

FLUET AGAINST SPAIN.

United States Will Immediately Despatch One to Harass the Enemy's Coast.

Surprise That the Spaniards Have Sent to Philippines Ships Needed at Home.

Admiral Camara at Entrance to Suez Canal Coaling for His Long Voyage.

Washington, June 27.—The administration finally came to a decision to send an American squadron to the Spanish coast and into the Mediterranean. Several times since the war broke out rumors to this effect have circulated, but the project had not matured. It required the Spanish movement to the Philippines by Camara's squadron to decide the navy department to adopt this bold stroke. The first announcement to go through a bulletin posted at the navy department of the government's intention was received with incredulity. There was a suspicion that the story was being floated to deceive the Spanish government. However, when later in the day the detail of the vessels selected to constitute Commodore Watson's eastern squadron was announced and official orders were given to provision the fleet for four months it became apparent to the doubters that the government was serious in this purpose to dispatch the fleet to Europe. The three vessels selected as colliers have started on their way to Newport News to take on a large supply of coal. It will require about a week to get this down to Sampson's fleet, so that if the start is to be made from that point it will be impossible for Commodore Watson to get away before the 8th of July. This would seem to be an auspicious day for the beginning of an expedition that will for the first time in the world's history start from the new world to attack continental Europe.

No attempt is made to deny that the government is influenced in this movement by a desire to check the progress of the Spanish fleet. It was not believed that the Spanish admiral would be guilty of the folly of uncovering his ports in this fashion, but inasmuch as he is expected to do so, the most prudent strategists could not do less than take advantage of the opportunity offered to strike a crushing blow at Spain and her fleet. The campaign in the Pacific is a part of the campaign in the Atlantic, and the success of the latter depends on the success of the former.

The squadron is the most formidable ever sent by the United States. It consists of individual ships, armor and guns. The eastern squadron which the United States will now send against Spain, comprises the Spanish squadron. The Iowa and Oregon exceed the Pelayo and Carlos V. at every point, while the other United States vessels are far superior to the Spanish vessels. The two Spanish torpedo boat destroyers, when the American fleet enters Spain, will take with it complete information as to the entire stretch of Spanish coast with detailed maps of every harbor and its fortification.

VANCOUVER CITIZENS. Enthusiastic in Support of Their Representative Ticket—Mr. Martin's Row-Makers. Vancouver, June 27.—At the call of the citizens' candidates the market hall was crowded beyond the doors to-night. It was a most interesting meeting. Each candidate was given an enthusiastic hearing and the meeting was a most demonstrative success from a citizens' standpoint, the personal popularity of the candidates carrying the meeting from the start. With so immense a crowd assembled it was not surprising that a few persons bent on horse play and hilarity were present, and the conspicuous wing of the supporters of the migrant from Manitoba made an unbecomingly noisy which gentlemen's public concern, particularly his annexation sympathies, were referred to disparagingly by Mr. Haged, who too, has recently come here from the prairie province. Otherwise the meeting was very orderly and decidedly in favor of the citizens' candidates. Mr. Garden in his speech said he would support all good measures brought in by the government, no matter what party was in power. He was opposed to Chinese immigration, and approved of an eight-hour day for laboring men. Dr. Carroll declared himself in opposition to the mortgage on Canada's right to Chinese immigration, in approval of the V. V. & E. railway, and of studying the question of government owned railways by sending a commission to Australia. Ex-Alderman Macdonald took up the labor question in detail. Mr. Bower was very enthusiastically received and carried the meeting by a mastery speech. He briefly touched all five issues in the campaign and made an effective plea for support from the electors.

C.P.R. gross earnings for May were \$2,252,909; working expenses, \$1,320,576; net profits \$928,000. In May the net profits were \$1,075,570. For the five months ending 31st May the net profits were \$3,336,281; for the five months of 1897 they were \$2,781,000.

THE OPPOSITION LEADER.

Why He Found Manitoba Uncomfortable and Moved Still Further West.

Vancouver, June 27.—On the 6th of March, 1888, Hon. Thomas Greenway, Hon. Joseph Martin, W. F. Alloway and A. M. Burgess were dining together at the Russell House, Ottawa, when John V. Ellis, then one of the members of parliament from New Brunswick, passed the table. Mr. Martin asked who it was, and Mr. Burgess replied: "That is Ellis, the annexationist." Joseph Martin said: "I honor him for it. I am an annexationist myself, and I don't care who knows it." Mr. Martin in different sections of the Dominion proclaimed himself to be an avowed annexationist.

During the evening Premier Greenway, to several who had been present at the dinner, said: "Mr. Martin has been making a 4-n fool of himself. He is too heavy for me to carry." He subsequently told several gentlemen that Sir John Macdonald had objected to meet Mr. Martin on account of his intemperate language, and warned many to say nothing to Martin as to the progress of the anti-annexation arrangement which he was making with Sir John Macdonald. There has always been a cloud of suspicion in Winnipeg and elsewhere in Manitoba, that there was something exceedingly peculiar in connection with the Northern Pacific railway deal, and that suspicion prevails to this day. It is alleged that the deal netted the promoters the sum of \$2,280,000 over and above the cost of construction, but up to the present time no one has been able to find out the exact proportion which each promoter received out of the enormous surplus. One of the promoters at one time, in an unguarded moment, is reported to have stated that it exceeded the sum of \$200,000, showing a considerable "swag" for those connected with the deal.

NEWFOUNDLAND'S WOES.

Commission of Inquiry to Issue Only if Colony Agrees to Accept Its Finding.

St. John's Nfld., June 27.—The government has reliable information that Mr. Joseph Chamberlain, secretary of state for the colonies, is favorable to the appointment of a royal commission to inquire into Newfoundland affairs if the colony assents to the conferring of unlimited powers upon the commission. The colony, however, stipulated as a condition precedent to the despatch of the commission that no interference with the colonial charter of self government is to be tolerated. Mr. Chamberlain is not disposed to make this concession with the colonial delegates in London refuse to concede from their position.

PIRATED MUSIC.

When Discovered in United States Mail It Will be Confiscated and Destroyed.

Washington, June 27.—Postmaster-General Blair has issued an order changing the postal regulations in regard to pirated music. Any music sent into the United States, and then sent through the mails into the United States for sale, when discovered by the postal authorities it has been held for three months, and if the copyright is not instituted proceedings for its forfeiture it was returned to the sender, who generally again sent it through the mails and after repeated attempts succeeded in putting it upon the market. Under the order issued today the music, if not claimed by the holder of the copyright, will be destroyed at the end of three months.

HAWAII'S DESTINY.

Argument That It Should be Determined by the People of the Islands.

Washington, June 27.—In the senate today Mr. Roach, North Dakota, delivered an argument against the annexation of Hawaii. After protesting against bringing under the United States government such people as formed the bulk of the Hawaiian population Mr. Roach advanced the novel argument that the United States should not annex the islands as their existence was problematical. They were liable to be swallowed up by the sea in an earthquake. Further along he maintained that if annexation was to be effected by resolution the proposition ought to be submitted first to the Hawaiians themselves for ratification. Any other course would tend to destroy the very foundations of the United States government by subversion of the principle that the government is based upon the consent of the governed.

PEACE RIVER INDIANS.

Opposing Progress of Gold Seekers Because Horses Have Been Stolen and Game Frightened.

Winnipeg, June 27.—(Special)—An Athabasca Landing, N.W.T., correspondent writes: It is reported by those who came down the Peace river that there are five hundred Indians camped at north St. John, who refuse to let the police and miners go further north until a treaty had been signed with them. They claim that some of their horses have been taken by miners and are afraid that the advent of so many men into the country will drive away the fur. Hence their desire to stop travel north.

THE CONFLICT IN CUBA.

Spain Told of Slaughter of Insurgents and Resistance to American Invasion.

Madrid, June 27.—An official despatch from Havana received here this afternoon says the insurgents have been beaten in several encounters in the province of Havana and Pinar del Rio, which thirty-one of the Cubans were killed. Another despatch from the same quarter says: have been butchered. The American ten in the morning all three in the afternoon. Four Spaniards were wounded. The Americans bivouacked around Siboney. The announcement is interpreted here as indicating that the American troops are meeting with stubborn resistance and has caused an excellent impression in official circles. The government, according to the announcement, has forwarded instructions to the Governor of Santiago de Cuba, "providing for the event of the cable being cut."

NEWS OF THE CAPITAL.

Scheme for Steamers to French Port Meets Fate of Other Past Atlantic Proposition.

Ministers at Issue as to Patronage—The Aberdeens Coming to British Columbia.

(From Our Own Correspondent.)

Ottawa, June 27.—The direct steamship connection with France which the government announced with such a flourish of trumpets during the closing days of the session, has fizzled out. The French government promised \$75,000 annually while Canada was to contribute \$50,000, but the difference of opinion among ministers regarding the proposed service, coupled with the peculiar conditions sought to be imposed upon the steamship company, led to the withdrawal of the project. The project was a failure from the start. The French government was unwilling to pay for the passage of the squadron through the Suez canal, and the Canadian government was unwilling to pay for the passage of the squadron through the Suez canal. The project was a failure from the start.

Messrs. Tarte and Sifton are strongly opposing Mr. Mills' nomination of Mr. Cameron, of London, for the supreme court registry, but Mr. Mills is determined to have his way.

Lord Aberdeen returned to Ottawa tonight. The Countess and her leave for British Columbia next week.

THE PHILIPPINE ARMY.

The Third Fleet of Transports Takes Four Thousand Men From San Francisco.

San Francisco, Cal., June 27.—Another fleet of transports has sailed for Manila. The third fleet of vessels loaded with soldiers and supplies for the Philippine army, under the command of General Merriman, left for Manila today. The fleet consists of four transports, four auxiliary vessels, and four colliers. The transports are carrying 4,000 men under command of General Merriman, who has made his headquarters at Manila. The fleet is expected to arrive in Manila in a few days.

HOPEFUL AS TO SANTIAGO.

London, June 28.—The Madrid correspondent of the Daily Mail telegraphing from Manila on June 28: "The situation is still grave. I continue to maintain my position inside the line of blockhouses, but the enemy is increasing in number. The number of rebels in the provinces, which are surrendering, is increasing. The situation is very distressing and causing them an increasing number of deaths. It is estimated that the insurgents number 30,000 armed with rifles and 100,000 armed with swords, etc."

CEVERA'S MOVEMENTS.

Blockading Fleet Agitated at Prospect of Attempt to Leave Santiago.

Off Santiago de Cuba, June 28, via Kingston, June 27, 11 p.m.—It is believed Admiral Cervera contemplated making a dash out of the harbor to-night. Four torpedoes of smoke were seen at sundown advancing toward the mouth of the harbor and two small boats, believed to be torpedo boat destroyers, were seen in the neighborhood of the submarine mermaid. Consequently Rear Admiral Sampson ordered extra precautions to be taken. The torpedoes were fired last night, but no ships came out. Shortly after midnight the Spanish cruiser Vesuvius fired three gun-boat shells in the direction of Morro Castle. They exploded on the ridge and behind the highest hill. The damage done is not known.

SUSPENSE AT MANILA.

Spaniards Preparing for Vigorous Defence and American Troops Hourly Looked For.

Manila, June 28, via Hongkong, June 27.—The Spaniards claim to have driven the rebels back but really the position is unchanged. The arrival of the American troops is awaited and they are expected today. The Spaniards are expected to retire promptly to the walled citadel and will probably make a nominal resistance. A section of the insurgents, it is alleged, dislike the Americans and desire German protection. Five German warships are here. The Spaniards continue their nightly sallies but the volunteers decline to go to the trenches while many of the regulars are killing about the town. Citadels have been cut down but the botanical gardens remain. All food is held at famine prices. Two thousand Spaniards are working on the sand bag defences outside the moat. The insurgents are worrying the Spaniards, but there is no serious thought desultory firing goes on at various points.

COURT'S ORDER DISREGARDED.

Steam Launch Under Seizure at Vancouver, Shipped on the Progresso.

Sheriff Hall has been over from Vancouver since Sunday, in connection with a rather complicated case, that might prove serious for those concerned. Some short time ago a steam launch named Vancouver for shipment to St. Michael's and was sent to the foundry for repairs. The Progresso company, of Dawson, claimed the launch as their property, while A. J. Mangold, the manager of the foundry, held that it belonged to him generally. The matter was taken into court and pending a settlement of the case the court ordered the launch into the custody of the sheriff. The Progresso company is now here, left Vancouver Sheriff Hall learned that the launch had gone from the foundry. He made enquiries and further ascertained that it had been taken from the foundry on a barge and shipped on the Progresso by Mr. Mangold. Coming to Victoria on Sunday, Mr. Hall took steps to prevent the launch and yesterday again placed it under seizure. The government is a foreigner and is conversant with the law. It is believed the dispute as to the ownership of the launch can be settled.

CAMARA REFUSED COAL.

Spanish Admiral Meets Check in Egypt Which May Send Home His Squadron.

Madrid Makes Light of Threat to Invade Spain—Are Both Sides Bluffing?

(From Our Own Correspondent.)

London, June 27.—The Times commenting editorially on the movement of Admiral Camara's squadron says: "This singular naval promenade is probably of a theatrical character to serve the double purpose of impressing the United States and of satisfying public opinion in Spain. It will certainly fail to attain the first of these objects. The million pesetas required to pay for the passage of the squadron through the Suez canal might be more usefully employed than on a demonstration that alarms nobody and that is too late to relieve Manila. Doubtless, however, the Spaniards are justified in declining to be greatly frightened by the threat of an American expedition to the peninsula, though this may stimulate the demand for the conclusion of peace."

London, June 28.—The Madrid correspondent of the Times says: The threats to send a squadron to Spain as reported from the United States regarding the blockade of Manila, if the American government is seriously alarmed at the prospect of Admiral Camara appearing in the neighborhood of Manila. It is argued that if the United States were to show so little regard for the usages of civilized warfare as to bombard small open towns and villages, it would be the spirit of the Spaniards. As for fortified ports, experience in Cuba and Porto Rico has shown that the fire of men-of-war makes little headway against the walls of such places. The number of any considerable armed force is out of the question, because that is precisely what the Spaniards would like. Such are the views commonly entertained here.

SHAFTER IN SANTIAGO.

Movements of the General Faithfully Chronicled Pending More Stirring Events.

Juragua, Monday, June 27, per Associated Press despatch boat Vanda, via Kingston, June 28.—At about two o'clock Major General Shafter in command of the United States army of invasion arrived on board the transport Segurana from Baquiri with Col. John Jacob Astor, and his staff. He was met by Gen. Bates who was superintending the landing of commissary supplies in the surf. General Shafter rode through the town surveying the scene of the landing operations and the camps of the troops. He halted for a moment before the cottage which serves as headquarters of the Cuban insurgents, where Generals Garcia and Castillo paid their respects to the American commander. About an hour later General Shafter struck out on the road to the front in order to consult with Capt. General Wheeler and the division commanders and look over the field of operations before Santiago de Cuba. The general said he was expecting to return to the Juragua headquarters to-night. Permanent hospital arrangements are to be provided at Juragua at once.

Washington, June 28.—The war department this afternoon posted the following: "Baquiri, June 27.—To secretary of war, Washington: Yale arrived this morning on the transport Segurana. The general's son has been at the front as volunteer assigned to duty on the staff of General Dufiled. (Signed) Shafter, major general."

SITUATION AT MANILA.

Spanish Governor Reports Increasing Difficulties, But Will Fight to the Last Extremity.

Madrid, June 28.—The government has received the following despatch from Capt. General Augustin, dated from Manila on June 28: "The situation is still grave. I continue to maintain my position inside the line of blockhouses, but the enemy is increasing in number. The number of rebels in the provinces, which are surrendering, is increasing. The situation is very distressing and causing them an increasing number of deaths. It is estimated that the insurgents number 30,000 armed with rifles and 100,000 armed with swords, etc."

SWELLED HEAD PREDICTED.

Russian Press Thinks That Will Be the Outcome of American Victory Over Spain.

St. Petersburg, June 28.—In view of the continued improvement of the military position of the United States, the newspapers here are changing their tones to friendship for America and now speak with contemptuous pity of Spain, the fear being, it is alleged, the growing fear of a possible Anglo-American alliance. The Russian press, however, does not think such an alliance very probable and predicts that the victory of the United States over Spain will lead the former into a colonial policy which will eventually result in a conflict with Great Britain.

EXPEDITION TO SPAIN.

Declared to be in Contemplation Whether or Not Camara Proceeds to the Philippines.

Washington, June 28.—At the conclusion of today's cabinet meeting it was stated that the work of supplying Commodore Watson's squadron with ammunition, coal and provisions, preparatory to its departure for Spain was progressing satisfactorily and that in all probability the squadron would be ready to sail in the course of the next four or five days. The impression which seems to prevail in some quarters, that the sending of the squadron is intended solely to prevent Admiral Camara from going to the Philippines, is said to be erroneous and that there is no question that it has been considered for some time. The fixed intention of the government, it is said, is to send the vessels to Spanish home waters, whether Camara's fleet proceeds to the Philippines or not. If it returns and comes within striking distance of Commodore Watson's powerful squadron, it is constantly expected by the President and the members of the cabinet that it will be crushed, thus utterly destroying Spanish power on the sea. Should the vessels be sent to Manila, Admiral Dewey's squadron is regarded as abundantly able to protect itself.

The arrival at Manila of the transports with troops from San Francisco has not been reported nor is the news expected for some days. The despatch boat which left Manila last evening is expected to arrive at Manila and again return to Hongkong before anything later can be known.

SANTIAGO INVESTMENT.

United States Forces Four Miles From the City but Facing Great Difficulties.

Elaborate Entrenchments and Rifle Pits Make the Spanish Position Strong.

More Artillery Necessary Before the Assault Can be Safely Attempted.

On the Rio Guamo, June 26, via Kingston, Monday, June 27.—The advance force of the American army rests on this stream with the city of Santiago four and a half miles westward, in plain sight. Last night the outposts consisting of two companies of the 7th Infantry under Maj. Coolidge, occupied positions at right angles to the road, guarding the crossing a mile and a half beyond Sabanita, where three regiments of General Lawton's division are camped, the First, Fourth and Seventeenth. The Eighth, Twentieth and Second Massachusetts are with the Roughriders in the valley, and portions of the several other regiments are strung behind them towards Juragua. About eight hundred Cuban, under Gen. Gonzales, are camped around Gen. Lawton's headquarters, but less than fifty of them did scout duty last night. Gen. Wheeler to-day sent the First, Second and Tenth cavalry, and the Roughriders, with dynamite guns, moved up to where Gen. Lawton's outposts were last night, and four batteries of the Third artillery and four Gatling guns with a special detail under Lieut. Parker were brought up and planted on the crest of a hill overlooking the river in which Santiago de Cuba lies. Not a shot was fired from the American side last night, though the front of the American line was not 2,000 yards from the Spanish entrenchments where the Spanish were to combat the advance on Santiago de Cuba. Three cannon shots were exchanged during the night. The general is estimated to have 30,000 men with rifles and 100,000 armed with swords, etc."

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SURREY CENTRE.

Honor Pulpit for the Season Just Closed—Presbyterian Ladies' Festival.

Surrey, June 27.—The Ladies' Aid of the Presbyterian church, Cloverdale, held a strawberry festival on the 23rd inst., which netted for the funds of the church about \$21. The programme, which was arranged by Mrs. E. Carr-cross, consisted of readings, recitations, songs and instrumental music. The annual examination of the Surrey Centre public school took place on Friday afternoon, 24th inst., in the presence of about a dozen visitors and Mr. C. Brown and Mr. Geo. Boothroyd, trustees. In addition to the written examination in mathematics and grammar the pupils were subjected to an oral review in British history, geography and mental arithmetic. The answering of the pupils indicated that progress had been made during the scholastic year. The rolls of honor for 1897-8 were given to the following persons: Dependent, Leslie Wade; punctuality and regularity, Bertha M. Boothroyd; proficiency, Albert Drinkwater. To vary the routine of the literary exercises consisting of the recitations of poetical gems, the pupils sang songs entitled "My Own Canadian Home" and "Red, White and Blue." After a vote of thanks to the trustees to Mrs. S. Moore for her kindness in teaching the pupils of the school vocal music the session of 1897-8 came to a close by the singing of the National Anthem.

At the election for a school trustee on Saturday, June 25, Mr. Arthur Richardson was elected for the ensuing three years, vice Mr. John Churchland.

The hearing of the charge of assault laid by Joseph Rule, against Mrs. Johnston, whom he claims struck him over the head with a shovel, was yesterday adjourned for a week on account of the illness of the defendant. The charge of common assault against James Barnswell, the complainant being G. G. Biggar, was dismissed.

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MR. PATERSON'S VIEWS

Electors at Sidney Learn of the Queer Kind of Government He Would Institute.

Hon. J. P. Booth Also Before the Opposition Meeting and Well Received.

A meeting of the electors of North Victoria was held at the school-house, Sidney last evening in the interests of the opposition candidate, Mr. I. W. Paterson. By invitation Hon. J. P. Booth, the government candidate, was present and also addressed the electors. Both candidates were accorded an attentive hearing. As the meeting had been called by the chairman of the local opposition committee the attendance of the opponents of the government was more numerous than would otherwise have been the case. The Victoria and Sidney Railway company, of which Mr. Paterson is manager, ran a special train from town, leaving the city at 8 o'clock and carried out a further contingent of his supporters, although just previous to the meeting Mr. Emery, one of the principal opponents of the government, had been in the city and had been carried out to Ottawa by General of the Ottawa...

On motion of Mr. John Brethover, Mr. W. Le Poer-French was voted to be the chair, and it was arranged that Mr. Booth should be the first speaker. Hon. Mr. Booth on taking the platform was received with applause. He stated that he would confine his remarks pretty much to what the government had done in the interests of the agriculturists during the past four or five years and more, pointing to their railway policy. The various methods of assisting railways were discussed, and he pointed out that the provincial government had had no other method of assisting the creation of railroad monopolies as had been charged by the opposition. The cry that too much had been given to the province was refuted by the position of the B. C. Southern, which would have been built had it not been for the additional subsidy given by the Ottawa government, and this line was most urgently needed to cheapen transportation charges on coke and other supplies for parties going in. The gold would be dug by foreigners and carried away, and it was very foolish to do this when it was known that the Shuswap and Okanagan railway, which that gentleman stated had done nothing for the farmers but had cost the province money, whereas only last year this same line had been the means of glutting the coast market with other produce. He pointed out that the C.P.R. had been interested in by him sold to the C.P.R. at the very first opportunity. He pointed out the method of bonusing railways by cash subsidies by the local government had been adopted in order to preserve the province from the effects of the credit of the province was now on a par with that of the Dominion and should be gratifying to every farmer in the country who had any interest in the construction of the line into the Boundary Creek country only because they had already pledged their support to another line, and as to the contention that Mr. Booth had made that the Grank Trunk it was absurd as that line was over two thousand miles away. (Loud cheers.)

Mr. Booth then spoke of the financial position of the province, and how the province should borrow the sum of \$1,000,000 in order to build the Coast Kootenay line. For his part Mr. Booth professed the companies to build the lines at the own risk. "What would the C.P.R. & Sidney be worth as a government railway?" He agreed with Mr. Paterson that the C.P.R. had been of immense advantage to Kootenay, but the opposition had been opposed to every railway scheme that he had brought forward for the opening up of the country. He did not mean to oppose and was emphatically the "do nothing party." Some mistakes had been made in guaranteeing bonds and very serious ones in the construction of the Victoria & Sidney railway. Speaking as a representative farmer he thought that the government deserved the full support of the agriculturists as by the progressive policy they had succeeded in making markets for farm produce throughout the province, and that the government was to be commended for the work done on the coast and in the Yukon. The cheap money legislation was brought up by a question as to how the farmers could be relieved from paying 8 and 9 per cent. for money. Mr. Booth answered that the measure passed at last session of the house, if carried out, would provide money for farmers at from 3 to 3 1/2 per cent. (Applause.)

In concluding his address Mr. Booth asked that the voters of Sidney stand by Mr. Turner and Progress. In spite of the fact that the meeting was called by his opponent Mr. Booth made a very good impression, appealing as he did to all fair-minded men to treat the question of the day from a more liberal standpoint than that of sectional prejudice. Mr. Paterson as a preliminary stated that he was not a public speaker and had had no intention of entering politics until he had been waited on by a deputation of the residents of the north as to the government railway policy and expressed himself as opposed to the giving of any bonus for the construction of the line into Kootenay from the Coast. This province was quite rich enough to raise the money necessary, some \$15,000,000, and to have built the road itself. Then people would then be in a position to regulate the rates over the line and would not be subject to the monopoly of the C.P.R. The great majority of the miners of Kootenay were of low grade ore, and what the mine owners wanted was cheap transportation for their ores in order that they might be brought out to the Coast for treatment. This statement Mr. Booth afterwards took occasion to point out was not in keeping with the facts of the case as what the miners really wanted was cheap transportation on coke and other supplies for their mines as it was their duty never pay to haul low grade ore to salt water—it must be treated at the mines. Continuing, Mr. Paterson painted a picture of what the coast cities would be with all these smelters in full blast. Rossland and other interior towns, Mr. Paterson said, would be the residential points and all the workmen and their families would be attracted to the seaboard cities. Five hundred tons a day could be only an average output for many of the mines, and with but ten mines running this would be 7,000 tons daily, which would keep no less than ten smelters in full operation which would mean \$40,000 a day from the smelters alone in wages to be spent

COLWOOD IS AMUSED.

Three Opposition Candidates and One in Training Address a Public Meeting.

Mr. Higgins' One Ambition in Life to Secure Defeat of the Government.

A meeting in the interest of the opposition candidates (Messrs. Higgins and Hayward) was held at the Colwood school house last evening. The meeting was not characterized by anything of interest to the electors, the speakers confining themselves to repetitions of previous public utterances since the opening of the campaign. Mr. Richard Phillips, after a few preliminary remarks, called upon "the black horse" (Mr. Dennis Harris) to address the meeting. Mr. Harris, after a glowing description of the manifold resources of British Columbia, and the duty of the people of the province to take advantage of these resources to the utmost, said that he was independent of party lines, and that he did not think that federal issues were at all pertinent to this contest. He drew upon his experience as a civil engineer showing that such experience had given him a good insight into the requirements of the public bearing on roads and bridges, and he believed that money could be saved by a better management of the public works. He was quite aware that an expert had been in making it constitutional. He considered that every member of the legislature should have the right to propose every railway in the country without regard to party lines, and that a light line of railway to the end of the island, independent of the C.P.R. railway, was a matter of great importance. Mr. Harris also was strongly in favor of relieving the farmer from taxation on improved land, and he thought that the government should be more liberal in its taxation. He was not in favor of the mortgage tax, "it was not the intention of the government to tax the mortgage."

Mr. Hayward was the next speaker. He stated that he was not a public speaker, but he was surprised at the anomaly presented by Mr. Harris supporting the government and yet preaching to the electors that they should not support the government. Mr. Hayward was disparaging in his denunciation of the government's policy of the mortgage tax—a double tax—a treble tax. The extravagance and absurdity of the financial policy of the government was denounced in unmeasured terms by Mr. Hayward, and he thought that the government should be more liberal in its taxation. He was not in favor of the mortgage tax, "it was not the intention of the government to tax the mortgage."

Mr. Higgins wore a puzzled expression when he mounted the platform, and, feeling that he was called upon to make some statement in relation to the meeting, he opened by saying that the government was not the party to be supported, but that the electors should be more liberal in their taxation. He was not in favor of the mortgage tax, "it was not the intention of the government to tax the mortgage."

Mr. Higgins was the next speaker. He stated that he was not a public speaker, but he was surprised at the anomaly presented by Mr. Harris supporting the government and yet preaching to the electors that they should not support the government. Mr. Higgins was disparaging in his denunciation of the government's policy of the mortgage tax—a double tax—a treble tax. The extravagance and absurdity of the financial policy of the government was denounced in unmeasured terms by Mr. Higgins, and he thought that the government should be more liberal in its taxation. He was not in favor of the mortgage tax, "it was not the intention of the government to tax the mortgage."

SHAFER MAKES REPORT.

Want of Landing Facilities Caused Him Trouble, But the Spaniards Did No Harm.

Washington, June 25.—A despatch received today from General Shaffer from Playa del Este dated Baiquiri, June 23, reads as follows: "Had very fine voyage. Lost some fifty animals, six or eight days. Lost more putting them through the surf to land them on transports. Command is as healthy as when I left—lost 20 men. Only two deaths, two men drowned in landing. Landing is difficult. Coast quite similar to that in vicinity of San Francisco, and covered by same growth of bushes. Landing at Baiquiri unopposed. All points occupied by Spanish troops heavily bombarded by the navy to clear them out. Sent troops toward Santiago and occupied Jauraguá city, a naturally strong place, this morning. Spanish troops retreated soon as our advance was known; had no mounted troops, or could have captured them, about six hundred all told. Railroad from there in. Have cars and engine in possession. With assistance of navy disembarked 6,000 men yesterday and as many more to be landed tomorrow. Tomorrow, including light artillery and greater portion of pack train, probably all of it, with some of the wagons. Animals have to be jumped to the water and towed ashore. "Had consultation with Gen. Garcia, Rabal, and Castillo at 1 p.m. of the 20th, west of Santiago. These officers were unanimously of opinion that landing should be made east of Santiago. I had come to the same conclusion. Gen. Garcia promises to join me at Jauraguá tomorrow with between 3,000 and 4,000 men, who will be brought from west of Santiago by ships of the navy to Jauraguá city and then disembarked. This will give them between 4,000 and 5,000 men, and I shall have about 10,000 men. Rabi. Gen. Kent's command is being disembarked this afternoon at Jauraguá city, and will be continued during the night. The assistance of the navy has been of greatest benefit and enthusiastically given. Without them I could not have been in this position. I have not at all, as I believe I should have lost many boats in the surf. At present I want nothing. Weather been good. No rain on land and prospects for fine weather."

TWO RECENT WEDDINGS.

Events in the Old Country in Which Victoria Has Special Interest.

A London correspondent writes as follows under date of June 11: Two of British Columbia's daughters have recently been married over here. The first wedding, that of Miss Gertrude Dunsmuir, to Mr. Edward Langworthy, of Hyde Park Court, took place at the Oratory, Brompton road, on the 27th inst. The bride, Miss Gertrude Dunsmuir, of Victoria, and as a speaker described her "Lady Musgrave" as a very lovely, high-bred, and very charming young lady. The bridegroom, Mr. Edward Langworthy, of Hyde Park Court, took place at the Oratory, Brompton road, on the 27th inst. The bride, Miss Gertrude Dunsmuir, of Victoria, and as a speaker described her "Lady Musgrave" as a very lovely, high-bred, and very charming young lady. The bridegroom, Mr. Edward Langworthy, of Hyde Park Court, took place at the Oratory, Brompton road, on the 27th inst. The bride, Miss Gertrude Dunsmuir, of Victoria, and as a speaker described her "Lady Musgrave" as a very lovely, high-bred, and very charming young lady. 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PREMIER'S MANIFESTO.

An Open Letter to the Electors of British Columbia.

In Which the Whole Policy of the Government is Reviewed.

To the Electors of British Columbia: Gentlemen,—

Owing to my inability to personally address as many electors throughout the province as I had intended, or would have desired, I take this means of laying my views before you. At the end of another parliament and just before another election you are entitled to a personal account of the stewardship of those who have represented you for four years, more especially from myself as having been for the greater part of the time entrusted with the direction of affairs; and also to have a full and fair opportunity from the record that is before you of determining in whom you will repose confidence for another term.

A BRITISH COLUMBIA POLICY.

I and the government I represent are before you on the issues which have been created in the management of the affairs of the Province by us, and not upon issues which have arisen in Dominion politics. We are before you as British Columbians, and on the policy of British Columbia development. We are to be judged on matters of administration, on questions of finance, on the manner in which justice has been administered on things pertaining to mining, on our agricultural policy, on considerations of public works and railways, on the general influence for good of the legislation on the various interests represented in this country, on the progress which has been effected, and widely and comprehensively on the results which may fairly be claimed to have flown from our efforts.

A Standard of Comparison.

I do not claim that the present administration has been perfect. We are made up of men who are human, and with all the liability to err of which other men are possessed. We have striven to do that which appeared to us to be best calculated to benefit the Province in the progress of which we are all more or less largely interested. While we may not have done the best in all instances, we claim, nevertheless, to have done well by the electorate, and confident of the justice of our cause, we are before you for a renewal of the confidence which has been so generously extended to us in the past. If we have not wholly come up to your expectations, we ask you to carefully consider whether those who seek to take our places would have done better or as well. Examine the proceedings of the Legislature for the past four years, and ask yourselves what policy they have expounded, that if carried into effect would have bettered your present conditions or advanced the interests of the province in a degree comparable with the progress that has already been made. It is a matter of comparison, a question of policy against policy, of men against men. These considerations I ask you to take home to yourselves seriously and by your decision we are willing to abide.

Introduction of Federal Issues.

There have been strong and persistent efforts made to divert the attention of the electors from the issues which have arisen in provincial affairs to those which are of a federal nature, and I know of no stronger evidence of the weakness of the cause of many who are in provincial matters opposed to the present administration than that they wished to introduce issues which are foreign to our home affairs, and to conduct the campaign on lines which would confuse the electorate and make this government a stalking horse for politicians at Ottawa. It was an evidence that they were not strong in legitimate opposition in provincial policy. Many of my supporters who were Conservatives, seeing the tendency towards the introduction of Dominion politics, were anxious to divide the lines accordingly, and urged such a course on the government. I took a decided stand in that I refused to sanction what I could not endorse. Others again on both sides suggested a coalition. The government said NO. That in perhaps a less objectionable form was a recognition of the same principle. I don't believe in mixing up Provincial and Dominion politics. We stand or fall within our own fortress.

Personal Position in Politics.

Personally, I need not tell you that I am Conservative and was in my private capacity a supporter of the late administration at Ottawa. My political sentiments on that score were formed years ago, when owing to events familiar to most of us sentiment in this Province was consolidated on that side. If another course had been pursued at that time in regard to the policy affecting British Columbia, it might have been different with me and many others. Originally a free trader, I nevertheless endorsed the principle of protection in the National Policy and I believed from a practical standpoint, all things considered, and particularly in view of the attitude of the United States towards this country, it was in the interests of Canada. I think so still. But whether the Conservatives or Liberals were right, it was my right and privilege to vote on Dominion political issues as I pleased; but as a government, this government has been absolutely without prejudice or without party color. Since the present party at Ottawa has come into power, we have endeavored to act in the same friendly way and without a particle of

prejudice, towards them, as we did towards their predecessors, and have tried in every way and on all occasions to co-operate as far as co-operation was possible in any and all matters affecting the mutual interests of the Province and the Dominion. I defy any person to lay finger on any action of ours in relation to the Dominion, which has not been of friendship and earnest desire on our part to meet the government at Ottawa half way. We have acted on the principle that there should be no distinction of politics in interests that are mutual, and party lines should never enter to interfere.

Strict Neutrality.

Therefore, I say, we are before you as British Columbians on a British Columbia policy. I might point to the disadvantages and the evils arising out of coalescing in politics with the Dominion; but I am not now dealing with that subject, except in so far as it is necessary to explain our position, which is and has been one of strict neutrality.

A QUESTION OF COURTESY.

It may be held that in reference to the protection of the Columbia River at Revelstoke the attitude of the province was not one of friendliness; and while that subject I may as well deal with the criticisms of the Opposition. It is stated that the government in this matter at first denied its responsibility in the premises, then admitted it, and again repudiated it. This is not the case. The government does not now and never did admit that that work is one which it should undertake, and although it HAS undertaken it as a MATTER OF LOCAL NECESSITY, I can assure you that this is not the last of it—that sooner or later, whatever party is in power at Ottawa, the broad question of the responsibility of the Dominion government in regard to the damage done by the action of navigable waters will have to be taken up and definitely settled, and then the Province will demand consideration and compensation for this work.

Revelstoke Protection Reviewed.

I do not intend to go over the whole subject again. The correspondence was laid before parliament and has been published, but so far from there being any discount on our part or disposition to unfriendliness it was entirely the other way. The Dominion government placed the sum of \$10,900 in their 1896 estimates contingent upon the province voting a like sum. Whether the Dominion government was sincere or not in this I do not know, but not a word was said about it until a few days before the session of 1897, and personally I was wholly unaware of such a vote. The government was not consulted about it, and was not notified of it. If there was any discount it was certainly not on our part. When the government was notified it took the position that the duty lay wholly with the Dominion government, the same as the protection of the Fraser river banks. If one was a Dominion matter, so was the other. We considered that to take this up in the way suggested was to assume a far-reaching responsibility, and coming on us in the beginning of a trying session the government had not time to take it up seriously with the Dominion government. On this point I may say that no man in the House has talked so strongly on the treatment of this Province by the Dominion as the late member for Kootenay, Mr. Kelle, who in all things except the Columbia river at Revelstoke, made it one of his main political planks. In respect to that matter, because it affected his own support, he was willing to take the onus of the Dominion, and with that consistency for which his political career is noted is as strongly denouncing the Provincial government, because it refused to accept his view of the situation.

The Government's Position Explained.

Now, then, as to our position in this matter. The vote was not put on for that purpose in 1897. It may have been a mistake, or it may not, in view of the action the government subsequently took, but it was a matter considered not to be within our rights. However, in going up to Revelstoke last summer, I was strongly urged to take the matter up, and seeing for myself the loss to property that it was likely to ensue, I wired and wrote to Ottawa urging the necessity of protection and offering as a matter of urgency to co-operate. The reply was "No vote," and I was reminded of our refusal to co-operate. I wrote and urged again, but without success. Then sent up our own engineer to report for the purpose of getting an estimate. After receiving the report I wrote again in order that the Minister of Public Works might provide a sum in the estimate of the current year. Our representations were made in the most courteous manner, and with but one desire, and that to help the people of Revelstoke. Hon. Mr. Tarte, in a moment of spleen—and I absolve his colleagues from all blame,—wrote as discourteous and undignified a letter as was possible for one minister of the Crown to address to another, and in order to justify himself, testily represented it as a protest against this government throwing the responsibility of non-action on his department. In this he was wholly misleading. This government did not attempt to do anything of the kind. It is true we held that the Dominion government was responsible for the protection of the river bank, but not for the work not having gone on, which was another and different matter. I did point out, however, that in refusing NOW to co-operate with the province simply as a question of etiquette, the Minister would be responsible for any loss that might occur. I hold it to be the most childish, not to say culpable, thing of which a minister of the Crown could be guilty, when wholesale destruction of property was threatened, to hold back on a point of ethics. The estimate of the engineer for a complete job was

\$45,000; but in view of the great and imminent danger to the province, we took it in hand and did a portion sufficient for protection, at its own cost. The work was performed expeditiously and well, and I am glad it has been successful in withstanding the high water.

For the Electors to Decide.

This was the only conflict or irritation of any kind that has occurred between the two governments, and as to the nature of the discourtesy in this case, and the responsibility for it which is alleged, I leave you, the electorate, to judge. I have referred to the relations of the Provincial and Dominion government as at present constituted to show you that our efforts and our desire have been to foster goodwill and to advance co-operation in matters of mutual interest and benefit, so far as by any acts of it was possible to achieve that end.

BETTER TERMS FOR BRITISH COLUMBIA.

This leads me to the consideration of our relations with the Dominion in a general and constitutional way, and into which the question of partisan politics does and should not enter; but nevertheless of very great moment. It is not a question of one administration or the other being in power at Ottawa. It is a question affecting the whole future of British Columbia and her rights as a province. At the time of Confederation the representatives of British Columbia made a good bargain so far as they could see then, but they could not possibly foresee how every detail would work out. The Dominion fulfilled its part of the arrangement, perhaps not to the letter, but so far as the essence of the contract is concerned. I find no fault with that, nor do I wish now to act the part of agitator or fomentor of unrest or dissatisfaction; however, under new conditions and in the light of new developments we see that this province is paying more than its share, is contributing in a greater degree than it receives annually, after allowing for all reasonable charges for cost of government and general expenses.

The Railway Situation.

I wish to refer more particularly to the railway situation, which is involved with this subject. There is concurrent jurisdiction in railway matters between the Province and the Dominion, and as the railway problem is coming to, and will soon be, THE problem of the province, I foresee conflict. In addition to that there should be a well defined ratio of support or assistance to railways, which we all admit are of the most vital importance to this country. The government in its railway policy of last session endeavored to establish a ratio of two to one as between the Dominion and this Province. But that may not be a correct ratio. In my opinion it is far too low, considering all the benefits the Dominion derives from railway construction in this Province, particularly in the matter of customs revenue. If the Province had control of its own railways, it could build its own railways without outside assistance on any railway policy it might choose to adopt, because there has been recently an excess of nearly one million dollars annually over what is received back in the form of expenditure from the Dominion. You will plainly see how our interests are affected by such an arrangement. More than that, the government of this Province in the matter of assisting railways is practically at the mercy of the Dominion as to what companies it may contract with, because if the Dominion Government gives it support to a company or any particular scheme, the Province is practically bound to recognize its choice or do without railways. As none of the few important enterprises can be financed without Federal aid, it is self evident that the two governments must agree, or, in other words, if we want railways, we must accept their choice; and so in the past all engineering of railway charters and railway deals has been carried on with a view to the support of both governments. This is inevitable, and must continue to be so under present conditions. The possibility of conflict, however, is always imminent; and while the Province has certain inherent rights of eminent domain, it is uncertain how far the right of the Dominion extends in respect to charters granted under its authority. This is a grave question, and must be settled. Moreover, the Dominion has, under the British North America Act superior jurisdiction and can declare any railway to be for the benefit of Canada, and assume control, even though it had been built largely by provincial aid.

Government Railways.

See how this affects the question of government ownership, not to speak of moral and real property rights. I am not opposed as a matter of theory or principle to government ownership of railways. I can see how, under proper management and under certain conditions, it is possible and might even be beneficial. I only regard the suggestion as impracticable under our present conditions and present relations with the Dominion. If we assume that sentiment some day may be consolidated in favor of government as against private ownership, who would build and own them? It would either have to be the Province or the Dominion. Both could not control them, unless by SOME NEW AND MUTUAL ARRANGEMENT. The government that owned the great inter-provincial lines would also have to own and control the small lines and feeders as well. Nowadays, when the interchange of traffic is essential to all railways on a large or small scale, the independence of small lines on a paying basis is out of the question—is impracticable. We have an instance in the Island of Vancouver in the Victoria and Sidney Railway, which without any connection to afford it more than local traffic can nev-

er be made to pay, and will continue to be a burden to the province. Therefore, I say, government ownership, in provinces, can never be brought within the pale of practical politics.

A Demand Will be Made.

It is necessary, therefore, in view of the foregoing considerations, which I submit are cogent and important, to take another step, and to approach the Dominion Government, in no support of unfriendliness or antagonism, and ask for a revision of the terms of Confederation, particularly in the matter of railways, or railway jurisdiction, and generally to review our interfinancial relations. It is proposed that delegates or representatives of this government shall go to Ottawa at an early day, and submit to the authorities there some of these considerations and perhaps others as well. We shall make railways the basis of negotiations. What we want, if not a revision, is an understanding which shall form a compact, written and binding, that our requirements and rights shall be clearly defined and recognized. We want better terms, we want fairer terms. Nova Scotia when it found that the bargain it had entered into and was bound by, failed to fulfil its expectations and necessities, went to Ottawa, laid its case before the government, and obtained a revision. So far from that action disturbing the safety of Confederation this recognition laid the foundation on a firmer and more enduring basis. Manitoba has just come in for additional recognition; and British Columbia's plea is one of justice and right and must ultimately prevail. There is a misconception in the east as to the position of British Columbia and its relations to the Dominion, but the people of Eastern Canada only require to have the case presented to them fairly and fully to understand and acquiesce.

OUR POLICY OF PUBLIC WORKS.

And this naturally leads me to the consideration of our own railway development. This, I may say, associated with the question of finance with which I will deal presently, is the pith and kernel of our appeal to you, and the subject which above all others requires attention. I am prepared to meet fairly and squarely the Opposition critics in all matters connected with our policy in this respect. There are side issues and trivial objections, which our opponents will maintain and which they hold up to the eyes of the electorate to confuse the mind and obscure the wider and more important questions of public policy. With these political particles in an atmosphere of dust I cannot deal in a lengthy outline and reviewing the scope of Government acts extending over a term of years, except to say that taken individually and in the aggregate, they fairly represent the measure of the meritorious and fitting employment for their peculiar talents for microscopical investigation. By their methods of scientific enquiry the microbes, which we are told exist in myriads in nature, in us and all around us, are made to look like elephants and other giant creatures, and if they could only induce the electors to look through their little glasses, they would frighten them all into hysterics. There are others who are sweeping the political heavens for stray comets and dead worlds, which threaten to fall down and knock us into smithereens. I ask you like sensible men to take a common sense and every day business view of political matters in British Columbia, and I am quite confident that you will neither be disturbed nor alarmed.

One of Development.

I have dealt in my speeches on the floor of the House with the public works of this province and our policy in relation thereto. It has been one of development. In ten years we have spent, independent of railway aid, some five millions of money in roads, bridges, wharves, public buildings, hospitals, charities, education, and the like. At the end of the coming fiscal year, we will have spent over six millions. This does not include the cost of the parliament buildings. These things are necessary. They are what the people want and demand. You might as well try to develop this province without spending money to open it up in a variety of ways, as for a farmer to make a farm pay without first clearing, fencing it, erecting buildings, etc. We have here a province, 400,000 square miles in extent, rugged in its exterior, and divided into geographical sections which must be connected by lines of communication, administered, educated, protected, populated. It means that in order that its resources may be made available and its possibilities realized, we must spend large sums of money, here, there and everywhere. We must first provide the facilities of intercourse and means of doing business before business can be done. That fact in a word explains our policy of public works and our financial position at the same time. We cannot sit down and wait, Micawber-like, for something to turn up before we act. We must act that things may turn up. We must be missionaries as well as administrators; we must be pioneers for the pioneer. In every district we are met with demands. Our opponents who cry against the debt incurred to meet these requirements, in each district complain that money enough had not been spent. Every Opposition candidate strives to make you believe that the government is extravagant in every other constituency but his own and in that he assures you, if elected, no want would go un supplied, and that every grievance would be adjusted at any cost. If, however, they came to power with a general policy of miscegenaire, of curtailment of expenditure, of doing without public works rather than borrow, and

put it in force, you would soon realize how grievously you had been deceived, and what false friends and false prophets they had been.

Not Time to Stop Yet.

Of course, a time must come when borrowing should cease, but that time has not arrived yet. When the country is well opened with railways as a farm is with drains, when main roads have been completed in the important settlements, when mining is developed, when, in short, the effect of expenditure is being felt in new sources of, and expanding revenue, then the income will meet the cost of what had already been done by leaving it uncompleted.

Influence on Revenue in Kootenay.

I will refer presently to the government railway policy, but I wish to point to Kootenay to show the influence of a liberal expenditure on revenue, and we may reasonably anticipate that as Kootenay is only one of the many rich mining districts in the province capable of similar results, the same beneficial effect will be general. During ten years the government has spent (apart from railways) in round numbers \$900,000 in public works, roads and trails, hospitals, etc., in Kootenay, East and West. In addition to that the following railways have been assisted liberally: Columbia and Kootenay, Nakusp and Slocan, Kaslo and Slocan, the Nelson and Fort Sheppard, the B. C. Southern, the Columbia and Western. Mark now the advance in revenue as shown in the following taken from the public accounts.

Table with 2 columns: Year and Revenue. 1888: \$26,425 08; 1889: 22,965 94; 1890: 45,965 94; 1891: 45,965 98; 1892: 67,465 49; 1893: 91,050 97; 1894: 67,223 64; 1895: 82,106 58; 1896: 140,842 28; 1897: 348,804 03.

\$939,540 71.

I need say no more to point to the wisdom of the course pursued and the possibility of an equilibrium being soon established between revenue and expenditure.

A Clean Record.

Some complaint has been made about the way we have expended the money in the various districts. It is stated that we have wasted it, etc. Such a statement is extraordinary from the fact that in ten years, after scrupulous and exacting criticism, the Opposition has failed to point to one important instance in which this has been established.

Five million dollars is a lot of money to spend publicly and there are many districts in which to expend it and a wide extent of country covered and a variety of conditions to be taken into consideration. It is strange that in all that time the records of the House do not show a single investigation or a proof establishing these statements. It is true, there have been many vague assertions, but a specific charge has never been laid, or a specific wrong alleged. I feel the Opposition to come forward and show it. Can any government in Canada point to a cleaner record? Surely in the face of this the Opposition to the government should blush to repeat what they have never had the courage to make good on the floor of the House.

How the Money is Spent.

With reference to the manner of expending road money, I will just say that it is and always has been the policy of the government to expend it in the district by day labor, employing as far as possible the people of the district, who are thus enabled to reap the advantage doubly. It has worked out well, and I see no reason to change it. We have improved the system, however, to this extent, by appointing an engineer of Public Works throughout the Province under whose supervision the whole will be carried on. The Government has been fortunate in securing for this purpose, a gentleman whose abilities as well as his experience for a number of years as resident engineer for the Dominion government have eminently qualified him for that duty. Of course, those in charge of works have sometimes made mistakes and those who are employed as contractors and otherwise sometimes try to get ahead of the government but as a rule I think our Public Works are efficiently and honestly carried out; and such have been the aim and effort of the Lands and Works Department, which though much abused, because it is the great spending department of the province, is open to the most rigid scrutiny both as to its officials and its methods.

THE GOVERNMENT'S RAILWAY POLICY.

The next thing for consideration in connection with public works is the railway policy of the government. Railways are the great essentials to development in all new countries, and this is particularly true of British Columbia. It has always been recognized by everybody, to have success, to make and build up a Province out of materials we have so abundantly, we must have railways. The question has been how to get them. When we started out the government of the day adopted what had been the policy of other provinces and of the Dominion of Canada to subsidize by the land grant. It was the only way we could assist. Our credit had not been established in the money markets. We could not give money, we had plenty of land, so we had to give land. In this way the E. & N. Railway was built, and to this policy is due the inauguration of the splendid railway facilities with which Kootenay is now provided—the Columbia & Western, the Kaslo & Slocan, the Columbia & Kootenay, the Nelson & Fort Sheppard and the B. C. Southern. Although the government had recognized a policy of guarantee of interest, a de-

parture was made on the building of the Nakusp & Slocan. This was the second stage in the development of policy. The land system was good when there was no better, but is open to objections, and although the land grants so far alienated by railways contain no large extent of arable or pastoral lands a growing sentiment is opposed to that system, a fact which the government recognized when it took the second step referred to. But as stated in my speech on the Public Works Loan Act, the system necessarily implies an indefiniteness and uncertainty as to the amount for which the Province becomes liable; and with the experience we have already had we decided to adopt last year the policy of giving a direct and stated amount per mile, by which an exact and known liability is assumed. This policy assumes two things, which are admittedly true in our present circumstances: (1) That it is necessary to assist railways in order that they may be built, and (2) that assistance is beneficial and results in a direct benefit and gives an indirect and adequate return in the increase of the revenue. This year we made a step further as illustrated in the Kaslo & Slocan railway, and stipulated for a share of the proceeds. To some extent, however, the merits of every railway proposition must be considered individually. You cannot in a country like British Columbia apply a hard and fast principle inasmuch as a different set of conditions surround and affect each proposition. Those who imagine that some ideal railway policy can be evolved which will cause railways to be built spontaneously and without cost to the Province would find that the problem is a gigantic one, and not quite removed from the sphere of miracles. Railways cost money, especially in a country sparse in population and prolific in mountain ranges. Capital is stubborn and hard-headed, and when you come to deal with it your theorists find that theory is one thing and practical railway building is another. You must adapt your policy to your conditions, your financial capabilities and the requirements of the investing public. Experience is the best teacher, and we have proceeded on the lines which experience has dictated, profiting in each advance by what has gone before. In the meantime construction has gone on and has been even rapid. Our efforts have been successful in accomplishing what we set out to perform, and the length of railways already constructed, and in course of construction, and of lines reasonably in prospect and provided for, is over 1,600 miles. This is a record of practically ten years. It is one to which we can point with some pride, and as a factor of the future development of the province, the potentiality of which neither you nor I can well estimate at the present time. I have previously pointed out the remarkable way in which railway construction has benefited the Kootenays, and the influence it has directly brought to bear on the revenues arising out of those districts.

A Completing Link.

We have already provided an arterial system for British Columbia which, when completed, will render the further assistance to railways unnecessary, as the sources of traffic will have been provided so as to make either way a self-sustaining. In the south railway facilities are being liberally provided and when the B. C. Southern and the East Kootenay roads are completed, the business arising out of the great development there will be of immense volume. On the coast the completed link from the coast to Teslin Lake, and the Cassiar Central, which is now getting under way, will, when opened for traffic, ensure another large volume of traffic. We have then the completing link, from south to north through an immensely fertile plateau, to construct. With the railway already in existence, and the tributary lines from the coast at the south, centre and north, that will be an undertaking easy of accomplishment, and one that capitalists will take hold of voluntarily as affording a substantial profit and immense returns.

PROVINCIAL FINANCE.

Closely associated with the subject of public works and railway development is that of finance. In 1887, when I had the honour of being called to the Cabinet as Minister of Finance, the system of borrowing and the manner of borrowing into and considered seriously the advisability of re-organizing the system of obtaining loans. At that time, as you are aware, the money market was very depressed from time to time was obtained by individual loans on conditions similar to those upon which municipalities and corporations issue their debentures, each loan being issued without reference to any system or to any previous loans. As the result of my inquiries and acting upon the best financial advice of financiers in London, an Act was passed authorizing the issue of 3 per cent. inscribed stock. This action of the government was very much criticized and the government was severely blamed for two things: First, for not issuing stock at par; and secondly, for paying certain amount as premium for the purpose of securing the conversion of loans already in existence, to a higher rate of interest. I have already on numerous occasions in my Budget Speeches in the Legislature, and in addressing the electors fully explained the advantages arising out of this financial policy, which was really borrowed from Great Britain herself, the example having been set by the great Chancellor of the Exchequer Mr. Goschen. In Great Britain no one questions the wisdom of such a policy, because the public men of that country understand and appreciate its importance. In British Columbia it was generally accepted with satisfaction at the time. I do not know that any person since that time has put forth any valid reasons why we should return to the old system, or why, in fact, we should not have adopted the present one; but there have been certain of our opponents whose assumed knowledge of finance has warranted them in raising the objections referred to.

Practical Benefits Derived.

The result of adopting the policy of issuing inscribed stock and of conversion, predicted by myself when it was decided upon, has been fully verified. The system was then maintained was that the Province would reap a very great permanent benefit by having its stock listed in the money markets of the world, and establishing its credit on a permanent basis, and lowering the general rate of interest. It was recognized then that in order to carry out the great enterprises which the development of the Province would render imperative, it would be necessary from time to time to go to the money markets to raise the revenue of money for this purpose, which, from that time forward could be obtained on much more favorable terms. The loan of 1891

was issued at 3 per cent. The Province had little knowledge of Canada, and most success were \$2,000,000 we see that the credit steadily, could be had; or in the first stock price not raise 6 in 1895 the 5 per cent. to 3 1/2. Floating charges 3-10 was in 1895 those.

As to the rendered considerations, the amount could be more favorable, and in the world it is not to be done and capital of \$1,000 the intrinsically would only while one pounds to 1.100 usually conditions loans are put this reason, best financial scheme of was successful we had in that balance of to Credit.

I have all occasions, of tages to the and our best to admit that but affect to talk. The finance has been mament basis shown has a each success more advan sent time the ties are not part of invest cent. inscribed onal security unbia to of would not be that our find and borrow a purposes of d nual saving government I warrant the submit that s sicient to s consideration. ate.

With refer amount of \$5, ment has obt may say that all received works to wh are undertake is satisfactory; prospects of it if required, a ready had a prospectus fr financial firm ally expect the market times over. Revenue.

A word as ances in respu The O impression is minds that the equal to the 4 penditure over ture of a def arily applied farmer's recee erations of his ordinary expen ing, soving. I find. He had course of the ment of his capable of it a lot of mo such as drain or whi he extends over while paying losing mon though going time, his re larger and an expending. It is really mo year a corre vice. It is estimate. It is sums of mon try, in roads ouses, publi ways and so sary and exp A new comat requires imp to pay. It ing. In 1877 \$908,000 and Our expendi the same prop have spent la which exceeds about \$5,500 of the parlia As a matter e excess of 10 which the fol Revenue, 1888

Increase, 2 Expenditure, Public Works Revenue. . . Balance exce Allowing s dition on pu surplus of \$1 penditure for The I of public wo in the mone which in the tributed near all the mini

The Colonist.

THURSDAY, JUNE 30, 1891.

RAIL TO THE YUKON.

When the Colonist announced some days ago that a contract had been signed for the construction of the wagon road to Lake Teslin, it added that a further statement in regard to the railway would be made later. This has now been given to the public by the Premier and will be found in our telegraphic columns. Mr. Turner has sent out the very important information that the contract for the construction of the line from the Stikine to Teslin Lake has been signed, that ten or twenty miles of the road will be completed this fall, and that the wagon road will be pushed through at once. He also stated that the contractors had put up security for the due performance of the work.

MR. TURNER'S MANIFESTO.

The address of the Premier to the electors of British Columbia printed in the Colonist yesterday is a document of very great value and interest. It presents the several issues now before the people with great clearness and force. One of the most significant portions of it is that which refers to the claims of the province upon the Dominion. Mr. Turner makes this one of his chief grounds of appeal for support and, this being the case, the people of the province cannot leave it out of consideration when they go to the polls on July 9th. We have a distinct statement from the Premier that the province is not being dealt with fairly by the Dominion. Let it be noted that this is not a claim that the Laurier ministry is not dealing justly by the province, nor is it intended as a reflection upon the preceding ministry. Certain terms were agreed upon when British Columbia joined the Confederation, which in the opinion of those charged with adjusting the questions then open appeared equitable. It will be remembered that a part of the original idea was that the Canadian tariff should not apply to British Columbia until after the construction of the C.P.R. The idea was not acted upon, but the fact that such a thing was contemplated is proof that even then it was recognized that this province was situated differently from the other provinces. The construction of the C.P.R. involving a large outlay of money in a province having a very small population naturally made it appear that British Columbia was in the nature of a financial burden upon the Dominion. Things have changed, and it is now easy to demonstrate that, so far from this, the province contributes much more largely to the revenue of the country, proportionately to its population, than any other part of the Dominion. The needs of the province are also greater than they were even five years ago, and it is also much more easy now to demonstrate that federal expenditures here will be profitable to the country at large than it has been hitherto. In short, one may almost say that the question of fair-play is a new question. The attention of the Canadian government has never yet been officially directed to it, and it is therefore clear that in making this one of the questions upon which the people are asked to pronounce Mr. Turner is not chargeable with hostility towards the present Dominion cabinet. As he says in this manifesto, it makes no difference what party is in power at Ottawa, the claims of this province must be urged until they are recognized.

The people have been asked by the Hon. Mr. Turner to pronounce upon the justice and urgency of this claim for fair-play, the verdict which they shall give at the polls will be watched with great interest all over Canada. For if they shall then say that they no longer desire Mr. Turner to lead the government of this province, that declaration will be construed, and properly construed, into an expression of open hostility to the claim for better treatment. There is no escaping this conclusion; a vote for an opposition candidate is a vote against justice to British Columbia. For not only have the opposition refused to unite with the government, in the press or upon the public platform, in asserting the justice of the claim made on behalf of the province, but one of their organs, the Victoria Times, has expressed the hope that the demand from the Dominion will utterly fail. The voters should remember this when they go to the polls on July 9th and act accordingly.

FARMING IN BRITISH COLUMBIA.

The Premier of British Columbia has taken numerous occasions recently to refer to his great faith in the future of British Columbia agriculture. This proclaims a smile from some over-wise people, who have formed the idea that in this province agriculture must always occupy a very subordinate position. From this view the Colonist dissents in the strongest possible way. It believes that as time rolls round and the people of the province become more settled in their ideas, agriculture will advance at a remarkable speed and become not even scarcely second, and possibly not even second, in its importance to mining. Hitherto this great province has been something like a lottery in which the prizes were many, but unfortunately also there were a good many blanks. The most of those persons who came here had no notion of settling themselves down to the comparatively slow avocation of husbandry. They came to get rich quickly. Many of them regarded their residence on the coast simply as a prolonged visit. They were not quite so bad, perhaps, as a Seattle lady described the majority of the people of that city, who, she said, had not yet unpacked their trunks although they had been in the country for five years, but they did look upon their residence here more in the

nature of an adventure than anything else. Time has worked, and is working, a change in this respect, and more people are coming here with a fixed intention at the outset of permanently remaining and hence are favorably disposed toward the slower and more prosaic methods of making a living, and perhaps a competence, with which the province abounds.

There is a very large area in British Columbia well worth cultivation. For certain classes of husbandry the province is especially well adapted. One of these is the dairying industry. The area adapted for pasturage is very large and no part of the world produces more hay and more roots to the acre. Hence dairy farming, and in connection therewith, the stall-feeding of cattle, ought to be, and certainly will be, in the course of time one of the most important occupations of the people. The early settlers in the Pacific Northwest were under the impression that the only soil fit for cultivation was to be found in the river bottoms or in the small prairie tracts at higher elevations. The timber uplands were thought to be unsuited for agriculture. Seven years ago a prominent farmer in the state of Washington said that outside of the river valleys in the western portion of that state there was not an acre of land fit for cultivation, and he based his alleged knowledge of the subject upon a residence of 30 years. Yet one may go through western Washington now and find thousands upon thousands of acres of upland, formerly covered with heavy timber, producing excellent crops and apparently of as great fertility as much of the lower levels. The same thing is being demonstrated in this province, and this is why we say that it is impossible to fix any limit to the area available for agriculture. It is very large and very widely distributed. It is found upon the islands, upon the valleys through which the rivers make their way to the sea, in the interior river valleys, on the lower uplands, on the borders of the great lakes—both in northern and southern British Columbia—and over the rolling plateaus which lie in the central interior. In view of the character of the seasons and the fertility of the soil, the productiveness of British Columbia, acre per acre, is greater than almost any other part of America, and this fact must be taken into consideration when we measure the future of our provincial agriculture.

Among the special lines to which attention should be directed by farmers we have dairying, stock-raising, horse raising, poultry farming, fruit culture, flax culture and grain growing. It is not claimed that the province is likely to become very prominent in the production of wheat, but wheat growing is not by any means the most profitable branch of agriculture. There are other lines to which our husbandmen can direct their attention with greater advantage, yet we would not desire to be understood as saying that there are not many large areas highly adapted to the cultivation of wheat, for these are known to exist even in latitudes which are further north than settlement has yet gone.

To promote agriculture must be the duty of every provincial government. The steps that have been taken in that direction already are bringing forth good results, and as their nature is better understood they will produce more. Other lines remain to be followed. It is worthy of consideration by the next legislature whether or not something ought not to be done to improve the general character of the live stock of the province by assisting the farmers in procuring pure bred animals.

THE FOURTH OF JULY.

The approaching Fourth of July celebration in the United States is likely to be attended with a great deal more eclat than any previous anniversary of that day. The many seem a little odd to the Canadians, who have been accustomed to the idea that the whole United States went wild with patriotism on its national holiday. The South has not in 37 years paid much attention to the occasion, and there are other portions of the Union where it received scant observance. Especial effort is being made this year to render the event conspicuous as an illustration of the perfect harmony of the people and a demonstration to the world that they present an undivided front against Spain. The 4th of July of itself has not very much significance; for although this was the day when the declaration of independence was proclaimed, that event cannot be regarded as so great a triumph for human liberty as ardent Americans believe. The school books used in the United States lead the youth of that country to believe that human liberty was born on July 4, 1776, and it must have been with considerable surprise that maturer citizens read, in the New York Herald of recent date, a paper by one of the best known American writers, in which he declared that the Declaration of Independence was a death blow to individual liberty in the colonies. He says that wrong conceptions entirely have prevailed in regard to that document, which was not so much a declaration of the rights of men to be free, as a confession of faith in which the dominant party compelled all others to subscribe their names on pain of social ostracism. He says that instead of some two score patriots assembling round a table and signing the Declaration, with tremendous enthusiasm, it was hawked around the country for a year before all the names now on it were appended thereto. Associated with the Declaration of Independence in most people's minds, and so closely associated with it that they frequently confound one with the other, is the constitution of the United States, and this document and the constitutions of the several states which are modelled after it, are very far indeed from being that panoply of liberty that has been so often loudly claimed. Students of constitutional develop-

ment, even among the people of the United States, agree that a broader spirit of democracy and a greater measure of individual liberty are to be found in the British Empire than in the Republic, and the reason of this is not far to seek. The men who framed the constitution of the United States were trained in a school that was narrow and, in point of fact, illiberal; and in settling upon a system whereby the new nation was to be governed, they were more anxious to provide what American writers call "a system of checks and counter checks" than to give scope for the free exercise of public opinion. It has been said of the people of the United States that they are free for only one day in every four years, i.e., on the day they elect their president. For the remainder of the time they are under the rule of absolute despotism as can be found in the world. The only reason why the despotism of an American president is not as conspicuous as that of the Czar of Russia, is that the traditions and instincts of the Anglo-Saxons differ widely from those of the Muscovites. The American people know nothing whatever of what we call responsible government, and their best writers have frequently expressed regret that their system was not as elastic as ours.

The great interest which attaches to the 4th July consists in the fact that it is the birthday of a nation, an event which is of great moment whenever and wherever it occurs. As we look back now over the events which led up to the American revolution, we cease to feel any surprise that the colonies revolted. The feeling rather is a wonder that they acknowledged as long as they did, for under the Hanoverian monarchs a wide departure was made from those principles of the British constitution in which the founders of the American colonies had been nurtured. The first English occupants of the New World were men who were imbued with a spirit which rendered the English commonwealth possible and, at an earlier day, created the glories of the Elizabethan period. As we find nowadays the views of eastern people broadened when they come to reside in the West, a change which doubtless results from the broader field opened to them, so we can readily understand how the feeling of individual independence grew and expanded in the English colonies. Here let it be noted that a very large, influential and educated element of the population of the colonies refused to assent to the action of the majority, and formed that band of exiles known as the United Empire Loyalists. These men have given tone to Canadian public opinion, and no where in the world do we find the sense of individual liberty more strongly developed than in Canada. When a Canadian goes to live in the United States and becomes in any way identified with the institutions of the country, the first sensation he feels is that he is "cribbed, caged and confined" by a set of arbitrary rules administered by a set of arbitrary rulers. He may say that he has freedom, but he has his birth-right taken from him. On one occasion a Canadian having expressed certain views as to the rights of individuals, a prominent American said to him, "There is no man in the world that has such extravagant notions of individual liberty as you have." When on being told in reply that 5,000,000 Canadians had just such ideas he said, "Then the people of the United States have yet to learn what human liberty means." This broader appreciation of individual liberty in Canada demonstrates how much better the doctrines of the founders of the United States have been developed than under the rigid rules of a written republican constitution. In view of this, our people need feel that they lose nothing in dignity when they join with their neighbors in celebrating their national holiday, for they are not recognizing the inauguration of a system of government or a conception of the rights of man superior to their own, but simply the birth of a nation, which all hope will prove as the years advance a worthy daughter of her great Anglo-Saxon mother.

MR. DUNSMUIR'S CANDIDATURE.

Mr. James Dunsmuir has consented to be a candidate for the local legislature. In according to the request of the voters of Comox and becoming a candidate, Mr. Dunsmuir has sacrificed his personal comfort to a very great degree. Politics can have no rewards which he desires to win and he can only be inspired by a sense of public duty when he accepts this new responsibility. His father occupied a seat in the legislature for many years and was a very useful member, his large interests and excellent business judgment combining to render his contributions to the work of legislation and administration of great value. The complaint in this province has hitherto been that men of large property and important business interests are unwilling to take upon them their due share of responsibility in public affairs, either in the dominion, the province or the municipalities. The candidature of Mr. Dunsmuir is a conspicuous departure from the rule that has prevailed in this respect to so large an extent, and the province is to be congratulated upon it.

POMPT ACTION NEEDED.

The Colonist is informed that the Boston corporation, to whom the contract was given for the transportation of the Yukon, will not be in a position to carry it out, having a very serious condition of things has arisen and it becomes the bounden duty of the Ottawa ministry to take steps immediately to secure transportation by some other route. What is now needed is what was set out in yesterday's Colonist, namely, the co-operation of the federal government

with that of the province to secure the construction of as much railway as possible between the Stikine and Lake Teslin this season, in addition to the wagon road, the construction of which has been provided for and the twenty miles of railway which Messrs. Mann and Mackenzie will build.

Not a day should be lost. Our advice as to the Stikine-Teslin route confirm the opinion, hitherto expressed in these columns, namely, that it is incomparably the best to the Yukon, and that it will be utilized as the great winter artery of travel.

THE WAR IN CUBA.

The attention of the civilized world is concentrated upon the operations of the United States forces in Cuba. The war hitherto has been more in the nature of a parade than anything else, but the events of the next few weeks will try what sort of stuff there is in both armies. The United States undoubtedly made a great mistake in its estimate of its ability to deal with Spain. Dewey's brilliant exploit at Manila confirmed the exaggerated ideas of their prowess entertained by the American people and caused them to look forward to a very easy victory in Cuba. So far they have met no very serious resistance, but the reason is that they have hardly seen the enemy face to face. The bombardment of the forts at Porto Rico and Santiago was entirely one-sided. Neither great skill nor great courage is necessary when a fleet stands off at a safe distance and pounds antiquated forts to pieces. The quality of the men and the efficiency of the arrangements made for conducting a campaign will be tested in the operations now carried on ashore, and it is premature to forecast the result.

Uncertainty seems to prevail at Washington as to the best course to be followed in conducting the campaign. The original idea of making Havana the principal point of attack has been abandoned, although one report from Washington says that the president has resolved to despatch an expedition against that city. We may be permitted to doubt, however, if there is a sufficient force at his disposal at present to carry on a campaign in the Eastern end of the island and at the same time successfully attack so strong a place as Havana. The demonstration, which Admiral Sampson made before that city, seems meaningless in the light of subsequent events, and his withdrawal is explainable only on the supposition that he felt unable to reduce the fortifications. In the province of Santiago the rebels have always been strongest and the selection of that point as the landing place for the invading force shows a disposition to rely considerably upon Cuban co-operation. With every desire to see the war brought speedily to an end and the defeat of Spain, we are unable to see that recent events, that is those of the last few days, have tended to hasten such a consummation. Even if the city of Santiago is promptly captured, this will not mean that Cuba has been conquered, because while Havana remains in the hands of Spain that power can give very effectual resistance to an invading force.

The death roll among the United States forces will now begin to assume formidable proportions, and this will put a new face upon the war; as far as the people are concerned. The Spanish fleet in Manila was destroyed without the loss of a single life on board the United States vessels. The naval operations in the West Indies only resulted in the death of a very few men. The "butcher's bill" has been so small that the war seemed hardly a serious affair. There will be a different story to tell now that the opposing forces are meeting each other in the field, and the people at home will begin to realize the nature of the task which they undertook with such light hearts. Depend upon it, there are all the elements of the gravest kind of tragedies in the aspect which the war has assumed. If Spain can hold out for a few weeks longer, the climate may begin to fight her battles, and then an army may melt away almost before its commander realizes what is happening.

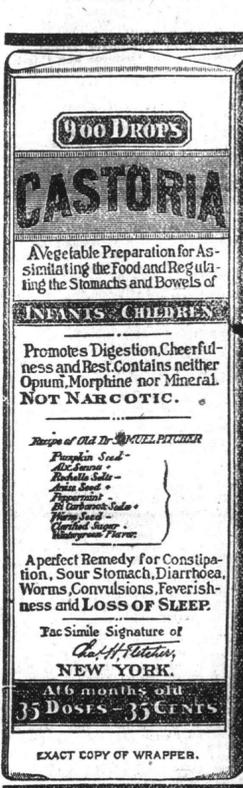
The card of Mr. James Dunsmuir to the electors of Comox appears in the Daily News. In it he states that he takes the field in response to a requisition signed by more than two hundred and fifty voters of the district. He declares himself a supporter of the government and pledges himself to work for the district if elected. The News also contains a card from Mr. R. Lawrence announcing his withdrawal from the contest, and asking his friends to support Mr. Dunsmuir. Mr. McAllan also publishes his card. He declares himself to be in opposition.

WILL BE OUT EARLY.

Expectation that the first Klondyke Gold Will Reach Bennett by July 1.

The local management of the Bennett Lake Transportation Company, have received information from the superintendent on the Yukon that is most satisfactory. The question of navigating the Yukon with steamers having been definitely decided by practical tests, he predicts that the company's steamer Ora will be back to Bennett by July 1, with the first of the past season's gold output. If this is accomplished, the St. Michael's route will no longer be the favorite one for men leaving the Yukon country in the spring.

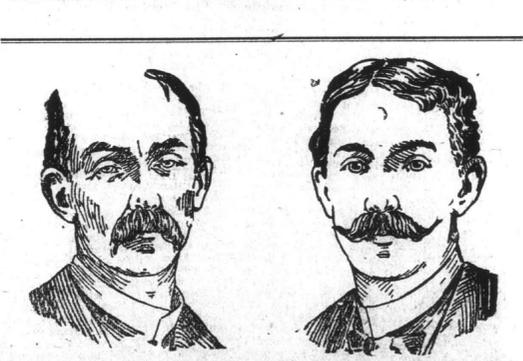
Arrangements are being made with this company to carry the Canadian mail from Bennett to Dawson and vice versa. These are the only Canadian steamers running on the upper Yukon, with the exception of those built on Teslin Lake and besides they are said to be far superior to those operated by American companies.



SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA

Castoria is put up in one-size bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get C-A-S-T-O-R-I-A.

The fac-simile signature of *Chas. H. Fletcher* is on every wrapper.



ARE YOU GOING TO KLONDYKE?

It requires two kinds of capital to make this venture. The man who goes through must have strength and nerve as well as money. Money will not carry you through the long weeks of exposure to cold and hardship. Strength will count then. There will be stragglers left behind; poor, weak constitutions will give out and the hardy, well-developed man is sure to win.

Dr. Sanden's Electric Belt.

This is an Electric life-giver. It saturates the nerves and muscles with animal magnetism, which is the force that builds up weak constitutions. Many who have already started on this trip have been made strong by this famous Belt. It is a wonderful life-giver, and no man who is doubtful of his physical vigor should go without it.

Will Make You Strong.

After you have worn a Dr. Sanden Electric Belt for a few weeks you will be fit for the great hardships.

"I was a physical wreck three years ago and was cured by Dr. Sanden's Electric Belt. I am now 52 years old but am going to the Klondyke and expect to hold my own with younger men," said L. L. JACCORD, a former San Leandro jeweler, before leaving on the Excelsior a few weeks ago.

Men are made manly by it. Read about it in Dr. Sanden's book, "Three Classes of Men," sealed sent, free by mail. Address

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Klondyke Outfits

PRICE LISTS NOW READY

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CLOTHIERS and HATTERS,
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Windsor Salt

Purest and Best for Table and Dairy Use. No adulteration. Never cakes.

WHITE

Steamer Go Passage Water

Prospectors Lose Their

A rumor rec Amur on Frid ity which it d fect that the Lake Ben panly, had been Lake. The ru denial by Mr. who left Benn here on the st terday morn at Lake Benn only recent ac curred to Bar scow, with r rapids. All th and in number the rapids, s and besides th would be unal count of the al been disprov, and Goddard. The Bellingham morning and it would reach D took down the and a full load. The Goddard also with a big went down on lie Irving to see went through at the slightest ac lie Irving imme nett and comm gues, expecting so on Monday. An output of Dawsonites say this summer. The H. Loucks, the ed Skagway from last was inform was the last to the coast and i one out, having in on March 26 point, after spec son, on May 14. Just now ther ment in Skagway in the immediat Jeff Smith has less than two mil mens taken from to 40 per cent. In the vein from wh is two feet in width and length. Capt. Mowatt's works is being. White Pass rail graded and rail l five hundred me expected that this increased.

Part of Pat G reached the sum last week. He h Lead so far, but beaves, and 120 boats now due. 60 men and it is the stock into bun and these men. Thebo, who is in rive at Selkirk, h than August 10th killed there as so cold, and will be country down to L and Eddy given a company will use.

The Athenian e ngers, the major ed here. She has Mr. Wm. Waugh on June 6, was ou says that he met nora, six miles a going in. For a scribes that betw ia is in a pretty fa burned away al line of vegetation stantly going over are very numerou down to Long L of every half dose stream one meets are induced to re shortness of the for the little cou outfit after outfi no serious accid Mr. Waugh left. be obtained at an provisions were pr for instance, being

The Opposition the advent of N such ways due to a paper in which

DR. J. COLLIS

CHLO

Vice Chancellor S publicly in court t was undoubtedly gues, that the who Freeman was liter icted to say that n. The jury, May 13, 189 Dr. J. Collis Broe and Mrs. J. C. Colds, Asthma, Rheumatism, B Dr. J. Collis Broe scribed by scot tions. Of cou singularly pop want and all a January 1888 Dr. J. Collis Broe tain cure for C Hayward's underta John's church, Rev. Percival Jens officiating and the following gentlemen acting as pallbearers: Messrs. A. Jonnsson, Thos. Price, H. Taylor, R. Bradley, F. Ledingham and W. Mabel.

The Colonist

THURSDAY, JUNE 30, 1893.

THE \$5,000,000 LOAN.

The opposition press and speakers refer to the loan authorized at the last session of the legislature as though it was so much already added to the provincial debt, when as a matter of fact not a dollar of the amount has been borrowed, and by far the greater part of it will not be within the next eighteen months. It will only be borrowed then, if the speed at which all the railways subsidized are being built is such as to warrant the belief that they will be completed at a very early day. From present indications the amount that will be needed by the close of next year for railway subsidies will be as follows: For 150 miles of the Coast-Teslin railway, \$600,000; for 250 miles of the Coast-Kootenay road, \$1,000,000. The remainder of the loan for railways will not certainly be called for before the close of the year 1900, and some of it may not be needed until even a later date. For example we do not expect that the amount provided for the Coast-Cariboo section of the British Pacific will be called for within four years at the earliest. During the next two years the population of the province will increase very considerably by reason of the construction of the railways mentioned, so that when the census is taken in 1901 the addition to the Dominion subsidy will be found to be very considerable. How many people will come to live in British Columbia by reason of the construction of a railway from the Stikine to Lake Teslin? We can only estimate the number, but of one thing we may feel absolutely sure, namely, that the fact that Glenora is to be the starting point of two railways extending into the northern gold fields, both of which will be completed beyond a doubt before the next census is taken, will lead to the building up of a very considerable town there. There will certainly be a town of some importance at Teslin Lake where one railway will have its terminus. There will be another at Dease Lake. These are perfectly certain. There are the Stikine valley and that vicinity a great extent of good farming land, which will be occupied as soon as conveniences of transportation are provided. There are promising mineral indications all over the section now referred to. How many people will find their way into this region by July 1st, 1901? We venture to say that there will be a sufficient number to entitle the province to receive more than half the interest and sinking fund upon the \$5,000,000, which will be given to the railway. How many people will the construction of the railway from Robson to Penticton and along the valley of the lower Fraser bring into the country by 1901? Here again we can only surmise; but we venture to predict that there will be sufficient to entitle the province to receive enough additional revenue from the Dominion to meet half the interest and sinking fund charges upon the subsidy given to the railways by the time the next census is taken and the provincial allowances are rearranged. If this opinion is correct, the increased population resulting from the construction of the railways will yield in revenue to the province derived from the Dominion half the charge which the railways will be upon the treasury. We have not taken into account the estimate any local taxation whatever, which will greatly exceed the federal allowance per capita. The point which we desire to make is that the railway loan will not in reality be a burden upon the present residents of the province. The opposition discuss it as though the loan had already been made, and although the population and taxable polls and property within the province would remain at a standstill. They do not appreciate the great fact that a policy of development means an increase of revenue as well as an increase of expense. They conveniently shut their eyes to the great object lesson of Kootenay. Kootenay is now yielding the province \$500,000 more revenue than it did five years ago. This would provide for interests and sinking fund on \$7,500,000. When the provincial subsidy is rearranged after the next census it will doubtless be found that the province is entitled to \$500,000 more subsidy by reason of the great increase of population in Kootenay. This will pay the interest and sinking fund upon a million and a quarter dollars. If we add to the annual provincial revenue from Kootenay a sum sufficient to cover the probable increase during the next three years, we will find that by the year 1900 the progress and development of that part of the province will lead to the augmentation of the provincial revenues by an amount sufficient to pay interest and sinking fund upon \$12,000,000. At the risk of being tedious we will repeat the proposition just made. In five years the contribution of Kootenay to the provincial revenue increased \$300,000. In the next three years it is likely to increase \$150,000 more, making a total increase of \$450,000 since the opening of the district by railways. The increase of population will certainly be sufficient in the eight years since railway development began, that is by the year 1901 to add \$500,000 to the provincial subsidy from the Dominion. This with the increased provincial revenue collected will make the gain to the revenue of the province because of the opening of Kootenay by railways \$500,000, which will more than pay the interest and sinking fund on \$12,000,000.

We desire that what we have just said shall be understood as an illustration and as an illustration only. We do not mean that the increase in the population and business of Kootenay warrants the incurring of an indebtedness

of \$12,000,000, but simply to show that the construction of railways through this province leads to a great increase in the revenue, and to argue from that fact that we may expect equal results from the opening of other parts of the province by railways. Suppose Kootenay could have been opened by the expenditure of \$5,000,000 in cash by the government. Is it not clear that it would have paid to borrow the money for such a purpose? We think it is, and we think that in the face of this conspicuous illustration of what has resulted in that part of the province in consequence of railway construction, the people of the province can regard with equanimity the prospect of being called upon to pay interest upon some \$4,000,000 to be expended in constructing railways through sections likely to be quite equal to the splendid district above referred to.

JOSEPH MARTIN, ANNEXATIONIST.

Mr. Joseph Martin's record as an advocate of annexation will not gain him many friends in British Columbia. This is a free country and a man who believes it ought to be annexed to the United States can always say so without incurring any pains and penalties of the law, but the people do not want to see a man in power who is favorable to such an undesirable consummation. The circumstances under which Mr. Martin declared himself an annexationist show that he regards such a step as a natural one to take in the course of our politics. When he could not have his way in Manitoba he was prepared to cut loose from British connection and place that province in the hands of the United States. The man who entertains such views is dangerous to the people. They never feel safe in his hands. They can never know at what time—possibly in a fit of political spleen, possibly in anger occasioned by political disappointment, possibly for some influence more unworthy than either of these—he may proclaim himself the champion of anti-British sentiments. At this time more than at any other in the course of its history, British Columbia cannot afford to have at the head of her affairs one who is capable of harboring such disloyal sentiments. The Alaskan boundary is to be settled in the near future. It involves important territorial questions. Its adjustment may have an important effect commercially upon this province. There may be questions of great delicacy and difficulty to be adjusted. Under these circumstances do British Columbians want as their premier a man who at any time and for some trumpery reason is likely to take the position of an enemy of British interests? Let every voter in British Columbia ask himself, "In view of the open questions between Canada and the United States, and especially in view of the territorial questions involved in the settlement of the north-western boundary of this province, do I desire to have at the head of affairs a man who has plainly declared himself to be in favor of annexation?" There can be only one answer to this question. The people of British Columbia are loyal to the core. Save and except Mr. Joseph Martin, we do not believe there is an annexationist between the 60th parallel and the international boundary; and we refuse utterly to believe that there is any possibility of this one annexationist being placed in the premiership of British Columbia by the voters of 35,000 loyal British subjects.

THE MINING TAX.

The Rossland Leader goes into heroics over the mining license which it describes as a tax upon a man's rights to labor. The mining license, as everyone ought to know, is by no means a new impost. It originated at a time when all miners worked in placers and its justice was never for a moment questioned. When quartz mining in the Kootenay began and thousands of aliens came into the country, the opinion of everyone was that the license was a highly proper thing and no one paid it more willingly than those aliens. When development work upon quartz claims began it was very clear to everyone that the time was not very far distant when it would be necessary to exempt from the operation of this law miners who were simply hired men working on claims belonging to others, without any intention whatever of exercising the right to prospect for minerals, file claims and enjoy the other privileges which the free miner's license gives. But the men who were so employed in the majority of cases had no desire to give up these privileges at that time and therefore took out licenses without a word of objection. They were workmen to-day, to-morrow they were prospectors. Now that a class of miners has arisen in the community, that have no intention whatever of engaging in prospecting, it is clear that the reason for requiring all workmen in mines to take out licenses no longer exists and that some qualification must very shortly be made in the provisions of the law. At the same time it is equally evident that the aliens and other transitory persons who are employed in our gold and silver mines, ought to pay their due share toward the expense of carrying on the affairs of the province. The matter is in a sort of a transition state, and it so happens that an election came on before matters have developed far enough to warrant the legislature in being asked to make the necessary exemption. That a change will shortly be made so that persons who are simply workmen in the mines and are British subjects resident in the province will be free from the mining tax, there is no doubt at all. If the government felt that the imposition was one that bore very harshly upon many individuals it would have probably altered the law last session, but the demand for the change has come principally from politicians seeking for a

grievance. The people who pay for the most part sensible men who appreciate the situation thoroughly and are willing to pay the small contribution to the revenue of the province until such time as the government sees its way clear to re-model the license law so as to relieve them.

MR. COLIN B. SWORD.

Mr. Colin B. Sword, for two legislative terms representative of Dewdney riding, has withdrawn from the political field. It has given the Colonist much pleasure to refer to Mr. Sword in kindly terms on several occasions, and in chronicling his farewell to public life in this province, it feels able to say to him that he takes into retirement the warmest regards of all who came into contact with him in his legislative capacity. There were not many political points upon which the Colonist found itself able to agree with Mr. Sword, but of his faithful devotion to his duty, as he understood it, no one has ever raised a question. In some respects he was a very useful member, for his faculty of verbal criticism was more than usually good, and this ability every one with any familiarity with legislative work knows is of importance in perfecting legislation. His work in this particular will be missed in future sessions. Possibly it was the habit of mind, which fitted him for such work, that led Mr. Sword to take a hypercritical view of every act of government policy. He was always in opposition, and we rather fancy would always be in opposition, no matter who might be in power. The feeling among government supporters is that he deserved recognition of his constituency when it received the Colonist's expression of the views of all who know him when it hopes that he will continue to enjoy a prosperous and happy life.

THE OUTLOOK ON THE MAINLAND.

Our advice from the Mainland continues very satisfactory. Beginning in the most remote constituency, we find the South East Kootenay safe to return the Hon. Col. Baker. Even the opposition do not pretend to claim this riding. In North East Kootenay, Mr. Neilson's chances are so good that his friends regard his election as absolutely certain. In Revelstoke there will be a very spirited contest. Mr. Kellie has many personal friends and has the advantage of having been before the people for a long time, while Mr. White, his opponent, is a comparatively new comer. He is putting up an excellent fight and his friends are very hopeful of success. In Slokan Mr. Retalack and Mr. Green are pretty evenly matched. We think the chances are in Mr. Retalack's favor, but do not disguise the fact that he has a very formidable antagonist in Mr. Green. In Nelson, Mr. Hume's very great personal popularity renders Mr. Farwell's task very difficult, but we gather from advices received that he may succeed in defeating his opposition opponent. In Rossland, Mr. McKane, the government candidate, seems sure of success. In North Yale the Chief Commissioner has been extremely well received by his constituents and there is no doubt of his triumphant return. In West Yale Mr. McKay is putting up a good fight against Mr. Semlin, but he will doubtless find in the ex-leader of the opposition an antagonist who will be difficult to overcome. In East Yale, our advices are well and have many friends, but the jubilant feeling of the people over the construction of the railway from Penticton to Boundary Creek is likely to find expression in the election of Mr. Ellison, the government candidate. Our advices from Cariboo are provokingly fragmentary. The opposition claim one seat, that is they hope to defeat Mr. Rogers. We doubt this very much. Mr. Rogers has been too good a representative to be turned down in favor of a new and untried man and we see no reason to alter our previous estimate of two government supporters from Cariboo. In East Lillooet, if Mr. Smith has not been returned without opposition he is sure of winning. Mr. Stoddart feels very confident of his election in West Lillooet. We understand that his expectations are very well founded indeed. Hon. Mr. Turner will carry Chilliwack. The refusal of the opposition to nominate Mr. Sword makes Mr. McBride's chances in Dewdney exceptional. He will undoubtedly win. Our latest information from New Westminster was up to Saturday night and it was highly favorable to Mr. Henderson. We have not had any word from the Delta or from Richmond directly for several days. The latest news was that the chances of Mr. Benson in the former constituency and Mr. McQueen in the latter were excellent. It was not claimed that they would have a walk-over by any means but that they stood a very good chance of redeeming these constituencies from the opposition. From Vancouver, naturally conflicting reports come, but the best informed observers regard the success of the whole citizens' ticket as pretty well assured. It is stated that prominent oppositionists concede that at least two of the citizens' ticket will be elected. We feel very hopeful of this sweeping the field. Cassiar is safe for the government. The foregoing is a correct statement of the outlook on the Mainland as far as it appears from the advices which we have received up to date. We think it well to deal with the matter with perfect frankness because there is nothing to be gained by bolstering up a cause with extravagant claims, which those making them know cannot be realized. Between now and election day changes are likely to take place in all of the constituencies, but some of them are so strongly government that there is no probability of a sufficient change to secure the election of an opposition candidate. In the others we believe that the balance of the changes will be in

favor of the government's candidates, and our opinion is that the result of the election on the Mainland will be that the opposition will have fewer seats in the next house from that part of the province than in the last.

AS TO SENATORS.

A correspondent asks if the Colonist will tell him what the qualifications of a senator are and what the oath is that must be taken by a man before he can be sworn in. A senator must be of the full age of thirty years. He must be either a natural-born or a naturalized subject of Great Britain. He must be legally or equitably seized of freehold real estate worth at least \$4,000, and his real and personal property must be together worth \$4,000 over and above his just debts and liabilities. He must reside in the province from which he is appointed. The oath which a senator takes declares that he is legally or equitably seized of freehold lands of the value of \$4,000 over and above all rents, dues, debts, mortgages, charges and incumbrances due or payable out of or charged on or affecting the same and that he has not collusively or colorably obtained a title to or become possessed of any part of the said lands and tenements or any part thereof for the purpose of enabling him to become a member of the senate of Canada and that his real and personal property are together worth \$4,000 over and above my debts and liabilities." It will appear from the foregoing that the law is very strict and that it was intended to prevent any one from becoming qualified in regard to property through the co-operation of any friend, who might be willing to place land in his hands to enable him to make the necessary showing, as was frequently done in the older provinces before confederation, when all the evidence of property qualification required was a simple statement accompanied by the description of the property relied on. The Times is unable to understand why the Colonist says that the people of British Columbia are to be congratulated upon the fact that Mr. James Dunsmuir has consented to enter public life, and questions the good taste of such a remark. The Colonist is not surprised at anything appearing in the Times which betrays a complete ignorance of what modern journalism is. It holds the antiquated notions, yet prevalent in some parts of the backwoods, that a newspaper is a mere mouthpiece of the people who hold the stock in it. The Colonist is owned by a joint stock company, who employ a business manager to use his best discretion in carrying it on as a commercial investment, and an editor who is directed to use his best judgment in the discussion of public questions. The Colonist does not speak for its stockholders or any one of them. It endeavors to speak as well as it can the sentiments of the people with whom it is in political sympathy; but even more than this it endeavors to express what it believes to be the voice of the people of British Columbia. The fact that Mr. James Dunsmuir holds stock in the Colonist is no reason why the Colonist should not refer to him as to any other citizen, and when he does an act that merits public approval it will be the pleasure of the Colonist to speak of it as it should be spoken of. We repeat that we regard the entrance into public life of one of our wealthiest citizens, a man of extensive business connections and in charge of great private interests, as an excellent thing. It will bring him more closely in touch with the interests of his fellow British Columbians, who will have the benefit of his experience and influence in determining lines of policy and the preparation of measures. The only regret the Colonist has is that more men of wealth and large business experience cannot be persuaded to enter public life.

The Colonist in making some comments upon the railway policy of the government, says that it gave the B. C. Southern between 250 and 300 square miles of the richest coal areas in the world. The Columbian seeks to convey the impression that the B. C. Southern subsidy consists of this vast extent of coal mines. Now, while it is true that upon the area voted for the B. C. Southern there are extensive coal mines, these are by no means equally extensive with the land subsidy. The actual area known to contain coal is limited. The Columbian also takes exception to the royalty of five cents a ton, which it thinks is absurdly small. But five cents a ton from mines of no great depth of strata would be a very handsome price indeed for an acre of land. If the coal beds of the B. C. Southern tract are 12 feet in thickness they will yield sufficient coal to pay the province \$600 for each acre of land. The province is at present offering its coal lands to the public for \$10 an acre, with no takers. Under the agreement which the Columbian condemns so roundly, it may get upwards of 60 times this price besides securing a railway line which will furnish the mines with cheap fuel. Seeing that the Columbian objects to so excellent an arrangement as this, will it spare time during the next few days to tell us how it would have secured the building of the railway through the Crow's Nest Pass and the exploitation of the coal lands there?

MR. PATERSON'S PLATFORM.

Mr. Paterson, opposition candidate in North Victoria, is opposed to the government principally because it will not buy his railway, among others, and because it was unwilling to pledge the province to an expenditure of \$15,000,000 for the purpose of constructing the railway from Point Roberts to Robson. Mr. Paterson is too good a business man to know that British Columbia had committed itself to the construction of this railway

as a provincial work the magnitude of the investment would have seriously affected its credit in the money market. Mr. Paterson and his political associates harp upon the \$5,000,000 loan, to be expended in securing the construction of over a thousand miles of railway in different portions of the province, as a burden altogether beyond the capacity of the taxpayers, yet he condemns the credit for three times this amount to be expended in building one of the railways which the loan bill will secure. As a business man he knows perfectly well that if the finance minister should go in to the London money market and ask for \$15,000,000 to be expended in railway construction, he would be confronted with difficulties of the most serious nature. He would have to make it appear to the financiers of London that government ownership of railways in Western Canada is likely to be more profitable than government ownership in Eastern Canada has proved. He would be confronted with the great series of deficits which mark the history of the I.C.R. and he would be asked if he could give any evidence that a government line in British Columbia, running in opposition to the C.P.R., would be likely to prove any more profitable than a government line in Eastern Canada, running through territory where it has no competition. Mr. Paterson ought to know, if he does not, that if the province had undertaken to construct the Coast-Kootenay line as a government work it could not expect a single dollar's contribution from the Dominion. As a railway man, he ought to know that this piece of road, if owned by the government, would be unable to make such connections as would render it capable of competing with other lines. In view of these things, it may seem to many people a little extraordinary that Mr. Paterson should condemn the government for, and in fact should base his opposition almost solely upon, its failure to construct the Coast-Kootenay line as a government work. We discover a reason for it, however, when we remember that Mr. Paterson has a railway to sell. If the government should construct the Coast-Kootenay line, Mr. Paterson knows perfectly well that there would be immediate demand for the acquisition by the government of the Victoria & Sidney Railway, whereas when the Coast-Kootenay has been built by a private corporation Mr. Paterson will have to deal with it on a purely business basis. He tells the voters of Saanich and elsewhere that if the line had been built as a government road, it would have enabled the miners of the interior to ship their ore to the coast to be smelted there. The Colonist need not say that it is favorable to anything which would lead to the establishment of smelters on the coast, but it is not prepared to advocate the expenditure of \$15,000,000 of public money for that purpose. Moreover, we fancy that the people of Kootenay would like to be heard before they would endorse any such extravagant proposition, and we fancy, also, that the farmers throughout the province would think they were paying very dearly for the promotion of mining, if they were asked to pay their share toward the cost of so expensive a railway for this object. We do not believe the electors of North Victoria will vote out of their way to return Mr. Paterson to the legislature in order that he may have the opportunity of giving expression to his chagrin over his failure to sell his railway to the government.

POLITICAL NOTES.

Mr. Joseph Martin, the man who aspires to be Premier of British Columbia, made a strong defence against the charges of disloyalty openly uttered before his face on the platform at the Wellington meeting on Saturday last by Mr. Hagel, Q.C. Mr. Hagel definitely stated that Mr. Martin when in Ottawa some eight years ago had admitted he was AN OUP AND OUT AN ANNEXATIONIST. Mr. Hagel dared Mr. Martin to deny having admitted when questioned on his oath in court as to whether he had uttered this disloyal sentiment, that he might have said so. In his own speech to the Wellington people Mr. Martin made the extraordinary admission that the conversation took place between friends at a private party and some miserable sneak had reported it. One of the audience promptly shouted out the very appropriate answer "It's all the same" and so no doubt will the people of British Columbia.

There was another little incident at the Wellington meeting that should give the electors something to think about and was not denied by Mr. Martin. That gentleman, as is well known, was the attorney-general of Manitoba in Mr. Greenway's cabinet. Mr. Hagel stated and he offered to give evidence for there it need be that it had been admitted on oath in court that Mr. Greenway had said of Mr. Martin: "The man Martin is without a conscience. He is not fit to be attorney-general and I am giving him rope enough to hang himself. As Mr. Hagel added: "He was hung shortly after the fact that Mr. Greenway's opinion of his own attorney-general, and he ought to have known him if anyone did. Mr. Martin in his speech, which came at the meeting, never denied this, but passed it over like the annexation charge as questions not of moment to this province. A very poor answer, certainly, the electors will think.

MR. HARRIS' CANDIDATURE.

The voters of Esquimalt are the only people in the province at this election who have a surplus of candidates. In the other constituencies there are only twice as many candidates offering as there are seats to be filled. In Esquimalt there are 2 1/2 times as many, the half being composed of Mr. Dennis Harris. It is not easy to understand why Mr. Harris has felt called upon to enter into this campaign. A well-founded report attributes it to a personal disappointment. It is said that he sought a not very extensive favor from the government quite recently but failed to receive it, and that he is running now for the purpose of demonstrating to the Hon. Mr. Pooley that it does not pay not to comply with his wishes. Mr. Harris hopes to be able to divert enough votes from the government candidates, not to secure his own return, but to help either Mr. Higgins or Mr. Hayward—preferably Mr. Higgins—to a seat. He would like to defeat Mr. Pooley if he could, but will be satisfied if he can cause Mr. Bullen to be left at home; for, if this can be done, he thinks it will in a measure rehabilitate himself in his own estimation by demonstrating that he is quite as important an individual as he has endeavored to make the government think. In his canvass he pretends to be favorable to the government, but this pretence should deceive no one. There is no species of opposition which is more dangerous than that which masks itself under the guise of support. Mr. Harris is perfectly well aware that under no circumstances whatever can he be elected in Esquimalt. He knows that every vote which he gets on the score that he is a friend of the government will be a vote taken from either Mr. Pooley or Mr. Bullen, and he is quite too intelligent a man not to realize that he is doing the best service he possibly can for the opposition. After the election is over and the fit of pique which led him to announce himself as a candidate has passed away, Mr. Harris will realize that the Colonist does him no injustice when it ranks him, notwithstanding his protests, as a friend of the opposition and as one of their most effective allies in Esquimalt. Government supporters should refuse on any consideration whatever to give him a vote. They should go to the polls on July 9th and vote for Messrs. Pooley and Bullen, in no case giving a vote to one candidate only, or dividing their vote with the opposition.

THE ALCHEMISTS

Failed in Their Work of Changing Metals Into Gold.

Diamond Dyes Never Fail to Make Old and Faded Things Look as Good as New.

Alchemists like Geber, Alfarabi, Avicenna, Albertus Magnus, Artepibus and others, who pretended to be able to change all the base metals into gold, were, in their times, first-class impostors and deceivers. The art of making old, faded and dingy dresses, capes, shawls, jackets, coats, pants, vests, and other articles of wearing apparel look as good as new has been brought to perfection by the introduction and use of the Diamond Dyes, those triumphs of modern chemistry. Millions on this continent are saving money each year by using the Diamond Dye in the home. They are true and faithful family benefactors, and so easy to use that a child can dye successfully with them. Diamond Dyes have such an extended popularity, fame and immense sale in every locality that imitators have put on the market worthless and adulterated dyes in packages bearing a close resemblance to the "Diamond." It is therefore necessary for every woman, when buying dyes, to see that the name "Diamond" is on each package. Fake dyes without the name "Diamond" can never bring satisfaction. Muddy, dull and streaky colors will be some of the disappointments met with when cheap dyes are used. Colors are guaranteed brilliant, rich and full, and will last as long as the goods hold together.

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If the Nelson Tribune's view of the situation in the Kootenays is not more correct than its forecast of the result on Vancouver Island, it is about as far wrong as anything could be. The government will sweep the whole interior. It would be impossible for any newspaper to be further astray than the Tribune is in what it says as to the prospects of the opposition in Vancouver Island. Its political sympathizers here simply laugh at its predictions.

There are three gentlemen in Victoria who will not be disappointed on election day, namely Messrs. Gregory, Belyea and Stewart. They expect to be defeated, and they will be so thoroughly that their most sanguine expectations in that respect will be more than realized. Mr. Beaven will be disappointed, because he has persuaded himself that he may win, when every one else in the city knows that he has not the ghost of a chance of getting a seat.

The Golden Era says that the fact of the Colonist saying that no one except the Golden Era would give a railway line running north and south just west of the Rockies a first place in the railway policy of the province, is proof that Messrs. Turner and Pooley are opposed to such a road. This is the sort of nonsense which the Era thinks will influence voters in Northeast Kootenay. It must have a poor idea of their intelligence.

The Times will really have to excuse us from discussing the government ownership of railways at the present time. Our contemporary tells us that it does not say that the province of British Columbia should purchase the railways, and this being the case there seems to be no particular object in diverting the attention of the voters at the present moment to the subject.

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There is another little incident at the Wellington meeting that should give the electors something to think about and was not denied by Mr. Martin. That gentleman, as is well known, was the attorney-general of Manitoba in Mr. Greenway's cabinet. Mr. Hagel stated and he offered to give evidence for there it need be that it had been admitted on oath in court that Mr. Greenway had said of Mr. Martin: "The man Martin is without a conscience. He is not fit to be attorney-general and I am giving him rope enough to hang himself. As Mr. Hagel added: "He was hung shortly after the fact that Mr. Greenway's opinion of his own attorney-general, and he ought to have known him if anyone did. Mr. Martin in his speech, which came at the meeting, never denied this, but passed it over like the annexation charge as questions not of moment to this province. A very poor answer, certainly, the electors will think.

If the Nelson Tribune's view of the situation in the Kootenays is not more correct than its forecast of the result on Vancouver Island, it is about as far wrong as anything could be. The government will sweep the whole interior. It would be impossible for any newspaper to be further astray than the Tribune is in what it says as to the prospects of the opposition in Vancouver Island. Its political sympathizers here simply laugh at its predictions.

There are three gentlemen in Victoria who will not be disappointed on election day, namely Messrs. Gregory, Belyea and Stewart. They expect to be defeated, and they will be so thoroughly that their most sanguine expectations in that respect will be more than realized. Mr. Beaven will be disappointed, because he has persuaded himself that he may win, when every one else in the city knows that he has not the ghost of a chance of getting a seat.

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SHAFER'S DISCOVERY

Twenty Thousand Spanish Troops at Santiago and More Soon to Arrive.

The City Surrounded With Obstacles to Invaders and Approaches Well Guarded.

American Troops Realize That Much Loss of Life Must Attend Assault.

At the front on the Rio Guamo, Monday, June 27, per Associated Press despatch from Washington, Jamaica, June 28.—The American front has advanced beyond the first crossing of the Rio Guamo about a mile and a half from the Spanish entrenchments. General Lawton's brigade rests on the road to Santiago de Cuba. The third brigade under General Chaffee holds the trench with his command lying across the road and the river. The first brigade under General Clarke is in the rear and the second brigade occupies the opposite position on the right bank. General Wheeler with the cavalry is in the rear between Parilla Hills and the Rio Guamo. A strong line of outposts is maintained ahead.

General Chaffee's brigade with 3,000 Cubans under General Lawton and several hundred under Col. Gonzalez was skirmishing towards the city this morning. The Cubans are in several slight positions on the hills on the ground on the American right flank and the auxiliaries occupied the blockading line. The Spanish positions were evacuated before daybreak by the Spaniards. The latter retreated towards Santiago de Cuba. No fatalities are reported.

General Lawton, General Chaffee and General Wheeler have thoroughly reconnoitered the Spanish position and with the aid of information furnished by the Cubans, have very good maps of the roads and defences of the city. Much information has been obtained from Spanish prisoners who have slipped out of the city and given themselves up in the hope of getting food. They report great starvation and distress in Santiago de Cuba. The Spanish troops are on short rations and that all the supplies are being held for their use. The sick in the hospitals, the patients also, are suffering from want of food and they report that 77 Spaniards were killed and 89 wounded as the result of the engagement of Friday last with Colonel Wood's and Col. Young's command.

The most startling information obtained from the pacificos is that since the advance began about 20,000 Spanish soldiers have landed at Santiago de Cuba. This statement is made on the authority of General Lawton and he is also of the opinion that the Spanish force is about to effect a junction with General Linares at Santiago de Cuba.

There are two forts of considerable importance within the Spanish lines. One is the fort of the southern end of the bay, and Santa Ursula at the southeast corner. On the road to the north is another fort. There are about 450 men in each of these fortifications and stretching around the whole city are nine barbed wire fences fifty yards apart, with a double line of barbed wire on the inside. Outside to the east about two miles beyond the American outposts is a line of entrenchments extending from the Morro Castle, a little west of south at a distance of about seven miles from General Lawton's headquarters at the Morro Castle. The road to within a few hundred yards of the batteries at the rear of Morro was reconnoitered yesterday afternoon by General Chaffee and several members of his staff.

The Cubans believe that if the water supply of the city is cut off at Santiago, they will have to yield at once. They say that Admiral Cervera's entire fleet except the torpedo boat destroyer Terror is in the harbor. General Lawton is in a position to discredit the report that guns have been taken from the ships to strengthen the defences on land. He says it is entirely probable that Admiral Cervera to reach the position of the American army with his big guns from where the Spanish ships lie. No aggressive movement by the Americans is anticipated for several days. The road to the base of supplies must be greatly improved before the onward movement can be safely made. There is no high ground in the present position where Hotchkiss or Gatling guns could be put into position, but guns can be mounted and effectively used.

A CARD.

The citizens of Seattle have kindly invited the Fifth B. C. Regiment of Canadian artillery to visit their city on the 4th July next, and the Hon. the Minister of Militia having granted the authority to accept the invitation, arrangements are now being perfected for taking 300 officers and men to Seattle.

It is the intention to take 150 men from Victoria and 150 from Vancouver and New Westminster leaving Sunday night and returning about 5 a.m. Tuesday morning, so that the men will be absent only one day from their respective duties.

They would appeal to all employers to cheerfully grant leave of absence for this purpose to any members of the regiment who are in their employ.

At the present time the feelings of Great Britain and the United States are most cordial one towards the other. It is the outspoken wish of the governments of both countries, and also of an unanimous press, that this feeling should be fostered and strengthened.

WAR ON THE TORMENTORS.

Two years of Irritation, Torment and Pain Relieved and Cured With One Box of Dr. Agnew's Ointment for Skin Diseases and Itch.

A. Darnell, of Hayden, Neb., writes: "For 12 years I was tormented with itching piles. The agony at times was almost beyond bearing. I tried a great many so-called pile remedies, without any lasting benefit. One box of Dr. Agnew's Ointment cured me when all else failed. Sold by Deann & Hiseock and Hall & Co.

CUBAN BLOCKADE.

Extension Announced to Shut Off Supplies for Havana.

Washington, June 28.—By proclamation issued to-day, the President gives to assume the task of blockading about 500 miles of Cuban coast line in addition to the sections already blockaded. This increases the extent of the blockade fully fourfold, it having been confined heretofore to a stretch of a little more than 100 miles on the north and the single port of Cienfuegos on the south coast of the island. The demand upon the navy in the way of ships to patrol the coast, however, will not be nearly so heavy in proportion to the territory to be covered as in the case of the initial blockade, for the reason that the new blockaded coast line lies entirely within the light on the south Cuban coast in which the water is generally shallow and the ports are few into which a vessel of any draft could enter.

The most important of these ports are Manzanilla, Trinidad and Tunia. West of Trinidad is Cienfuegos which is already blockaded effectively. From this point westward for nearly 140 miles there is no point to be blockaded until Batamo is reached. This port is distant only about forty miles from Havana by rail and is believed to have been the principal source of food supplies for the Spanish capital. For 150 miles west of Havana there is no lack of water, the western edge of the blockaded territory, there are no ports for vessels of any considerable draft and even if there were the country in the interior of Pinar del Rio is in the hands of the insurgents and supplies could not be sent through to Havana. The purpose of extending the blockade westward to Cape Frances was to command the channel between the west side of the Isle of Pinar and Cape Frances and thus render it easier the task of the blockading vessels.

The reports which have reached the President as to the exact state of affairs in Havana are conflicting. In some cases, the town was declared to be on the verge of starvation, in others, food supplies were said to be still abundant. In some matter of fact the truth probably lies between these extremes and while supplies of a certain character are very scarce in Havana, there is no lack of others. It is known, for instance, that while flour may be scarce large quantities of beef have reached Havana.

Only a day or two ago word was received here that 500 head of cattle were herded at a point on the Mexican coast near Yucatan waiting transportation to Batamo. There has been no running of the blockade by these cattle ships, notwithstanding the Spanish stories to the contrary, all of the ships that have entered Cuban ports with supplies have done so at places not within the blockade, such as Batamo and Manzanilla. The vessels for the additional blockade are, therefore, being supplied almost entirely from the patrol fleet which is under Commander Howell, who has also been guarding the North Atlantic coast from Maine to South Carolina. This service has been abandoned because the only Spanish warships are with Admiral Cervera, thousands of miles away from the coast. The vessels are already upon their way southward having been reinforced by several of the new troopships which are particularly adapted because of their light draft for blockading duty in shallow water lying behind the Isle of Pinar and Cuba.

DREADFUL REVENDS.

"I was dreadfully nervous, and for relief took your Karl's Clover Root Tea. It quieted my nerves and strengthened my digestion. I was troubled with Constipation, Kidney and Bowel trouble, and the tea relieved me so thoroughly that I rapidly regained health and strength. Mrs. A. S. Sweet, Hartford, Conn. Sold by Cyrus Bowes."

OPERATIONS 'CHANGE.

War Tax Having the Effect of Temporarily Suspending Operations.

New York, June 27.—The character of the market for securities was very little changed to-day from that recently reported. Railroad stocks were neglected, and with few exceptions tended to lower level, the demand being insufficient to absorb even the small offerings. Meantime the market for commodities was pushed forward independently to a higher level, not regarding the general tenor of the market, and without interest upon it. Part of the dulness in the market is attributed to the effect of the bearing of the new war tax to go into effect July 1st, on stock sales, loans and exchanges, especially on the latter. The decision of the internal revenue officers that all real-estate stock certificates, whether for transfers or merely for accumulation of holdings, into one certificate, and the consequent increase in the number of certificates, and measures for "legally avoiding" this tax are quite frankly discussed. Wall Street, little for money are not appreciably changed. Closing prices: American Tobacco, 120 1/2; Am. Spirits, 104; U. S. 4's, 104; Ann. Sp. 130 1/2; Atch., 134; B. & O., 105; Bay State Gas, 98; C. R. I. & F., 106; Chicago Gas, 98; C. R. I. & F., 106; C. & St. P., 98 1/2; N. P., 24 1/2; D. & R. G. P. N. I., 14; E. & N. Pac., 36; Nat. Lead, 34 1/2; N. P. Common, 29 1/2; U. S. 4's, 104; U. S. 5's, 104; Rubber, 25; do. pd., 90; U. P., 24 1/2; do. pd., 69 1/2; U. S. 3's, 104; U. S. 4's, 104; U. S. 5's, 104; U. S. 6's, 104; U. S. 7's, 104; U. S. 8's, 104; U. S. 9's, 104; U. S. 10's, 104; U. S. 11's, 104; U. S. 12's, 104; U. S. 13's, 104; U. S. 14's, 104; U. S. 15's, 104; U. S. 16's, 104; U. S. 17's, 104; U. S. 18's, 104; U. S. 19's, 104; U. S. 20's, 104; U. S. 21's, 104; U. S. 22's, 104; U. S. 23's, 104; U. S. 24's, 104; U. S. 25's, 104; U. S. 26's, 104; U. S. 27's, 104; U. S. 28's, 104; U. S. 29's, 104; U. S. 30's, 104; U. S. 31's, 104; U. S. 32's, 104; U. S. 33's, 104; U. S. 34's, 104; U. S. 35's, 104; U. S. 36's, 104; U. S. 37's, 104; U. 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THE NEW POST OFFICE.

Splendidly Equipped Quarters Likely to Be Ready for Business Next Week.

Special Quick Delivery Will Then Be Inaugurated—Customs and Other Offices.

Amongst the many improvements which have been effected in the physical appearance of Victoria during the past few years none have been more urgently required or more fitting and commensurate with the growing importance of the capital of British Columbia...

The new building combines within its total area, not only the post office, but also the savings bank, customs house, head offices, these of course do not intrude in any way the one on the other...

The building has a frontage of about 100 feet on Government street overlooking the James Bay bridge...

Externally it presents a battressed appearance, facing to the east and west by square lights on the grouped principle. The public entrances are on the angle at each front corner...

The candidates in Nelson are Mr. J. Fred Hume and A. S. Farwell. Mr. Hume is in opposition to Mr. Farwell taking an independent attitude.

Our Surrey correspondent writes:—"The candidates here are Mr. H. Benson, of Ladner's Landing, who supports the platform of the provincial government...

A CONVERTED PHYSICIAN. With the Aid of South American Kidney Cure, He Nurses His "Hopeless" Case Back to Health.

A prominent physician writes thusly of the "South American Kidney Cure." I have never known a cure. By this same physician says further that he has noted the wonderful work accomplished in patients of his by South American Kidney Cure...

THE PREMIER'S TOUR.

Nelson's Electors Have Placed Before Them Government Policy and Mr. Cotton's Criticism.

Kootenay Issues Particularly Discussed and Mr. Turner Answers Several Questions.

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Mr. Booth's friends feel sanguine of his success in North Victoria. It was thought at one time that Mr. Paterson would be elected in Saanich, which it might be difficult for Mr. Booth to overcome on the islands...

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Mr. Joseph Martin in a speech delivered last Tuesday in Vancouver endeavored to create the impression that the present administration is what he described as "a mischievous error."

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A CONVERTED PHYSICIAN. With the Aid of South American Kidney Cure, He Nurses His "Hopeless" Case Back to Health.

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Mr. Brown, of Kettle River, here rose to inquire: "What is the reason the government side of the House went to hand against Corbin getting his charter for the Kettle River railway?"

Mr. Cotton followed, giving practically the same address with which he favored the electors in other places since the initiation of the present government...

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WATERFRONT AFFAIRS.

The "Empress of China" Completes an Uneventful Trip From the Orient.

West Indians En-route to the Orient—Waterfront Notes.

With 1,050 tons of cargo beneath her hatches and a total of 470 passengers on board, the R.M.S. Empress of China, Capt. R. Archibald, R.N., arrived at 2 o'clock yesterday afternoon...

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PLANS AS

Washington Demolished Barbed Wire

Washington, June 29.—The barbed wire in the day was cut and two days came from General Sherman regarded as a disposition to...

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Advertisement for Paine's Celery Compound, featuring a large illustration of the product bottle and text describing its benefits for various ailments.

The Whole Civilized World Is Speaking of Paine's Celery Compound and Its Wonderful Cures.

It Saves Men and Women When All Other Medicines Fail.

Advertisement for Paine's Celery Compound, featuring a large illustration of the product bottle and text describing its benefits for various ailments.

Ask for "PAINE'S" With Trade Mark As Above.

