Weekly Colonist

FRIDAY, JANUARY 4TH, 1888.

LORD DUFFERIN ON INDIA.

The attention of the people of Great Britain has been directed by Lord Dufferin to the greatness of their Indian Empire and to the responsibilities which its possession involves. Just previous to his departure from India the late Governor-General made a speech which will be long remembered. It was very unlike many or the gay and sparkling utterances with which he delighted Canadian audiences. It was, as all his public deliverances are, carefully and elegantly worded, but in the importance of the matter the reader forgets to admire the felicity of the style. It was a serious speech on a serious subject. It is needless to say that his words of wisdom and warning were well received by those who heard them and it is no doubt they will obtain the consideration they deserve from those for whose assistance and guidance they were intended. His lordship did not address his audience as the Governor-General of India who was on the point of handing over the authority with which he had been invested to his successor, but rather, as he playfully said, "as some intelligent traveller who has come to India for three months with the intention of writing encyclopædic work on the government and people and is therefore able to speak in a spirit of infallibility—denied to lesser men." But no tourist could in three months, or even in a life-time, have gained the information which he, as head of the executive, was able to collect, and there are very few men of his time, whether they are travellers or statesmen, who have the ability to make such good use of the knowledge they have been able to acquire as Lord Dufferin. He directed the attention of his hearers first to the vastness of the British Empire in India. "It is," he said, "equal in size, if Russia is excluded, to the entire continent of Europe, with a population of 250,000,000 souls, composed of a large number of distinct nationalities, professing different religions, practising diverse rites, and speaking different languages." The Indian population, he went on to show, is divided into two mighty political communities—the Hindoos numbering 190,000,000 and the Mahomedans 50,000,000, each having distinctive characteristics, religious, social, and ethnological. Then there are also in India a number of minor nationalities, some of them numbered by millions, differing in habits and ways of life, and whose interests are diverse. The task of governing this immense alien population wisely and comfortably is as great and as difficult a one as ever any nation, ancient or modern, ever undertook. Then the Government of India exercises a supervision over some one hundred and seventeen native states. "The mere enumeration of these diversified elements must suggest to the most unimaginative mind a picture of as complicated a social and political organization as has ever taxed human ingenuity to govern and administer." But the enumeration does not end here. There is in India a large number of British residents whose interests must be protected and who must be taught so to comport themselves towards the native races as to make British rule there not only tolerable but desirable. Then there are immense British interests in the country to be protected. British capital is largely invested in Indian enterprises of one kind and another. British capitalists have constructed railroads in India, they have gone into tea planting and into the cultivation of indigo and jute and a hundred other undertakings. The amount of their investments is £220,000,000. Not the least difficult of the duties of the Government of India is to keep the country in such a state that those who, relying on the power and the stability of the government, have expended their money in developing its resources, can have that security which they may reasonably require for the safety of their investments. Then the relations of the Government of India with foreign powers are often delicate. Russia on the north is aggressive and prone not only to take offence herself, but to make the border States whom she can influence troublesome in many ways. An unwise policy in India might easily make trouble between China and Great Britain. It was feared that the misunderstanding with Thibet would have that effect, and it was not known at one time whether or not the conquest of Upper Burmah would not be resented by the Chinese Government. India has diplomatic difficulties peculiar to itself, which make it necessary to have at the head of its administration able, experienced and prudent men.

Recently there has been a movement among educated native Indians to have representative institutions established in that part of Her Majesty's Empire. It can easily be seen that an Indian Parliament would have to be one of the most intelligent, most judicious and most moderate that ever existed, and that it should have behind it an enlightened public opinion. A great part of the Marquis of Dufferin's speech was devoted to showing that India is not in a position to permit of the establishment within it of representative institutions. Of the whole population of British India not more than six per cent. can read or write, while less than one per cent. have any knowledge of English. The mass of the population—"the people"—are densely ignorant. They have no knowledge whatever of democratic methods. They do not even know what the power of the people means and would certainly be utterly unable to use it if it were placed in their hands. These people are accustomed to being ruled despotically and have no appreciation of any other kind of government. Then the educated class of natives of India, relative to the whole population, is very small indeed. According to Lord Dufferin during "the last twenty-five years probably not half a million of students have passed out of the schools of India with a good knowledge of English, there being perhaps a million more with a smattering. Consequently it may be said that out of a population of 200,000,000 only a very few thousands may be considered to possess an adequate qualification so far as education and acquaintance with Western ideas, or even Eastern learning are concerned, for taking an intelligent view of those intricate and complicated economic and political questions affecting the destinies of many millions of men that are daily presented for the consideration of the (Indian) Government." It would be a singular kind of democratic government that could be established among a people who are unacquainted with the very first principles of self-government, who have no practical knowledge of representative government, and among whom there is really no educated class. Everyone must see that a despotic government which performs its functions even tolerably well is much better adapted to such a people than a government under Democratic forms without either the spirit on the intelligence necessary to give efficacy to representative institutions. Lord Dufferin was, no doubt, right when he said; "In the present condition of India there can be no real or effective representation of the people, with their enormous numbers, multifarious interests and tesselated nationalities. They (the native agitators) ought to see that all the strength, power and intelligence of the British Government are applied to preventing one race or one religion from acquiring dominion over another."

The agitators will not like the wholesome advice given by the Lord Dufferin or his exposure of their utter inability to perform the herculean task of governing India. There is good reason too for believing that even if they had the knowledge required of the rulers of India they would not be able to do the work. They are not of the breed of self-governing peoples.

AN UNPALATABLE PROPOSAL.

There is a very pretty quarrel going on just now between Mr. Erastus Wiman and directors and shareholders of the Montreal Telegraph Company. Some time ago the Montreal Company leased their lines to the Great Northwestern Telegraph Company on condition of getting a dividend of eight per cent. per annum on their stock. The receipts of the Great Northwestern here, it appears, owing to the depression in agriculture the competition of the Canadian Pacific Company and other causes, declined, and it does not feel in a position to pay the Montreal men their eight per cent. according to contract. Mr. Wiman as President of the Great Northwestern asks them to accept six per cent. instead of eight. He of course enters into explanations showing why the company he represents is not in a position to meet its engagements, what the cause of loss is, and what has been the deficiency for the last twelve months. But the Montreal stockholders do not regard his explanations as sufficient, and they refuse to accept the reduction of twenty-five per cent. Mr. Andrew Allan, President of the Montreal Company, in his reply, says: "The subject matter of both letter and circular having been carefully considered by the board, and the contents of the circular having been found to be misleading and incorrect, the directors are constrained to withhold their consent and countenance to the distribution of matter evidently intended to create uneasiness in the minds of the shareholders, any reason for which the board believe does not exist." This is very plain speaking. The Montreal newspapers are equally severe on Mr. Wiman, and he gets peppered from Toronto as well. It is quite evident that the apostle of commercial union would get a pretty warm reception if he ventured to pay Montreal a visit just now. His critics, like Mr. Allan, evidently regard his proposal to reduce the dividend as a piece of sharp practice.

THE NICARAGUA CANAL.

It was noticed that while M. DeLesseps was engaged in cutting the Panama Canal with a fair prospect of completing the undertaking the American newspapers, with scarcely an exception, regarded his operations with almost undisguised hostility. They magnified the difficulties of the work and repeated with exaggerations every unfavorable report. It appeared as if they wished M. DeLesseps to fail and were ready to do what they could to undermine the confidence of the world in his enterprise, and to bring about a collapse. This attitude of the United States journals was the more inexplicable as their country would be by far the greatest gainer by M. DeLesseps' success. While the Panama Canal was being constructed some enterprising Americans set on foot a rival project. They proposed to cut a canal across the continent which they declared would be in many respects better and cost very much less than the Panama Canal. Their scheme was to make the San Juan River and Lake Nicaragua part of their water-way. The excavations on that route would be comparatively small and they would get over the difficulties of level by a series of locks at each end of their canal. Its length would not be more than 140 miles. The work would not, they calculated, cost more than $100,000,000. The route was surveyed and monied men declared their readiness to undertake the work, but for some reason or other Congress could not be prevailed upon to grant the company a charter. The newspapers that persistently decried the Panama Canal gave the Nicaragua Canal every possible encouragement. They pronounced the project feasible and asserted that the money to build it could easily be raised. Yet time went on and very little indeed was done towards building the canal. Now that M. DeLesseps' project has failed the advocates of the Nicaragua Canal have renewed their agitation. They are trying to get the charter that has been so long denied them. Once fully authorized they will begin the work energetically and they expect to have it well under way before the French company have time to get out of the difficulties in which they are struggling. It may happen, however, that the influences which the Nicaragua Company have not hitherto been able to counteract, may again render their efforts in Congress and in the lobbies to obtain a charter of no avail. It is said that the opponents of the Nicaragua scheme have been in the pay of the Panama Company. That may be, but it seems to us that the Pacific Railway companies may have had something to do with the failure of the projectors of the Nicaragua Canal to obtain a charter.

AN IRREPRESSIBLE CONFLICT.

The indications are that the people of the United States will, before very long, have work on their hands which will put all thoughts of the annexation of Canada out of their heads. The negro problem will require all the brains and all the civic virtue they possess for its solution. To judge by their present mode of treating the negro, it is not unreasonable to conclude that they will find the solution of that problem, if they ever do solve it, through much tribulation. The men of the South do not seem able to regard the negro, as far as his rights as a citizen are concerned, their equal. They are evidently bound to keep the "nigger in his place," that is to deny him many of the rights which the white man exercises as a matter of course and without question. Socially, they in a thousand ways make him feel that they consider him an inferior. They won't ride in the same car with him, they won't sit with him at the same table in hotels and restaurants, they won't even worship in the same church as he does. It is declared, and it is hardly denied, that his possession of political rights is a mere sham. He is not allowed to exercise them when he differs from the majority of his white fellow-citizens. When a white man commits an outrage on a negro it is in all cases difficult, and in some impossible, for the negro to obtain anything like justice. But when a negro injures a white fellow-citizen, either in person or property, the law is put on his track immediately, and he may think himself fortunate if his crime is not summarily and cruelly punished without the interposition of the courts of law. There seems to be no doubt that in the Southern States there is practically one law for the white man and another, and an infinitely more severe one, for the negro. The negroes may put up with this state of things for a time with some degree of patience and submission. They learned the habit when in slavery to suffer injustice silently and without seeking to be avenged of the wrongs inflicted on them. But the habits of thought and feeling acquired in slavery will in time be thrown off, and the negro will begin to assert his rights as a citizen, and to insist upon being the white man's equal before the law. He will not quietly permit his white neighbors to keep him down. What is going to happen when the negro, feeling that he is free, insists upon exercising without let or hindrance, the rights and privileges of a free man? He is in the majority in many parts of the South now and his race increases more rapidly than the white population. The disproportion between the negroes and the whites will be constantly becoming greater and greater until they, in the South, at any rate, will greatly outnumber its white inhabitants. The negro, born free and educated under free institutions, will be a very different man from the negro raised a slave on a plantation, or even that slave's son or his grandson. The white inhabitants of the South must soon assume a very different attitude towards him than that which he has taken since emancipation. The question is, will he adapt himself to the new conditions, or will he continue to act as the black man's master or superior? If he does the latter, there will be trouble. In this conflict of races which side will the men of the North and West take? Will they side with the men of their race, or will they take the black man's part and insist upon his having fair play. If they determine to assert the supremacy of the law, the sooner they begin to act with spirit and determination the better for all concerned.

THE MOTIVE POWER OF THE FUTURE.

It is becoming more and more evident that electricity is destined to be the great motive power of the future. It has already been successfully applied to many kinds of machinery and cars are in several places impelled by it with considerable speed and great regularity. One great advantage of electricity as a motive power is that its force can be conveyed by wires to a considerable distance from where it is generated and to places hitherto considered inaccessible to manufacturers. Electricty can be stored, too, and be used to to illuminate carriages and to drive light machinery without having direct communication with the generator. Its great convenience is only beginning to be appreciated. It can easily be seen with what advantage electricity can be used to drive mining machinery in mountain districts where water power is at a considerable distance and where fuel cannot be obtained. The stream, it may be some miles away, can be used to set the dynamos at work and the electricity can be conveyed by wire cheaply and speedily to where the mineral is mined. This has, it appears, been already done, for we see in an article in the London *Advertiser* the following passage: "One of the most interesting experiments in this line (the transmission of power by means of electricity) yet reported was the application of water power to run the motors connected with mill batteries in the Comstock mining district, and it is said that the experiment has resulted so satisfactorily that steps will be taken to empty the waste force of a river twenty miles distant for the same purpose. It is believed that the cheap power thus obtained will render it profitable to handle great masses of lower grade ores that it has not been possible hitherto to touch." What has been done in the Comstock mining district can be done in the mining districts of British Columbia; and there are no doubt localities in this province in which electricity can be used with great advantage to drive mining machinery.

THE PACIFIC CABLE.

The Rev. Principal Grant has, since his return from Australia, become the victim of the irrepressible and ubiquitous interviewer. He thinks that a trade can be built up between Canada and Australia, but he seems to regard the laying of a Pacific cable and the establishment of a steamship line as essential to the maintenance of close and continuous trade relations with the Australian colonies. He is enthusiastic on the subject of the Pacific cable. He said to the interviewer:

"I have studied the question carefully, and I have not the slightest doubt either as to its desirability or its ultimate success. Its desirability is admitted by everyone. Cable messages cost now to or from Australia on an average near $3 a word, as I found to my cost in trying to cable home. Such a cable, it was proved at the late Imperial conference in London, would bring the rates down to something like half a crown, or 75 cents a word. Even with the present number of messages the cable would pay, but when they bring the cost down to a fourth the business would certainly be trebled or perhaps quadrupled. There is an immense world to be developed, not only in Australia, but in the groups of islands which surround it—groups teeming with undeveloped wealth. Of course the monopoly that now owns the only cable to Australia will throw all possible obstacles in the way, but they must give way to general public interest. It is said by them that the bed of the Pacific is unsuited for a cable, because of coral reefs. Coral reefs are no objection, because coral will grow around the cable and make it permanent. A much more radical objection exists to the present cable, which crosses a volcanic belt in the China Sea, between Bangi Wangi and Port Darwin. Consequently, although there is a duplicate cable there, both cables have been frequently broken, I may say, and Australia is thus completely isolated from the world. It was broken when I was there and remained broken for weeks. As to the probabilities of success of the Pacific cable there can be no doubt, nor, I should say of its being soon taken in hand. The Melbourne and Sydney people alone will insist upon it, and their Governments will not be slow to act on popular feeling. I do not mean that there is any particular feeling, for the great body of the people are quite unable to cable at present rates; but among all who have once used it the feeling against the present monopoly is decided."

THE MANITOBA DIFFICULTY.

As might naturally be expected, the decision of the Supreme Court in the railway crossing's case has given great satisfaction to the people of Manitoba. And the decision affects other provinces. Wherever there is a railway which has been declared to be "for the general advantage of Canada," there it would be impossible, if the Canadian Pacific Company's position had been declared to be tenable, for the Provincial Legislature to charter a railway. But the judges have decided that the law does not support the company's contention, and consequently railways under Dominion authority can be crossed by roads authorized by the Provincial Legislatures. It will be remembered that after the Canadian Pacific had consented to expunge the monopoly clause from its contract with the Dominion Government, the Northern Pacific went on with the construction of its branch line to Portage La Prairie. When the time came for laying the rails, the Canadian Pacific denied the construction company the privilege of crossing its track. When the builders of the road, backed by the people of Manitoba and countenanced by the Provincial Government, declared their intention of laying their track across the Canadian Pacific line, by force if necessary, the Pacific Company applied to the Manitoba courts for an injunction to restrain them, and obtained it. Then followed a great deal of foolish agitation and senseless bluster on the part of the Manitobans, and at one time it appeared as if blood would be shed in the struggle. The Manitobans expressed their determination to cross the Canadian Pacific's track whether the law was on their side or not, and the C. P. R. was bound that they should not do so, and took measures to defend what it considered its rights by force. Many foolish things were said and done by both contending parties. But the Manitobans wisely refrained from proceeding to extremities. They at length decided to do what they should have done from the first, namely, to wait for the decisions of the courts. The Manitoba Railway Commissioner had applied in the usual way to the railway committee of the Privy Council for permission to cross the Canadian Pacific Company's track. That committee, being at a loss what to do in the premises, submitted the case to the judges of the Supreme Court. The case was, as everyone knows, argued by eminent counsel, the Hon. Edward Blake appearing for the Canadian Pacific Company, and the Hon. Oliver Mowat, assisted by Mr. Dalton McCarthy, appearing for the Manitoban Government. Great interest was taken in the proceedings, and it was almost universally expected that the decision would be against the province. The judges gave their decision in the fewest words possible, but as they gave no reasons no one knows on what grounds they have come to the conclusion at which they have arrived. The decision is not mandatory. It is a mere opinion.

Why the Canadian Pacific Company took the ground it did it is difficult to say. It had surrendered its monopoly privilege for a consideration, but if its interpretation of the law was correct, it would possess nearly all the powers of the monopoly it had given up. It is, therefore, not surprising that the Government and people of Manitoba were indignant at its standing out for what it considered its legal rights, when if those rights were allowed, it would retain nearly, if not quite, all the power it had agreed to give up. Mr. Van Horne is reported to have said since the promulgation of the judges' decision, "All that we have been contending for is that railways crossing our lines be amenable to the same laws as govern us; but we will not suffer, if we can avoid it, from any attempt to build and work competing lines without the warrant of law." Surely this could have been done without giving rise to the suspicion of his company acting in bad faith. The general impression, in Manitoba, at any rate, is that Mr. Van Horne was trying to keep and enjoy his monopoly cake after he had sold it to the Dominion Government.

A LAMENTABLE SHOWING.

The publicist often meets with facts that are both surprising and disheartening. It was an article of the faith of the party of progress in the United States and elsewhere that as education became general crime would decrease. It was considered that if the educated man would not refrain from committing crimes because it is wicked to violate the laws of God and man, he would obey those laws because it is foolish and in every way inexpedient to violate them. He would be a more sensible if he was not a better man than the uninstructed citizen. Public opinion and the restraints of society would, it was contended, have a greater influence over men who receive some intellectual and moral culture than they have over those whose education is entirely neglected. The arguments were specious and appeared to be sound. But some enquiries into the criminology of the United States appear to lead to the conclusion that the moral influence of education is not nearly so great as the advocates of progress believed it to be. Mr. Wines, an American statistician, has collected some facts and compiled some figures which must have shocked many believers in the refining and elevating effects of modern progress and of popular education. He has been searching the records of the criminal courts of the United States and the result of his enquiries is thus summed up: "judging by the number of commitments, year by year, to our penitentiaries and States prisons crime has increased in the United States relatively to the population since the war by not less than one-third." Mr. Wines is not blind to the fact that the greater accuracy of the returns of late years may in some degree modify this conclusions, but after making every allowance for this, he is quite satisfied that crime in the United States has during the last thirty-eight years very materially increased. In the year 1850 the ratio of persons committed to prison was 290 to the million of the population, in 1860 it was 607 to the million, in 1870 it was 853 to the million, and in 1880 it was 1,169 to the million. It will be observed that the increase was steady and continuous. Admitting that the returns were carelessly made out in the first two decades and that the increase was not so great as the figures indicate, the improvement, if any, must have been in the last decade; yet we see that between 1870 and 1880 the increase was very great. The prison statistics are, perhaps, more reliable than the records of the commitments. Mr. Wines found that in 1850 that there were in the penitentiaries and states prisons one to every 3,448 of the population of the country, in 1860 one to 1,647, in 1870 one to 1,172, in 1880 one to 855. Mr. Wines' view of the increase of criminality in the United States is confirmed by Mr. George R. Stetson, who in a paper in the *Princeton Review*, says: "In 1850 Massachusetts had one prisoner to 804 of the population, and in 1880 one in 487. The increase in the population of that state from 1850 to 1880 was 79 per cent, while the increase of the prison population was 196 per cent. The increase of the population from 1850 to 1887 was 99 per cent, and the increase of prisoners in the penal institutions within the state 320 per cent." One very unpleasant feature in the criminal statistics of the United States is the increasing proportion which native born criminals bear to those of foreign birth. It is generally supposed that the great bulk of the criminals of the United States are foreigners, but this opinion will be greatly modified by the lamentable facts brought to light by the two American investigators. Mr. Stetson says of Massachusetts: "In 1851 we had but one native prisoner to 1,267 of population, and in 1880 one to 615." Mr. Wines, who deals with the criminality of the whole Republic, says: "The percentage of foreign born prisoners as compared with that of natives is very much less now than it was in 1850. Now it is a little less than double, but, then it was more than five times that of the native prisoners. In other words, the increase of crime has been very much greater among the native than among the foreign population. It is not encouraging to know that this increase of crime has taken place contemporaneously with an increase in schools, churches, libraries, and social organizations of many kinds, all intended to keep men in the paths of virtue. But it is not safe hastily to generalize from facts such as these, for we find that in Great Britain, where education has become more general and where other means of intellectual and moral improvement have become more easily accessible to the people, crime has of late years perceptibly decreased. The position of Canada is in many respects similar to that of the United States. Has the number of criminals in this country increased in a greater ratio than its population? We have seen somewhere that it has. This is a matter well worth enquiring into. Is Canada, if she is pharisaically disposed, in a position to say to her neighbor, the Great Republic, "Stand aside, I am holier than thou," or must she also, with shame and confusion of face, confess her sins and shortcomings and seek diligently for some means of elevating her sons and her daughters and of keeping more of them in the strait and narrow way. The question opened up by Mr. Wines and Mr. Stetson is one of grave social and political import, and affects not one country alone, but every civilized and civilizable nation under the sun.

Consumption Surely Cured.

To THE EDITOR:—Please inform your readers that I have a positive remedy for the above named disease. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy FREE to any of your readers who have consumption if they will send me their Express and P. O. address. Respectfully,

DR. T. A. SLOCUM,
37 Yonge street, Toronto, Ont.
sept-wly

Children Cry for Pitcher's Castoria.

UNSUBDUED.

Mr. Cleveland's letter to the President of the Massachusetts Tariff Reform League which appeared in the telegraphic column of yesterday's issue, shows that we had formed a true estimate of the man. He possesses the Anglo-Saxon virtue of tenacity. He has much of the bulldog in his composition. When he once takes hold it is next to impossible to compel him to let go. He, some time ago, convinced himself that tariff reform is necessary in the United States. He, regardless of the consequences to himself and to his party, vigorously recommended tariff reform to Congress. He compelled the Democratic Party to make that the issue of the presidential campaign. Many of the party were reluctant to make it the principal plank in its platform; but they found it useless to contend against the will of the President. The election was run on that issue and the President and his party were beaten. But the struggle was hardly over when Mr. Cleveland, in his message to Congress, advocated tariff reform as energetically and with as much confidence in the principles which he enunciated as he did before it began. Defeat did not discourage him. He knew that what was true before the election, was just as true after it was over. He did not accept the voice of the people as the voice of God. He is clearly not that kind of man. If the people thinks as he thinks, well. If they differ from him and reject him for his opinions and principle, he does not renounce his convictions because they do not happen to be popular at the moment. He is true to himself and what he regards as the truth, and when a favorable opportunity offers, reaffirms the principles for which he has suffered. There is no note of weakness in his letter. He does not retract a word, or retract an inch. He is true to his convictions, and expresses himself confident of their ultimate triumph. No one need be surprised that his letter was enthusiastically received. Mr. Cleveland is the kind of leader that struggling men require—that they believe in and are proud of. He has placed himself at the head of the party of Tariff Reform, and there is not a man in the United States who questions his claim to its leadership. He has proved that he possesses, at least, two of the principal qualities of a leader of men—courage and fortitude. He has shown that he can contend for what he considers the right, no matter what the odds are against him, and he has also shown that he can bear defeat like a brave man, and before the smoke of the battle has cleared away, is ready to fight again. Mr. Cleveland is showing his supporters that he is worthy of the confidence they placed in him, and we are very greatly mistaken if he does not retire from the presidential chair a more popular, and in every way, a more respected man, than when he was elected to fill it.

FOG SIGNALS.

An effective system of fog signals is yet to be devised. Those in use often fail when they are most needed. In theory they seem to be just what is required but in practice they prove to be very far from perfect. As fog signals have for the most part to be acted on promptly, it is absolutely necessary that they should be simple. Those who hear and see them should be able to decide in an instant what they mean. Intelligent shipmasters complain that the lenses in use are not of uniform size and power. Capt. D. Willis Howes writing to the New York *Maritime Register* on the subject says: "The signal lights should be of uniform size and construction, the lenses all of one grade, and of the highest possible order. This will give the officer in charge of the deck an approximate idea of the distance of the vessel from his own. With the lights now in use some can be seen six miles and others one mile." The fog whistles, the same authority says, are defective. They are never ready to be used when wanted and they are always obstructed by the condensed steam. He thinks that the fog whistles should be altogether different from the whistle for harbor use. It should be of a different construction and regulated by an apparatus of its own. It should have a diameter of twelve inches, and it should be so constructed that the steam could not condense in its structure. Such a whistle, he believes, could produce a volume of sound, which under favorable circumstances, could be heard twenty miles. These suggestions appear to be practicable. The importance of having an effective system of fog signals cannot be over-rated. Millions of dollars worth of property and thousands of lives would be saved in a comparatively short period if ships could be navigated in foggy weather so that disaster could only be the result of phenomenal stupidity or criminal carlessness.

EDITORIAL COMMENTS.

THE evidence taken before a committee of the House of Representatives shows very clearly that the charges made against the officers and employes of the Alaska Fur Company are well grounded. It was believed at first that the statements respecting their immorality and their heartless treatment of the Indian women were the exaggerations of a hysterical crank. But the testimony on oath of men who have had ample opportunities of observation prove that these monopolists considered that they owned not only the seals that swim in Behring's Sea, but the women that lived on the land. They took no trouble to hide their evil practices, and any one who, in the interests of humanity and morality, interfered between them and their victims was sure to feel the effects of their vengeance. It must be humiliating to the members of Congress to find that they made claims which they could not justify and came near having a serious misunderstanding with a friendly power, in order to enrich such a set of brutal ruffians as these men have been shown to be. The enquiry will no doubt have the effect of putting it out of the power of the Alaska Fur Company's people to oppress, ill-use and demoralize the unfortunate natives with whom they come in contact.

WE are glad to see that the newspapers of the east are beginning to have something like an appreciation of the value of the British Columbia skil fishery. The fish fully deserves all that can be said of it in the way of commendation. When once it is known in the eastern markets it will, we are quite sure, be eagerly sought for. But it is important that people should not form false ideas of its nature before they have found out for themselves what it is like. The Montreal *Gazette*, in an excellent notice of the skil fishery, says "that if the hopes regarding it are realized it may prove a "rival of the Newfoundland fisheries." The skil can never be a rival of the codfish in any respect. They are altogether a different fish. It is as reasonable to speak of pork as the rival of venison or of the potato as the rival of the vegetable-marrow as of the skil being the rival of the codfish. The fish that the skil is likely to compete with or to be a substitue for is the mackerel. They resemble each other in many respects, the skil being the more delicately flavored fish of the two. Those who relish a fat, juicy, finely flavored and in every way palatable pickled fish cannot but be pleased with the skil. So far from resembling the codfish as food it is, in almost every respect, its exact opposite.

WHAT object, other than a bad one, can the *Times* have in comparing the wholesale price of coal at San Francisco with the retail rate at Victoria? Says the *Times*: "At San Francisco, 800 miles from the point of supply, coal is selling at $12; at Victoria, only 75 miles from the mine, coal is $10." This is the meanest kind of misrepresentation. The San Francisco quotation of the *Times* is for the cargo, not for the ton. The retail rate at San Francisco is $14 and $15. The Victoria consumer, it will be seen, has from $4 to $5 a ton the advantage of the San Francisco consumer, while at the mine the rate to all is uniform—$6 per ton. It is proper that gullible people like the hysterical "Old Resident" should understand that they are deceived by the *Times* people, who basely and meanly place the cargo rate at San Francisco against the retail rate at Victoria and then protest against what it is pleased to term an "extortion" practiced on the Victoria public. The position of Victorians is infinitely better than that of San Franciscans, as any one will see at a glance.

THE AINSWORTH CHARTER.

TO THE EDITOR:—I have great pleasure announcement that the Ainsworth charter for a road to connect Columbia river and Kootenay lake by rail has fallen through. While the bill was before the house, you will probably remember, I wrote several communications, which you were good enough to publish, denouncing the scheme as not one of *development* but of *speculation*. I declared that it was the intention of Ainsworth & Co. to *sell* the charter and the timber land it carried, not to *build* the road. I showed that should they fail to dispose of it for a money consideration they would throw it back on the government's hands; and I asked the house to require from the company cash security as an earnest of good faith. I am sorry to say that my words were unheeded. The charter was granted without security and the dismal failure foreshadowed in my letters is now apparent. The country, by this time, ought to have its fill of the Ainsworths. They have never discharged a single public obligation; and the government, on more than one occasion, has run a serious risk by supporting their schemes and condoning their offences. Look at the Eagle Pass Amphibious wagon road; and the first Kootenay Bill! Both were as contemptible failures as the company's effort to "raise the wind" in New York and elsewhere on the strength of their last charter.

As a consistent supporter of the progressive policy of the local government, I venture to express the hope that they are done forever with the pernicious practice of subsidizing *speculative* roads with public means or public lands. The eloquence of the gallant and earnest, but deluded, Colonel Baker, the sophistries of canny Billie Grohmann, and the blarney of sweet-tongued Robert Galbraith, should be alike ineffective in inducing the government to again treat with jobbers and middlemen in dispensing railway charters. The government is rich enough and strong enough to deal with principals; and if money is to be made by the sale of charters, let it be made by the government and the proceeds find their way into the public treasury and not into the pockets of foreign speculators.

WATCHFUL.

THE NEW MINING INDUSTRY.

TO THE EDITOR:—I have great pleasure in informing you that during the early months of the ensuing year a new industry will be added to the few already started in this province. I allude to dredging the Fraser river, or that portion of it, the bars of which were known to be prolific in gold in the good old times, and can anticipate a grand success to the scheme, as the gentleman inaugurating it has met with great results in the New Zealand rivers. I am personally acquainted with those rivers and know that if the strength of current and huge boulders with which they are strewn are no obstacles to the process above alluded to, that the feasibility of dredging the Fraser is unmistakeable.

I believe that there is a little difficulty in obtaining a lease, owing to the framers of the mining laws never taking such a probability into consideration.

I trust that the Hon. Minister of Mines, who has done such good work for the province, will add another laurel to his wreath and by the exertion of a little power (perhaps slightly *ultra vires*) grant the company all the river they want and help them to the utmost of his power, so that they can start speedily. All the money for this undertaking is subscribed for in England and machinery ready to start. So on the face of it, it is a *bona fide* transaction and not a plausible scheme to deplete the pockets of confiding speculators here. Success attending this attempt will be the means of introducing this process to other parts of the Fraser and to the many other auriferous streams of our province and, by the increase of gold production, add materially to the desirability of settlement in this splendid province, replete with untold and unthought of resources. SENEC.

A Lucky Escape.

"For six years I suffered with my throat and enlarged tonsils. I was very weak; I doctored four years and had advice from three doctors; they said I would have to undergo an operation. I tried B. B. B. instead. One bottle cured me." M. A. Squelch, Raglan, Ont. 11e

Children Cry for Pitcher's Castoria.

NEW ADVERTISEMENTS.

HOW I SUFFERED

Seventeen years from a Skin Disease. Could not walk or dress myself. A man disease from head to foot. Cured in eight weeks by the Cuticura Remedies.

At the age of three months a rash (which afterwards proved to be eczema or salt rheum) made its appearance on my face. A physician was called. He said teething was the cause; he prescribed some cooling medicine, but the sores spread to my ears and head. Another M.D. was called. He professed to know all about the case, called it "King's Evil," and prescribed gunpowder, brimstone, and lard mixed into a salve; but the disease continued. They could not do anything with it. Another prescribed borax, water and flour; another linseed poultices. None of them did me any good at all, but made me worse. The disease continued unabated; it spread to my arms and legs, till I was laid up entirely, and from continually sitting on the floor on a pillow my limbs contracted so that I lost all control of them, and was utterly helpless. My mother would have to lift me out and into bed. I could get around the house on my hands and feet, but I could not get my clothes on at all, and had to wear a sort of dressing gown. My hair had all matted down or fallen off, and my head, face and ears were one sore, and I had to have a towel on my head all the time in the summer to keep the flies off. My parents consulted a prominent physician and surgeon here in Chicago (the other physicians before mentioned were of Dundas and Hamilton, Canada). He said he could do nothing for me. He wanted to cut the sinews of my legs, so that I could walk; but I would not let him, for if I did get better I would have no control of them.

The disease continued in this manner until I was seventeen years old, and one day in January, 1879, I read an account in the *Tribune*, of your CUTICURA REMEDIES. It described my case so exactly that I thought, as a last resort, to give them a trial.

When I first applied them I was all raw and bleeding, from scratching myself, but I went asleep almost immediately, something I had not done for years, the effect was so soothing.

In about two weeks I could stand straight, but not walk, I was so weak, but my sores were nearly well. As near as I can judge the CUTICURA REMEDIES cured me in about six to eight weeks, and up to this date (*i. e.* from January, 1879, to January, 1887) I have not been sick in any way, or have had the least trace of the disease reappearing on me.

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