DISTRICTS of the Mainland that there will not be a vacant farm between Hope and the mouth of the Fraser. He found that the farmers, when the matter was put before them in this light, largely agreed with him, and when he felt that this view would ultimately prevail, it is at present the duty of the Victoria electors to protect themselves against those who seek to get into power to hurt the city, and it is the duty of Victorians to stand by the government, which has risked itself to do justice to Victoria.

Reviewing the railway policy he showed the necessity for the large expenditures at the present for opening up the province, and the large returns which this will yield."

Mr. C. E. Pooley's reference to the question was as follows: "He agreed with what had been said on the subject of the British Pacific railway, for he felt that when a proposition is laid before the government, it will be in such a shape that all parts of the province will approve of it."

Mr. D. W. Higgins also said that Mr. Pooley had been returned by acclamation as straight supporters of the present government, and without hesitation they stood up as Canadian Western men. The voters of Victoria should mark their ballots for the four gentlemen who say that they will support the government policy, and that they will go into the house to fight for the Canada Western railway. He considered that it ill became the inhabitants of this beautiful city to

NEGLECT THE OPPORTUNITY now afforded them to assist in the effort to open up this splendid inland empire through which the Canada Western railway would run, and they should lay down their arms until that road is completed."

At that time the charter was in force, as it is now, and it was generally known that the railway could not be built without further aid from the government. It was also generally known that additional aid was to be asked for as stated in the correspondence, viz., a guarantee for twenty-five years on \$2,000,000 at 4 per cent, which is \$240,000 a year. This sum was named in a letter dated 3rd April, 1893, to the then attorney-general and premier, as being the smallest probable aid which together with the land grant would ensure the necessary capital. It has, therefore, been on these lines that I have been proceeding and virtually with the consent of the government, as previous to Mr. Turner's departure for England I had a conversation with him, and he then offered no objection to the proposal, beyond asking the probable time when the subsidy would begin. I was under the impression that it would be some years before any large sum could be claimed, as I then thought it would require from five to eight years to build the road, and that for the first few years the payments on account of the guarantee would be very small. When in England the parties who have undertaken to find the money for this enterprise, saw Mr. Turner, and talked over various ways of financing it, and in consequence of some suggestions arising out of these meetings a change in the method of financing was sug-

gested, which would have involved the construction of much larger amount, and which, as soon as it was sent to me, I declined to accede to, and insisted that the original lines should be adhered to. This caused much trouble and delayed the completion of the arrangements for submitting the proposal now under consideration, and in consequence Mr. Turner complains it only reached him during the session. During these interviews between the parties, Mr. Turner and Mr. Turner, I am informed no intimation was given that the government would not grant the additional aid since applied for. If such an intimation had been made, the negotiations would have ended the negotiations on these lines, and would have avoided time, trouble and expense to Mr. DeFries and Mr. Armstrong in having to come here to look over the situation and complete negotiations.

Believing in the sincerity of the government several members of which had expressed themselves during the election in favor of the line under consideration, doing everything in my power to get what would be a businesslike proposition to lay before them, and in doing this I have had constantly before me the lines upon which similar proposals have been made, both in Canada and the United States, have been aided by the state, and in submitting the proposal now under consideration I considered

IT WAS SO FAVORABLE that, outside of the working out, or in harmonizing some of the details, little was made to it. It was certainly not prepared to have it objected to because it did not provide for a connection to make it a through transcontinental railway until the company now what the province is doing to apply for a Dominion charter. If this were done first and we were to allow our arrangements to be as at present, I am very much afraid, unless the present views of the government in connection with we should go on with these negotiations and arrangements, complete our connection to the east and all matters incidental to the carrying out of so large an undertaking, and I think I should not face with unexpected difficulties and obstacles here, where the enterprise has had its origin and where its chief interest is centered. If, therefore, these negotiations are to go forward, we must know a customer in Manitoba to apply to, and it seems to me to be very unbusinesslike to expect us to proceed to make definite arrangements about through connections at this stage of our negotiations. Nevertheless, it is as much as it ever has been the intention and determination of those who have undertaken to carry this enterprise through that they will have

AN EASTERN CONNECTION by the time the British Columbia section reaches the limits of the province. The eastern connection being, as you doubtless understand, a through line, the country can be built more quickly and cheaply than through a country like British Columbia. Already there are several lines chartered to run from different points in Manitoba towards the Rocky mountains, and Mr. Armstrong, who is now here, and his friends control the Great Northwest Central railway, the company now building from Brandon through the North-Western (Pacific system) to Yellow Head Pass, on the line originally selected for the Canadian Pacific railway, and has already constructed and put in running order 50 miles of road, and the land grant for this line is \$100,000 per mile. It does not appear it was explained on the second interview with the government, that the company proposed to make through connections, and offers to make a through connection into effect. Instead, therefore, of the British Pacific finding any difficulty in this direction, I think it is more than likely that it will have the choice of connections with its London applicants."

I would be sorry if I entertained such pessimistic views as to THE FUTURE OF THE PROVINCE as Mr. Turner does. He appears to have no confidence in the section of our province through which this railway will run, and that the government "has not sufficient data before it to give reasonable assurance that the railway in question will prove a paying concern." This I think you must admit is a question which cannot be answered, and if enterprises of this kind were to be delayed until such assurances of any tangible nature were forthcoming few, very few, of the railways of this continent would ever have been built. But what have we to guide us in this matter and on this particular point. I refer you to Dr. Dawson's report. He has spent much time in investigating this territory, and he is most pronounced as to the richness of the country in mineral wealth and its extent for agricultural and pastoral purposes. In addition we have the unqualified opinion of Mr. Marcus Smith, who spent much time examining the country, that it is the best section of British Columbia, and affords the easiest gradients and curvatures for a road on this side of the Rocky Mountains. We have the opinion also of Mr. H. P. Bell, from his actual examination of the whole of this territory during the past season, which confirms in all essential particulars Dr. Dawson's opinion as to the richness of the country, and the value of the country itself and Mr. Marcus Smith's opinion as to its

DESTRUCTIBILITY AND SUITABILITY for a railway. Then we have perhaps the strongest evidence of all in the returns of the commissioner of mines for 1895, just published, giving the output of the gold mines of Cariboo since 1858 to about \$55,000,000. With all this evidence we are asked whether the railroad would be a paying concern. My belief is that to this province it would be a paying concern, and that the aid now asked would be a profitable investment for this province and for everyone in it. At the present time the cost of capital for the economical working of the mines in Cariboo for freight alone is so great that it is surprising that capital for their development should have been forthcoming to the extent it has of late years. It must be because these capitalists have confidence in the Cariboo

country. With the facilities which a railroad would afford it cannot, in my opinion, be doubted that the development would be enormously increased, both by small and large undertakings, and what is considered that the field for placer mines has only to a very small extent been worked, in spite of the fact that the output has been \$55,000,000, and quartz virtually untouched since the first discovery of gold believing (as I do believe) that the population of Cariboo would be so increased in a few years, by an industrious

WEALTH PRODUCING COMMUNITY, large consumers of the products of other sections of the province, as to cause a corresponding increase in the other sections to be traversed by the proposed railway. Such settlement of the country would in my opinion very soon, if not immediately, go a long way towards providing the annual subsidy which is now asked to provide for this undertaking. Up to this date I have only spoken of the enterprise as affecting the development of Cariboo and the intervening country to the coast, and I believe that the development of the province, inasmuch as it places within easy access all the country lying to the north of it, which like Cariboo has been proved rich in gold mines, and which is a large tract beyond the Cascade range, Ontario and the country intervening as far north as has been prospected, can be readily and at a minimum expense reached to the coast, and also that a large fertilization of this province known as the Peace River district. (Applause.) If any doubt exists in the mind of anyone here present to-night, as to the richness of the province, Dominion as a whole, call their attention to the wonderful discoveries, proved by actual working of rich mines in the Kootenay country immediately to the south of the Cariboo region, and also to the wonderful richness of the

ALLUVIAL DIGGINGS ON THE YUKON, to satisfy them that the intervening territory, which is to be reached by the British Pacific, large as it may appear to be, is not likely to be less in average mineral richness, whether found in quartz or alluvial diggings, than has been proved to exist in the territory already referred to, lying to the north and south of it. I hope I have clearly shown what I have tried to show, viz.: that the territory which this railway is to develop, and will now endeavor to show you that the proposal for the railway is one strictly within business lines. Perhaps this can best be done by first pointing out the enterprises which have been extended to other railways constructed within the province. The Esquimalt & Nanaimo railway received, as most of you know, a cash bonus of \$750,000 and about 2,000,000 acres of land for 75 miles. The land grant is therefore about 25,000 acres per mile of the most valuable country lands in the province, and the cash bonus about \$10,000 per mile. The Esquimalt & Nanaimo bonds are guaranteed by the government for \$26,000 per mile, and the Naksup & Skeena for \$17,500 per mile. In Manitoba a grant of \$8,000 per mile in cash and 100,000 acres of land has been granted to a line from the C.P.R. to Dauphin Lake, which passes through very easy country. The

PROPOSALS OF THE BRITISH PACIFIC is a guarantee of interest equal to less than \$8,000 in cash, and a land grant of 20,000 acres for every mile of the land section and 10,000 acres per mile for the island extension. (Applause.)

The cost of building the British Pacific will be between \$30,000 and \$40,000 per mile, and it is to be noted that it will have been built for a little more than half of that sum per mile. In addition to all the subsidies mentioned it is estimated that in order to provide the money to complete the British Pacific the land grant has to be utilized, at a value of \$1 per acre, at which price it will probably take many years to realize it, so that I think the contention that the 20,000 acres was practically making a gift of \$6,000,000 to the company is hardly a fair statement of the case. (Hear, hear.) While the government are asked for the interest on \$8,000,000 to complete the railway, it is to be noted that the railway grant is for the sections of land, so that the government sections now valueless, or almost so, will be brought within reach of the settler, and if the railway is built at \$1 per acre, the government lands will be made equally valuable, and will amply repay to them the money grant applied for. (Applause.)

The railway, when constructed, will remain for the use of the province, and surely that is a consideration which should be highly valued. In every other province of the Dominion, cash as well as land, has been given to secure railways. In the Eastern provinces and in the neighboring provinces of the Northwest, where the construction of railways is less difficult and less expensive, such a policy has been found expedient, and even necessary. Ontario, the most conservative of all the provinces, for some years abandoned the policy of subsidizing railways, but three years ago resumed it, and has since voted large subsidies for the purpose.

OPENING UP THE UNSETTLED PORTIONS of the province. Why then should this province be expected to be able to secure its railways upon different and more favorable conditions? Having shown this much I think it will now be in order for me to inform you what my position is and always has been as your representative. I have supported whatever measures were introduced, which appeared to be in the interest of the province. I believed I was in accord with them in reference to the construction of the British Pacific railway, but I frankly confess that if the government or any other member of the house had not before the legislature any other proposition for the settlement and development of the province of greater merit and comprehensiveness I would have considered myself, not only justified but in duty bound to support it, under the general policy of the party as understood by me. What then is the present position: supporting a government pledged to this railway as business lines

and to the opening up and development of the country when it could not accept the proposition for this railway as submitted, it was surely not in keeping with their policy to decline it as they have done. Their duty, I take it, was to point out any inconsistencies wherein it was not business-like as being inconsistent with other similar enterprises having similar objects, and to endeavor to harmonize such divergence. No effort in this direction was made, nor has the government attempted to put forward any other proposal having a more than or even as

COMPREHENSIVE AND ECONOMIC an outline for the accomplishment of the object in view.

My support of the proposal which has been before the government, and which is before you for consideration to-night, is that it is a comprehensive and economic scheme for the opening up and development of about three-fourths of this province, and while it is the largest in area it is also believed to be the richest in mineral wealth and other resources, and until it is shown to the contrary by the government or some one else, I claim that I am still justified in the contention which I made during the election that when the scheme was put before you it would be such as would command itself not only to Victoria, but to the whole province. Not only has the proposal a local and provincial, but a Dominion and Imperial importance. Local and provincial because it will open up a large tract of country for settlement and development, which is now valueless, and make tributary to each other the large consuming sections and the commercial and producing sections of the province; Dominion as affording another highway through the vast interior of the Northwest Territories; and Imperial as affording another line of communication between CHINA, AUSTRALASIA AND THE MOTHER COUNTRY.

so far removed from the reach of our good neighbors to the south as to make it almost beyond their power to interfere or interrupt, and as an outlet for the products of the territory traversed to the produce markets of the world, when the already much talked of route via the Hudson's Bay is an accomplished fact which I am confident it soon will be, and which will save a rail carriage of over 1,000 miles, and not increase the distance to be travelled by water over the existing routes, so shortening the time between the Pacific ocean and Great Britain as to reduce the time to nine days.

With these great advantages would it not have been within the rights of the province to assume some considerable responsibility, and would it not come within the privileges, if not the duty of the government, to take upon itself to represent these factors as of special moment to the Dominion and Imperial authorities. Of much more importance to the Dominion is an enterprise such as the British Pacific, in my judgment, than the last Atlantic steamship service, for which the Dominion is to pay \$750,000 a year. Much greater benefits might be expected to result from an expenditure of that large sum in opening up our own Canada, and by this means so increasing the population and thus the travel, so as to make it sufficiently large to secure the great advantage of a fast steamship service from our own ports without necessitating the granting of so large or indeed any subsidy. I must now refer to the

FINANCIAL ASPECT OF THE PROPOSAL, and see in how far the contention and fears of the government are justified in this regard.

In doing this I must assume that the claims I have all throughout my remarks advanced, as to the desirability and richness of the country are conceded. Indeed, I cannot see how they can be disputed successfully with such evidence as to the facts as has been referred to. During the construction of the railway a large force of men must be employed, from whom the revenue tax would be collected, while the expenditure on the part of the government would be very small. The demand for many manufactured articles of necessity in the construction of the work would call for the employment of much unskilled as well as skilled labor; more or less settlement as the railway reached desirable localities along its line would take place, and the population of the country would be 200 settlers yearly on the land, so that by the time construction reached Cariboo it would be reasonable to estimate that the additional population induced by this railway would not be less than 20,000, and that a considerable increase would follow yearly, and in a few years there would be sufficient to provide

THE WHOLE OF THE ANNUAL SUBSIDY stipulated for. It is not, in my opinion, to be entertained for a moment that this railway would entail further burdens upon the present population of the province. Indeed, exactly the opposite should be the case, because the general expenses of governing the country would be spread over a larger and constantly increasing number. Then if we are to take the estimate which one of the greatest statesmen Canada ever had, put upon each immigrant, which was \$1,000, see the immense gain to the country.

In this connection I must again refer to the rapid growth of the Kootenay during the working of the mines, and the railway connection which has been the immediate cause, without which it would not be possible to have had the growth of the Kootenay. It is in this connection that I would like to refer to the fact that the population of the Kootenay would have been reached, and having reached its present stage, who is there among you (who has given the matter any attention) willing to attempt to gauge its future development and productiveness? It is perhaps more due to the fact that this enterprise is to be largely for the purpose of developing and opening up

**The World's Fair Tests showed no baking powder so pure or so great in leavening power as the Royal.**

the gold fields of Cariboo, that the parties who have the financing of the matter in hand have been enabled to make such favorable arrangements to build this road. In the moneyed centres for some years much attention has been given to the development of countries where gold is found, and

HAVE PROVED SO SUCCESSFUL that our conditions and possibilities are regarded with favor, even in the face of the fact that our population is so small. In illustration I will refer to Western Australia, where in 1894 the population was only 82,072, and increased in 1895 to 101,000. In 1891-2 this immense country had only 657 miles of railway, while in 1894 it had increased to 1,142 miles. In 1891 the population was only 53,285, so that the increase in three years was nearly 30,000. The revenue in 1891 was £497,670, and increased to £833,670 in 1894, and to £1,498,747 in 1895. This is almost entirely a mining country, and the disadvantages owing to the scarcity of water are such that it is surprising so much development has taken place. While this revenue, in addition to customs, railways, and other sources, indicates the enormous expansion which has taken place owing to railway construction. Then, if we come again to our own province, the white population in 1881 was something like 20,000, while in 1891, after the construction of the Canadian Pacific railway, it was about 65,000, which is an increase of over twice as much for ten years since the inauguration of railways within the province as it had been during the 20 years previous. (Applause.)

Much has been said in the press of late regarding the

COST OF BUILDING THIS ROAD. In 1878 H. J. Cambie estimated it would cost from Esquimalt to Yellow Head Pass, \$50,000,000, and \$38,000,000 from Waddington Harbor to Yellow Head Pass. Now the estimated cost from Comox (where it is proposed to connect with the E. & N. railway) to Yellow Head Pass is about \$28,000,000. Under these circumstances it cannot be claimed with fairness that the road cannot be built within economic lines, for a railway which is to pierce two mountain ranges.

In examining my scrap book, while I was studying opinions published in reference to the building of the road now under discussion, I was greatly pleased to find in the Vancouver World, published in 1889, the following, viz.: "In this connection it may be of interest to know that Mr. Van Horne, contrary to the belief of many here, especially our Cambie street organ, warmly favors the construction of another transcontinental line through this province. In reply to a question put to him he said: 'The more railways we have the better it is and will be for the country. The construction of the Canadian Western will not take place for some time, but such an event can in no wise interfere with or retard the

PROGRESS OF VANCOUVER. This is sound doctrine and the World is pleased to know that so enlightened a gentleman as Mr. Van Horne undoubtedly is, takes a broad and patriotic view of the question, realizing, no doubt, that unless opened up by railways the northern section of this province is of but little value."

This opinion I most heartily concur in, but I am afraid a change has since come over the opinion of the World, as at that time endorsed Mr. Van Horne's views. I it seems strange to believe that the World should, seven years later, think the time for building the road referred to had not yet arrived, and now proclaims against it.

It is to be noted that the present who have not quite comprehended the bearing of the proposal made to the government, it may be well for me to briefly review the terms which were submitted. In the first place the form of the agreement was based on the contract which was made between the parties who undertook to form a company to build the Canadian Pacific railway, and the government of Canada. The main features of the proposal are therefore similar in detail. The special features have been made, as far as possible, to correspond to the general understanding which had existed as to the amount of aid which the government of British Columbia was prepared to grant, and which, as I have already stated, was made known to that government as far back as 1893. The

AMOUNT OF THE AID REFERRED TO was 4 per cent. on \$6,000,000 for twenty-five years. This was the amount and the people of the province to understand is only equal to a cash payment of \$4,363,363, for the reason that the company was to provide the difference between this latter sum and \$6,000,000 by a sinking fund. The proposal also provides that the government were to be made the trustees for any other subsidies granted to the company, and also for the land grant bonds of the company, thus controlling all the assets of the company excepting the share capital, which they would only be called upon to pay out to the company as the work of building the railway proceeded, and the engineer's certificates were granted. This surely showed the bona fides of the company, and was a guarantee to the government that these amounts would be applied for the purposes of the undertaking, and in proportion to the work done by it. This point I must, even if I am repeating myself, impress upon you the fact that the whole liability of the government was to be the payment of \$4,363,363 a year for twenty-five years, and that under no circumstances could they be called upon to pay any larger sum. (Applause.)

The reason for asking the government to issue its bonds in lieu of their annual subsidy, and any other money which might be transferred to them, was because many holders of trust funds in England and elsewhere can only invest them in government securities, and in this way the money would be obtained on much more favorable terms, while the GOVERNMENT WOULD NOT BE CALLED UPON to take any additional liability. The government having (whether wisely or not) I do not undertake to say) stated in

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The Colonist.

MONDAY, MARCH 16, 1896.

THE LAW RESPECTED.

Americans who live in the British Columbia mining districts and have invested money in mining enterprises are delighted to find that they have come to a country in which the law is respected and enforced.

This state of things is pleasant both for the miners and the mine owners. After all, the disorderly persons in any community are very much in the minority.

The duty of the officers of justice is to keep down the lawless minority with a strong hand and promptly stamp out the very beginnings of lawlessness.

It is to be hoped that the Government of the Province will take measures to have the law observed in the mining districts.

The financial condition of the United States is improving, but not very rapidly. As might have been expected, as it has been issuing gold bonds, the national debt has increased.

THE YUKON TRADE.

Are British Columbia merchants doing what they can to obtain a fair share of the Yukon trade? We see that miners are pouring into Alaska.

presents a favorable opening for British Columbia trade. What is being done to make that opening available?

THE AMENITIES OF POLITICS.

It is edifying to observe the liberal and appreciative way in which English journals notice opponents who are worthy of admiration and respect.

The Times could hardly be expected to rejoice in the return to Parliament of a gentleman who was a member of the Gladstone administration and a zealous Home Ruler besides.

Mr. John Morley has been returned as was generally anticipated, by an increased majority for the Montrose Burghs, and Sir Francis Evans has recaptured Southampton for the Radicals.

Here we have what is to be supposed to be the chief Government organ complimenting not only a newly elected opponent but also the constituency that returned him.

UNITED STATES FINANCE.

The financial condition of the United States is improving, but not very rapidly. As might have been expected, as it has been issuing gold bonds, the national debt has increased.

For the eight months of the fiscal year ending with February the total receipts of the government amounted to \$224,568,690, which represents an increase of over \$14,000,000 as compared with the corresponding period of the preceding fiscal year.

SPECIAL COTTON DYES.

Beautiful and Brilliant Colors in Diamond Dyes that Will Not Fade.—Made Specially for Cotton and Mixed Goods.—Simple and Easy to Use.—Absolutely Fast.—Best in the World.

HALIFAX, N. S., March 13.—Counsel for the defence in Sir Charles Tupper's criminal libel case against Robert McConnell and John Dunn, of the Chronicle, have issued subpoenas for the attendance for examination in this city of Stipendiary Fieldings, and of two witnesses, one at Ottawa and the other at St. John, N. B.

A SET OF ROGUES.

BY FRANK BARRETT.

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CHAPTER XV.

The next day comes Simon with a bag of £600, which he tells over with infinite care, groaning and mopping his eyes betwixt each four or five pieces with almost rueful visage, so that it seemed he was weeping over this great expenditure, and then he goes to prepare the court and get servants against Moll's arrival.

Before going Don Sanchez warned us that very likely Simon would pay us a visit suddenly to satisfy any doubts that might yet crop up in his suspicious mind, and so, to be prepared for him, I got in a good store of paper and books such as a merchant might require in seeking to re-establish himself in business, and Dawson held himself in readiness to do his share of this knavish business.

"Well, sir," says I, finishing my letter with a flourish, and setting it aside, "how do you fare?" He raised his hands and dropped them like so much lead on his knees, casting up his eyes and giving a doleful shake of his head for a reply.

"I seek no reparation, no reward, nothing in the world but the right to cherish this estate," cries he in passion, and upon my looking at him very curiously, as not understanding the motive of such devotion, he continues: "These saints not believe me, and yet truly I am neither a liar nor a madman. What do others tell for? A wife—children—friends—the gratification of ambition or lust. I have no kith or kin, no ambition, no lust, but this estate is wife, child, everything, to me."

Despite his natural infirmities Simon delivered this astonishing rhapsody with a certain sort of vehemence that made it eloquent, and indeed, strange as his passion was, I could not deny that it was as reasonable in its way as any noble act of self sacrifice.

"I begin to understand you, Mr. Steward," says I. "Then, good friend, if these wouldst help thee in peril of being torn from his child, render me this estate to go-



"'Tis like to be no better till I can get a ship of my own and be to sea again.'— save it from the hands of usurers and lawyers, men of no conscience, to

whom this Spanish don would deliver it for the speedy satisfaction of his greed.

"Nay, my claim's as great as his," says I, "and my affairs more pressing," with a glance at my papers. "I am undone, my credit lost, my occupation gone."

"These shall be paid to the last farthing. Examine my books, inquire into the value of my securities, and these will find full assurance."

"Well, one of these days mayhap," says I, as if to put him off.

"Nay, come at once, I implore thee, for until I am justified to my mistress I stand like one betwixt life and death."

"For one thing," says I, still shuffling, "I can do nothing nor you either to the payment of our just claim before the inheritance is safely settled upon Mistress Godwin."

"That shall be done forthwith. I know the intricacies of the law, and know my way," tapping his head and then his pocket, "to get a seal, with ten times the dispatch of any attorney. I promise by Saturday thee shall have assurance to thy utmost requirement. Say, good friend, there will be at my lodge house on that day."

"I'll promise nothing," says I. "Our poor Captain Evans is still a prisoner in his room."

"Aye," says Dawson, coming in from the next room in his nightgown, seeming very feeble and weak despite his blustering voice, "and I'm like to be no better till I can get a ship of my own and be to sea again. Have you brought my money, Mr. Quaker?"

"These shall have it truly; wait but a little while, good friend, a little while."

"Wait a little while and founder altogether, eh? I know you land sharks, and would I'd been born with a snack of your cunning, then had I never gone of this venture and lost my ship and twosome men that money'll ne'er replace."

"Look at me, a sheer lark and no more, and all through lending ear to one prayer and another. I doubt you're minded to turn your back on poor old Bob Evans, as 'others have, Mr. Hopkins—and why not? The poor old man's worth nothing, and cannot help himself. With this he fell a-smiveling like any girl."

"I vow I'll not quit you, Evans, till you're hale again."

"Bring him with thee o' Saturday," urged Simon. "Surely my mistress can never have the heart to refuse you shelter at the court, who owes her life to ye. Come and stay there till thy wage be paid, friend Evans."

"What! Would ye make an honest sailor play bum bailiff and stick in a house, willy nilly, till money's found? Plague of your dry land! Give me a pitching ship, and a rolling sea, and a pale whistling in my shrouds. Oh, my reins, my reins! Give me a paper of tobacco, Mr. Hopkins, and a pipe to soothe this agony, or I shall grow desperate."

I left the room as if to satisfy this desire, and Simon followed, imploring me still to come on Saturday to Chiselhurst, and I at length got rid of him by promising to come as soon as Evans could be left or induced to accompany me. I persuaded Dawson, very much against his greed, to delay our going until Monday, the better to hoodwink old Simon, and on that day we set out for Chiselhurst, both clad according to our condition—he in rough frieze, and I in a very proper, seemingly sort of cloth—and with more guile in our pockets than ever before we had possessed ourselves of.

And a very merry journey this was, for Dawson, finding himself once more at liberty and hearty as a lark after his long confinement and under no constraint, was like a boy let loose from school, carolling at the top of his voice, playing mad pranks with all who passed us on the road and staying at every inn to drink twopenny beer, so that I feared he would certainly fall ill drinking, as he had before of eating, but the exercise of riding, the fresh, wholesome air and half an hour's doze in a spinnery did settle his liquor, and so he reached Hurst Court quite sober, thanks be to heaven, though very gay. And there we had need of all our self command to conceal our joy in finding those gates open to us, when we had looked through so fondly when we were last here, and to spy Moll in a stately gown on the fine terrace before this noble house, carrying herself as if she had lived here all her life, and Don Sanchez walking very deferential by her side. Especially Dawson could scarce bring himself to speak to her in an uncouth, surly manner, as belittled his character, and no sooner were we entered at the house than he whips Moll behind a door and falls a-hugging and kissing her like any silly young lover.

While he was giving way to these extravagances, which Moll had not the heart to rebuff—for in her full, warm heart she was as overjoyed to see him there as he—Don Sanchez and I all of a-twitter lest one or other of the servants might discover the familiarity of these two (which must have been a fine matter for curious gossip in the household and elsewhere), and the don mighty somber and grave (as foreseeing an evil outcome of this business), so that he would make no answer to my civilities save by dumb gestures, showing he was highly displeased. But truly 'twas enough to set us all crazy, but he, with joy, to be in possession of all these riches and think that we had landed at Chatham scarce a fortnight before without decent clothes to our backs, and now, but for the success of our design, might be the penniless straggling vagabonds we were when Don Sanchez lighted on us.

Presently Moll came out from the side room with her father, her hair all tumbled and as rosy as a peach, and she would have us visit the house from top to bottom, showing us the rooms set apart for us, her own chamber, the state room, the dining hall, the store closets for plate and linen, etc., all prodigious fine and in most excellent condition, the scrupulous minute care of old Simon had suffered nothing to fall out of repair, the rooms being kept well aired,

Scrambled Eggs advertisement with illustration of a man in a suit and a small image of a scrambled egg.

Reduced to His Last

"X Rays are a Fifth Force" Edison believes. But it is force of habit that causes you to think of us when you wish to save money. You do not need these rays to see through our prices, and if you do not take advantage of them you will soon be "reduced to the last cent."

A few of our X Ray Prices: Pratt's Astral Oil (not re-filled) \$1.40. 19 lbs. Sugar (Granulated) \$1.00. California Roll Butter, 45c.

Another shipment of extra large Navel Oranges from our own orchard, only 30c. per dozen.

DIXIE H. ROSS.

Albion Iron Works Co., Limited. Engineers... Iron Founders. Boiler Makers.

Manufacturers of Marine and Land Engines, Boilers, Etc. Fish Canning and Mining Machinery. Hydraulic Giants, Pipes and Sinking Pumps for Mines. French Ranges, Stoves, Grates, Etc.

Sole Agents for Henry K. Worthington's Steam Pumps. Ingersoll Rock Drill Co.'s Steam Rock Drills.

No. 6 CHATHAM STREET, VICTORIA, B.C. No. 71 STORE STREET. P.O. Drawer 12. Telephone 31. 8627-11

LEA AND PERRINS' SAUCE advertisement with signature and illustration of a bottle.

THE WOMAN QUESTION. To the Editor:—Women have been petted and petted until, being utterly spoiled, they have become wilful and aggressive. Many of them are no longer as help-mate for man but an expense to him—no longer united for love's sake but merely to obtain a comparatively idle independence.

NEWS OF THE... Light Catch of Patrick's... Treatment of Reception... VANCOUVER, B.C. Consul Eastern America... VANCOUVER, B.C. A co-operative... WESTMINSTER, M... CUNNINGHAM vs. L... NANAIMO, March... THE VICTORIA SEMI-WEEKLY COLONIST, \$1.50

NEWS OF THE PROVINCE

Light Catch of Spring Salmon—St. Patrick's Day at Westminster—Rain Fall.

Treatment of Refractory Sulphides—Reception to a Popular Lady—Japanese Trade.

VANCOUVER.

VANCOUVER, March 13.—Japanese Consul Nose went East yesterday to study Eastern American trade methods, with the ultimate object of bringing America, particularly Canada, in closer trade relations with Japan.

A co-operative store on a large scale is being started in Vancouver under the auspices of the Trades and Labor Union. The report that an economic process of treating refractory silver sulphides has been discovered and successfully applied at Broken Hill, New South Wales, says a Vancouver mining expert, causes great hopes to be entertained of the profitable working of many low grade ores in West Kootenay. The new process releases the zinc in combination, and causes that metal to become a source of profit and not a now obstacle in the treatment of silver sulphide ores.

VANCOUVER, March 14.—The second consignment of five guns arrived for Esquimalt to-day.

Sneak thieves are successfully operating in Vancouver. Quantities of jewelry and valuables were stolen from the residence of G. Shelton while the family were out. Other petty thefts are reported.

WESTMINSTER.

WESTMINSTER, Mar. 13.—The spring salmon catch is light, and fish are selling at \$1 each.

The cantata "Daniel" was well rendered in St. Andrew's church by the choir, assisted by several members of the congregation.

The salaries of the city officials have been fixed. That of the city clerk has been reduced \$25 a month and is now \$85; the treasurer's salary has been reduced \$3.33 a month; the medical health officer has been reduced \$4.17 a month, and the park ranger \$25 a month.

On St. Patrick's day the Young Men's Institute will give a grand concert. Judge Bole will act as chairman. Vancouver as well as Westminster talent will be available.

WESTMINSTER, March 14.—The case of Cunningham vs. Bank of British Columbia, which has created so much interest in the Royal City recently, and which was decided in favor of the bank, is to be appealed.

James Cunningham is attempting to recover a demand note of \$3,323.10 from the bank; he claims he simply endorsed to the Cunningham Hardware Co. as an accommodation, with the alleged understanding from the company that as soon as they had used it for a certain purpose the note would be returned.

A meeting was held this morning by the council to hear the report of the special committee to Victoria in reference to the bridge.

Alexander Duncan is suing Levi Carrier at Mission City for criminal libel. It is alleged that Carrier accused Duncan in a letter of stealing goods.

NANAIMO.

NANAIMO, March 13.—C. E. Stevenson, of Stevenson & Co., recently returned from the East, states that the winter has been unusually severe, and the crop in Ontario a comparatively poor one. Quebec fared somewhat better, and the Northwest Territories best of all, being, relatively speaking, mild and equable. Trade in the latter cities is decidedly quiet, though Montreal is in many respects an exception to the rule. The Kootenay country, he states, is regarded with intense interest by Eastern capitalists, particularly those of Montreal.

The Nanaimo saw mill has completed the order of 250,000 feet of lumber for an Alaska cannery.

The friends and pupils of Miss Purdy tendered that lady a most welcome reception in the K. of P. hall a few evenings since. During her brief stay in Nanaimo Miss Purdy has organized a flourishing physical culture class, which she has hitherto instructed in at various schools and athletic exercises with decidedly gratifying results. Greatly to the regret of her pupils, Miss Purdy is about to remove to Victoria, and the reception was in recognition of the fact. In the course of the evening, that lady delighted the spectators with an exhibition of club-swinging in her best manner. She performed a series of exceptionally difficult movements with grace and skill and was rewarded by rounds of applause. At the conclusion of the programme, the guests joined hands and sang "Auld Lang Syne" with much fervor, and Miss Purdy afterwards briefly expressed her grateful recognition of the kindly feeling which had prompted this reception in her honor.

NANAIMO, March 14.—A diamond drill has been landed at Stark's Crossing for use on the E. & N. Extension. It is presumed that exploration work is to be carried out upon a more extensive scale than heretofore. The work has been stopped for the present, however, owing to the influx of water being beyond the capacity of the installed pumping appliances. This will be remedied in a short time and work resumed.

Although the mine at Northfield proper is shut down there has recently been a material increase in the population, most of which is employed in the several works in the immediate neighborhood.

KAMLOOPS.

(From the Kamloops Sentinel.) Barney O'Rourke and J. Roderick have been doing considerable improvements on their claim on Pine creek, Barkerville, this winter. M. McCormick and M. Davis are working on the claim adjoining below, and J. Sheppard and J. Hardnott on the adjoining claim. Captain Augustine and son have ar-

rived at Lytton, and will commence work on the Finch Mining Company's dredger right away. The captain seems well pleased with the results of his prospecting on Norman Bar last season, and expects to do well this season. His company will probably build another dredger at a point somewhere between Lytton and Thompson siding during the coming summer. Mr. Young, of dredger fame, will, it is understood, operate the plant on Quesnelle river. The Fraser River Company are putting in on their dredger a set of extra sluice boxes. The object of this is to enable them to run their pump constantly without waiting to clean up. Both companies are determined to give their plants a fair trial.

WEST HOLME.

WEST HOLME, March 11.—This thriving little settlement, originally called Hall's Crossing, containing the best agricultural land in Chemainus, still continues to go ahead. The store originally owned by Mr. Ferris has been purchased by Mr. H. Jones, who proves himself a very efficient and obliging storekeeper.

The greatest improvement that has taken place for some years was the erection of the Westholme saw mill, owned and managed by Mr. Frank Lloyd. Mr. Lloyd perceived that whilst the large mill in the district was shut down owing to the low price of lumber, a small mill, run with efficiency and economy, would be a suitable investment for his capital. The mill has been a success in every particular, the quality of the lumber being equal to anything turned out in the province. The excellent timber in the neighborhood caused him to get a good sale for everything he could cut. The mill has been shut down during the winter months, but it starts running again on the 15th of this month, when a number of efficient hands will be required.

The young men in this district, not to be behindhand our friends at Duncan's, determined to erect a hall here. Through the kindness of Mr. Lloyd, who supplied the site and lumber, a very capacious hall was soon erected, and it has been the source of a large amount of amusement and pleasure to all the young folks during the winter months.

LANGLEY.

LANGLEY, March 13.—During February 1896 rain fell upon 17 days amounting to 8.883 inches, and snow upon 4 days amounting to 5.003 inches. There fell in the first week 2.565 inches; second, 2.683 inches; third, 0.401 inches; fourth, 3.189 inches. The only period of really fine weather was between the 14th and 20th days of the month, and the cold bitter northeast wind on the 29th would almost lead one to think winter were beginning instead of ending. In comparing the deposition with that of 1895 there were 12 days upon which rain fell in February, amounting to 8.834 inches; 8 days in January amounting to 5.968 inches; 9 days of snow amounting to 9 inches; while in March of 1895 there were 18 days rain amounting to 4.327 inches; snow fell on one day amounting to 3.350 inches. January of 1896 furnished us 20 days of rain amounting to 8.884 inches, and 6 days snow amounting to 17.260 inches.

The following are the officers of the Langley Liberal Conservative Association for the current year: President, John Maxwell; vice-presidents, Jas. S. Gray, A. Brockie and R. Livingstone; sec.-treas., A. H. Hawkins; executive committee, S. Towle, A. Spivey, H. Harris, J. Wilson, N. Larmon, J. Green, Thos. Biggar, R. Monaghan, A. Brockie, R. Brown, A. Beaton.

TRAIL CREEK.

(From the Trail Creek News.) It is definitely settled that the War Eagle mine will have a smelter to treat the ores from this mine as well as the three or four other mines owned by the same syndicate.

The C. & K. S. N. Co.'s new steamer Nakusp is well under way. The frame is up and planking has been commenced. The boiler made by the B. C. Iron Works of Vancouver will be used in her, and the one made at Peterborough, Ontario, will be put in the new boat built at Nelson last year, which has not been launched.

The work of moving the machinery for the Kootenay water supply plant to Seven Mile is being done under great difficulties. The snow having melted away and left the ground soft it is almost impossible to draw on loaded trucks. Foreman Gallope thinks the third pump will be left here until the ground dries out and the roads become good.

Eugene Sayre Topping has filed notice of his intention to take 250 inches of water from Trail creek for irrigation and other purposes.

VERNON.

(From the News.) Messrs. Hooper and McCraight have discovered a very promising gold-bearing quartz ledge on the west side of Swan lake and are going on with the work of opening it up immediately.

A car of beef cattle was shipped on Saturday by B. Lequime, of Okanagan Mission, to Traves & Farley, of Nelson. E. C. Hooper, accompanied by G. D. McCraight, arrived on Friday from Victoria. They have, for the past few months, been prospecting in Alberta. They intend trying their luck on the hills surrounding Vernon, and latter on will take a trip to the Kettle river.

A number of mineral claims have been located in this immediate vicinity within the past few days.

Recently while crossing from Rev. Mr. Green's cottage to the Ellis ranch, at Pentiction, in the early evening, Miss Allison almost stepped upon a mountain lion, crouched in a hollow, evidently premeditated to attack upon her. Miss Allison lost no time in alarming the neighborhood, but when a hunting party turned out the lion had made himself scarce.

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became a Man, she clung to Castoria. When she had Children, she gave them Castoria.

Wm. Hunter of Three Forks, one of the best known mining men in the Kaslo-Slocan country, is in town, and is registered at the Oriental.

OUR OTTAWA SPECIAL.

Liberal Lies Nailed—B. C. Matters Discussed With Hon. C. Prior.

Winnipeg Immigration Delegates Interview the Government—Laurier's Followers.

(From Our Own Correspondent.)

OTTAWA, March 11.—Mr. Earle presided at the conference to-day of senators and members from Manitoba, the Territories and British Columbia, with the delegates from the Winnipeg immigration convention. It was generally agreed that a change in the immigration policy of the government is desirable. The consensus of opinion was that an immigration bureau should be established and conducted by an advisory board, on which all the provinces will be represented, and presided over by a commissioner appointed by the government. The object of their suggestion is to separate immigration work from political influences. The government will be asked to carry out the wishes of the delegation.

Senators Macpherson, Price, Lewin and Macfarlane have not put in attendance in parliament so far this session.

Hon. Mr. Dickey gives notice of a bill providing that there be no revision of the voters' lists this year.

The Quebec branch of the British Evangelical Alliance has petitioned against the remedial bill.

It is said to-night that Hon. Mr. Laurier has succeeded in whipping nearly all his men into line. The only Liberals who are sure to vote with the government are Messrs. Beausoleil and Devlin. There are three doubtful ones.

There was a long discussion in the House of Commons over the Canadian cattle exclusion bill now before the Imperial parliament. Sir Charles Tupper said the government would take steps to impress Her Majesty's government with the unfairness of the measure.

Replying to Mr. Laurier, Sir Charles Tupper said he would confer with Sir Donald to see if his message to Hon. Mr. Greenway could be published.

Answering Mr. Borden, Sir Charles Tupper said the Imperial government had not promised a specific sum to the fast Atlantic service, but would pay one-third of the subsidy.

The Remedial bill debate to-day was very interesting. Sir Richard Cartwright made a strong speech against the bill, Mr. W. F. MacLean (Conservative) strongly opposed the measure, while Mr. Devlin (Liberal) supported it. Mr. Devlin made a vicious attack on the Greenway government, who he said had passed the school laws of 1890 simply for political expediency. In his judgment there was no need of any such legislation. Mr. Devlin was greatly cheered by the Conservatives. The debate was again adjourned.

OTTAWA, March 12.—The chief whips on both sides were engaged in conference to-day, when it was mutually agreed that the division on Mr. Laurier's amendment should take place on Wednesday. Possibly when that is disposed of there will be an amendment favoring the appointment of a commission.

A Quebec Liberal said in the debate to-day that Bishop Langevin does not approve of the remedial bill. He was staggered when Mr. Amyot flatly contradicted him and challenged for his authority. He read the following from Bishop Langevin: "To Rev. Father LaCombe, University of Ottawa.—The bill is workable and I have no objection to it. I approve of it. All the bishops and all Catholics ought to approve of it. There is life in the bill. Success to you and Lariviere."

L'Espeir having stated that Archbishop Walsh endorsed Mr. Laurier's school policy to-day, Archbishop Walsh wired Senator Casgrain that the statement was an audacious falsehood.

The British Columbia members met in Mr. Prior's office this morning and had a lengthy conference with the minister, principally relating to fishery matters. Close seasons, the use of seines, the issue of fish and other questions were thoroughly discussed.

The railway committee to-day, by fifty to forty-two, threw out the scheme for an electric road from Montreal to Windsor. The Canadians over Pacific and Grand Trunk strongly opposed it.

The Senate divorce committee ordered Mr. Pearson, of Toronto, to pay \$250 in order that his wife may defend herself in the charge he is bringing against her. The bill was amended to grant a bonus for refined copper.

The Lake Carriers' Association are asking for increased aids to navigation on the Great Lakes.

Mr. Barnard has returned to Ottawa.

OTTAWA, March 13.—Mr. Macdonnell, M.P. for Algoma, to-day was served with a writ at the instance of the Ottawa Liberals, who claim \$33,400 on the ground that Mr. Macdonnell had not been legally elected. He says he has no fear of a suit and will stick them for costs.

Hon. Mr. Foster made the speech of his life in the remedial debate this afternoon. It was logical and eloquent and held the house spell-bound for over two hours. The peroration was a magnificent piece of oratory and at the close tumultuous applause followed. Messrs. Davies and Powers were the following speakers.

Sir Charles Tupper this afternoon said he could not lay before the house the telegrams which had passed between Sir Donald A. Smith and Premier Greenway. He said they were confidential. The telegram read the other day was published through misapprehension. He had omitted one sentence because he had not considered it germane to the matter before the house.

Hon. Mr. Dickey confirmed the statement that the government was considering the matter of referring to the Supreme court for an opinion on the subject of the life of the present parliament.

Labor Commissioner Wright does not find that "sweating" prevails in the cities, but points out the prevalence of many evils and suggests remedies.

The Western immigration delegates have not accomplished much by their work on the Finch Mining Company's dredger to-day that it was not possible to hand the control of immigration over to a board such as had been suggested.

The bill incorporating the Canadian Jockey Club passed the Commons to-night, the views of the different bodies affected having been harmonized.

OTTAWA, March 14.—The Canadian representatives on the "international deep-water" was commission had a session here to-day, when a vast amount of information collected since the last meeting was gone over.

Ottawa people are kicking against the Cabot historical exhibition being held in Toronto next year with Dominion aid. They say the capital is the proper location for it.

Half a million copies of Hon. Mr. Foster's speech on the remedial bill will be printed for general distribution. Mr. Dalton McCarthy says that it is the finest speech he has heard on the school question. It is pointed out that the same wharves Foster sat down was entirely unprecedented in Parliamentary annals. The Conservative members rose en masse, shouting themselves hoarse with delight.

MAKING FOR PEACE.

Great Britain Favoring the Dreibund—William, Franz Joseph and Humbert to Meet.

Italy Will Have the Support of Germany in Her Abyssinian Campaign.

LONDON, Mar. 13.—The announcement made by the Times that the Egyptian troops would advance up the Nile forthwith to occupy Dongola was officially confirmed by the foreign office to-day. The Times also said, editorially, of this announcement with a good deal of ostentation: "It need hardly be said that the advance upon Dongola will greatly benefit the Italian and British government must have had this desirable object in view in assenting to the British advance."

Taken in connection with the evidence that Count Goluchowski has succeeded by his visit to Berlin in strengthening the ties of the existing Dreibund, Great Britain's diversion in Egypt in favor of a member of the Dreibund is regarded as extremely significant. It must be borne in mind, however, that Great Britain has looked with a favorable eye upon the Italian campaign in Africa all along, though she has hitherto declined active assistance, as an Italian success would tend to add to the prestige of European arms in Africa, and consequently to the strengthening of British interests in the Sudan.

There have been often renewed reports that Great Britain had ceded to Italy the port of Zeila on the Straits of Babel Mandeb, which Italy much desired to obtain in order to facilitate her operations in Abyssinia. But the report was as often denied and the failure of Italy to obtain the port was said to be due to the objections urged by France. Baron de Courcel, the French ambassador in London, paid a long visit to the foreign office this afternoon to which importance is attached in the public mind. The visit is supposed to be connected with the proposed advance on Dongola.

The Pall Mall Gazette, this evening, publishes a despatch from Mentone saying that it is reported there that Emperor Francis Joseph, of Austria, and Emperor William, of Germany, will, according to present arrangements, meet King Humbert, of Italy, at Genoa within a few days.

The Times has an editorial discussing the Italian situation, and declares that the shock to European prestige owing to the defeat at Adowa cannot be neutralized by Italy concluding a peace with Menelek, and it is doubtful even if Italy would be able or willing to hold Kassala. The editorial adds, and then proceeds as follows: "The advance upon Dongola in the interests of the British policy will prepare the way for the advance on Omdurman when the time is ripe and the shattering of the Mahdist power at its base."

The Emperor Francis Joseph paid a brief visit to Queen Victoria at Windsor this afternoon, and it is believed the Austrian Emperor will shortly leave here for Italy, where he will meet King Humbert and Emperor William of Germany, according to report.

The Rome correspondent of the Daily News says the negotiations for peace in Abyssinia are based upon the modification of the treaty of Accial, excluding the Italian protectorate in Abyssinia, the restitution of Tigre to Mangaschia and an exchange of prisoners and hostages.

The Times has a Rome dispatch which says: The news of the peace negotiations has produced a feeling of surprise amounting to a stampede in most quarters. The conditions fixing the frontier at the Marec river line and the prohibition of fortifications on the frontier are considered as humiliating. The majority of the deputies now here oppose the project. It has been ascertained that Col. Galliano, who was reported to have been killed at the battle of Adowa, was severely wounded and is a prisoner in the Shoa camp."

The Berlin police confiscated to-day's issue of Der Sozialist, on the ground that it contains treasonable matter, and its editors will be prosecuted on the charge of lese majeste.

An Odessa despatch to the Times says that several earthquake shocks occurred last evening. The resulting damage was light.

The Times announces that the mono-metallics in parliament claim to have an absolute pledge from Sir Michael Hicks-Beach, chancellor of the exchequer, to prepare the mono-metallic amendment of J. M. Maclean, for Cardiff, to the bi-metallic motion of Mr. C. Whitley, Conservative.

The first instalment of the Chinese loan will probably be \$10,000,000, and it may be issued in London and in Berlin early next week. A great disturbance to the money market is anticipated.

BERLIN, March 13.—Count Goluchowski, the Austrian prime minister, has started on his return to Vienna. Before leaving Berlin he was given the order of the Red Eagle by Emperor William. A great deal of interest has been manifested throughout Europe in the visit of the Austrian prime minister, and it is believed that he returns to Vienna with the assurance of a continuance in force of the Dreibund for at least another year. It is also hinted that the active adhesion of Great Britain to the alliance has been secured.

It is stated that the prolonged stay at Cape Martin of the Emperor Franz Joseph was purposely to meet Queen Victoria and restore harmony between England and Germany. It is rumored that Italy will now have the moral support of Germany in her Abyssinian campaign and the more or less active support of England through the advance of the latter's troops into the Sudan.

Rome, March 13.—All rioting has ceased and the reservists, who fled from the country sooner than go to Africa, are returning, and it is not believed that any steps will be taken to punish them. Negotiations with King Menelek have been opened, and it is anticipated that peace will be concluded before long, as the war office has countermanded the instructions sent to various points for hurrying forward reinforcements to Africa. The new cabinet is settling down to steady work, and the financial situation is brighter than anticipated.

The conferences which have taken

HOW A HOME WAS LOST.

The Bitter Experience of Mr. Elwood, Sr., of Simcoe.

Attacked with Neuralgia of the Limbs he Became Helpless and Suffered Intense Agony. Spent His Home in Doctoring with Specialists Without Relief. Dr. Williams' Pink Pills Came to the Rescue when Other Means had Failed.

(From the Simcoe Reformer.)

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"I was unable to walk around" So bad did he become, and so great were the pains that shot through his limbs, that at times Mr. Elwood had to be held down on his couch. His stomach and bowels were seriously affected and he was indeed in a deplorable condition. About a year ago he lost the use of his left foot and ankle and was unable to walk around his home without great difficulty. At one time Mr. Elwood was possessed of a good home, but so long was he ill that he spent all his property in the hope of regaining his health. Last fall Mr. Elwood commenced taking Pink Pills and shortly after he began to feel an improvement in his condition. He continued the use of the pills until he had taken thirteen boxes when he regained the use of his foot and ankle and thought he was about cured and discontinued their use. So long had he been suffering, however, that it was impossible for him to become convalescent in so short a time. An attack of the grip again brought on the disease, but not by any means so terrible as formerly. Mr. Elwood again commenced taking the pills and in regaining his former health and feels certain that the Pink Pills will exterminate all traces of disease from his system. He feels so gratified at what the pills have done for him that he gladly gave the information to the Reformer for publication in the hope that his experience may be a benefit to some other sufferer.

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Sold by all dealers or sent by mail, post paid, at 50 cents a box, or six boxes for \$2.50, by addressing the Dr. Williams' Medicine Company, Brockville, Ont., or Schneectady, N.Y. Beware of imitations and substitutes alleged to be "just as good."

SHERBROOKE, March 12.—R. G. Rioux, one of Sherbrooke's most prominent young men, who in January last was accused of causing the death of Eugene Belanger and indicted for manslaughter, has been honorably acquitted. Rioux and the deceased had been participants in an affray in a restaurant, when Rioux struck the deceased, but Judge Wallace summing up said the fatal blow must have been struck hours after this affair.

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The Berlin correspondent of the Times confirms the assertion that Count Goluchowski's visit solidifies the Dreibund. He thinks it improbable that it will have any effect regarding England's adhesion to the Dreibund.

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Highest of all in Leavening Power.—Latest U. S. Gov't Report



THE BRITISH PACIFIC.

(Continued from Page One.)

the prospectus for the last loan that "no new debt will be incurred for at least three years from July next" (1895) the company, though advised that this restriction would not apply to the proposed transaction...

Although I am to-night dealing with the "matter entirely on provincial grounds, I am glad to have the opportunity of saying that it is the full determination of the company that the road should be brought down from Bute Inlet to Frederick Arm where trans would be transferred to the line on Vancouver Island by ferry steamers capable of carrying a whole train, the distance being only 15 miles, and the time taken about one hour.

It must now rest, even if briefly, to the personnel of the parties to the proposed agreement. In doing this I have no hesitation in saying that I believe they are men who are worthy of your confidence, and men who, if they have not the means themselves, are closely associated with and in the confidence of capitalists well able to furnish all the money required for this undertaking.

In this connection there is one very important explanation to be made, and that is the way arrangements for capital for large undertakings of this kind are made. Those of you who have knowledge of such business will know that in the preliminary stages the principals are represented by their solicitors and engineers, and are guided entirely by their reports, opinions and recommendations.

BEYOND THE PRELIMINARY STAGES, or until every detail of the proposal, whatever it may be, has been definitely settled upon. You will therefore appreciate the necessity for making the agreement submitted to the government as a preliminary and absolutely necessary step before proceeding to the other negotiations which have already reached a point where all arrangements have been made subject to the completion of an agreement with the government.

As to the money, the company will allow its name to be used until negotiations have got beyond the preliminary stages, or until every detail of the proposal, whatever it may be, has been definitely settled upon.

Mr. DeFrise is a lawyer of New York and London, and is the adviser of many large banking houses in both cities. Mr. Smutthwaite is a solicitor in London, who has large moneyed connections, and is the party on whose behalf I was authorized to offer for the last government loan of \$2,000,000, which amount was on deposit in a London bank, awaiting a decision from the government.

Senator Thibault has been senator for 20 years and is now sheriff of Montreal, president of the Atlantic & Lake Superior Railway Company, vice-president of the Montreal Bridge Company, and the Park & Island Railway Company, and president of the Royal Electric Company (the largest in Canada).

Mr. Armstrong is managing director of the Atlantic & Lake Superior railway and other Eastern railways, and has given this RAILWAY OF OURS his careful study, and is here now on behalf of his associates and empowered to act for them. If you want to know any further of him he is here to answer for himself.

I am informed that reports have been circulated as to my personal gain in connection with this undertaking, should it be carried through. If therefore I wish to put myself right in this connection at once, I can assure the audience that if there is anyone present who is willing to relieve me from further trouble in connection with this business, and will guarantee that the railway will be built on better or even as good terms as are proposed, I am willing to give him or them my interest for nothing, and am willing, in addition, to leave it to his or their sense of honor and justice whether I should be refunded my actual outlay in connection with it or not.

Having now placed before you the position of this question, of great interest to all of us, it rests with you to do what in your judgment is advisable or necessary. In an interview with Hon. Mr. Turner in the legislature, so essential so patriotic an undertaking, I will continue to make every legitimate effort in my power for its accomplishment.

THE PREMIER'S EXPLANATION.

Why He Took the Responsibility of Rejecting the Company's Offer.—What That Would Have Involved.

Hon. J. H. Turner asked indulgence on account of having been suffering from a slight attack of influenza; he, however, would do the best he could. Having come with me, he was not expected to be expected to memorize all the elaborate matter presented by Mr. Rithet, but he had made some notes

which he thought would answer the purpose. The first point he wished to refer to was the statement by Mr. Helmcken and Mr. Rithet that the government had refused to consider this proposition on the ground that it was not likely to be a paying concern.

Incidentally he had said that there was no data to show that the road would be a paying concern. In connection with this point he wished to refer to a letter of the existence of which he became aware only a few days ago. This was written to Mr. Davies in 1893 by Mr. Bodwell, who amongst other arguments in favor of government assistance to the road mentioned that there was little hope of its being able to pay more than its operating expenses, at least for some years.

He felt sure, as he had seen in the newspapers, that the citizens of Victoria were very greatly disappointed when they heard the result of the negotiations. "Voices—You bet! Resign!" Hon. Mr. Turner continued that no one could have been more disappointed than he himself was when he read Mr. Bodwell's letter to the government. He had expected for months a business proposition of such a character that he could recommend it to the house.

For a year or more he had been working up such a nature as would come well within the power of the province to carry it out without unduly increasing the taxation. This was to be a great deal more than really a transcendent line. He had, therefore, been grievously disappointed when he read the letter from Mr. Bodwell published in the newspapers the other day. His proposition was that the government should advance \$2,000,000 of bonds, or for assistance to the extent of at least \$240,000 a year.

He said at least, for there was absolutely no security that the province would not have to pay a great deal more. In addition, they would have to give eleven or twelve million acres of land, a good deal of it to be selected in any part of the province where it could be found. He did not think that that statement was quite correct for to the best of his recollection he had spoken on the subject twice himself during the campaign in this city.

Mr. Davies, speaking at New Westminster on the 13th of June, 1894, is reported by the press to have said that at that time there was absolutely no project before the government. In a letter which had been received there was some sort of proposition, but it was so unworkable that Mr. Davies said he would have nothing to do with it. He was bankrupt the province. Those were his (Mr. Turner's) views at that time, and he holds the same views now.

He would do his best to promote a good project, but his duty was to protect the interests of the whole province. The proposition put before the government was not one that could be adopted by the province, and he had to take the onus of the matter. It was stated that he had known for a long time the nature of the project to be made to the government—in fact he had seen it in the press that he was in the confidence of the company.

He might say, however, that the first he heard of it was a per se. He knew of the publication of an alleged prospectus which at the time he looked upon as a joke. But about that period telegrams came from London saying that the province was to be guaranteed the project. Mr. Davies and he immediately sent telegrams denying the report.

Shortly afterward Mr. Rithet arrived back from San Francisco and he had in his pocket some telegrams. He (Mr. Turner) said that he thought the prospectus as published was a preposterous affair. Mr. Rithet seemed to feel pretty much as he did, and he said that he had been coming session—the house met in November—lay a business proposition before the government of such a nature that it could be easily carried out.

He would be in November and could easily have finished the work that he had first week in January, but it was held back from week to week awaiting Mr. Rithet's proposition, which did not come, and eventually the time was extended. It was necessary to be extended. In the spring of 1895 he (Mr. Turner) returned to London and there saw Colonel Kane, Mr. Rithet's representative, who informed him in April that his plans were nearly completed. He was to be signed in a fortnight, and that all was in order. This he repeated from week to week, until perhaps July, when he informed the speaker that there was a change of office. He had said further that he had met a gentleman from Quebec, Mr. Armstrong, who would carry out the business. He wished him to meet Mr. Armstrong, and this he subsequently did.

Mr. Rithet—Mr. Turner was another man that he had changed the arrangements, and the scheme would now be of such a nature that the province though required to give financial assistance, would not have to pay out a cent for the road.

Chorus of voices—Oh! Hon. Mr. Turner repeated that there was no security whatever. It was said that the road would cost \$2,000,000, but it would be paid for by the province. Mr. Armstrong called several times, and finally said that his scheme was complete, and he would much like the speaker to see some of the financial details. He had, however, in mind in order to obtain assurance of their bona fides. He accordingly went with him to several parties, and found that he had spoken to them of the province guaranteeing its interest on the road. He found further that what these parties wanted to know was as to the revenue and prospects of the province, so as to decide if it would be safe for them to take provincial bonds, and the were issued in behalf of railway assistance.

He found, too, that they were somewhat doubtful of this—at any rate as to whether such a sum as had been named by Mr. Armstrong could be issued without greatly reducing the price. In fact they were confident that such an issue would be the utmost limit of credit and would reduce our prices. All we told them was that the proposition had been made to the government. One gentleman to whom Mr. Armstrong had introduced him had sent him some correspondence setting out the details of the agreement with Messrs. Cape & Co. who wrote to the manager of one of the London banks as follows:

"In the first place you will understand that we have no demand for a proposition submitted to the legislature of the province, and that the Hon. Mr. Turner as Premier when he saw you, and also the writer of this, expressly stated that while the province desired to see the railway built and would make every effort to secure that result, it would be essential in his opinion that

five cents has been subscribed. There should be a company with at least ten million dollars to ensure the province that they will not have to finish this expensive undertaking. The C.P.R. came to the Dominion government with a company offer to a merchant of this city to equal to a factory on the merchant's property, but would say to him, "you must first give me the site and other land worth ten thousand dollars and allow me to issue bonds for that land, or if I sell any I'll give you a fifth of the proceeds. I'll give you more—I'll give you three hundred dollars cash as additional security." That is about equal to the proposition now before the government.

A Voice—What's yours? Hon. Mr. Turner continued that he saw in that very truthful paper, the Times, that the public had been told that this platform and the Hon. Mr. Turner's government had been the British Pacific railway. Mr. Bodwell made a similar statement in his last letter. He must say that was a peculiar letter. This was to be a great deal more than really a transcendent line. He had, therefore, been grievously disappointed when he read the letter from Mr. Bodwell published in the newspapers the other day.

His proposition was that the government should advance \$2,000,000 of bonds, or for assistance to the extent of at least \$240,000 a year. He said at least, for there was absolutely no security that the province would not have to pay a great deal more. In addition, they would have to give eleven or twelve million acres of land, a good deal of it to be selected in any part of the province where it could be found.

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Mr. Rithet—Read the exact words. Hon. Mr. Turner reading from the printed sheet, it was found that it said, after recounting the assistance above mentioned, "to the whole of which assets the syndicate are entitled." He continued that the prospectus set forth that a company had been formed to purchase all the rights existing in the British Pacific charter; that the cost of construction of the line was more than covered by the land grant and the authorized issue of debentures. Now this was somewhat singular, but he knew of another statement put out authoritatively more recently to the effect that the whole cost of the line, which is said to be 480 miles, would be only \$1,846,800, or that the province would be only \$19,000. At this rate the cost for 600 miles would not amount to twelve millions, and yet the engineer's report showed that it will cost twenty-three millions, and in consequence of this great cost so much additional assistance was asked for. Even Mr. Bodwell had suggested that the government should make a counter proposition, and that he had been ready with one, that is to say, that though his company had had this matter in hand for several years and had not succeeded in producing a workable plan, the government should take it up, and he would be able to do so in 24 hours. But he asserted the government had no business to form the plan. The charter was in the hands of the company and the time necessary for the charter to be extended. Further, Mr. Armstrong at an interview with the executive had said—when it was pointed out to him that \$240,000 was more than the country could stand, "we really completed the work, and to it it could not be carried in the house."

"Oh, if that is the case the whole business is over; my contract with Mr. Rithet is for \$240,000, and nothing less will suffice." He had said further that he had been assured by Mr. Rithet that this sum would be voted. Mr. Helmcken, whom Mr. Armstrong had met in London, was another who was mentioned as saying this. Mr. Rithet—Mr. Turner was another man that he had changed the arrangements, and the scheme would now be of such a nature that the province though required to give financial assistance, would not have to pay out a cent for the road.

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In a letter which had been received there was some sort of proposition, but it was so unworkable that Mr. Davies said he would have nothing to do with it. He was bankrupt the province. Those were his (Mr. Turner's) views at that time, and he holds the same views now. He would do his best to promote a good project, but his duty was to protect the interests of the whole province.

The proposition put before the government was not one that could be adopted by the province, and he had to take the onus of the matter. It was stated that he had known for a long time the nature of the project to be made to the government—in fact he had seen it in the press that he was in the confidence of the company.

He might say, however, that the first he heard of it was a per se. He knew of the publication of an alleged prospectus which at the time he looked upon as a joke. But about that period telegrams came from London saying that the province was to be guaranteed the project. Mr. Davies and he immediately sent telegrams denying the report.

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Mr. Rithet went on to show that the company were only to be paid for the work they did it proceeded monthly, and then it was stipulated that only 75 per cent on the engineer's estimate was to be paid. The amount spent in building the road would always be an asset of the province. The greatest trouble had been taken also to have the capital placed on a figure equal to the actual valuation so that the interest on the outlay could be met without trouble. He hoped to see the road before he left the province, and he believed that if the road was built it would be on such lines that instead of paying on an inflated value it would pay on the actual cost. Surely, he said, the development brought about by a road between here and Cariboo would enable the comparatively paltry indebtedness of \$240,000 to be met. (Great applause.)

He was glad to hear the Premier say that a road to Cariboo would benefit Vancouver, and no doubt it would. Mr. Rithet's contention was that the road was not a local one, but a benefit to the province at large. (Applause.) The whole matter was summed up in the fact that having the matter in the hands of the province, the money could be secured on the present terms, and that it was within the means of the province to grant the aid asked, it would be a great opportunity pass of building a road that would so greatly develop the country. Whatever money was expended would redound as much to the credit of the government and to the country as to the company. (Applause.)

Mr. Milne then came to the front and moved the resolution which introduces this report. This he hoped would pour oil on the troubled waters. He could not see that Mr. Rithet and the gentlemen who supported him could have any different stand than they did. He claimed that the present government went into power on the understanding that it was to make the British Pacific part and parcel of its policy and would carry it to completion. That was the reason he (Dr. Milne) gave for his own defeat at the last election. Mr. Rithet's proposition did not go far enough indeed, for it should have included a grant from the Dominion government of \$3,200,000 as it was a railway not only for the benefit of the province but of the Dominion. (Applause.)

Mr. A. J. McMillan seconded the resolution because he believed the negotiations between the government and the company could be brought to a satisfactory conclusion. He would give his hearty support to the resolution, and he would say that if he had been one of Mr. Rithet's backers in the province when the C. P. R. was built, Victoria would have been the terminus of that road. He proceeded in enthusiastic language to speak on the resolution amid great applause, and shouts and noise that only a word here and there could be caught.

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letter from those financial men denying that any such promise was made. Mr. Bodwell—Why did you not deny it then when Mr. Armstrong stated it in the interview here? Hon. Mr. Turner—I did not hear Mr. Armstrong make this statement. Mr. Bodwell—You heard it did you not, Mr. Rithet? Mr. Rithet—Yes. Mr. Bodwell went on to take exception to Mr. Turner having quoted from the prospectus formerly issued in London and for which the present promoters were not responsible. The lines of the present proposed agreement were the same as those of the agreement made by the C. P. R. with the Dominion government. The C.P.R. had only put up \$1,000,000, and on the strength of this received at once \$30,000,000 of line already constructed. What the British Pacific promoters wanted was for the government to name what security they would accept. He pointed out, as Mr. Rithet, that the government in 1892 were ready to give a guarantee on land grant bonds. In conclusion, he remarked that he did not think there was a man in the audience who needed to be convinced that the road would be of immediate benefit to the country, and the government should be in every way in its power ready to assist it. (Great applause.) It would open up the country on a comprehensive scale that would far more than recoup the province for its expenditure. (Cheers.) Hon. Mr. Turner, amid mingled cheers and some signs of disapprobation, came to the front and said that the government were not prepared to consider a good business proposition. A voice interrupting—"What do you call the one before you?" (Shouts and howls.) Hon. Mr. Turner—It is not a good proposition. It is not a proposition that would be accepted by any financial man in the province. An uproar succeeded, but the chairman's authority secured quiet almost immediately. The Chairman put the motion, asking the audience to give a standing vote. The resolution was carried almost unanimously, only a few persons standing up when the "yes" was called for. The meeting adjourned after a vote of thanks to the chairman had been passed.

A. O. U. W. GRAND LODGE.

Yesterday morning's session of the British Columbia Grand Lodge, A. O. U. W., was taken up chiefly in receiving reports of committees and discussing them. A pleasing feature in connection with the reports was the showing made by the finance committee concerning the condition of the jurisdiction. This was so favorable that the annual per capita assessment was raised to \$2. The election of officers was then proceeded with, resulting as follows: G. M. W. J. E. Church, Victoria; grand foreman, A. E. Woods, Westminster; grand overseer, T. H. Trahey, Victoria; grand recorder, S. McGreggor, Victoria; grand receiver, Robert T. Williams, Victoria; grand medical examiner, Dr. DeWolf Smith, Westminster; grand trustees, J. D. Warren, Victoria; J. L. Badlong, Vancouver; grand scribe, G. Westminister. Representatives to Supreme lodge—G. Leiser, Victoria; J. T. McIlroy, Sidney; and F. L. Budlong, Vancouver. The Grand Master Workman elect appointed C. S. Corrigan, Westminster, grand guide; Henry Hoy, Westminster, A. M. Bullock, Vancouver, and D. C. Webber, Yale, as the committee on laws; and E. J. Salazar, Victoria; J. E. Phillips, Victoria, and A. Stewart, Victoria, committee on finance. So pleased were the members of the lodge with their present meeting in Victoria that they decided to hold their next annual meeting here as well. The lodge concluded its labors at 6 o'clock, and in the evening spent the time very pleasantly at a reception tendered them by the Degree of Honor.

LACROSSE.

The new senior lacrosse club, the Capitals, formed by the amalgamation of the Capitals and the Triangles has been successfully formed and the organization was completed at a largely attended meeting at the Y.M.C.A. rooms last night. The old senior men who will play this year are: C. Cullin, A. E. Belfry, Geo. Goldwell and Geo. Tite, and these, with the addition of the pick of the intermediate champions of last season will give Victoria this year a decidedly strong combination. Mr. William Tompkins presided at the meeting, the election of officers resulting as follows: Captain John Irving, M.P.P., honorary president; Dr. J. S. Helmecken, president; A. H. Seafie, first vice-president; Dr. G. L. Milne, second vice-president; G. E. Brown, secretary; A. Lee, treasurer; A. E. Belfry, club captain. The executive committee is composed of J. G. Brown, H. Chapman, W. E. Ditchburn, W. Templeman, Percy Brown, E. E. Blackwood, R. L. Drury, Ross Eckardt, J. Fullerton, W. H. Cullin, L. Tait, D. R. Ker, W. J. Burnes, W. J. Smith and W. S. Snider. The delegates chosen to attend the meeting of the provincial association to be held in Westminster in April are: W. H. Cullin, W. E. Ditchburn and L. Tait. A committee composed of W. E. Ditchburn, W. H. Cullin, Ross Eckardt, L. Tait and Geo. Goldwell will draft by-laws and constitution to be submitted at the next meeting of the club. It was decided to fix the admission to matches this season at twenty-five cents, season tickets to be issued at \$1.50, including all the privileges of the club.

GRAND ORANGE LODGE.

Vancouver, March 12.—(Special)—The newly elected officers of the Grand Orange Lodge are: G. M., Edward Sherrett, Victoria; D.M.G., John Jackson, Westminster; J. D.G.M., J. J. Campbell, Vancouver; G. Chap., Rev. J. Reid, B.D. (re-elected), Westminster; G. Sec., J. D. Wholowson, Westminster; G. Sec., John Walmsley (re-elected), Westminster; G. Lecturer, W. R. Moore, Ladners; G. D. of C., W. S. McDonald, Vancouver; D. G. Sec., H. Urquhart, Vancouver; Asst. G. Chaplain, Rev. Robert Taggart, Vancouver; L. Thompson, H. E. Campbell, H. T. Thrift, T. S. McManan, Joseph H. Johnson, Henry Brethour, Robert Boyd and J. J. Walsh.

QUEBEC, March 13.—Chief Justice Casault gave two dollars and costs damages to Miss St. Pierre against George St. Hilaire, the elderly blacksmith, who kissed her against her will.

PROVINCIAL LEGISLATURE.

Second Session of the Seventh Parliament.

THIRTIETH DAY.

THURSDAY, March 12, 1896. The Speaker took the chair at 2 p. m. Prayers by Rev. Canon Beauland. Mr. Kennedy presented a petition from W. J. White and 950 others asking for certain restrictions on the liquor business.

Report from committee of the whole on the cattle bill was adopted. The house went into committee on the line fences and water courses bill (Mr. Graham) with Mr. Hume in the chair. Reported complete with amendments, and report adopted.

On motion to adopt the report from committee of the whole on the mechanics and laborers' bill (Mr. Helmecken), Mr. Ewert moved that the six months hoist. This amendment was adopted on the following division:

For—Messrs. Bryden, Cotton, Graham, Hume, Kellie, Kennedy, Kidd, Kitchen, McPherson, Mutter, Semlin, Stoddart, Sward, Walken and Williams—15. Against—Messrs. Adams, Baker, Booth, Braden, Eberts, Helmecken, Hunter, McGregor, Pooley, Rithet, Rogers, Smith and Turner—13.

CARIBOO ROAD.

The house again went into committee on the bill for the preservation of the Cariboo trunk road (Mr. Adams), with Mr. McGregor in the chair.

Mr. STODDART again spoke strongly against putting the farmers and teamsters to the expense involved by this bill.

Hon. Mr. MARTIN moved an amendment providing that the act shall not apply to vehicles carrying Her Majesty's mails, as he said, it would be simply impossible for them to make the necessary speed with wide tires.

Mr. SMITH objected to any exceptions; if the act is to be passed it should apply to all alike.

The amendment was lost and the main section, prescribing the width of tires required for the weights named, was adopted on division.

Mr. SMITH moved to insert as a new section:

"No person shall be deemed to have contravened the provisions of this act unless such person had drawn, or caused to be drawn, a wagon or vehicle loaded contrary to the provisions of this act, on the said road, more than twenty miles at the time of the alleged infraction of this act."

Mr. STODDART said he knew the idea of this—that teamsters going to Lillooet have only to use the Cariboo road for nineteen miles. He objected to this proposition, as if the bill is to pass the restriction should apply to all alike.

Mr. ADAMS opposed Mr. Smith's proposition, in view of the light just thrown upon it by Mr. Stoddart. The motion was lost on division.

Mr. SEMLIN moved to add new sections making it unlawful to use on the road any vehicle propelled by power other than animal, without the permission of the Chief Commissioner of Lands and Works. Agreed to.

The penalty clause was adopted as follows: Any person who contravenes or permits the contravention of this act shall forfeit and pay a penalty of twenty-five cents per thousand pounds, or fraction thereof, in excess of the amount that might be lawfully carried, such penalties to be reserved, on summary conviction, by distress, and in default of sufficient distress the offender shall suffer imprisonment for any time not exceeding one month.

The committee rose and reported the bill complete with amendments.

Hon. Mr. MARTIN presented the report on crown lands surveys for the year 1895.

JUDGE FOR VANCOUVER.

MR. WILLIAMS resumed the adjourned debate on his motion: "That this government urge upon the Dominion government the desire of this legislature that the judge to be appointed to fill the vacancy in the judiciary of the Supreme court of this province should be compelled to reside at the city of Vancouver, or in the immediate neighborhood thereof." He dealt with the statements made during the debate that it would be an indignity to the judges to say where they shall reside, and cited the act respecting the Supreme Court of Canada to show that its judges are required to reside at Ottawa or within five miles thereof, and also that the judges of the Supreme court of the Northwest Territories may be required to reside at the place stated in their commissions. He gave statistics to show the extent of the Supreme Court business originating in the several cities in 1895, as follows:

Table with 2 columns: City, Summons issued, Cases tried, Days occupied. Vancouver: 507, 461, 226. Victoria: 41, 37, 21. Days occupied: 61, 61, 30.

He felt sure that the new judge would be called upon to do far less travelling if he lived in Vancouver and went to reside at Ottawa when his presence was required there, than if he lived in Victoria and went to Vancouver to supply its local wants. "The statistics of the business which he had read he thought showed how reasonable it is that a judge should be required to reside at Vancouver, and he hoped that his motion would prevail. Motion agreed to on division of 20 to 11.

MR. ROGERS moved the second reading of the Royal Cariboo Hospital incorporation bill. Read a second time.

BELLA COOLA COLONY.

CAPT. IRVING asked: (1) What promises, if any, were made to the Bella Coola colony; (2) was any promise made respecting the erection of a wharf at Bella Coola? (3) what instructions were given to the government representative at Bella Coola? (4) does the government intend to build a wharf at Bella Coola.

Hon. Mr. TURNER—1. That, on condition of thirty or more settlers agreeing to form a colony, 160 acres each would be granted on the following conditions: A lease for five years, rent free, with continued residence. At the end of five years a crown grant free, if improvements to the extent of five dollars per acre have been made. The government agrees to build a road through the settlement. 2. Yes, if the settlers contribute half the cost. 3. To lay out the government town site near Bella Coola, and to superintend the building of the wharf, and the laying out of the road; to arrange the "holdings" of the settlers; to report upon the capabilities of the Bella Coola valley and adjoining country for further settlement. J. Yes, on the conditions named.

Mr. MACPHERSON moved the second reading of the bill "to amend the act to incorporate benevolent and other societies, 1891." He explained that the

THE NORTHERN OUTLET

The Result of Last Season's Surveys Along the Base for Colonization.

Great and Varied Resources Which Direct Access Would Cause to Be Developed.

A colonization survey of the northern portion of British Columbia, undertaken by the lands and works department last summer, furnishes material for the greater part of the annual volume on crown land surveys just presented to the legislature. This work was under the direction of Mr. H. P. Bell, M. I. C. E., who associated with him Mr. F. A. Devereux, C. E., and Mr. Henry Fry, C. E. Their operations were carried on in the Chilcotin and Cariboo countries, with a view to determining the most feasible outlets of those regions, both eastward and towards the coast. Generally, the result, obtained from the season's work has been the definition of a base line for colonization purposes, "upon which," says Mr. Bell, "the resources of the province may be advantageously developed, both laterally and between terminal points." A map accompanying the report, presents, as the base line, the proposed rail route from Comox, on Vancouver Island, to the Yellowhead pass, the tracing being in great part along the Bute Inlet route originally intended for the Canadian Pacific railway.

Commencing with the island end of the proposed railway, Mr. Bell describes the country along its entire route. He says: "Between Comox and Otter Cove, Vancouver Island, a distance of 70 miles, there are good agricultural and timber lands, probably not less than 200,000 acres. The clearing of these lands for farming purposes is no doubt expensive, but the result is so good a climate as to make the investment well repaid, the farmer who has the enterprise to undertake and carry it through to completion both comfortable and independent. Good lands adjoining the coast are especially valuable for grazing and stock raising when cleared instead of being burned."

Between Otter Cove and the Bute Inlet, a distance of 100 miles, there are good agricultural and timber lands, probably not less than 200,000 acres. The clearing of these lands for farming purposes is no doubt expensive, but the result is so good a climate as to make the investment well repaid, the farmer who has the enterprise to undertake and carry it through to completion both comfortable and independent. Good lands adjoining the coast are especially valuable for grazing and stock raising when cleared instead of being burned."

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THE CITY.

WM. ELLIS, of Loughborough Inlet, has been appointed a justice of the peace for Comox district.

The date of the provincial land surveys' examination has been fixed for the 6th of April proximo.

The reserve has been lifted on the block of land situated on the north bank of the Kootenay river and gazetted on the 7th March, 1896.

Messrs. John Cochrane of this city, H. H. Watson of Vancouver, and Thomas A. Muir of Westminster, have been named by the government as examiners under the Pharmacy act for the current year.

YESTERDAY morning Mr. Justice Drake gave his decision on the motion made on behalf of plaintiff in Clary v. Pemberton and Ward on March 6, for the approval of the registrar's certificate of the accounts. The judgment confirms the registrar's certificate.

Word has been received by Rev. Father Nicolay, administrator of the diocese of the death at Shimert, Lillooet, of Bishop Lemmens, the deceased being at the time of his death on the verge of his four score years. Bishop Lemmens has not yet learned of his bereavement, being absent from his home here in Mexico, and somewhere between that ancient city and San Francisco.

GENERAL satisfaction was expressed yesterday among the friends of Alaska resident here at the action of the house committee on territories, which, according to a Washington press dispatch, has after long consideration, decided to recommend a bill creating a territory of government for Alaska and allowing the new territory a congressional delegate. Captain James Carroll is already spoken of for this honorable position.

A FATAL coincidence affecting two former Victoria residents occurred recently at San Francisco. Mr. Robert Moore, who in 1858 and for some years subsequently was a popular resident and leading merchant of Victoria, died at the former city after a long illness. Three weeks afterwards Mrs. Moore fell a victim to blood poisoning contracted while nursing her husband, the family being then here in a brief space of both parents. Mr. and Mrs. Moore were married in Victoria in 1861, the deceased latter being the second daughter of the late John T. Pidwell, sister of Mrs. D. W. Higgins of this city and mother of Mrs. W. E. Gravelley of Vancouver.

LETTERS received here by the recently arrived Express give the news that a long session of the Japanese cabinet was held on the 19th and 20th February to consider the situation created by the climatic at Seoul, the conclusion being reached that a joint protectorate was not to be thought of in the present mood of the powers, while the administration of Korea by Japan alone is equally out of the question. It was pointed out in the cabinet that the only course open to Japan was to act in concert with Russia, and even this being impossible, it was agreed that the only policy for Japan to adopt during the next five years was the absolutely negative one of waiting, watching for an opportunity to advance again in Korea and in the meantime nursing the national power.

A young Englishman with a jolly jag for a comrade created considerable excitement in the vicinity of the Clarence hotel corner of the city on February 15, when the Chinese wash-house adjoining the hotel he conceived the brilliant idea that he would compel the proprietor of the laundry to close his doors and put up the shutters. He accordingly gave orders to the bossman to carry out the closing up idea, but met with a calm and contemptuous refusal. Being still bent on reform in the direction of early closing the gentleman then proceeded to shut up the laundry himself, and for the purpose of ventilation next broke a majority of the windows with his walking stick. Chief Deasy of the fire department appeared on the scene at this juncture and arrested the hilarious son of Albion.

UPON RE. Rev. Bishop Gridge, of the Church of our Lord, devolved the pleasurable office, Wednesday afternoon, of uniting in marriage Mr. George W. Reynolds, of the city of San Francisco, and Miss L. S. Sayeya, daughter of Mr. John Sayeya of Victoria, a sister of Mrs. W. H. Bone, at whose pretty residence the wedding took place. The ceremony which was solemnized under the auspices of the church, was attended by a large number of the wedding guests being limited to the relatives of the contracting parties and the inner circles of their friends. Her two nieces, the Misses Maude and Nita Bone, supported the bride, whose costume for the important occasion was of white satin trimmed with chiffon and orange blossoms. The bridesmaids were attired in white tulle and Valenciennes lace, and were eminently suited to their youth. Following the ceremony there was a reception at the home of Mr. and Mrs. Bone, after which Mr. Reynolds and his bride took their departure for San Francisco by the overland route.

cent primeval forest, with the fir trees still standing in a carpet of timber grass and peavine. Having made particular inquiry as to whether this district was suited to sheep-raising, the writer was informed that the experiment had already been made, and so far as the raising of sheep successfully was concerned that nothing more could be desired. A band of 400 head had been introduced in precisely similar country, but the market for wool and the price obtainable left no margin of profit. It seems difficult to discover the reason why this industry should not be made commercially profitable, but it may be inferred from what information can be obtained that the carriage of the raw material to the coast reduced the price to the sheep owner below profitable rates. It is therefore, like many other industries, dependent upon the means of communication for its successful prosecution, and there is no disability that can be called permanent.

AN ENORMOUS ACREAGE.

Two conclusions force themselves upon the mind of those who have examined the country dealt with in this report, Mr. Bell says:

(1) That if means of access were had from salt water to the eastern side of the Coast Range, the country would be colonized in a short space of time at a minimum cost—the latter, because individual and private effort could be used with effect to keep open existing routes, or to open those which the changed circumstances might call for in the partially open plateau country.

(2) That there is not much waste land in the country, as that which is not suitable for farming and cattle raising is suitable for raising sheep, and the majority of cattle owners say that sheep crop too closely for cattle to thrive in the same pasture.

With regard to the total quantity of the land available for grazing and cultivation in British Columbia west of the Fraser river and east of the Coast range, between the 51st and the 55th parallel of latitude, one-third of the area so bounded may certainly be taken as continuous grazing and cultivable lands, or six millions of acres. Of the two-thirds remaining, a very large proportion is summer grazing and land that is suited for sheep farming purposes. It is difficult to assign a proportion, but the total of all kinds will probably not be far from twelve millions of acres."

A GREAT FUTURE.

Having dealt at some length with the rich and brightening mining prospects of this Northern country, Mr. Bell proceeds:

"Competent miners say that many good mines have been abandoned in British Columbia on account of the cost of bringing in machinery to pump shafts difficult to unwater and for other kindred reasons. The same shafts, worked under better auspices would provide remunerative work for a large number of men. In common with the avenues of mineral traffic further south in the silver-producing district, the same conditions of two economical systems of transportation would react upon each other and make of British Columbia a phenomenal mining country. It has been proved many times that given nature wealth and access capital is sure to follow. It is true of the silver-producing country at the present time, and would be equally true of the gold if under the same conditions.

"The use of a method may be established as a means of communication to join the ranching and farming country west of the Fraser river, with that which lies east and has for its future the discovery of regions which will be known to be inaccessible, but rich, should have a great but remunerative future before it.

LUMBER IN PLENTY.

"Hitherto the lumber of the Coast region has been one of the principal sources of industry in British Columbia. The time is coming when it will cost as much to go back the distance required from the Coast to find timber and transport it to water, as it would to bring it from the interior by rail. Logging by railway is a method, working is sure to be much practiced in British Columbia. It has, however, been the first and most prolific source of dividend earning in some parts of the United States—notably, the State of Arkansas, where the saw mill followed close upon the heels of construction, and the same sequence of events is taking place in the Eastern States. There is a spruce belt in the interior of British Columbia, of which the northern boundary has not as yet been defined. The fifty-third parallel of latitude may be taken as a general average of the southern boundary, eastward of the boundary of the Coast, and westward the foot hills of the Coast range. Along the route shown by plan here with, from Quesnelmouth to the Yellow Head Pass, spruce timber may be seen at intervals throughout. It is smaller than the fir timber of the Coast, but undoubtedly a good timber for constructive purposes, having been used by the miner for the last thirty years. It occurs in patches mixed with timber of other kinds, but in the aggregate there must be a very large quantity of it."

COST OF A RAILWAY.

The railway route is minutely described from a construction standpoint, with particulars of the grades, and of the bridge work required. The total mileage of the main line from Comox to Yellowhead pass is placed at 47 7/8 miles, including the fifteen mile ferry, and the following estimate of the probable cost per section concludes Mr. Bell's report:

Table with 2 columns: Section, Cost. Comox to Otter Cove, \$1,120,000. Terminal facilities, Otter Cove, 30,000. Ferry incline, cradle, etc., 30,000. Two 3-track car ferry boats, 380,000. Terminal facilities, Frederic arm, 30,000. Frederic arm to Waddington harbor, 51 miles, 3,000,000.

Table with 2 columns: Section, Cost. Waddington to S. end canyon, Homathco, 300 miles, 915,000. To north end canyon, 15 1/2 miles, 1,550,000. To S. end Tatalao lake, 16 miles, 576,000. To E. end Eagle lake, 38 miles, 1,140,000. To Summit, 21 miles, 680,000. To Goat creek, 86 miles, 1,720,000. To Quesnelmouth, 25 miles, 750,000. Fraser river crossing, 20 miles, 800,000. To W. end Cottonwood canyon, 11 miles, 386,000. Fraser do., 20 miles, 288,000. Cottonwood crossing and approaches, 1 mile, 75,000.

Table with 2 columns: Section, Cost. To Summit Beaver pass, 15 miles, 450,000. To Barkerville, 10 miles, 270,000. To Bear Lake, 26 miles, 780,000. To Goat river summit, 28 miles, 840,000. To the Fraser river, 28 miles, 1,290,000. To Tete Jaune Cache, 69 miles, 2,200,000. To Yellowhead pass, 50 1/2 miles, 2,520,000. Omissions and contingencies, 2,207,000.

Total complete and ready for traffic, \$23,500,000.

THE SEMI-WEEKLY COLONIST, \$1.50

SHIPS AND SHIPPING.

No Regular Steamboat Service to Be Given the Stickeen River This Year.

Colombus Passage Charts Incorrect—The "Fortuna" Arrives Safely—The O. K. & N. Liners.

The Dominion steamer Quadra returned yesterday evening from Colliu passage, where Captain Walbran has placed two buoys to mark each side of the passage. Before placing the buoys a careful survey was made of the whole passage, with the result that the present admiralty chart has been found in error. The reefs are not as marked on the chart, a good and safe passage existing where the southern reef is placed. Also the whole of the west side of Piers Island was found misplaced to the extent of half a mile. This has all to be corrected





The Colonist.

MONDAY, MARCH 16, 1896.

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THE SEMI-WEEKLY COLONIST. Per year, postage free to any part of the Dominion or the United States.

ADVERTISING RATES. REGULAR COMMERCIAL ADVERTISING, as distinguished from every kind of a transient character.

NEGOTIATIONS ON FOOT. We trust that the negotiations between the Government of the Dominion and the Government of Manitoba to bring about an amicable settlement of the school question will effect the purpose intended.

THE COLUMBIA AND WESTERN. We trust that any attempt that may be made to hamper the Columbia and Western Railway Company with unnecessary restrictions will be unavailing.

A SINGLE-TAX FIGHT. A movement of considerable interest is going on in the little state of Delaware. The single-taxers are endeavoring with all their might to capture the Legislature of that state.

THE WINNIPEG FREE PRESS. The Winnipeg Free Press, which, all things considered, has pursued a moderate course on the school question, is of opinion that an arrangement will be made between the Government of the Dominion and the Government of the Province which will put an end to the present unpleasant agitation.

THE MANITOBA SCHOOL QUESTION. The Manitoba school question has been the subject of much discussion and agitation in the Dominion.

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to give the minority no reasonable ground of complaint. What is wanted now is nothing more than to correct that mistake. This can easily be done and it is the only way to avert Dominion interference, for it is evident that the mistake must be corrected or Dominion interference is inevitable.

THE TAX ON MINES.

We understand that the sections of the Assessment Bill that relate to mines and mining are to be amended in such a way as to meet the views of the most intelligent and the most experienced of the mining men. The tax is to be one per cent. on the smelter returns.

There seems to be quite a number of persons in this city who cannot see how a Government can be favorable to an enterprise, and can have earnestly and honestly expressed their willingness to further it by all practicable and reasonable means, and yet reject firmly and unqualifiedly a proposal to carry out that enterprise.

While the Canal was being constructed its projectors confidently predicted that when in full operation it would bring the railroad directors to their senses, and cause them to give Manchester manufacturers and traders as favorable rates as they gave to any city in the Kingdom, but their predictions have not yet been fulfilled.

It would be far easier and pleasanter for him in this instance to say "Yes" than "No." But when a man feels himself compelled by his duty to say "No," when his inclination is to say "Yes," he is not generally condemned, even by those who do not agree with him or who believe that he is mistaken.

Having come to this conclusion the next thing that a fair-minded elector will do is to try and find out, from the persons presumably best capable of forming a correct opinion on the subject, whether Mr. Turner is right or wrong in his estimate of the Province's capability to bear the burden which the acceptance of Mr. Bodwell's proposals would place upon it.

But Mr. Turner rejected the proposals on another ground; they are, he contends, not fair to the Province. There can be nothing wrong in rejecting the proposals on this ground alone. If the

premier and his colleagues believe that they would be doing an injustice to the Province if they accepted Mr. Bodwell's offer, most intelligent men will conclude that they were perfectly justified in rejecting the offer on that ground alone.

Another fortunate circumstance is that a new power has taken the lead in Ottawa; a new influence has arisen which recognizes that the agitation is to be subdued if worse is not to come of it. With these agencies at work, we can well understand that Mr. Greenway has been prevailed upon to consider terms of a settlement. If there was not such agreement in the despatches from Ottawa, it would be easy to believe that with the ministerial influence of Sir Charles Tupper in the ascendancy, supported by the rational, business sentiment of the country, an earnest effort would be made to dispose of the question before further and worse harm resulted.

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The indications, then, all point to a conference at the Capital, with the view of reaching a settlement of this vexing school question. It would be a thousand pities if nothing should come of it. In the interests of peace and harmony we believe both sides would be willing to make sacrifices; but if there should be failure, a terrible responsibility will rest on the side that refuses to go far enough.

MANCHESTER SHIP CANAL. The Manchester Ship Canal, of which, when it was opened, such great things were hoped and expected, has not so far turned out well. The traffic on the Canal, though increasing, is not nearly so large as was calculated upon by its projectors.

CONSUMPTION. Dr. Playter, the editor of the Canada Health Journal, has written a work on Consumption; its Nature, Causes and Prevention. Such a work as this, if it is well and judiciously written, cannot fail to be of very great use not only to medical men but to every intelligent parent in Canada.

Leaving aside the financial results, which are certainly not encouraging, it would seem that the results of building the canal are not what was anticipated. In spite of the most vigorous efforts to procure traffic for the canal, it has not yet made Manchester a seaport. It has been pointed out by the management of the company that the traders and manufacturers of the district can not only effect great savings directly by making full use of it, but that, "as a matter of policy, they wish to support the canal even when the older rival routes are for the time being offering equal advantages."

A SETTLEMENT IN SIGHT. The Winnipeg Free Press, which, all things considered, has pursued a moderate course on the school question, is of opinion that an arrangement will be made between the Government of the Dominion and the Government of the Province which will put an end to the present unpleasant agitation.

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tion of the difficulties might be made. From the time the judgment of the Privy Council was rendered there ought to have been no difficulty in connection with the matter, nor would there have been but for the annoying and arbitrary interference of the authorities at Ottawa.

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Leaving aside the financial results, which are certainly not encouraging, it would seem that the results of building the canal are not what was anticipated. In spite of the most vigorous efforts to procure traffic for the canal, it has not yet made Manchester a seaport. It has been pointed out by the management of the company that the traders and manufacturers of the district can not only effect great savings directly by making full use of it, but that, "as a matter of policy, they wish to support the canal even when the older rival routes are for the time being offering equal advantages."

A SETTLEMENT IN SIGHT. The Winnipeg Free Press, which, all things considered, has pursued a moderate course on the school question, is of opinion that an arrangement will be made between the Government of the Dominion and the Government of the Province which will put an end to the present unpleasant agitation.

THE MANITOBA SCHOOL QUESTION. The Manitoba school question has been the subject of much discussion and agitation in the Dominion.

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tion of the difficulties might be made. From the time the judgment of the Privy Council was rendered there ought to have been no difficulty in connection with the matter, nor would there have been but for the annoying and arbitrary interference of the authorities at Ottawa.

Another fortunate circumstance is that a new power has taken the lead in Ottawa; a new influence has arisen which recognizes that the agitation is to be subdued if worse is not to come of it. With these agencies at work, we can well understand that Mr. Greenway has been prevailed upon to consider terms of a settlement.

The indications, then, all point to a conference at the Capital, with the view of reaching a settlement of this vexing school question. It would be a thousand pities if nothing should come of it. In the interests of peace and harmony we believe both sides would be willing to make sacrifices; but if there should be failure, a terrible responsibility will rest on the side that refuses to go far enough.

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"PREACH THE GOSPEL!"

The annual meeting of the British and Foreign Bible Society was held yesterday evening at the Metropolitan Methodist church, Mr. Noah Shakespeare, the president, being in the chair and the attendance being very numerous one. Before calling for the report the president stated that the work of the branch had broadened into a new field during the year just closed, and that the number of men employed and many bibles having been distributed with good results.

Mr. PRESIDENT, LADIES AND GENTLEMEN.—In presenting the report of the British and Foreign Bible Society for the past year I have to note that your executive committee have held five meetings for the dispatch of business. A letter from the society's permanent secretary in Toronto, dated 16th May, raised the important question of the desirability of this branch employing a colporteur for work in this province. The suggestion was a welcome one and was acted on without delay. Your committee secured the services of Mr. T. J. Barron, a graduate of McGill University, who on 20th August was appointed to prosecute colporteur work in this province, and who entered on his duties forthwith.

Although prevented from prosecuting his labors continuously, various settlements on Vancouver Island have been visited and faithfully canvassed. Mr. Barron's reports while revealing a field sparsely settled, and hence one in which comparatively few sales of books could be effected, yet they reveal a most needy field for such labors. From the date of Mr. Barron's appointment until the 31st of December, 1895, he reports having spent 40 full days in colporteur work, having travelled 511 miles, visited 713 families and individuals, sold 60 bibles and 91 testaments, and given gratis three bibles and 25 testaments.

Your committee has had under consideration a proposal to place in hotels, steamboats and other public places, copies of the scriptures. We hope at an early date that the proposal will be carried into effect, as recent advices from headquarters promise all needed help in the matter. Our stock of bibles and bible portions at the depository, at Messrs. Hibben & Co.'s, was at the beginning of the year valued at \$293.27. In the course of the year stock valued at \$49.40 was received from Toronto. Sales and grants for the year have together amounted to \$171.25, leaving stock on hand valued at \$171.42. An order has been forwarded to England, of which we expect delivery in due course, while a consignment is now on its way from Toronto, comprising bibles and scripture portions in the English, Italian, French, Icelandic, Norwegian and Portuguese languages.

Last year our free contribution to the Upper Canada branch was much smaller than in past years, being only \$10.00. The present year we cannot yet tell what amount we shall be able to forward as a free contribution, as our annual collection is being taken up this year after our annual meeting instead of before it as in former years. Here we would express the hope that your liberality shall enable us to contribute more largely than in the past, to a society through which we are now enabled to place the word of God in almost every home and cabin in the province. In making this appeal we would remind you of the great object of the society of which we form a part, viz.: The giving of the Bible without note or comment to the various nations of the earth. The annual issue of bibles and portions in all languages now amounts to close on 4,000,000, and each year sees this glorious book issuing in languages in which it had not formerly been printed. In 1895 the people of Afghanistan were to receive their first complete bible; and at the present time different regions in Africa, New Guinea, on the slopes of the Himalayas, and in Assam, native races are having the scriptures placed within their reach for the first time. It is surely ours to do what we can to aid in scattering abroad "the incorruptible seed of the Word, which liveth and abideth forever."

On motion of Rev. Mr. Betts, seconded by Mr. S. B. Nelson, the report was adopted. Rev. Dr. Wilson then moved, Rev. Dr. Campbell seconding, the following resolution, which also was adopted: "That this meeting expresses its gratitude to Almighty God for the success which from the beginning has attended the operations of the British and Foreign Bible Society; and that it rejoices in signs of increasing interest in its work, and resolves to assist it in its operations financially or otherwise."

Addresses and music followed, the singing of the Centennial church choir, a well rendered solo by Mrs. Greenway, and a duet by Professor and Mrs. Spice adding greatly to the pleasure of the meeting. Before the adjournment votes of thanks were passed to these musical friends, and to the trustees of the Metropolitan church for the use of the building for the purposes of the meeting.

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