

The Colonist

MONDAY, SEPTEMBER 27.

THE OUTFITTING TRADE.

One thing ought not to be lost sight of by the business men of Victoria, and that is that the outfitting trade for the Yukon will not last very long. As soon as means of transportation are provided, merchants will send in large stocks to all central points, and miners and prospectors will go in light and buy their supplies there. Next season the outfitting trade ought to be at its best, because one or more railways will tap the Yukon waters by the spring of 1899. Of course the prospecting and development of the country south of the Yukon will keep up a pretty steady demand from individual gold-seekers, but the great rush will be next season. In view of this, it seems as though every day lost in bringing the advantages of this city before the world is so much opportunity sacrificed. We notice that the Great Northern railway has issued 100,000 copies of a circular, dealing with the Yukon country, and that Seattle is named as the great starting point. We cannot afford to sit idly down and permit the ground to be cut away from us in this fashion.

A good deal of energy is being devoted just now to the discussion of rival routes. This is all right and proper. We are very much in accord with what has been said about the Klittahat route, for example, and believe that it will be opened by a railway at a very early day. But this cannot be done in time for next year's business, and it is next year's business that we ought to be thinking about. In the Sticken route we have what is undoubtedly the best way of getting into the country. If a start is made up the river on the ice about the middle of February, there will be no difficulty in reaching Teslin lake, or for that matter in going through by way of Dease lake to the Pelly river, on the snow. When navigation opens towards the last of April there will probably be a steamer starting daily to go up the river. Thousands of people can go in by this route, and it has the advantage of leading to the head-waters of the gold-bearing streams, which can be thus prospected under the most favorable conditions. Men can get to the ground they want to examine by taking this route from a month to six weeks earlier than they can reach St. Michael's, which is from 2,000 to 2,500 miles from the best fields for prospecting. Most of the gold-seekers next season will go to Stewart river, McMillan river, the Pelly, the Big and Little Salmon rivers, the Hootalinqua and other streams in the upper part of the Yukon valley. To reach these from the mouth of the Yukon will involve a journey twice as great as that from Victoria by the Sticken route. The route by way of the passes is a little shorter to Klondyke than it is via the Sticken, but not to points on the Pelly, the Hootalinqua and some of the other streams. Moreover it is not open so early. All these considerations serve to demonstrate that the all-Canadian route via the Sticken will be the popular one, when once the facts about it are understood. What is needed is to have these things understood, and to have Victoria always named as the outfitting point in connection with them. If this is done in a bold and aggressive way, this city may have the outfitting of the major part of the thousands of people who will avail themselves of this route.

We repeat that the case does not admit of delay. Everything is in our favor if we only make the necessary effort, but we may make up our minds that if we rely upon the mere strength of our case, and trust the world to discover it for themselves, we will spend next summer in the pleasing but profitless occupation of "sitting on the fence and seeing the procession go by." Money is needed to accomplish what is necessary, but it will be money well spent. There is not a line of business in town that will not profit greatly through the presence here of thousands of outfitters next spring and summer.

Let the citizens rise to the greatness of their opportunity. It is the greatest opportunity ever presented to them. How would it do to hold a public meeting and start a popular subscription? Dollars count up by big sums if you get enough of them.

A RADICAL DIFFERENCE.

The United States press is very outspoken in its praise of the manner in which law is administered and respected in the Klondyke, and the condition of things there is contrasted with what generally prevails in American mining camps, greatly to the disadvantage of the latter. The Chicago Times-Herald says the safety of life and property in the Klondyke is a triumph for the British government. If the word "the" is left out, we will subscribe to the sentiment. It is a triumph of British government. In the security felt by every one in the Klondyke that his rights will be respected, our neighbors will discover the secret of the success attending British Imperial expansion.

It is not the duty of Canadian papers to attempt to dictate to their neighbors how they should conduct their affairs, but since they themselves remark upon the superior administration of the law in Canada and wonder why they cannot

have something like it at times, we may be pardoned for saying that the brief tenure of office and the consequent frequency of elections is one cause. It is not because the United States is a democracy and Canada is not, for of the two countries Canada is the more democratic. The system of our neighbors breaks down because the party caucus is king, and to this sovereign every official in the land bows down. The party caucus has only one object—success. Anything to win is the key note of its doctrine. If it were possible to engrain upon the system of our neighbors something akin to our responsible government, the result would be highly beneficial. The official in the United States feels no responsibility to any one during his official term, for his party being in power he is safe from dismissal or impeachment under almost any conceivable circumstances. So that he can keep the voting strength of his party solid, the caucus will ask nothing more of him. If our neighbors are anxious to emulate the conspicuous success of Canada and other British countries in administering the law, they would do well to investigate along the line just indicated.

THE UNITED STATES AND CUBA.

Theodore Roosevelt, Assistant Secretary of the Navy for the United States, is credited with this statement before a conference of Naval Commanders: "This country is on the eve of a war with Spain." There seems to be a very general opinion throughout the republic that such a war cannot be much longer avoided. While Canadians would naturally sympathize with their neighbors in such a conflict, it cannot be claimed that Spain has done anything which justifies hostilities against her by the United States.

It is needless to say that the struggle would arise over Cuba; but viewed from the position usually taken by the American papers and American congressmen, the cause for offence is all on the other side, for undoubtedly it had not been for the sympathy expressed in the press and in the Congress of the United States, the rebellion would have collapsed long ago. Every claim that the Washington government has made has been respectfully heard, and satisfaction has been given in every case. The only excuse that has been offered for interference is that it is necessary in the interests of humanity. But it is to be remembered that Spain is a civilized government, and international relations do not contemplate that one civilized nation shall interfere in the internal affairs of another on the ground of humanity. The rebellion has been prolonged, but not so much so as that with which President Grant refused to interfere, which continued for ten years. Nor can it be said that interference on the part of the United States would promote the cause of liberty and good government. The Cuban sympathizers, who are forcing the hands of the Washington government, deny that they wish to annex the island. They profess to desire only to see it made independent. But independence in Cuba is only another name for anarchy. The rebels could not, if they had the island to themselves tomorrow, establish an orderly government under which life and property would be secure. The turmoil which characterizes the South American republics would be reproduced in an intensified form, and in the end the United States, or some other nation, would be compelled to interfere.

There is a position, which has not yet been taken, that would justify armed intervention by the United States or any other first-class commercial power. It is this. No country has a right to govern a dependency unless it can do so in a manner that tends to the benefit of the people and that of the world at large. Spanish rule has unquestionably been a failure in Cuba, and it is to the interest of the people of the island and to all parts of the world having intercourse with them that this rule should be supplanted by something better. The last rebellion was crushed with difficulty only to be followed by the present one, and there is hardly a question that if this rebellion is put down another will break out before many years. It is hopeless to expect anything better. Other nations have present or potential interests in Cuba, and these demand that if Spain cannot maintain an orderly government, she should give away to some power that can. This is quite apart from the question whether General Weyler is guilty of cruelties. He probably is; but war is a cruel business and civil war especially so.

THE BRITISH NAVY.

The October number of the Strand Magazine contains a very interesting and instructive illustrated interview with Sir William White, director of naval construction for the British admiralty. Sir William has advanced to this, the most important post in the building of the war ships of the British navy from the humble position of a shipwright's apprentice. He has been the designer of the principal warships of the British and many other navies since 1861, and is, as the introductory sentence of the article remarks, "virtually the paramount arbiter of fashion in warships for the world." He has designed ships for a half century which have cost the nation £50,000,000 sterling. Of these ships a

first-class cruiser costs £450,000; a second-class about £280,000, and a third-class about £180,000. The latest type of torpedo boat "destroyer" costs some £60,000. All these figures are exclusive of armament. The cruisers Powerful and Terrible, however, are exceptions, each costing £700,000, with an additional £40,000 for the guns. The value of the British navy to-day, according to parliamentary returns, excluding small ships, steam tugs and like craft, is £81,000,000. More than two-thirds of this value is represented in ships designed by Sir William White. As an evidence of the extraordinary ability of this naval constructor, the Ma-jestic, which weighs nearly 15,000 tons, was just exactly the weight that Sir William had calculated, and her centre of gravity was within two inches of where it was expected to be. The Strand article closes with the relation of a little incident which will be perused with relish by COLONIST readers, who have been nauseated recently with an overdose of American bluff and brag. It is as follows:

A few years ago Sir William took up an American paper and in it he found a lengthy account of the launching of a new warship. The writer gave a detailed description of that ship, and evidently could not resist the temptation of crowding over all the world. At the close of his article Great Britain was mainly apostrophized. "Now, why," the writer rejoined, "can't you advance like America in warship designing and building? Just think of this young nation being far ahead of you! It is a disgrace to Great Britain. We are ahead in guns, in armour—in everything; and only ten years ago we had nothing. This, our latest ship, shows that we are ahead of the world." "This sort of thing," remarked Sir William, quietly, "rather amused me, because I designed that ship!"

FEDERAL ISSUES IN LOCAL POLITICS.

We do not believe that any considerable number of Liberals will follow the Times in its new vagary. We have not taken the trouble to refer to the files of our contemporary, but our recollection is that only a few months ago it was very much opposed to running local politics on federal lines. It may profess that it does not mean to do so now, that all it wants is for the Conservative opposition lamb to lie down with the Liberal opposition lion; but it must know perfectly well that in such an event it would be the old story over again—the lamb would be inside the lion. Indeed the Times practically demands that the Liberals of British Columbia shall take the management of the next local campaign, defining the issues and deciding on the whole plan of action. Mr. Semlin and the old-time oppositionists are to be invited to lend their aid, of course, but the contest is to be generalised by Liberals, on a plan of campaign laid down by Liberals, and naturally enough the spoils of victory will belong to the Liberals. We acquit the Liberal party of British Columbia of any such designs, and do not believe that the small and insignificant clique in admiration of the views above referred to. We know of prominent Victoria Liberals who will have nothing to do with such an arrangement, and the same is true of many Mainland Liberals. The scheme will probably "die a bornin'."

The people who are masquerading under the guise of Liberals in this movement are Liberals only in the sense that they have not been affiliated with the Conservative party. They are reactionaries and obstructionists when they are not this. They are the verger of socialism. Most of them belong to the former class. The latter are numerically few. The combination is a political hotch-potch for which no name has yet been invented. They have no standing and never had any in provincial affairs. They are conspicuous principally because of the frequency with which their aspirations have been set upon by the voters.

Reference has been made in the press supporting the new notion to what has taken place in other provinces. Let us begin in the extreme East with Nova Scotia. Everyone, who is familiar with the history of that province, knows perfectly well that the division of local politics there on federal lines is the outcome of the old Howe-Tupper controversy over confederation. In New Brunswick parties went to pieces at the time of the union and have never reformed themselves in the provincial legislature on Dominion lines. Thus Premier King and Fraser, both Conservatives, had no stronger supporter than the Liberal St. John Telegraph, the opposition leader for some time being John S. Covert, a Conservative. When Mr. Blair came to power he included Blairites in his cabinet. In Quebec we have simply preserved the old-time controversy between Rouge and Bleu. In Ontario the local contest is simply a continuation of the pre-confederation struggle of the Tories and Grits. Speaking subject to correction, we should say that the party division in Prince Edward's Island is simply a survival of the old conditions existing before the union, and that in Manitoba it was the natural result of the formation of a new province.

In British Columbia the conditions are more nearly like those existing in New Brunswick than those in any of the other provinces. The question of confederation was a temporary one and left no permanent mark on local politics. There have never indeed at any time been in this province such hard and fast lines between parties in the federal arena as exist in Nova Scotia, Quebec and Ontario. The province is greatly like New Brunswick in this respect also. There is nothing in the argument from history and analogy that favors the proposal to introduce federal party lines into the local arena.

Our position—and we believe it will commend itself to a great majority of both Conservatives and Liberals—is that what this province requires is a distinctive British Columbian policy. The problem of the future is how best to develop the great resources of our province, how to attract people and capital, how to secure to those now living here the best results for their toil and sacrifices. An honest critic will concede that Hon. Mr. Turner and his colleagues have made an excellent start in this direction. There is undoubtedly room to do much more; but the field is so great, there is so much to be learned about it, there are so many things to be considered, that time is necessary to formulate plans that can be successfully carried out. The work of the provincial government for the next twenty years will be twofold—to devise large plans for the promotion of provincial development, and to care for the details of administering the law for an expanding but scattered population. To pretend that this work can be facilitated by the introduction of federal issues into our local politics is to confess a want of appreciation of the nature of the problems to be dealt with. We are sure the proposal will not be adopted by the people.

The Inland Sentinel complains that the Coast papers do not have anything to say in favor of the central route to the Yukon. It excepts the Colonist from this criticism, but complains that we have not said very much. Our contemporary does us an injustice. The Colonist has devoted two lengthy articles to a description of the route and quoted copiously from the Sentinel. We have printed a good deal also bearing on the same subject. Only last week we described the Nechaco country and the rich region extending thence to the North West, which matter possesses the most direct bearing upon the subject which the Sentinel very properly has so much at heart. We look forward to the time when a railway will extend from Kamloops to the Yukon connecting with a new transcontinental road from Victoria via Vico Inlet and having another connection with the sea at Kitimat Arm.

The Toronto Globe thinks we have enough hereditary titles in Canada and need no more. The Globe is right. While hereditary titles are few in number and held by the persons whose merit gained them, they certainly do no harm. But there is no place in Canada for a hereditary class of titled gentry made up of those who claim to be the distinction is the accident of birth. We see no great objection to the recognition of distinguished service by the conferring of knighthoods. Too much of it would be bad, but a little of it has a salutary effect. There may come a time when life peerages will be in order. Our objection is not to the honor conferred upon men for faithful discharge of the duties of citizenship, but only to the creation in this democratic country of an hereditary aristocracy.

We reprint from the Vancouver World a portion of a letter from a Victoria correspondent dealing with Mr. Maxwell, M.P. This has a peculiar interest at the present time, as Mr. Maxwell is in training for the leadership of the provincial opposition. A section of the Liberal party would be very glad to see Mr. Maxwell leave the Dominion arena, where he is considerable of a nuisance to them. A strong section of the local opposition—we will use the word strong in a relative sense—will not touch him on any consideration whatever, if he does enter the provincial field. We do not claim any prophetic attributes, but as we diagnose the situation we fail to see the least likelihood that Mr. Maxwell will be requested to offer his federal ambitions on the altar of provincial duty.

Following the example of the Victoria Times the opposition weeklies have begun to discuss the ancestry of the editor of the Colonist. If this is one of "the final and necessary" issues of the campaign of 1898, the editor of the Colonist will be pleased to furnish to the said papers a complete genealogical chart of his family, with a full statement of their services to their country and the manner in which they have been recognized. If it is not a "first and necessary issue" of the campaign, the editor of the Colonist will be obliged to the aforesaid papers if they will mind their own business.

The story of the three Amphion blue-jackets, told in the Colonist to-day, is one of those tales of heroism with which the history of the British navy is replete. While Britain has such seamen to uphold her honor, she will remain the undisputed Sea Queen.

MR. ANDERSON, deputy Minister of Agriculture, thinks we misread Mr. McBride's letter in regard to Farmers' Institute. The sentence in the letter is capable of two constructions, and Mr. McBride is entitled to the one Mr. Anderson puts upon it.

BY WAY OF VARIETY.

They were sitting on the broad veranda of a summer resort hotel, and the one in light gray ventured to suggest to the one in white that her husband was evidently very devoted. "What do you mean?" asked the one in white, knitting her brow and looking troubled. "Well," he writes to you every day, doesn't he?" returned the one in light gray. "Yes; that's just what troubles me," said the one in white, actually scowling at the thought. "Troubles you?" "Certainly! I can't help thinking he's afraid I'll pack up and come home unexpectedly if he doesn't."—Chicago Post.

A great suit is going on in California to decide whether the owner of the hen owns the chickens or the woman that bought the eggs. In Florida it would be the coon that first got into the coop, but the California judge has reserved his decision.—Florida Citizen.

Does without saying—the diffident lover.—Boston Transcript.

"What is the great gambling game in Klondyke?" "Freeze-out, I imagine."—Philadelphia North American.

"She—Do you think the bull would have killed me if he had chased me?" "He—Oh, it would have been a toss-up!"—Truth.

See Brette—I think that friend of yours will get on the stage some day. "Foolish Light—You must take him for a bag."—Yonkers Statesman.

"What is horse sense, Uncle Jim?" "I don't know, exactly; but a man oughtn't to trust himself on a bicycle unless he has got it."—Chicago Record.

The Portland, Me., Express tells the following yarn: A man in that town recently hung his bicycle from the ceiling of his cellar, and not far from a swinging shelf, on which food was kept. A mouse jumped from the shelf upon the tire of the front wheel, evidently thereby hoping to reach the floor. The wheel started, and mouse naturally ran to the highest part of it. It was unable to stay on the top of the tire, but couldn't get enough foothold to jump down the wall. When found next morning the mouse was very much exhausted, though still running. The cyclistometer showed that he had run 95 miles.

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Wrecked. That is where we will be for the Klondyke trade if a move is not made to let the World know Victoria has an existence. With Railroad terminals in other cities, Australian line of steamers passing by, Victoria can be side-tracked. WE WANT YOU TO KNOW THAT THE DIXIE HAM & BACON is certified by Government Inspector to be free from disease. Port Wine, made in Canada, absolutely pure juice of the grape, 40 cts. a bottle. Morgan's Eastern Oysters, in shell and tin, are seasonable. Dixie H. Ross & Co.

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NEWS OF THE

Japan and Russia at the Sealing Canada Has Mr. Fielding to Honors—Mr. Sifton Chief Justice (From Our Own) OTTAWA, Sept. 25 when in London, when ment loan amounting say \$10,000,000. Hal to retire treasury bill. The other \$5,000,000 Crow's Nest Pass sub. St. Lawrence canal government has an Hazen to be born 22 000,000 is to be kept 1. The government de the request of the Un Washington sealing include representi Russia. Canada only parson of the conce who have been at the last two seasons, the wright will be one sentatives unless the out. Hon. Edward Bla Great Britain almost ing retained as an British privy couns Canadian appeal case The Minister of th that Mr. McGregor, t tor who goes to the of his father J. W. S the West. Mr. Sifton leaves fo urday. W. F. King, mer, accompanied by Chief Justice Davie New York, where h daughter off to Europ Quebec for a coup t turning west. He sa this afternoon.

MANITOBA AND A Fashionable Wedd Winnipeg M WINNIPEG, Sept. 2 wedding took place Trinity church, wh Eastman and Alderm fey were united in m mony was performe deacon Fortin. Naton & Sherman Brandon, was burne Ex-Ald. Hutchings servative candidate. Liberals will probabl Black or Bolt. The condition of C for Deloraine, is still The total deliveries toba and West are ab about 250,000 bushels, creased movement in about 200 cars per day lake ports. Prices w two to five cents at to-day.

ONTARIO'S RE Her Reply to Hostile United States App Opposit TORONTO, Sept. 23 preases approval of the ment's policy prevent labor on crown timbe pelting the purchase of province of Ontario, b half-hearted and sh followed by an act p portation of logs.

SIR OLIVER Expected to Assume His Message Novem—Aber Torc here that Sir Oliver M Lieutenant-Governor Sir George Kirkpatrick will "move into privy Lord Aberdeen and the gubernatorial man after Sir George Kirk FEDEBATE To Furnish the Preside His Messag junctions and A

WASHINGTON, Sept day's session of the American Feder vened this morning members being prese shooting at Lattimer, 10, resolutions were the attack of Sheri deputies "a brutal, cre, inspired by th that section to defea better conditions." It was further re every ready use in late junctions, armed for militia in times of l part of the insidion turely subjugate the to the most debasing It was determined the interests of labor lated and presented Kinley with the view of them in his next mee

DRUG STORE Causes the Loss of S Ohio T CHILCOTTE, Ohio, broke out at Bainbrid this afternoon in a sta Brown's store. It gain and communicated to drug store where an A telephone mesag Beardsley and three o the store at the time the explosion occurre that two other men w burning building have