The Colonist.

MONDAY, JULY 18, 1898.

ROUTES TO THE KLONDIKE.

The San Francisco Chronicle discusses the routes to the Klondike and concludes that the best is via St. Michael's. As the gold seekers, who started for Dawson City last summer by this route had not reached their destination at the date of the latest advices from the North, and as grave doubt exists as to the possibility of any one reaching the Klondike via the mouth of the Yukon this season, because of the lowness of the water, the claim made by the Chronicle is based upon a very poor foundation.

Still more astray is the Chronicle when it comes to speak of the Stikine route. It says:

The railroad contractors whom the Dominion government liberally subsidized to open a thoroughfare up the Stikine River and Telegraph Creek valleys to Lake Teslin by next October, have thrown up the contract rather than attempt to overcome the enormous odds which the rough country offered against success.

The Chronicle would hardly wilfully misstate facts, and the inference from the above is that it is wholly misinformed. No railway contractors have been subsidized by the Dominion government, liberally or otherwise, to open a thoroughfare to Lake Teslin or anywhere else. The provincial government has made arrangements with Mackenzie Mann & Co. to build a wagon road from the river to the lake, as a preliminary step in railway construction, and work is already well advanced. Nor is the Chronicle correct in describing the country as rough. On the contrary it is a remarkably easy country, offering exceptional facilities for railway construction.

In spite of the discredit brought upon the Stikine route by the collapse of the plans formed by the Dominion government, which collapse we may tell the Chronicle was not due to difficulties on the route but in the Senate, this will be the favorite and by all odds the best way to the Klondike, until such time as a railway is built from a British Columbia port.

THE WATER SUPPLY.

The Mayor ought to reconsider his action in regard to that $1,500, and, if the council is still willing, permit it to be spent in connecting the water main with the reservoir so that the filter beds can be used. If the proposed connection were a mere temporary expedient there would be an unanswerable argument against it, but it would be a part of the permanent plant. It is true that the citizens refused to vote the money for the completion of the reservoir, but this cannot be construe as an evidence of unwillingness to have the filter beds used. Probably one reason why so little interest was taken in the vote on that occasion was the disbelief of the people in the efficiency of the filter beds. Once let it be shown that the filters really filter, and that the supply of water passing through them is equal to the necessities of the city, and there will be no hesitation on the part of the taxpayers to vote the necessary amount of money to finish the reservoir.

The matter stands thus: The filter beds are complete and, so far as can be judged from inspection, will do their work well. An expenditure of $1,500 will thoroughly test their efficiency. If they are what they appear to be, they will furnish the city with an abundance of good water, in which case an expenditure of $15,000, less the $1,500 spent in making the connection with the mains, will be necessary in order that the reservoir may be made what it ought to be. The citizens would sustain the Mayor and Council in making the expenditure necessary to test the efficiency of the work already done. Indeed it would be an exceedingly unbusiness-like proposition to suggest that the large outlay already made should remain useless. Whatever the citizens may have contemplated when they authorized the construction of the filter beds, they did not contemplate that.

THE PACIFIC CABLE.

The following paragraph is going the rounds of the papers:

The most widely separated point between which a telegram can be sent are British Columbia and New Zealand. The telegram would travel backwards, so to speak. It would cross North America, Newfoundland, the Atlantic, Britain, Germany, Russia, (European and Asiatic), China, Japan, Java and Australia. It would make nearly a circuit of the globe and would travel over 20,000 miles in doing so.

This is interesting, but it is time that, if a business man in British Columbia, or a representative of the British government wished to send a telegraphic message to New Zealand, he could do so without using lines passing through foreign countries. The Pacific cable project has been allowed to remain in abeyance too long. There may be some doubt as to where the responsibility for the delay lies, but no one can claim that the present federal ministry has shown any conspicuous interest in the matter. If it has the public has little evidence of this fact. In the meantime the chances have greatly increased for the construction of a line from some point in the United States to Hawaii. Indeed, such a line is rendered absolutely necessary by the annexation of the Hawaiian group, and if the Philippines are retained by the Americans the cable will be certainly extended all the way across the Pacific. The probability of such a line being laid does not in any way lessen the necessity of a British cable to connect Canada with Australasia, although it might have a tendency to render the investment less profitable.

OUR RELATIONS WITH OUR NEIGHBORS.

A Colonist reader kindly draws attention to the fact, overlooked in the reference made yesterday in these columns to the Alaskan boundary, that the United States senate reinstated the vote to pay the expense of the commission to settle the open questions between that country and Canada. This leaves the matter in excellent condition. Commenting upon this action of the senate the Washington correspondent of the Montreal Star says:

Opinion as to the outcome of the negotiations differ. But the preponderating thought is that while all of the pending questions may not be adjusted to the entire satisfaction of both sides, some of them will be, and the others disposed of in a manner which will relieve much of the existing friction. President McKinley earnestly desires the settlement of the questions. He believes that the greatest benefit to both sides can be secured by approaching the issues in a spirit of broad-minded fairness, and he will so instruct the American commissioners. He does not wish to have the outcome dubbed "a great diplomatic victory for the United States." He prefers that it shall be called a victory for the diplomacy of both nations.

If the settlement of the various questions is approached in this, there will be little difficulty in arriving at a satisfactory solution. The interests of the two countries are identical in so many respects that a common ground on which to meet can be found along every disputed line. The forthcoming conference is likely to have a very profound influence upon the future of the North American continent.

CANADIAN HISTORY.

Commenting upon the publication in St. John, N.B., of a series of leaflets dealing with the early history of the Maritime Provinces, the Manitoba Free Press pleads for greater attention to the romantic side of Canadian history generally. The plea is timely because the links between the present and the past are rapidly being broken. Yet historians, like poets, are born, not made. Something more than a legislative appropriation is necessary to secure the telling of the story of early Canada so that it will impress itself upon the character of the people. All that can be done, until the skilled narrator puts in an appearance is to collect as many of the data of the past as possible.

To give this suggestion a local value, mention may be made of the presence amongst us of a considerable number of persons, who have resided on Vancouver Island for nearly, if not quite, a half a century. The story of their lives ought to be written down before it is too late, not necessarily their personal story, although fragments of that would be of great interest and give a color of realism to the narration of events of public concern. There is a capital field here for some one with leisure and taste for historical writing. It is by the presentation of the stories of the pioneers that we get the truest light upon early days.

"THE OPEN DOOR."

The people of the United States are already wondering what commercial policy shall prevail in the government of the Philippines and Cuba, that is whether the home tariff shall be extended to the islands on the British plan of "an open door" shall be adopted. The latter does not mean free trade. It simply implies that no country is given any greater advantage than another in any colony, except it shall be deemed in the interest of the colony itself. Thus there is "an open door" in Canada, that is to say all nations have equal rights with Great Britain in regard to the trade of Canada, with such limitations as Canada herself chooses to impose. Great Britain herself has free trade, but she does not impose it upon her colonies. Will the United States imitate her? Will it seek to retain the commerce of the new possessions for Americans or will they be open to competition from all the world?

The question is a very serious one and very far-reaching. The United States will desire above all things in the future to promote commerce with Asia. To this end Asia must be kept open to all nations. Germany, France and Russia desire the partition of China and the setting up of customs barriers; Great Britains desires the whole Orient to be an open field where the best man will win. This likewise must be the object of the United States. But the latter nation can hardly expect to possess on the continent of Asia privileges which she denies to others in American possessions off the coast. If the policy which prevails in the Philippines is the same as the Continental European powers desire to adopt in China, the Oriental situation will be greatly complicated and much to the disadvantage of American interests. At present the "open door" policy seems likely to prevail.

The attention of the city authorities is directed to the number of street intersections in this city which are dangerous. One of these is the junction of the road from the water front with Fairfield road at the Old Men's Home. This is a very bad corner. It is impossible for the driver of a vehicle or a bicyclist coming up from the water front to tell whether any one is approaching from the direction of the Cemetery or vice versa. If the bushes on the corner were cut away this objection would be met. The crossing of Carr and Niagara streets is dangerous to vehicles or bicyclists going south because the high fence of Caledonia park obscures the view of the car track. If the fence were run diagonally across the corner and say twenty feet further back it would not interfere with the grounds and would remove any danger of collisions. A low fence could be put on the street line, is desired.

In one view of the case it seems a little hard that a man who lives on the up a mining claim simply because he is a government official, but unless a rule is adopted prohibiting such transactions, grave irregularities are likely to creep into the civil service. It is better that a few men should be deprived of certain privileges than that the public service should suffer. Moreover, the acceptance of office is a voluntary act. No one need take a government position on the Yukon unless he wishes to. If he does take it, he must be content with the salary, and not seek to make money by staking claims.

The San Francisco Chronicle refers to Victoria and Vancouver as "fake centres." We protest against this libel. These cities are not given to sending out fake stories, though we confess that the privateer yarn has very much that sort of a complexion. But think of a San Francisco paper reproaching any part of the world for originating fake stories. By the way, it is generally conceded that Port Townsend holds the banner for the invention of phenomenal yarns. Its matchless one, about the British gunboats flashing their searchlights along the reaches of the Upper Yukon, so as to keep United States prospectors away, has never been excelled. The funniest part of that story was that it was implicitly swallowed in the Eastern States and editorials were written upon it.

The action of the Mayor in refusing to sanction the diversion of money from the street fund to be used in connecting the water main with the incomplete reservoir is something upon which there will be a wide difference of opinion. His Worship acted within his powers and we may feel very sure would not have refused his assent to the by-law, if he had not felt compelled to do so. At the same time, we regret that he did not see his way clear to permitting the by-law to pass, for it would have demonstrated to the people of Victoria what they are missing by refusing to perfect the arrangements for the supply of filtered water. The temporary connection would have done for the present season and next year would have found the taxpayers ready to vote the $15,000.

A correspondent asks the Colonist if it does not think the bicycle path on Fort street is in the wrong place. He thinks the space between the car track and the sidewalk too narrow. In order to answer the question intelligently the Colonist caused some inquiries to be made, and the result of them shows that the majority of the riders appear to think the path all right where it is. Just here a word may be said to bicyclists. They are entitled to all the courtesies of the road and to no more. Hence if they choose to turn a sharp corner at full speed the responsibility of collisions with vehicles rests upon themselves.

The San Francisco Examiner discusses very seriously that privateer story, and expresses the belief that the government of Canada will not be guilty of such a grave breach of neutrality as to permit a privateer to fit out in her ports. If any privateer is dodging around these parts, he can avoid all questions of neutrality by taking up his station in the harbor of Sitka, Juneau, Wrangel, or some other place in Alaska. He would be perfectly safe, for there is nothing to hurt him in those ports. The only place where he would be really in danger is around some of the Canadian ports.

What may be called a series of chance interviews is printed in this paper regarding the James Bay bridge. Opinions gathered as these were are likely to be representative, and readers will note that they all favor a permanent causeway. The Colonist suggests that the city engineer should be directed to prepare an estimate of the cost according to several plans, one of them to be in the form made of brush and piling to be faced later with stone.

It was due to official wrongheadedness that the Quadra was not at the disposal of the press excursionists. The department was willing and Captain Walbran was ready, but the courtesy was blocked at an intermediate stage. If this sort of thing is repeated there will have to be plainer language used.

The Ontario branch of the Dominion Alliance is already preparing for the plebiscite campaign, and is wisely giving its attention to the matter of expenses. An effort is being made to raise a fund of $10,000. Some disappointment was expressed at the meeting of the Alliance because the terms of the plebiscite bind nobody to anything.

The Spokesman-Review informs a correspondent that the word "Ain't," though inelegant, is justifiable. At the risk of interrupting the current of good fellowship between the two branches of the English-speaking world, the Colonist desires to enter a vehement protest. Ain't is both inelegant and unjustifiable.

The natives of the Philippine islands are not taking very kindly to the United States. They are a bad lot any way. They do not know what good government is, and the chances are that they would be as restless under American rule as they have been under that of the Spanish.

The Times corrects the Colonist's despatch by pointing out that Col. Gregory was not present at the opposition caucus. It makes no other correction, so the public may infer that the Colonist report was otherwise correct.

A "poet," whose strains are being widely copied, represents Admiral Dewey as calling on his men to give the enemy "holy hell." Was ever an adjective worse misplaced?

Current Comment

A FINE TRIBUTE.

Many pretty incidents growing out of the war have been related, and one of them seems worth repeating here. It was of a Spanish woman at Manila who was in great distress of mind over the approach of the Americans. She had been taught to believe that they were coming to inaugurate a season of murder and rapine. Seeking the British consul she threw herself upon his protection. "Madame," he said gently, "honor and virtue are safer in Manila today than they have been in three hundred years." It was a tribute which the people of this nation will appreciate, and shows one Anglo-Saxon trait which makes the English speaking people a class apart.—San Francisco Chronicle.

SUPREMACY OF THE ANGLO-SAXON.

It is useless to deny the superiority of the Anglo-Saxons. We may be vexed by this superiority, but the fact remains despite our vexation. We cannot go anywhere about the world with out meeting Englishmen. Over all our posessions of former times the English or the United States flag now floats. The Anglo-Saxon has supplanted us in North America, which we occupied from Canada to Louisville; in Mauritius, once called the Isle of France; in Egypt. He dominates America by Canada and the United States; Africa, by Egypt and the Cape; Asia, by India and Burma; Oceanica, by Australia and New Zealand; Europe and the entire world by his commerce, by his industry, and by his politics. The Anglo-Saxon world is to-day at the head of that civilization which is most active, most progressive, most devouring. Let this race establish itself anywhere on the globe and at once there is introduced with prodigious rapidity the latest progress of our Western societies, and often these young societies surpass us. Observe what we Frenchmen have done with New Caledonia and our other possessions in Oceanica, and what the Anglo-Saxons have done in Australia and New Zealand. Observe what Spain and Portugal have made of South America, and what the Anglo-Saxons have made of North America. There is as much difference as between night and day.—La Science Socialle.

IN THE FIELD OF DISCOVERY.

As the field of human knowledge broadens so does the vast and impenetrable domain of the unknown also. The diligent archeologist explores the ruins of ancient cities buried in the sands of Central Asia and the tombs of Egyptian monarchs who reigned ten thousand years ago, only to find that he is apparently farther than ever from determining the time and method of man's creation, and that civilizations have existed whose antiquity antedates human tradition and whose knowledge of the arts and sciences were equal is not superior to that of our own times. The search of the firmament for the secret of the mystery of the creation of the universe only determines that space is without limit and that beyond the range of the most powerful aids to human vision world systems innumerable exist and pass on to their destiny, throwing no light, however, on either the earth's origin or on the all-absorbing question which every one at some time or other—are other worlds inhabited, and, if so, by what form and order of beings?

Still, with instruments of marve ous exactness and delicacy, the composition and condition of other planets are determined with mathematical certainty. "Among the many triumphs which mathematicians have accomplished," says Sir Robert Stowell Ball, the eminent English astronomer, "must be reckoned that of having put a pair of calipers on the sun so as to measure its diameter." These microscopic observations of the solar orb have been made for the purpose of determining the amount of contraction which is taking place in the body of the sun owing to the combustion of the solar elements and the dispersion of heat. Ball says the daily contraction in the sun's diameter has been thus determined to be ten inches every twenty-four hours and that in the course of some hundreds of millions of years it will have dwindled to nothing and the system of which the sun is now the centre will have passed away. In another branch of physics Lord Kelvin finds that the earth is parting with its heat so rapidly that in the course of one hundred millions of years it will have parted with it all the life on this globe will have ceased. If course, these great solar and terrestial catastrophes are so remote that that the present generation and thousands of generations to come of the human race may assume that the system will outlive their time with the same confidence that the licentious monarch, George IV., assumed that the British crown would survive him when it was intimated to him that his mode of life was such as to be putting it in jeopardy. —San Francisco Chronicle.

NEWSPAPER COPYRIGHT.

Perhaps the most striking testimony to the value of the Gazette's special war service is the regularity with which it is laid under contribution by the evening papers. The despatch we published yesterday by describing the destruction of Admiral Cervera's fleet was appropriated in its entirety by all three of the English evening papers published in this city. Only one—the Witness—had the courtesy or the honesty to acknowledge its indebtedness to the Gazette. The other two purchased it from the New York Herald, despatch, and give no hint of the fact that it was simply a page of the Gazette cut out with a pair of scissors, and reproduced line for line and word for word. It is the privilege of the evening papers to rely on their morning contemporaries for much of their news, but this is carrying the practice to an extreme. The only papers in Canada entitled to use that message were the Gazette and the Toronto Mail-Empire. They purchased it from the New oYrk Herald, and the London Times, who have combined for the purpose of producing, at great expense, this special service. Every other paper using it may be recognized on sight as a pilferer of news it has not even paid telegraphic tolls for. The despatch was protected by copyright in the United States, and any paper using it is liable to be cast in damages. But Canadian copyright law offers insufficient protection, like the English law on which it is founded. As previously stated in these columns, an effort is being made in the Old Country to remedy this defect, and the matter of newspaper copyright is at this moment attracting a great deal of attention. The last mail from Great Britain brought a report of the evidence given before a select committee of the House of Lords by Mr. C. F. Moberley Bell, manager of the London Times, which has been a notable sufferer in the way we have indicated. By clause 11 of Lord Herschel's copyright bill, which the committee has under consideration, it is proposed to give a newspaper the exclusive right for twenty-four hours "to such news and information as have been specially and independently obtained." The clause is adopted from the Australian law, which gives forty-eight hours copyright in news. In support of the new provision Mr. Bell pointed out the injustices prevailing under the present law and gave the following instance, which actually occurred not very long ago:

"The Times published a telegram on Tuesday, which cost them £1,200. It announces a revolution in the Argentine—news which particularly interests the city. The demand for the paper is very great up to 10 o'clock, when another paper which has copied the telegram directly from the Times, and which is selling for 1d., comes out with the news. The remedy is to apply to a judge in chambers. After a great deal of formality, extending over two days, we get an injunction forbidding the further sale of Tuesday's issue of the pirating paper. The injunction then is valueless and we have spent £600 in obtaining it."

It will be seen that the law covers this case, which is similar to the publication of our yesterday's despatch; but it gives no redress beyond the exposure of the theft. Before damages can be recovered, they must be proved in detail, which is not always easy to do, and the full extent of the penalty under English law at present is £10. Both in England and Canada there are minor legal difficulties which make the law ineffective. What is wanted is that it should be clearly established by law that a newspaper has the exclusive right to news specially obtained. The principle is already recognized to some extent both by law and custom. One English editor said:

"It is disgraceful to take word for word from the Times telegrams appearing there. I always turn them round." When appealed to for leave to use extracts, the Times editor's reply is: "As long as you don't take more than half, I don't mind."

The reproduction of a despatch of several columns in the exact literary form in which it was first published is an infringement of the law, even as it stands now. Though it might be very difficult to put the law in force, on account of the legal technicalities we have referred to, we think such wholesale appropriation of the labor of others will be recognized by public opinion as an injustice, for which more effective redress ought to be afforded.—Montreal Gazette.

THE CANADIAN CONFERENCE.

A great deal is hoped of the conference with Canada. Men of the first rank will represent each of the interested powers. Much of the jealous feeling between England and the United States has been allayed. Everybody seems to desire a peaceful solution of differences, and the commission is not to be hurried in its undertakings. The earnest desire of the administration for a commission, in deference to which the senate receded from its opposition, indicates an expectation on the President's part of important results. It is true, as has been generally remarked, that "never has there been a more propitious time for the settlement of outstanding difficulties between us and our Canadian neighbors."

Yet these obstacles may easily be dashed. The obstacles in the way are not, unfortunately, those of sentiment, but of business. London's joy at our victories over Spain has very little practical effect on the question of a Canadian customs post at Lake Bennett, the Canadian Pacific's differential, or the equity of pelagic sealing. It is announced that the administration is determined that protectionists shall control the United States commission. Hoar and Dingley and other tariff extremists must dominate its personnel. If this is true, we can look for trouble. Either the Canadian desire for lower tariffs, which is now shared by numbers of American manufacturers, will be frustrated, or else, which is more likely, our protectionists will yield enough to displease the lumber and agricultural interests, the while securing a nominal victory for protection by trading off such vital concerns of ours as Alaska boundary lines or perpetuation of the bonding privilege.

If the conference fails to settle the points of difference rightly, it will not settle them at all. Congress is not going to perpetuate our present benefactions to the Canadian Pacific at the expense of the American roads. The avowed purposes of Canada to build up Victoria and Vancouver at the expense of Portland and Seattle, and to continue doing New England's import trade through Halifax and St. John's, require vigorous resistance. On the other hand, tariff wars and immigration wars across the two borders can have no permanent lease of life, no matter if promoted by treaty ratified by the senate. The settlement we should make with Canada involves insistence upon our sealing, boundary and railroad relations, give and take on Newfoundland fisheries, immigration, mining regulations, reciprocal use of canals, co-operation in waterway construction, and concessions to Canada in the matter of lower tariffs. If the administration is correctly quoted in determining on protection for our chief object of attainment, it is going at the matter in the wrong way.—Portland Oregonian.

THE SMALLEST LOCOMOTIVE.

What is claimed to be the smallest locomotive ever made for drawing passenger cars has been made for the Miniature Railroad Company. This steam railroad is to be operated at the Transmississippi Exposition in Omaha, and, in all, six locomotives are to be built for the company under the present contract, says the Railway Age. It is possible they will be used at other resorts, such as Coney Island, Atlantic City, Deal Beach, Washington Heights and Niagara Falls. The space at Omaha is located on the main thoroughfare, occupying about 1,100 feet.

The height of the locomotive from the top of the stack to the rail is 25 inches, and the gauge is 12½ inches. The cylinders are 2x4 inches. The boiler is 1½ horse power, made of steel, and is tested to 300 pounds pressure, and will hold 24 gallons of water. It has eleven 1-inch iron tubes, each 2 feet long. It is equipped with two injectors, and when in operation carries 125 pounds of steam. The diameter of the driving wheels is 10 inches. The forward truck has two wheels, which are 5 inches in diameter, and the tender attached has two pairs of trucks, the diameter of the wheels being 5 inches. The tank in the tender holds thirty gallons of water. The firebox is 10x10 inches. The weight of this little engine is about 600 pounds, and it will run on a rail three-quarters of an inch square. Hard coal will be used as fuel. The capacity of the locomotive is ten cars, each containing two persons, or about 4,000 pounds. The locomotive is equipped with sandbox, bell, etc., and has a steam brake between the drivers. One man, whose position will be on a seat in the tender, operates the engine. The scale on which the locomotive was built is about one-seventh that of one of the New York Central's largest engines, and as it stands in the shop it has a very businesslike appearance. The length of the locomotive from the point of pilot to end of tender is 7 feet 3 inches.

She—The fact that I am a widow doesn't make any difference, does it? He—Yes. I wouldn't marry you if your husband was living.—Truth.

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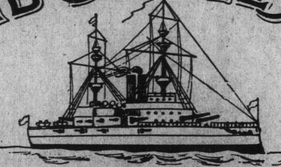

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The Teacher—What happens when a man's temperature goes away down as far as it can go?

The Smart Boy—He has cold feet ma'am.—Yonkers Statesman.

"Let me read you a few lines," he said. "Certainly," she replied.

He then proceded to read them, after which she exclaimed:

"Well, of all the silly trash I ever heard, that is the worst!"

"I know it," he assented. "Those are the words of that beautiful song you sang a moment ago."—Cleveland Leader.

Miss Hubb, of Boston—So your brother has gone to the war? Miss Backbay—Yes. "How does he like it?" "Oh, the food is something awful. Why, he hasn't had pie for breakfast once since he left home."—Yonkers Statesman.

One View.—Farmer Scroggs—Hard times must hev struck city folks. Farmer Bilinks—Dew tell! Farmer Scroggs—They're hevin' dinner in ther evenin' an' doin' 'thout supper.—Judge.

Couldn't Stand It.—Your guest didn't stay long? "No, you see she begged me to treat her like one of the family. I did, and now she's gone."—Moonshine.