

The Colonist.

THURSDAY, MARCH 17, 1898.

THE STIKINE ROUTE.

The actual facts in regard to the conditions existing on the Stikine river were given in the COLONIST on Sunday, and it is quite inaccurate to say that there is no likelihood that any of the parties now on the way will get through the river on the ice.

Next season there will be a road along the bank of the river from the canyon down, and this will make it possible to travel up all winter, so that if Messrs. Mackenzie & Mann can get their road through to Lake Tealin in September, there will be winter travel up the river and down the Yukon all next winter.

It is remarkable that, while further North persons en route to the Yukon have been stopped by the intense cold, those selecting the Stikine have been kept back by mild weather.

GREAT BRITAIN AND JAPAN.

In spite of forebodings to the contrary, Great Britain has gained considerably in the diplomatic fencing that has been in progress over the Orient.

Advantages from the island government. There does not appear to be the least intention on the part of Great Britain to acquire the group. Japan was credited with such an idea a year ago, but so little has been heard of it lately, Japan has so many interests in the Orient, and is so desirous of keeping on good terms with the United States, that we do not suppose she would think of interfering.

BRITISH COLUMBIA FOR SETTLERS.

Frances MacNab, author of "On Veldt and Farm" and other books, has written a book entitled "British Columbia for Settlers; its Mines, Trade and Agriculture."

It is said that the middleman trade of Victoria is passing into the hands of the Chinese, which will be news to the people of Victoria. Through-out the book there is a very apparent effort to make it readable and racy, and the author is not always particular to see that his facts tally with his pleasantities, or rather he seizes upon exaggerations, which we all understand and appreciate when employed in conversation, and thrusts them forward in cold type, where they look very differently to the way they sound when told in a social chat.

GOLD MINING IN SOUTH AFRICA.

It may be of some interest to our readers to know what gold mining really is and how it is carried on in other countries.

HAWAIIAN ANNEXATION.

The San Francisco Argonaut thinks that the Hawaiian "annexation scheme is wounded unto the death." That the treaty cannot be carried beyond all question. A proposal has been made to carry annexation by "joint resolution."

The departure of the Spanish torpedo squadron for the West Indies is not favorable to peace. This looks very much like a challenge to the United States, and the temper of the people of that country is not such just now as will permit them to regard action of this kind with complacency.

We find on the notice paper a question by Mr. Higgins as to the intention of the government in regard to the salaries of certain permanent officials. What this intention may be we do not know, but we feel satisfied that if the public fully appreciated the situation and understood how the work of the departments are increasing, there would not be a word of objection to the restoration of salaries to their old figures.

The Golden Era says that "if the Turner-Pooley crowd were worth their salt" they would induce the Dominion government to put on a retaliatory duty to shut United States lead out of British Columbia.

The News-Advertiser apologizes for the obstructive tactics of the opposition, and takes over a column to do so. It accents defeat in the air and takes comfort in the thought that "the voters will avenge it."

The Kootenaiian thinks the provincial government should not hesitate a moment in extending aid to the Lard-Duncan railway, and gives as a reason that "the return in revenue to the province will be immediate and amply sufficient to repay the necessary outlay."

Hon. Mr. Foster is reported as having said that, though the Stikine-Tealin railway may be finished by September, we cannot use it if bonding privileges are not granted at Wrangell.

While the formalities necessary to secure registration on the voters' lists are under consideration, the COLONIST wishes to say that in its humble judgment the fear that they are the better, so long as fraud can be prevented and every man entitled to a vote has a reasonable chance of getting it.

Some of our American exchanges talk very flippantly about doing away with the bonding privileges. In view of the fact that 443,875 car loads of United States produce passed in bond through Canada last year, it is clear that the advantage is not all on the side of the Dominion.

The Times complains that the COLONIST has not replied to an article which appeared in its columns on Saturday. The only proper answer to such an article is to apply for a writ de lunatico inquiring, and as the creature is harmless, there is no use in resorting to that.

The country has already evidence of what it has lost by the fact that Mr. Higgins remained so long in the Speaker's chair. Yesterday he compelled the government to admit that it was considering the expediency of offering a bounty for the destruction of horned owls.

Mr. HELMCKEN'S motion "that the present condition of the Provincial Lunatic Asylum demands the attention of the government," is of a very unusual character. The usual way to bring matters of that kind up is when the item in the estimates is under discussion.

The Toronto Mail favors the COLONIST idea that if the United States proves unreasonable in the matter of transportation facilities, it will be incumbent on Canada to close the Yukon to United States citizens.

The Toronto Globe says it does not claim the proposed Stikine-Tealin railway to be the best conceivable route to the Yukon. It would be if the line were extended to the Coast.

The Victim—That is a lovely suburban home you sold me. Every time it rains the lot is a sea of mud.

THE TAX ON FRESH SALMON.

The Dominion has decided to impose a tax of one-half cent per pound upon fresh salmon imported from the United States. The ostensible object of this is to protect the people who are engaged in catching salmon in Fraser river. It is a great mistake and will have the effect of injuring those whom it is intended to benefit.

The facts of the case are that large quantities of salmon, that are bound for the Fraser, are taken in fish traps in United States waters. It would be more patriotic, we presume, if the salmon canners of the Fraser would refuse to buy any fish that were thus rudely interrupted in their journey to Canadian territory, but these gentlemen, whatever may be their views on the question of free trade and protection, in this matter act upon what used to be the fundamental fiscal principle of the Liberal party, and buy their fish where they can get them most cheaply.

This is no idle threat. Last year one of the large cannery owners said to the COLONIST that, if the duty was imposed, he would at once move his plant to the state of Washington. He said he was waiting to hear what success attended the request of the boards of trade for the withholding of the duty before giving his orders for the summer. If the duty was kept off, he intended to give instructions to go on with preparations for the season's pack. If it was imposed, he intended at once to give orders to dismantle his plant on the Fraser and erect a new one on the United States side of the boundary.

We draw attention to the fact that the fish are not canned for the home market. A very small quantity would supply the Canadian demand. The sale is in Great Britain, Continental Europe, Australia and elsewhere, and it does not make the least difference where the fish are caught and packed, when they are taken to the markets of those countries. Hence it follows that if the business is once driven away from the Fraser it cannot be attracted back again.

The Fraser canneries have been established by enterprising Canadians, who naturally prefer to carry on business in their own country, other things being equal. It will be hard if they are driven to leave the Dominion and erect their plants elsewhere, merely to gratify what is little else than a spirit of demagoguism.

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THE STIKINE ROUTE.

The news from the Stikine is of course made the most of by those persons and newspapers that are seeking to injure Canadian trade. The season has been mild beyond precedent, so that at a time of year when, on all occasions since there has been traffic upon it, the river has been solidly frozen over, the ice is in such condition that a week ago travel was interrupted and no word has since been received, except that if the weather turned cold it would be all right.

The opposition were not satisfied to accept Mr. Speaker's ruling, although they must have known it to be in accordance with British precedent, and they challenged it, the result being that they were only able to muster ten votes, the government vote being nineteen, with one member, who usually votes with the government, being absent. If he had been present, the vote would doubtless have stood two to one. Whether the effect of this vote will be to check the obstructive tactics so needlessly begun and badly carried out, we do not know.

The Seattle paper says that the Canadian government decided upon the Stikine route without ascertaining the facts. Such is not the case. The opinion of every person qualified to judge was taken, and all were to the same effect. Major Walsh, of the Mounted Police, Engineer St. Cyr, Engineer Jennings, practical miners, experienced woodmen and others are unanimous in commending the route as preferable to all others. The experience of men who have travelled on the Stikine year after year, both summer and winter, has all been to the same effect. This experience is that for six months every year, and some years for a week or two longer, the Stikine is

navigable, and that for two months every winter, and some seasons for three months the ice is fit for a good winter road. An altogether exceptional winter is not to be set against the record of a quarter of a century. We recall that about ten years ago, railway travel in Pennsylvania was interrupted for a long time by the snow. In the autumn of 1896 railway travel was at a standstill for weeks in Western Washington because of floods. It would be just as sensible to declare that these conditions are normal in Pennsylvania and Washington as it is to condemn the Stikine as a winter route, because it has been bad this year.

The Canadian government in its selection of the Stikine route, has shown excellent judgment and a thorough knowledge of the conditions to be encountered. It is this that makes the Post-Intelligencer so angry and leads it to so misrepresent the facts of the case. It began this sort of thing last summer and we suppose will continue it to the end.

OBSTRUCTIONISTS CHECKED.

The obstructive tactics of the opposition met with a decided check yesterday, when Mr. Speaker ruled that it was not proper under the rules of the house to discuss the general policy of the government upon the formal motion "That the house resolve itself into a committee of the whole to consider the motion 'that supply be granted to Her Majesty.'" The plan of the opposition is to talk as long as they are physically able upon all the formal motions, so as to delay the granting of supply as long as possible. No one knows what they hope to accomplish by this proceeding. It is doubtful if they know themselves. They have determined upon such a course in default of any good ground upon which to attack the government. It is a species of tactics which is utterly inapplicable to the conditions existing in our local legislature, where there are a hundred and one ways of introducing votes of wants of confidence, and where there is not the least reason to suppose that any intention exists on the part of the government to dissolve the house as soon as supply is granted.

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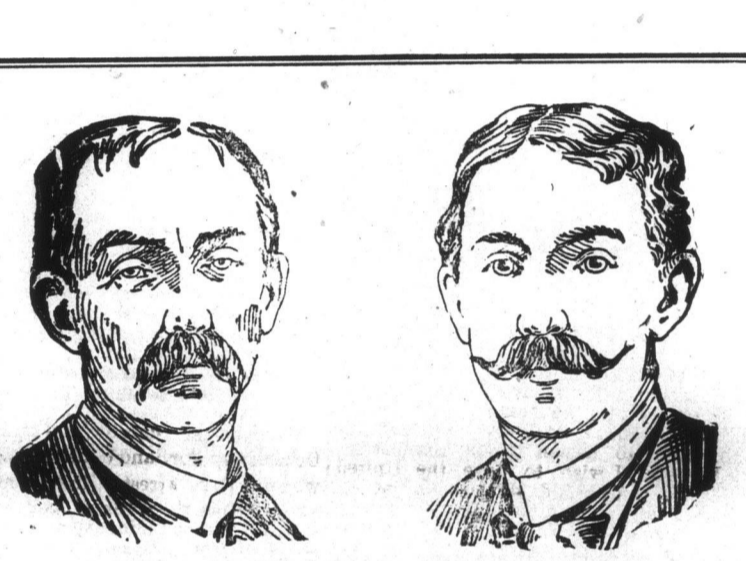
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It requires two kinds of capital to make this venture. The man who goes through must have strength and nerve as well as money. Money will not carry you through the long weeks of exposure to cold and hardship. Strength will count then. There will be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

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Men are made manly by it. Read about it in Dr. Sanden's book, "Three Classes of Men," sent, free sealed by mail. Address DR. A. T. SANDON, 156 James St., Montreal, Quebec.

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Windsor Salt. Purest and Best for Table and Dairy. No adulteration. Never cakes.

TWO WARSHIPS

United States Forest Agents Negotiating Brazilia Govern

The New Craft Rank Product of the A Yards.

WASHINGTON, March 14.—negotiation closed to-day chase by the navy department of the two fine cruise building at Elswick for government. Possibly the more pleasure in closing this matter because of that Spanish agents had secured these vessels, which it is said, would be of value in case of trouble with the United States. The next how to get the ships home they have been solved.

According to the secretary the United States flag will over the new ships within baby, and just as soon as be put aboard the Amazon for the United States. The will follow at the earliest moment. The terms of secret.

The availability of the ships was first brought to the attention of the navy department agent of the Nordenfjord building at Elswick, and course of construction in Lane said today that the changed would be a most desirable to the American navy were the latest and best famous Armstrong yards. ships is complete in every part her coal supplies and on board, and steam can be time. There will be no ironing the ship across as an ad from the local yards can be the service. It is said that ammunition on board that is sale to the United States. nition is not of the kind in American navy, so that the ammunition is a necessary the new ships.

The other ship has been in it will take some time to make for sea. Mr. Lane believes that there will be no difficulty over immediately if make the move without the hull of the ship is so well adapted to be towed and her own utilized for the trip across.

New York, March 14.—A correspondent visited the M to-day (Sunday) and asked him the Japanese government was cruisers Kasagi and Chitose to States. The Premier hesitated and replied: "I think that Japan prefers to get up all the ships building for her possible. Officers have already ordered to bring the Kasagi and Japan, and the builders have created a great deal of trouble. However, I wish to have the States understand that Japan the Kasagi and Chitose, not for willingness to oblige her, but Japan needs them herself."

In case of war between the States and Spain, Japan will warships of both belligerent coal at Japanese ports, or both. Whether war is declared or not, Japan will be in a position to bear in mind the decided coal question in a manner by decision will affect all belligerent her own interests."

The Herald correspondent unquestionable authority that a party to the negotiations not between England and Russia, Petersburg, and also that alliance exists between England and Japan, they have a definite plan and are acting in harmony diplomatic officer said to the Herald: "You may say post Japan will back up England, Russia, and if England maintains attitude, all immediate danger past unless Russia is resolved once. In view of England superiority, she being in possession of the available coal at eastern Russia will probably take a course for the present. Japan will be in a position to bear in mind the decided coal question in a manner by decision will affect all belligerent her own interests."

The Mail and Express has a cablegram from London acute crisis between the United States and Spain is the uppermost to where in London. No one seems to believe war can be averted, newspapers are making elaborate preparations for correspondents. by admiralty officials that the British war vessels with a school of naval officers on board detailed to cruise in the vicin Spanish and American fleets are able to take every possible of the war between Japan and a revelation of the extraordinary of modern marine warfare firmly believed in London. American authorities possess wonderful new discoveries in engines of destruction. Lead papers on the continent are in sympathy with the United States. The destruction of the Maine by accident or design, seems to go to war she will be in a utter desolation. The only which would give her more would perhaps be Austria."

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