

The Colonist.

MONDAY, FEBRUARY 23, 1898.

SPAIN AND AMERICA.

Yesterday's despatches make the outlook between Spain and the United States appear more ominous than ever. Things seem to be drifting to a crisis. Modern history shows that wars, as a rule, result more from an intense feeling of hostility between the people of two countries than from any single act. Both the Spaniards and Americans are growing intensely bitter towards each other. In this connection it is worth while to consider for a little the probable attitude of the other American governments in the event of hostilities resulting.

The attitude of Canada would of course be governed entirely by the position taken by the British government. The sentiment of the people would be very largely in favor of the United States, even among those who think that the course taken by the Washington government has not been justifiable. Canada may, however, be left out of consideration in this connection.

In the two Americas there are about thirty millions of people of Spanish descent and probably half as many more who are of mixed Spanish and Indian ancestry. We think it altogether likely that in the event of hostilities between the United States and Spain the whole sympathy of these people would be with the latter.

The attempt made at Washington to enlist the Hispano-American republics in an alliance with the United States was one of the most conspicuous failures of modern diplomacy. James G. Blaine, unquestionably a greater statesman than any man in the United States who has succeeded him, and in fact almost the only statesman which that country has produced since Seward, planned to amalgamate all the independent nations on the continent in a grand commercial alliance, to be followed later by one for offence and defence. He failed. Whether any one could have succeeded is problematical. What the people of the South American republics especially objected to was the overbearing attitude assumed by the United States. Chili especially resented this, and Mexico threatened the matter with a good deal of quiet indignation. Still Mr. Blaine was persistent, and, as he possessed a good deal of tact, he might have been able to overcome the difficulty which arose from this source and have accomplished his purpose, if the very small politician then occupying the presidential chair, Benjamin Harrison, had not through jealous sought, and successfully, to thwart him. The result was that Blaine dropped his Pan-American project, went into retirement and died.

Following this movement came another, which has not as yet received any very great degree of attention by English-speaking people, but may be of much more importance than is generally imagined. It is nothing else than an exceedingly attractive suggestion that a re-union should take place among the Spanish-speaking people. A few years ago there was a good deal said about this in some of the South American papers and there was much enthusiasm over it. Some very spirited articles were written describing the ancient glory of the Spanish name and arguing that no reason could be assigned why it should not be revived. In some cases the avowed determination of the United States to set itself up as the arbiter of the destinies of the other nations of this continent was given as a reason why the proposed re-union should take place without delay.

The discussion showed that the American press and the later school of American politicians have totally misconceived the feeling of Central and South America towards their country. There is no feeling of affinity between them because they are all called republics. As a Chilean paper said, the people of the United States are essentially different to those of South America in sentiment and policy. The same paper sarcastically said, in effect, that the people at Washington professed to desire to keep South America for their own aggrandizement. Moreover, said the same writer, Chili has no reason to feel friendly towards the United States, a country which bars out its commerce; if it has friendship to give to any English-speaking country, it will be to one which is glad to trade with it.

It has also been claimed by some of the South American papers that one of the ways in which a union of the kind mentioned would most certainly be brought about would be a war between Spain and the United States. It would then be seen, said one writer, that Spanish blood is thicker than water, and such a union would be inevitable. This was very strong language, but the Spanish people are by no means ready to admit that they are effete. They believe themselves to be able, if united, to face the world; and it must be admitted that, if they would sink all local differences and present a firm front, the Spanish nations would become a very formidable combination.

THE BELLA COOLA COLONY.

Mr. C. Carlson, of the Bella Coola colony, reports that the conditions existing in that part of the province are very satisfactory, and that the colonists are very well pleased with their prospects. This is one part of the province where the Klondike fever has not yet got hold of any victims, which renders it very noteworthy. Mr. Carlson says that a great deal of land has been cleared, and he complains that Mr. Todd, the Indian agent, has done the colony a very great injustice in the statements made by him to the Times. He says that whether the colonists have done as much as they might have done in the same length of time is purely a matter of opinion. They think themselves that they have done very well.

We are very glad to hear this, and can only express regret that certain of our contemporaries seize every possible occasion to belittle the success which has attended any attempt at colonization. There is no object in keeping back the truth; but it is very unfair to British Columbia, and to the people of any particular locality, that misleading statements on such a subject should be published. The Bella Coola colony promises well for the future. It will be a greater success when it has better communication with the outside world; but it is yet in its infancy, and time is necessary for the development of the necessary facilities. The public will be glad to learn from Mr. Carlson that the colonists themselves are very well satisfied with their condition.

THE IMPROVEMENT OF THE STIKINE.

As a general proposition the Stikine may be said to be an easily navigable stream. Last fall the United States papers printed some astonishing pictures and letterpress exhibiting the river as just a grade better than Niagara in its worst part. The most exaggerated stories were told about it. Some of the papers, notably the Post-Intelligencer, went so far as to say that it cannot be navigated at all. Our information is that there is no place on the river where in high water good-sized river steamers will meet with any difficulty, provided of course they have engine power corresponding with their size. The canyon, of which so much has been written, and which has been described as a place of terrible peril, is in point of fact no obstruction at all. The only serious obstruction is said to be at the Devil's Elbow, a piece of water not very far above the conventional boundary, where some work ought to be done to make navigation easier for the larger vessels that will ply on the river. Work will be needed at many points above, but only to improve the navigation, not to render it possible.

It is understood that parliament will be asked to make the necessary appropriation, and the action of the council of the Board of Trade yesterday in asking the committee on navigation to take the matter up with a view to collecting all available information as to the places in which and the time when work can be done with the greatest advantage, and to communicate with the proper department, was timely.

It will be necessary for some regulation to be adopted in regard to the passing of certain points by steamers. Thus no up-bound steamer ought to be allowed to enter the canyon when it would be likely to meet a down-bound vessel. As the canyon is only three-quarters of a mile long, and a perfectly safe and straight run, if some such arrangement is made, the danger of collision at this point will be completely removed. It is said also that such a rule ought to be adopted in regard to the passage of the Devil's Elbow. This would call for the stationing of men above and below the points mentioned with signal flags, and perhaps telephonic connection between them would be necessary, that is between the men at the same point, although it might be possible for them to communicate with each other by signals. The distance being very short telephones might not be needed. No doubt the owners of steamers plying on the river will enter into some mutual arrangement covering this point, but it is desirable that any rule adopted shall have the force of law, and we therefore suggest that the department of Marine and Fisheries shall prescribe a regulation covering the ground. All steamers would be bound to obey this and the vessel violating it would be responsible for any damage resulting.

THE WAY TO GET THE TRADE.

The Toronto Board of Trade has adopted a resolution calling upon the Dominion government to open a wagon road from Edmonton to the Yukon. We do not feel called upon to say anything against such a project, and in point of fact are disposed to commend it. We have some objections to raise to the argument made in favor of such a course. It is said that in no other way can the trade of the Yukon be secured to Canada. The Ontario long ago pointed out how the trade of the Yukon can be secured to this country, and that was by passing a law restricting the location of claims or their ownership to British subjects. That is the only absolutely sure way. There is no more reason why foreigners should be allowed to come into the country and carry away its gold than that we should give up to them anything else which nature has endowed us with.

We try to retain our fisheries. We make efforts to keep our lumber, or at least to keep our forests from being stripped for the benefit of foreigners; but we let the precious metals go to any one who chooses to come and get them. We are giving now, it appears, to take off even the small royalty which foreigners were to be asked to pay in common with our own citizens.

But it is not necessary to do this to keep the very much larger part of the trade of the Yukon for Canada. There is a much better way, namely to build at once, and at once does not mean next year, but this year, a railway from some point on the British Columbia coast to Teelin Lake, and when that is done to close the Tagish Lake route to traffic at altogether, except for persons going in without merchandise. If this is done the whole trade of the country will come to Canada. No other plan will work successfully, although a railway from Glenora to Lake Teelin will help the matter a great deal. We hope to see both the Dominion and the Provincial governments take this matter up with vigor. We have seen a disposition on the part of some of the provincial newspapers to oppose the idea of provincial assistance to a railway that will extend for some four hundred miles and more through this province; but we believe that such objectors will be in a very small minority. To the argument that such a railway will be chiefly for the development of a region outside of the province, we reply first, that it is not true, and second that if it were true, the trade would come to British Columbia cities and to British Columbia farmers, and would be worth all it is likely to cost.

We concede that Canada as a whole should do very much more than this province, for the reason that the addition to the revenue to result from the increased trade of the country and the old gold mines themselves will go into the dominion treasury; but we do not see how anyone can justify the claim that the province ought to do nothing at all.

PREPARING FOR WAR.

No question, not even taking purely local matters into account, can be of greater interest to the people of Canada at this moment than the probabilities of an armed collision between the United States and Spain. Hence the desire of the Colonist to keep its readers as fully informed upon what is being said and done in regard to the disaster to the Maine as it possibly can, taking care to distinguish between what is clearly sensationalism and what has genuine news value, or may serve to aid readers in arriving at a just estimate of the chances. The following from the New York Tribune, and vouched for by that paper as coming directly from President McKinley, is of especial value as showing the drift of events:

I do not propose to do anything at all to accelerate war with Spain. Up to the present I do not think that war is either necessary or inevitable. I would be lax in my duty, however, if I did not prepare for the future. The situation is grave, and the policy of the administration will be determined almost entirely by the course of events from time to time. There is no necessity of alarming the people, but congress must be ready to assist the administration without making too many inquiries as to the course of current events.

A statement like this coming from the responsible head of any other government than that of the United States would be regarded as an almost certain precursor of war. When the head of a nation talks of not doing anything to accelerate a war, the inference is that he sees war approaching, and if it were not for the uncertainty that even President McKinley has acquired a habit of weighing his words, we would conclude that the crisis cannot be long deferred.

A dangerous element in the case is found in the fact that a great many people in the United States really want war. The construction of a navy of considerable power has inflamed the already exuberant fancy of the people that they are invincible on sea, and they are, that is a very large proportion of them are, impatient of a chance to demonstrate their prowess. To such people it is idle to talk of the country being unprepared for active hostilities in spite of the fact that she has some very fine looking ships. This state of unpreparedness is well known to the naval experts of the country, but they are afraid to tell the truth, so necessary is it for every one connected with the government in any department to keep up a pretence of confidence in the country's unparalleled strength. A recent English naval writer, describing the navy of the United States, said that its chief object was to appeal to the popular imagination. Its construction has certainly had that effect, whatever may have been intended. The popular imagination has been excited to a tremendous pitch, and the majority of the people believe it to be a foregone conclusion that, if war with Spain should come, it would simply be a sort of naval parade, accompanied by the burning of a little powder and some trifling inconvenience to the people aboard the fleet. It would be as much as any man's popularity is worth in the United States for him to tell the people the naked fact and let them know how ill-prepared for war the country is.

Fuel is being added to the flame by sensational reports from Havana. Statements are being widely published that evidence has been found to prove that the explosion came from without the ship, and it is asserted that proof will be given in due time to prove that a torpedo raft was seen to approach the Maine. There is not much doubt about evidence of the latter kind being forthcoming if it will lead to war, for there is a very strong combination exceedingly desirous to bring such a climax about at the earliest possible day. Evidence has been manufactured before now.

It is alleged that the opinion of the officials of the navy department at Washington is that the explosion was caused by a submarine mine, and that the Spanish authorities purposely permitted the ship to be moored over a mine. In this event the responsibility of the Spanish government for the accident would be inevitable. We may feel very sure that under no circumstances will Spain admit such a responsibility. To do so would be to place the nation outside the pale of civilization.

The method of bringing the consolidated statutes into force did not commend itself to Mr. Williams. The matter is one upon which there is room for difference of opinion. We incline to the view that the plan adopted is, taking all things into consideration, the best. The consolidation has been before the public for a year and some of it for two years. The presumption is that those persons who are competent to pass upon the quality have already examined it. If they have not done so, we would not be disposed to rate very highly the consideration they would be likely to give it while the thousands of sections were being hurried through the legislature. The consolidation of laws is for experts, and we think the most expert services available have been devoted to the work. If it is found in practice that the consolidated laws need amending, the amendments can be made as necessity arises. A consolidation is not intended to be a permanent collection of the laws, but only as a convenience to those who require to know what the law is. Such changes as have been made have apparently met with the full approval of the legal profession. Even Mr. Williams did not suggest that any alterations are called for. It is fair to say that the plan favored by him was twice adopted in the province of New Brunswick; but our recollection is that the consolidated criminal code of Canada was not discussed section by section in parliament.

In view of the passage of the bill bringing the Consolidated Statutes into force, it may interest some people to know that in the state of Washington some half dozen years ago, an Oregon lawyer, named Hill, secured an appropriation to prepare a code for that state. This code is supposed to embrace all the statute law of the state. Mr. Hill prepared a book in two volumes, taking up the several sections of the previous code and statutes, amending it and changing them as he thought necessary, and many changes were necessary, for some of the earlier statutes of Washington are curiosities. He expected that the legislature would formally enact the altered and new sections; but nothing of the kind was done, and the result is that Hill's Code, which is usually quoted in the courts of that state is part statute and part Mr. Hill's ideas of how the statutes should be amended. As an example of carelessness in legislation probably nothing surpasses this. A queer feature of the codes of several of the states is that they enact definitions, such as are usually looked for in the dictionary. Thus: A jury is a body of men appointed to try an issue of fact; or a sheriff is an executive officer; ejectment is an action to recover possession of real estate, and so on. Having thus solemnly enacted what the English language means, the codes go on to tell how juries are chosen, what powers are, and so on, and contain similar provisions in regard to sheriffs, conditions of ejectment. The idea of the makers of the statutes seems to have been that they were laying the foundation of a language and a civilization.

The Post-Intelligencer once more talks about discrimination against United States citizens in the Yukon. Will it state what those acts of discrimination are? If an American citizen wants to mine in the Yukon he must take out a license; so must a Canadian. He must take it out at one or the other of the places specified in the regulations; so must a Canadian. He must pay a royalty on what gold he takes out; so must a Canadian. He must pay duties on any goods which he imports from foreign countries; so must a Canadian. In fact there is nothing for a foreigner must do to enable him to mine gold in the Yukon that a Canadian must not also do. We challenge the Post-Intelligencer or any one else to disprove this.

The Times quotes a paragraph from the Chicago Record which says that the Maine was a second-class cruiser and intended as a commerce destroyer. This is a strange error for the Record to make, although it is quite natural that the Times should not know it to be an error. The Maine was a battleship, and was supposed to be first-class when she was built. She has been so greatly exceeded in size by those vessels that have followed her, that she may perhaps properly have been called a second-class battleship, according to the classification applicable to the United States navy.

The Nelson Economist falls into a not unnatural error in attributing to Sir John Macdonald the credit of securing for Canadians the right to the free navigation of the Stikine. Sir John really gained nothing by the treaty of Washington in this respect, for that document simply confirms the right which the British government reserved under the Russian treaty of 1825. It is important to bear this in mind, because to concede that our rights in the premises are derived from the treaty of Washington is to admit that the United States can take them away at any time by giving notice of the denunciation of that treaty. When the United States bought Alaska they obtained only the right of Russia there to, which right was subject to a use by British subjects of all rivers flowing from the interior through the ceded territory. This must always be kept to the front.

The railway war now on bids fair to be the liveliest on record. We hope it will not have the effect of flooding the West with a lot of people in search of work. Just at present labor is in good demand here, but it would be very easy to oversupply the market. We think it well to warn Eastern people against coming to the Coast in great numbers with the expectation of being able to secure work.

An article in the Nineteenth Century speaks of the combination that is being formed in Europe to cripple British trade, which leads the Spectator to say: "Forty millions of Anglo-Saxons with too little to eat would be the most formidable foe that Europe has ever encountered. The Continent is always asking us to set up a conscription, but it will shrink back in horror if we ever do it. France was conquered by the Plantagenets because there was not room enough in this island for us all, and so it would be again. The world does not know what it gains by the full feeding and consequent good humor of the British people."

To which the New York Commercial Advertiser adds: "Europe had better face the Yellow Spectre than a hungry England." But England is not hungry yet and not likely to be so. Nor is she likely to have the doors of the world's commerce shut in her face. That was tried lately in China, but the game did not work.

We have at hand a copy of a pamphlet issued by the Seattle Trading Company in which it is stated that seventy-five or eighty per cent. of the articles required for a Yukon outfit are imported from the United States. This is one untruth. A second untruth is that no one has heard of duty having been collected on a miner's outfit. It is amazing that any business house would go on record with such gross falsehoods.

There is likely to be a discussion in the provincial legislature over the question of closing the Yukon to aliens and a resolution to that effect may be carried. There has been a great revolution in public opinion on this subject during the last year and all because of the hog-ghishness evinced by the Puget Sound cities.

The Toronto Globe says the East is already feeling the benefit of the Klondike trade. And yet the business has hardly begun. Before the season has passed the seven thousand people, who have gone north since the season opened, will be multiplied by twenty. We do not believe the East realizes the magnitude of the movement now in progress.

What do our Seattle friends expect to gain by renewing their agitation for the closing of the sub-ports of Dyra and Skagway? Do they suppose that Canada would not forthwith close the customs house at Tagish Lake and declare that not an ounce of goods should go in by that route?

The Canadian Gazette takes Mr. De Windt to task very severely for telling the people of London in a lecture that Klondike is in Alaska. Mr. De Windt has said many things on this subject which read as though he were making his imagination supply deficiencies in his knowledge.

We are sorry to see the Seattle Times refer to the incident in connection with the Pakhan in Departure Bay as a wreck, and rather in a triumphant tone.

BY WAY OF VARIETY.

"Well," said one statesman to another, "I see you're a member of the committee that was appointed to investigate the Finger Nail File Trust."

"Yes, and we'll bring 'em to time, too, you bet."

"Just my darned luck! I haven't been able to get on an investigating committee this winter, and my place is mortgaged for \$7,000."

"Yes, Stubbs was going into a decline and the doctor said the best thing for him was to get an easy government job and lie around doing nothing."

"A sentence, eh?"

"I don't know what kind of cure you call it, but anyway he's cured."

Johnny—How old was Methuselah, auntie?

Aunt—Nine hundred years old.

"And how old are you, auntie?"

"Thirty, my child."

"Then you're reckoned wrong by 870 years. He said you were as old as Methuselah."

Lady (to dog fancier)—What kinds of dogs have you for sale?

D. F.—Scottish terriers, Chinese pugs, French poodles, and English setters.

Lady—Have you any of those ocean greyhounds that I have read about.—Detroit Free Press.

"There certainly ought not to be any lack of movement in Dufferin's new play."

"Why?"

"It's leading figure is a young spendthrift and he changes his lodgings in every act."

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Americans Find Out Cheaper Outfitting Are in Victoria

Not Only Do They Save Get the Right Kind Supplies.

Klondikers continue to pour in from all parts of the world, arrived from the South yet are busily engaged in outfitting considerable number went to Danube. Among those the Dominion last night were hailing from Oakland, San Jose, San Francisco and Iowa.

F. C. Thiele and his partner, Carlsson and Chris. Larson, highest praise to bestow upon chanta here for the courteous they received. Mr. Thiele chanta in Palo Alto, Cal., where three stores. He says the provisions will be about the same other side, but the dry goods 25 and in very many cases 3 cheaper than either Seattle or cisco prices. He thought the merchants were trading up smaller margin of profit than cans would be contented. Thiele and his partners are lauders of Victoria and Victoria had heard a great deal of a Britishers and were so agreeably surprised. They the people here very obliging duct in this particular being contrast to that Mr. Thiele friends had been used to, found the customs officials and the hotel accommodation Thiele has written to a number friends telling them that Victoria place to outfit if they want money and get the very best party who are staying at the hotel are an advance guard more. They outfit at J. Co.'s and the Hudson's Bay are delighted with their stay. Another party is composed Houston, Robt. Polk, J. W. Theo. Meyer, all of San Francisco are going via the Stikine route Lake. Mr. Houston stated had got prices in Frisco, but on here, having heard of Victoria outfitting point. On comparison prices on groceries with tained in Frisco they found chanta here were selling a quality of goods at the same price and his party were ahead and duty. Mr. Houston was quite as to the superior quality groceries sold here, while he said clothing the prices were 10 cent. lower than those given Francisco. Another thing very favor of Victoria was that the here understood their business and knew just what was while he and his party had San Francisco they would have loaded up with a lot of good things turned out useless. Mr. written to a number of his friends them to come straight to and he said that if this city better known a very much larger of the trade would be secured merchants here.

Louis M. Curry, of Chicago, the City of Seattle this morning stated that he and a number of had outfitting in Chicago, and disappointed upon his arrival tioria to learn that he could have outfitting cheaper here, also saved the duty. While he had obtained prices on an of these could not compare with ing in Victoria. The Seattle men on finding that he had outfitting cargo put their prices away down upon Mr. Curry sending round his friends to purchase their the prices were run up again old figures. Mr. Curry was with Victoria, and said he was astonished to find such a climate so far north. He has his friends to buy everything tioria.

Jacob Eul, of Chicago, and ner, A. P. Sizel, of Maywood, left on the Danube last evening with them some 1,500 pounds of besides other supplies. bound for the Stewart river, Enl is interested in some claim stated that he had spent some time on the Coast before coming tioria, and had obtained prices land, Tacoma and Seattle. found, however, that not only save money by purchasing here, but confident none of the Victoria chanta would impose upon him way. He was delighted with and the treatment he had received was sending word to his friend here. He thought that if America allowed Klondike off Canadian goods or hindrances, the least that was to purchase their outfits it.

James E. Kidd, for fifteen a manager at Maguire's opera City, Mont., is one of a party five which arrived here from 8 morning to outfit for the North his companions have been put day looking at goods and getting and have decided that it is to vantage to buy on this side. In the very highest terms of chanta in Victoria, and said quality of goods carried here passed that of the goods of Seattle. Mr. Kidd is taking material with which to open should the opportunity offer, tends to try for the yellow in commencing in the North tories and working gradual Alaska. Another section of have already gone up to try Co or make an attempt to get country.

I. Friend, Riley Smith, Jr. of Chicago, and Wm. McPhoax, Arizona, arrived here morning with the intention of for the Yukon. Mr. McCart parties the party as an expert having spent many years in ness in the Western States. In the warmest manner of the people in it, saying it almost little town they had eye and that the city was orderly, and in most pleasing