

The Colonist.

MONDAY, JANUARY 31, 1898.

AN ABSURD THREAT.

The Post-Intelligencer thinks that if the Dominion government should close the passes the United States government would put insurmountable difficulties in the way of the transportation of goods up the Stikine. Once more we suggest to our contemporary the desirability of reading the Treaty of Washington before attempting to define the powers of its government in the premises. By this treaty the right to the free navigation of several rivers, the Stikine among them, is provided for. Some of the rivers are opened to the use of United States citizens where they flow through Canada, others are opened to the use of British subjects where they flow through the United States. The arrangement is a reciprocal one, but hitherto almost the whole advantage has been on the side of the United States. In addition to this mutual privilege the same treaty secures to the people of each country the right to carry goods across the territory of the other under such regulations as will prevent smuggling. These being treaty rights, they can only be abrogated by denouncing the treaty, and we are not prepared to believe that the United States senate will throw away the privilege of freely navigating the St. Lawrence and St. John rivers in order that Seattle merchants may do an outfitting trade for one season.

But let us apply the thing practically. A man bound for some point in Canada reaches Wrangell. He will be accorded precisely the same treatment as he would be if he landed at Portland, Maine, or as a United States citizen would be if he landed at Vancouver from a C.P.R. steamer from the Orient bound for Seattle. His goods being in transit would be passed through without interference, and subject only to such supervision as would be necessary to prevent smuggling. Two or three times a week steamers arrive at Victoria from San Francisco bound for Seattle. They may be filled to their fullest capacity with United States merchandise, but no customs house officer molests them. An officer is present to see that no goods are landed here without being reported, but he does not concern himself at all about what the vessel does with the goods that remain on board. Sometimes goods reach here from the United States, bound for another point in the United States. They are unloaded, placed in the warehouse and reshipped to their destination without any inconvenience to any one and on payment of a small fee. Every day of the week just such things transpire at Atlantic ports in the United States in respect to goods in transit to points in Canada. The Post-Intelligencer ought to learn that this is the practice of civilized people in respect to international commerce.

Goods taken to Wrangell en route to points in Canada must be reported to the collector there, and that official will see that they are allowed to go forward after taking such precautions as may be necessary to prevent smuggling. If the goods are in charge of a transportation company, as in nine cases out of ten they will be, the individual miner will be subjected to no inconvenience. In the summer all goods going up the river will be in charge of transportation companies and will be subject to no interference. It may be that each steamer may carry an officer representing the United States customs, but even this is doubtful. This is not done, we believe, on the St. Lawrence.

The right of customs officers at Wrangell to interfere with goods in transit to Canada was illustrated last year in a case where some tons of opium were being taken up the Stikine for some Chinamen. They were detained at Wrangell by the officer for non-payment of duties. His attention was called to his error by Collector Milne, who pointed out to him that he had no right to inquire into the contents of packages in transit and referred him to a decision of the treasury department in a precisely similar case which arose at San Francisco where a quantity of opium in transit to Guatemala was seized for non-payment of duty, but released on the ground that the opium, though brought into the United States, was not imported, but was only in transit, and hence was not subject to interference. The collector at Wrangell at once released the opium. This is the law of the United States and of every other civilized nation, and there is not the least reason to suppose that it will be altered in respect to the Alaskan frontier.

We believe that the application of this rule to the carriage of goods from ports in the United States in British bottoms will remove all difficulties which the people of Seattle are seeking to place in the way of north-bound business by such steamers. It is undoubtedly the law that if a British steamer goes to Seattle and there loads United States goods for Wrangell, such goods are subject to duty on arrival there; but we believe the Treasury will hold that a British vessel may load at Seattle with United States goods consigned to a point in Canada, and transfer those goods at Wrangell to a British bottom navigating the Stikine, without being subject to any other interference on the part of the

customs authorities than would be extended towards foreign goods.

The Seattle paper's threat is silly in the extreme, and is hardly worth replying to as a threat. As an exhibition of ignorance and disregard of the amenities of civilized life it is eminently characteristic of the source from which it emanated. But we may add that the undue interference with Canadian trade is practiced at Wrangell, Canada will soon discover a way of retaliating.

THE LAKE TESLIN RAILWAY.

The terms of the contract with Messrs. Mackenzie and Mann for the construction of the railway from the Stikine river to Lake Teslin are announced. The chief features of them are: The contractors agree to begin at once and push forward to completion by March 10 a winter road from the mouth of the Stikine to Teslin lake. The railway is to be completed from a point on the navigable waters of the Stikine to the lake by September 1. The contractors bind themselves to provide steamboat accommodation on the Hootalinqua and Yukon in connection with the railway. Freight rates are to be settled by the privy council. The contractors are to receive 25,000 acres of land per mile as a subsidy, or 3,750,000 acres, to be selected in alternate blocks of the size of 6 by 3 miles.

The subsidy carries with it the right to mine precious metals subject to a royalty of one per cent., but any location which free miners may make upon within areas selected by the contractors will stand. There does not appear to be any limit to the time within which the selection may be made, and this seems to be a weak feature in the agreement, though probably it may be provided against, if not now, at least when the contract is before parliament, where it must be sent for ratification. It would be manifestly unfair to give the contractors all the time they might desire to select land under such a contract, for in that case they would have an incentive to hold back until discoveries had been made. This would not be so objectionable if the selection were confined to a specified area, but where, as in this instance, carte blanche is given to run over the whole of the Yukon country, it is easy to see how great injustice might be done if there is no limit of time.

The provision requiring the contractors to provide steamboat accommodation on the Hootalinqua seems needless, because this will be forthcoming any way. The feature giving the contractors an option upon the construction of any line that may be built to an open port in British Columbia calls for some explanation. Possibly when the exact terms of the contract are published, this provision may not seem to be quite so open to criticism as it does now. It is understood that the contractors expect additional aid from the provincial government. The ground upon which this will be urged will probably be that the immediate construction of the line is of such paramount importance that the province can very well afford to pay something to secure it. We think this ground is a good one and believe that, if the amount of aid asked is not unreasonable, the legislature will promptly vote it, if the contract signed with the Dominion government, when made public, will stand critical examination on its merits. There will be general satisfaction over the fact that the contract has been made with gentlemen who have the means and experience necessary to carry it out. We think it best to reserve further comment until full particulars of the contract are published.

A FALSEHOOD NAILED.

On Thursday morning the Post-Intelligencer, replying to a statement of the COLONIST in regard to the issuing of miners' certificates in the British Columbia cities and nowhere else on the Coast, which it pronounced a deliberate falsification, said:

"Miners' certificates can be secured at Skagway from an inspector of police who was making his headquarters there at the last accounts."

Although this statement was in direct contradiction to the official notice issued by the Dominion government, the COLONIST thought it well to obtain a positive and authoritative denial, having reference to the Post-Intelligencer's allegation, and it therefore wired the Hon. Mr. Sifton at Ottawa as follows:

VICTORIA, January 28, Hon. Clifford Sifton, Ottawa: A Seattle paper says mining licenses can be obtained at Skagway from a police inspector there. Is this true? To which the following reply was received:

OTTAWA, Ont., January 28, Colonist, Victoria: No; not true.

CLIFFORD SIFTON.

We hardly know what language to employ to characterize the conduct of the Post-Intelligencer in making the statement above referred to. It has been guilty of shameful deceit. It cannot plead that it has misunderstood the official notices, which have been printed. These notices have stated in express terms that the licenses could only be obtained at certain cities that have been named. The cities on the coast named as places where the licenses are to be issued are Victoria, Vancouver, Nanaimo and New Westminster. When the regulation was first promulgated only Victoria and Vancouver were specified, the other cities being added later. One d-

spatch said also that inspectors of mounted police in the Yukon would be empowered to issue the licenses, also the gold commissioners. These officers have not as yet heard of the new order and have no licenses which they can issue. It will be weeks and perhaps months before the licenses will reach them. It is absolutely certain that not a police inspector in the whole Yukon country is in a position to issue the licenses, or has so much as heard that licenses are to be issued. Yet the Post-Intelligencer has the unparalleled audacity to say that the licenses can be obtained from "the inspector at Lake Tagish." This is not true; it cannot in the very nature of things be true; there is considerable doubt if it ever will be true. Certainly as yet no one has any authority whatever to say that licenses can be obtained there.

The publication of such a statement as that of the Post-Intelligencer above referred to, ought to render a paper liable to criminal prosecution. Since the order was issued requiring licenses to be taken out, we suppose that fifteen hundred people have left Seattle for the Yukon, believing that when they got to Skagway or Tagish they would find some one clothed with authority to issue licenses. They will be disappointed, and bitterly so. The day after this false statement was made by the Seattle paper, the steamer City of Seattle sailed North with a full load of passengers. She was followed by the Topeka also with a full load. These people have gone North believing that when they reach Skagway they can get licenses from the inspector of police there. They will learn to their disgust that there is no place nearer than the British Columbia cities where the licenses can be procured. What they will think of the paper that has so grossly deceived them can be easily imagined. Their position will be a serious one. They will not feel like going inland, lest they may find themselves unable to secure licenses in the interior, as they certainly cannot until very much later in the season; and if they go in without the licenses, it will be useless for them to locate claims, because the locations will be void.

Perhaps we waste sympathy upon such people. If men are so utterly foolish as to believe the misrepresentations of such an infamous paper as the Post-Intelligencer they have themselves only to blame for the consequences; but we tell every one, and we think it of the utmost importance that the fact should be known, that there are no places on the Coast, except Victoria, Vancouver, Nanaimo and New Westminster, where Yukon licenses can be procured, and that for the present and for some time to come the licenses cannot be obtained in the Yukon country. They cannot be obtained at Skagway, and never will be obtained there until the boundary line is settled and the head of the Lynn Canal is declared to be a part of Canada. In the interest of the trade of British Columbia, and almost equally in the interest of humanity, this fact should be made known everywhere on the Coast. It is a cruel thing to allow men to go North under a wrong impression in regard to the licenses.

ANGLO-SAXON OR MUSCOVITE?

Napoleon is credited with the prophecy that all the world will be ruled by the Teuton or the Muscovite. Whether he ever said anything of the kind or not makes very little difference; the idea is one that has a great deal of truth in it. The Teuton does not necessarily mean an inhabitant of Germany. What Napoleon had in mind, and what everyone else has in mind when speaking of this matter, is the family of which some of the German peoples form a branch, but whose greatest exemplification is to be found in what is usually spoken of as the Anglo-Saxon race. It is plain upon the face of things that this race is far and away in advance of all others in its influence and power. Disregarding, for the sake of the argument, the Scandinavians, who are perhaps more closely allied to the Teutons than is generally supposed, we find the Teutonic race dominating a vast portion of the earth's surface. It occupies the following territory:

Table with 2 columns: Territory and Sq. Miles. Includes Germany and dependencies (1,231,740), The British Empire (389,612,248), The United States (3,501,000), Total (4,922,592), and population statistics for the area over which this race is dominant.

AN IMPORTANT ANNOUNCEMENT.

A part of the bargain between Messrs. Mackenzie & Mann for the construction of the railway from Telegraph Creek to Teslin Lake is that for five years to come no railway shall be authorized from the head of Lynn Canal to any point in the Yukon. This is a matter of the greatest importance, for it secures the trade of the Yukon to Canadian cities. It is a hard blow at our enterprising neighbors on the Sound, but they have been aching for something of the kind. They have got it now and we hope will like it as well as Canadians will. A number of United States concerns, with the same effrontery that has characterized all the dealings of United States citizens with matters relating to the Yukon, have gone on with preparations to build railways from points on the head of Lynn Canal, without waiting to see whether or no they could get permission from the Dominion government to do so. They will have to

call a halt and will have their trouble for their pains. We do not say that under any circumstances the Canadian government would have given up to United States capitalists the right to build railways into Canadian territory; but we feel very confident that, if it had not been for the outrageous way in which Canadian traffic has been hampered by the United States customs authorities, such a pledge as the government has given the contractors would evoke considerable protest. We do not like monopolies, even for five years; but better a Canadian monopoly than that the country should be subjected any longer to the hoggish treatment that has been extended towards it.

Now that our neighbors have seen pretty conclusive evidence of the temper of Canadians, perhaps they will be more disposed to listen when we tell them that only a very little more provocation will be necessary to lead the Dominion to order that no alien shall have any rights in the Yukon mines. We do not believe that, left to itself, the United States government would have exhibited the unneighborliness that has characterized its dealings with our people; but it has not been left to itself. Every influence that could be brought to bear upon the treasury department to hamper Canadian trade has been employed. The thing had gone a little further than Canada was disposed to stand, and the manner in which the Dominion government has checkmated all the schemes of the Americans to rob Canadians of their rightful trade will evoke many expressions of hearty approval even from those who may think it gives Messrs. Mackenzie & Mann too great an advantage.

The Provincial government gave the Cassiar Central Railway Company a thirty-five years lease of 750,000 acres as a subsidy for 75 miles of railway. The Dominion government proposes to give Messrs. Mackenzie & Mann 3,750,000 acres outright for building 150 miles of railway. According to the critics of the local government in this province and elsewhere, the action of the provincial government was an outrage. By the same reasoning, if the Dominion government had leased to Messrs. Mackenzie & Mann 1,500,000 acres of land for thirty-five years, it would also have been an outrage. But the Dominion government subsidy is two and a half times as great per mile as the provincial subsidy referred to, and is in perpetuity instead of for thirty-five years only. The Dominion exacts one per cent. for royalty; the provincial government exacts one-half per cent. royalty in addition to all other taxes that may be imposed, a rental of \$50 per annum for each claim, \$100 for each transfer of a claim and the usual stampage on timber. Here then is a question in political arithmetic: If the Cassiar Central arrangement is an outrage, how shall the Mackenzie & Mann contract be described?

The opposition press have charged the government, individually and collectively, with incompetency and dishonesty. The COLONIST has taken the case of one minister, the Chief Commissioner of Lands and Works, and has shown that the great expenditures made under his direction and the great interests in his charge have been administered so that not a single scandal or charge of extravagance has been made. Now the opposition press say that it is a poor recommendation. May we ask them to say what they meant when they talked of corruption and extravagance? Is there a sort of Pickwickian sense in which these words are used in British Columbia politics? As we understand corruption, it means that some one has profited illegitimately at the expense of the public, and as we understand incompetency it means that the men who are charged with administering affairs do not know how to administer them. If they mean anything else, will the opposition press tell us what it is?

On January 24, Senator Turner sent a despatch to the Seattle Chamber of Commerce stating that the collector of Sitka, whose arrival at Washington was awaited by the treasury before the issuance of the new regulations in regard to the carriage of Canadian goods over the so-called Alaskan strip, had reached that city and that the regulations would be published in the course of a week. We are glad to know that there was no foundation for the general opinion that, in alleging the absence of the collector as a reason for delay, the United States government was simply indefinitely postponing the matter.

The Washington Post describes New York as "a big, bumptious and complacent aggregation of prigs," and says that "to find the truly provincial hopelessly narrow view of things," one must go there. In this there is a great deal of truth. The average New Yorker cannot see across the Hudson river. New Jersey is to him a foreign land, and the remainder of the country a species of myth. The Nelson Tribune says there is no reason why Hon. Mr. Turner should not express his views and those of the government on the question of redistribution before he has consulted his colleagues. The trouble with the Tribune is that it has not the most elementary notion of how the government of a country is conducted.

Advertisement for 900 Drops Castoria. Includes text: 'Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of Infants & Children. Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC. Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep.'

Advertisement for Castoria Signature of Every Bottle of Castoria. Includes text: 'SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA. Castoria is put up in one-ounce bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get C-A-S-T-O-R-I-A.'

E. G. PRIOR & CO., Ltd

Miners Bound for Klondyke

Call and inspect our Heavy Stock of

- Bob Sleighs, Wagons, Axes, Granite Ware, Etc. Shovels, Picks, Gold Pans, Gold Scales, Ice Creepers, Etc. Tents, Stoves, Rope, Quicksilver, Retorts, Etc.

Miners' Hand Sleighs. The Juniper Pattern. The only Sleigh recommended by experienced Klondyke and Cassiar Miners...

Buy in Victoria and save 30 per cent duty. Cor. Government and Johnson Sts. VICTORIA, B.C.

LEA AND PERRINS'

OBSERVE THAT THE SIGNATURE

Lea & Perrins. PRINTED IN BLUE INK. DIAGONALLY ACROSS THE OUTSIDE WRAPPER of every Bottle of the ORIGINAL WORCESTERSHIRE SAUCE.

Sold Wholesale by the Proprietors: Worcester; Crosse & Blackwell, Ltd., London; and Export Oilmen generally. RETAIL EVERYWHERE.

Agents—J. M. Douglas & Co. and Urquhart & Co., Montreal.

R. P. Rithet & Co., Ltd

Wholesale Merchants Wharf St., Victoria, B.C.

GROCERIES, WINES AND LIQUORS, KLONDYKE OUTFITTERS

Agents for the Pacific Coast Steamship Company's Direct Steamers to all Klondyke Points.

The Semi-Weekly Colonist

Is the Best Family Newspaper in the Province.

THE STIKINE RAIL

Dominion Government Of mense Grant of Land for Construction.

Contractors to Have All the Metals for One Per Cent Royalty.

OTTAWA, Jan. 27.—By the contract made by the government with Messrs. Mackenzie and Mann for the construction of a railway from the mouth of the Stikine river to Teslin lake, and thence to the terminus of the Yukon river, the Dominion government is to build from the mouth of the Stikine river, all through Canada, to Teslin lake, all through the Yukon territory. This road will be 150 miles in length and is to be completed by September 1, 1898. A branch of the railway from the Stikine river to the terminus of the Yukon river, all through the Yukon territory, will be built when the government of Canada, in case the contractors are to have the honor to construct it if they agree to be imposed by the government. The contractors are bound to steamship communication for passengers and freight from the terminus of the railway at Teslin lake down the Yukon to Dawson City.

All rates on the proposed railway and passengers are to be fixed by the privy council to be 25 per cent. of the rates of the Yukon railway at the end of seven years, and a year's general rate to be fixed up to that time.

The contractors are to receive 25,000 acres of land per mile in the Yukon territory as a subsidy for building the road and railway, the lands to be selected by the government. The contractors will have alternate blocks of six miles by three miles. All land granted to be subject to a royalty on the gold contained therein of one per cent., payable to the Dominion government. No portion of the lands selected by the company until the end of the railway are first built, and 92,000 acres may be reserved for the Dominion government, when each ten miles of the railway is built and operated. All free claims located under government titles before these lands are selected, base lines run are reserved for the Dominion government. Rivers, streams and lakeing the water stretch from Teslin to Dawson City, and a strip of along each bank, are reserved for the Dominion government, and all of all navigable and flowing streams preserved. The contractors agree to deposit \$100,000 as security for the performance of the contract. It is understood that the provincial government also gives a subsidy for the railway.

OFFER TO NICARAGUA

Proposal to Purchase the Entire Nicaragua and Steamboat System.

MANAGUA, Nicaragua, Jan. 26. L. Wichmann, the agent of the E. Corporation the Atlas Steamship company, offers the Nicaragua government a large sum in silver pesos, and from London sources, for Nicaragua railway and steamboat system ocean to ocean, with a view of obtaining for the company transportation of the country, including the canal. The government is considering the offer.

WHAT MAY BE HIGHER

Chicago Speculators Think the United States Has Exported Too Much.

CHICAGO, Jan. 27.—"Basing our estimates on the government figures, think we now own every bushel of wheat in the country," George French, the active manager of wheat combine, spoke thus for and Joseph Leiter, who is the head of the combine. He added: "It is probable that the country exports more than its own supply. We think wheat has been exported to the extent of 18,000,000,000 bushels, and that the United States is the country in which the wheat is the most abundant."

MADRID SATISFIED.

Reassuring Despatch Received From Sifon and Naval Officers From Fraterize.

MADRID, Jan. 26.—Senior Sagas premier, read to the queen yesterday what he describes as a "very satisfactory" despatch from Washington. It is probable that Senator Morister of the colonies, will announce the next cabinet council a project of administrative reforms in the Philippines. Admiral Bermejo, minister of the navy, has authorized the officers of the 1st squadron at Havana to attend a banquet to be given by States Consul General Lee.

POSTAL SAVINGS BANK

Proposal for Their Introduction in the United States.

WASHINGTON, Jan. 26.—The committee on post offices, under consideration the advisability of establishing a system of postal banks in the United States. Discussion was general, and the conclusion reached was that Senator and Butler should prepare a bill which could be used as a basis for legislation. This was done by the fact that there were a large number of measures before the committee looking to the same end. It is thought that the bill to be prepared by Mason and Butler shall supply these, and they were requested to be taken up at the next meeting to be held a week hence.

Fur sleeping bags, heavy blankets. B. W. & Co.