

TRUTH ASSERTING ITSELF.

We are glad to see that the *Week* is alive to the real character of that stupendous scientific humbug, the Pasteur craze. The recent Royal Commission, in a half-and-half sort of way, reported on it favorably, but the *Week* justly points out that the success of the inoculation is limited to cases of treatment before being bitten. There can scarcely be a shadow of doubt in the minds of those who have studied the subject without prejudice, that the early successes assumed by M. Pasteur on insufficient grounds, generated, together with the craze for treatment, a contemptible scare about mad-dogs, and all the usual brutality of unreasoning fear.

"There is nothing in this controversy," says the *Week*, less satisfactorily established than the madness of most of the dogs whose bite has been supposed to be dangerous, "if an unlucky dog but hung his tongue out in London a few months ago, he ran great risk of having his brains knocked out as well by some nervous policeman." The *Week* might even have gone further, and said that in two or three cases only was there any approach to reliable evidence of rabies. Meantime, perfectly inoffensive animals were killed wholesale with every circumstance of cowardly barbarity, and M. Pasteur revelled in all the joy of a wholesale torture of rabbits and dogs in the preparation of his really valueless nostrum, and the usual horrible experiments in illustration of it. It cannot be too often reiterated that real hydrophobia, rabies, or "rage," as the French call it, is exceedingly rare, that what is generally taken for it is ninety-times in a hundred the result of cruelty, cowardice, or ignorance, that the symptoms developed by persons bitten are generally the product of mental excitement and terror; and that, in all human probability, the true disorder is not likely to affect one human being in a million. This would indeed be in all likelihood far too high an estimate. Yet it is for this infinitesimal proportion of a chance that M. Pasteur desires to inoculate the world at a cost of incalculable torture to helpless animals.

"From the scare," says the *Week*, "which by no means shows that the dogs were madder than the men, has sprung all this desperate clinging to Pasteur, whose influence is, however, on the wane."

THE ALASKAN OUTRAGES.

In August, 1886, three Canadian schooners were seized by United States Revenue Cruisers, 60 or 70 miles from the American shore, and condemned at Sitka, for killing seals in Behring's Sea. The crews are asserted to have been inhumanly treated, and the results of their industry have been ruthlessly confiscated.

When Russia owned both coasts of Behring's Sea, she claimed sovereignty over it, but her sovereignty was vigorously impugned by the United States. Notwithstanding, therefore, the measureless assumption of the Alaskan judge, who instructed the jury which tried the captured Canadian sealers, and charged them to find the defendants guilty, if it was clearly proven that they had killed seals within 700 miles of the western boundary of Alaska. Mr. Bayard found himself reluctantly, as it would seem, and after long delay, forced to admit that the seizures were illegal, and to direct the release of vessels and crews pending further negotiations. Not the slightest hint of compensation, be it observed, for gross injustice, robbery, and gratuitous hardships inflicted on British subjects, escapes the American Secretary; and, to cap the climax, his order is as coolly ignored by the Alaskan authorities as Parker's signal of recall was disregarded by Nelson at Copenhagen. The United States Revenue Cruisers appear to be entirely at the disposal of the Alaska commercial company, to which the government has granted a monopoly of the seal fishery, and it can scarcely be doubted that the evaders of the President's orders were confident of immunity. This impression, initiated by the suspicious dilatoriness of Mr. Bayard, is strengthened by the resumption of lawless seizures in August of the present year.

Sir Lionel West was informed by Mr. Bayard of the President's orders "for the discontinuance of all pending proceedings" on the 3rd Feb. last, and the intimation was given in reply to a Memorandum of the British Minister's, acquainting Mr. Bayard that vessels were fitting in British Columbia for fishing in Behring's Sea; that the Canadian Government desired to know whether such vessels, fishing beyond territorial waters, would be exposed to seizure; and that Her Majesty's Government would be glad of some assurance that, pending the settlement of the question, no further seizures would be made.

The natural construction of Mr. Bayard's language seeming to afford this guarantee, the Canadian sealers were fitted out accordingly, and some of them have been seized in the self-same high-handed manner as the original batch was last year.

We fear that the question will be further complicated, and an additional point given to the American Government by the recapture of one of the vessels from the prize-crew, by her own people. However this may be, it is difficult to resist the conviction that the whole transaction is a deliberate scheme, only too consistent with that disreputable combination of bullying and bad faith for which the diplomacy of the Great Republic, "the home of the brave and the free" (would it could be said "of the manly and true") has become proverbial. American diplomacy seems, indeed, to be entirely based on two principles—to concede nothing, and to come out ahead by fair means or foul—*coute qui coute*. To these ends, means the most shameless, and agents of the most brazen unscrupulousness, are of course never wanting; and whether the means are fair or foul, is apparently matter of almost perfect indifference.

It will probably be found that the Cabinet of the United States is trading on the present difficulties of England, and wishes to strike before Canada

becomes stronger and more consolidated. Whether the game of brag will succeed this time, we have yet to see. Be it as it may, among all the unclean records of American Foreign Policy, the Alaskan outrages, if not atoned for, will stand forth in future history as the most scandalous.

STANLEY, THE EXPLORER.

The explorer, Stanley, like most men of marked individuality, is the subject of widely varying criticism. When he proposed undertaking his last expedition into the "Dark Continent," some writers for the English press confidently pronounced him a modern Don Quixote, while many who held more moderate views mentally ranked him with the adventurous spirits who tempt the dangers of the Arctic seas, and whose game does not appear to be worth the candle. But it cannot be said that his expedition in search of Livingstone was either chimerical or ill-advised. Nor can anyone whose sympathies are moved by the horrors of the slave-trade in central Africa withhold his admiration for the daring spirit who has gone to the rescue of Emin Bey.

Certainly, Stanley is a remarkable man—one whom nature has especially fitted for the work he has undertaken. Dealing with savages, whose fickleness is a constant peril, he has a special talent for controlling savage nature. At one time, between Stanley Pool and Bolobo, hundreds of his carriers were driven by the hardship of the journey, to the verge of mutiny. At the critical moment Stanley put the ringleaders in irons, and the revolt was averted. While sailing to the mouth of the Congo a terrible combat began between sixty Soudanese and ten times that number of Zanzibar porters. Stanley belabored all within reach of his stick, separated the combatants, assigned each party to a different part of the ship, and peace was preserved.

With his white subordinates, he is anything but popular. He never confides to anyone his plans, never seeks counsel, never excites the presumption of an inferior by making him his equal. "If Mr. Stanley 'old me," says Lieut. Braconnier, "to pack my baggage and be ready to start in an hour, I could not dream of asking him where we were going. He would simply tell me my own duties required all my attention." All who serve under him respect his judgment, and have thorough confidence in him as a leader. His is that self-reliance, that force of character, and that fertility of resource which are indispensable in a man who has to do with barbarians.

MORE LIFE-PROTECTION.

The lamentable accident which a few days ago caused the death of a child on our street-car track, is only one of the daily occurrences which force upon us the conclusion that human life is not sufficiently protected. During the natal day celebration at Truro, an unfortunate man lost his life under the wheels of a slowly-moving train. Such incidents excite a certain vague sympathy in the public mind; but only those who are eye-witnesses of the accident, or know the personal relations of the victim, seem to realize how distressing is the loss of a single human life. Could man fully enter into and appreciate the sorrow of his fellow-men, more of that ingenuity which is now directed to labor-saving would be employed in life protection. At present such is the indifference of public sentiment to the occasional loss of life, that ever obvious measures of protection are neglected.

In England, and in some of the American cities, the wheels of street cars are encased in a light guard which reaches almost to the level of the track, thus rendering it impossible for the wheel to pass over even a limb. There the public have grown accustomed to this device, and will not tolerate its absence. In Halifax, though the streets are not so crowded, yet the narrowness renders unprotected car wheels quite as dangerous. Last winter, for instance, it was a matter of general surprise that children who were allowed to coast across the line of the street cars were not run into and killed. And even without this source of accident the experience of other cities on this continent, where the streets are wider than in Halifax, shows the desirability of employing this simple attachment.

Furthermore, why cannot a similar protector be placed on the wheels of railway cars? The frequent accidents which arise, like that at Truro, from the attempt to get on or off a moving train could thus be very easily prevented. Railway companies may not think the occasional loss of a life of sufficient importance to warrant any change. But human life is sacred, and the law should protect it. Let the legislators of our country couple with the motto—"Let justice be done though the heavens fall," another of no less importance: "*the life of a man is worth more than the capital of a railway company.*"

The electric apparatus invented by M. Arnould for the indication of an escape of gas is now coming into use. It consists of a copper cylinder containing a bichromate cell, the current being passed through a small platinum wire, raising it to a dull red heat. If in the apartment where the apparatus is introduced there is any gas mixed with the air, the platinum wire immediately becomes brighter, thus indicating the presence of an explosive mixture. The apparatus is exceedingly sensitive, showing even a small leakage.

The U. S. naval board appointed to estimate the cost of building the six thousand ton armor battle ship designed by the Barrow Ship Building Company of England has completed its labors. The last estimates for constructing the hull and fittings are \$1,890,000, and for engines and machinery \$486,000, making a total of \$2,376,000, which is \$124,000 less than the sum appropriated by Congress for the purpose.