# The Colonist.

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## THE SEMI-WEEKLY COLONIST

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### THE LESSON OF THE HOLDUP.

Readers will have been interested in the remarks made by Mr. Marpole, of the C. P. R., with respect to the necessity of greater police protection for the southern interior of British Columbia, and his suggestion that there should be a detachment of Northwest Mounted Police stationed there will doubtless have the careful consideration of the authorities at Ottawa. Heretofore, with one exception, there never has existed the necessity for requisitioning the services of that splendid semi-military force that has policed the Northwest Territories for so many years. The wholesome dread of British justice has always acted as a deterrent against invasion by the toughs who operate on the southern side of the boundary line. We all remember how efficiently Mr. John Kirkup, with his strong right arm and his effective right boot, kept the peace in West Kootenay, almost unaided, during the stirring times of early mining development. When he knocked the heads of disturbers of the peace together or administered a "swift kick" to the suspicious camp follower and told him to "travel," he emphasized the power of the law to deal with wrong-doers in such a way that they kept very quiet or kept far aloof. The province has grown beyond that summary, though excellent pioneer, method of dealing out justice, and it has transpired that in the settlement of districts widely apart, and in the developments incident to the construction of railways through a new portion of the country, there is necessity for more thorough police surveillance. Attention is being directed so strongly towards British Columbia and the West that undesirable as well as desirable persons are being directed hither as a field of operations. The holding up of the C. P. R. train the other day by robbers seems to be one of the smyptoms of the presence of the former class of gentry, and naturally the Canadian Pacific Railway Company and others interested in safe transportation wish to place it beyond the bounds of probability that there should be a recurrence of such events. We can all most thoroughly sympathize with them in this laudable desire, if for nothing else than to preserve the reputation which the province has heretofore possessed, and still possesses, for that matter. The wonder is that in a province of vast extent, with mountain defiles and forest fastnesses and numerous avenues of agress and ingress over the border, it should have been so immune from highway robberies and holdups as it has been. No new country similarly situated has been so free from outrages of that nature. Under new conditions, however, the temptation and opportunity, for a time at least, will be greater than ever.

Considering the extent of the province, it will involve a serious outlay on the part of the government to efficiently cover the whole field, and it is one of the contingencies the Colonist has pointed to persistently, as the result of the opening up of the present undeveloped areas, to be provided for. We welcome all the new railways that are heading our way, but with them come the responsibilities of administration over the wide areas to be populated, and they are very great. Should we consistently ask the Dominion government for the assistance of the mounted police in maintaining order? As the duty of the province under the terms of the union is to maintain law and order within provincial limits, logically we should not, but should reinforce our arguments for increased subventions from the Dominion on account of the increased obligations imposed in the administration of justice.

Speaking off-hand, we do not know what the arrangements are in respect to the mounted police in the new provinces of Alberta and Saskatchewan. At present we believe they are still doing duty. It is assumed that the cost of maintaining order will be defrayed by the provincial governments. If so, we must remember that these provinces are far more liberally endowed by the Dominion government, and the relative cost of maintaining order is much less. If not, it is a much stronger argument in favor of our case. The burden of adequately policing the province under the new conditions at hand will be very great. We should not be placed in the position of asking favors from the federal authorities in doing what the constitution imposes on ourselves, and, therefore, we should be insistent upon securing the increased subsidies necessary to enable us to adequately perform the duties incumbent upon us in this and other respects, which with our present responsibilities and local sources of revenue, we are obviously unable to perform without seriously increasing the burdens upon the people.

### PURE MILK.

It is satisfactory to know that the result of the inspection of the milk supplied to the city by the various dairymen shows that the quality of the article is generally good, as is revealed by the percentage of butter fat which the samples examined contain. Careful analysis, however, showed that in two cases the milk was adulterated by formalin. Formalin, it may be stated, is a preservative and is used in milk for the purpose of keeping it from souring. We are not prepared to discuss the physiological effects of formalin in food. In small quantities, infrequently, the use of this ingredient might not have any appreciable effects on the health of the ordinary individual. Formalin and salicylic acid are both used in medicine, but we are not to judge the results in health by the results in sickness. A great many medicines, used by healthy persons, would be positively harmful. It might almost be accepted as a maxim that what the healthy person does not require in the way of food he is better without. The great point in the use of formalin in milk for keeping it from souring is that the ordinary scientific methods of dairying do not result in milk going sour, so that we can assume that formalin is used as a substitute for cleanliness and the necessary precautions which dairymen should take. If, therefore, we trust to formalin instead of to care and cleanliness, we are apt to degenerate into slovenly and unsanitary dairying. We may assume that it would be better to drink milk with a little formalin in it than to drink sour milk in which bacteria are developing, but the constant use of it for that purpose would be positively harmful. It is well, therefore, that the law should be enforced strictly, because any leniency on the score of hot weather or the destruction of bacteria or on any other pretext would be sure to be abused, and occasional serious results would ensue. Cleanliness and perfect sanitary methods are all that are required to ensure a supply of pure milk in almost all conditions; and the use of adulterants should be discouraged in every possible way. Enough formalin in milk to destroy harmful bacteria, we may incidentally add, would be dangerous to health. The authorities have done the right thing to warn dairymen against its use to any extent for any purpose.

### LION IN THE PATHWAY.

It was stated at the annual meeting of the Navy League in London that some one in the Imperial parliament might devise a way out of the difficulty by which the colonies at present vote large sums of money without a voice in its control. When that was attained, it was added, they (the colonies) would give as freely as any. Regarding this it may be observed that where there's a will there's a way. Statesmen are sometimes frightened by bogeys. If they do not see a lion in the path they may even go the length of inventing one. Providing there was a well developed scheme for mutual contribution to an Imperial defence fund, there ought to be no difficulty about creating an Imperial defence committee—or Imperial council—upon which each part of the Empire would be represented in accordance with the extent of the contribution. This committee would have control of the expenditure of the funds so contributed as trustees, and thus there would be taxation accompanied by representation. There is a dozen different ways by which the end might be accomplished without the constitution being in the slightest degree strained. As a matter of fact, nothing serious would happen if the contributions were voted outright and placed in the hands of the Imperial authorities. If we have trusted them to be our defenders for the past century without contributing a cent, we could now consistently trust them with a contribution for the same purpose. However, to satisfy those who have constitutional qualms of conscience, it might be better to create a fund and responsible trustees to manage it.

### FIRST OFFENDERS.

The grand jury made an important recommendation in its presentment, published yesterday morning. It dealt with a very old subject but one that recurs again and again in the discussion of penology. We refer to the outdoor employment of first offenders in public places, and for the purpose of calling greater attention to the question, beg to quote the paragraph in question:

"For the performance of work outside the precincts of the jail the present system is to select offenders under short sentences of thirty or sixty days. This, we think, should be altered, for the reason that the degradation of being paraded through the streets in prison garb cannot be otherwise than detrimental to any desire that may happily exist on the part of such prisoners to mend their ways and make a fresh start. The reason given us for the practice complained of was that the lighter the sentence the less inducement there is to attempt to escape; but as the subject of punishment, especially in the case of first offenders, should be to deter from further evil-doing, it follows that all that which tends to harden the character, such as public exposure in the way indicated, should, if possible, be avoided; indeed, in our opinion, it would be better to dispense with the chain gang altogether."

The recommendation of the grand jury is a very proper one. The practice of parading new and youthful offenders in jail clothes is to be deprecated for the reason that to them particularly the experience is humiliating in the extreme. That short sentence offenders are less liable to escape than seasoned criminals, when taken to work at Government House or other public places, is absolutely no reason for it. We are too apt to forget that the true object of the punishment of those convicted of criminal offences is not punishment in itself, but deterrence and reform. The destruction of self-respect is one of the greatest obstacles to reform. If a man's future is worth saving, the small temporary service he can perform to the state in the way of hard labor is not to be considered as any compensation for the loss of that future. Hard labor in itself is salutary, if performed under conditions which do not involve degradation and loss of self-respect, but the spirit of a sensitive person is easily broken by exposure to the gaze of the public. The transition from abasement and shame to one of hardened disregard of public opinion is an easy and natural one, so that the effect of exposure in the chain gang is the worst possible to imagine. Of course, there are exceptions to all rules. Some new offenders are more hardened at the outset than some old ones; and a certain amount of discretion may be permitted to officials in that respect; but the safe practice is that recommended by the grand jury. We all appreciate the difficulties of employing prisoners in the provincial jail, without resort to the chain gang. A term of incarceration without employment is almost as objectionable as work in the public gaze. Probably the best solution of prison labor is an industrial farm, retired from public observation, at which prisoners' time would be fully and healthfully occupied.

### SENATE REFORM.

Once more the question of Senate reform has come up prominently. It has been intermittently a subject of debate ever since the Hon. David Mills promulgated it as part of his radical platform early in the seventies, when he and Hon. Edward Blake and others of his particular school started a newspaper in Toronto to give effect to their propaganda. Practical politicians, as Sir John Macdonald was in his day and as Sir Wilfrid Laurier now is, have never favored a change in either the status, or method of appointing, senators. It is a useful instrument for the party in power, especially if the majority in the senate is in accord with tthe government of the day. Being a body of principally elderly men the vacancies occurring are very frequent, and it affords an opportunity to satisfy aspirants for political honors, and heals many an awkward breach in the political situation. While the Liberals were in power they naturally viewed with a great deal of unfriendliness the instrument which the government used to their own advantage; since they have come to power, and the unfriendly majority has been changed to a friendly one, they regard its obvious demerits with a more kindly eye. It has served their purpose well, as it did that of their predecessors. Hence, to some extent, the relative attitudes of the two parties towards it, have been altered, and we find perhaps a greater desire on the part of the Conservative opposition than of the Liberal government to make a change.

Leaving all party considerations aside, however, the Senate, as a political institution, should not be such as to give either party an unfair advantage. It should also serve a higher purpose than as a mere auxiliary to a party organization. It should be more useful and more independent, and serve the purpose it was originally intended to do, viz., to act as a check upon the government and a brake upon hasty and ill-advised legislation. How it should be reorganized to effect the original object is another and a rather difficult question to solve. Sir Richard Cartwright has been giving his views on the matter, and his suggestions are worthy of consideration. In brief he favors a suspensary power of holding over legislation from the commons for one session, if advisable, and advocates a system of proportionate representation. As outlined in the Ottawa despatch yesterday this could be done by grouping constituencies, without disturbing the present members of the senate. A plan might be adopted gradually making the senate chiefly elective. He would abolish life tenure, but would reserve to the governor-in-council power to appoint a third of the membership, consisting of ex-cabinet ministers, judges, etc. Assuming that the senate consists of 72 members, he would favor the election of twelve members each by four provincial divisions, Maritime, Quebec, Ontario, and the West.

In regard to the proposal to hold over legislation, there would be a great danger of intrigue in order to delay or sidetrack important questions demanding serious and immediate attention. The tendency would be towards evading serious responsibility by the Commons and the introduction of tentative legislation. As to the other features of the scheme, they have a good deal to recommend them, with the exception of the elective feature. No one should seriously imagine that we can improve the personnel of the Senate by submitting it to the choice of the electorate. It would be a much better plan to leave the selection to the provincial Legislatures. In any event, the suggestions made by Sir Richard form a good basis to start from.

### DIVIDING UP AFRICA.

That uncivilized nations have no rights, except what civilized nations choose to give them, has long been recognized in the practice of nations. Africa is a remarkable instance of this. Thirty years ago it was not only a "Dark Continent," but it was largely an unknown continent. The possessions of continental Europe constituted then a narrow fringe, whereas today they embrace nearly the whole of its area. A writer in Scribner's states that at the present time the partition of Africa is practically complete, and he gives some interesting details of the territory held by the various European nations, regarding which France and Great Britain are practically equal. The most remarkable circumstance of this gigantic acquisition of territory, he says, was the absence of international strife. Africa emerged from the struggle of the chancelleries of Europe to find itself provided with new masters in many directions. France had become the possessor of 3,300,000 square miles of territory, 1,600,000 of which lay in the Great Sahara Desert; Great Britain of 2,200,000; Germany, a newcomer, of nearly 1,000,000; Italy, also a new arrival, of 550,000, including a doubtfully assigned claim upon Abyssinia; Spain of 150,000; the three states or republics—Liberian, Belgian and Africander Dutch—of 1,150,000. The oldest colonizers, Turkey and Portugal, claimed 2,200,000 and 825,000; a total in all of 11,370,000, leaving the poor little fraction of 230,000 unallotted, of which 70,000 lay in the great lakes and most of the remainder in the balance of boundary commissions. By 1905 Britain, in annexing the South African republics and establishing with Egypt a joint control of the Soudan, added 800,000 to her total, and with her practical control of the destinies of Egypt itself, is today the virtual ruler over some 3,300,000 square miles.

### BONUSING RAILWAYS.

Jim Hill is undoubtedly helping to solve the railway problem, or rather he comes upon the scene when the problem is largely solved. Nevertheless, he has obtained a great deal of "kudos" for his willingness to build railways without bonuses. He should have come upon the scene a little sooner, and he might have saved Canada the $150,000,000 that the G. T. P. is to cost this country.

Undoubtedly, the Great Northern magnate is one of the first railway financiers on this continent. One of the secrets of his success is that the bonded indebtedness of his lines has never exceeded the actual cost of construction. The earning capacity of his railways is, therefore, not taxed to pay dividends on excessve promotion or the proceeds of debentures that have gone into the pockets of construction companies. As a consequence, the stock of the Great Northern has always been high. His success in finance consists in the fact that he has kept close to direct and economical methods of doing business, and in his methods of building he has pursued the same policy—short cuts and low gradients to objective points. He is a man who is not only thoroughly practical but who has benefited fully by the experience of other lines. He has been a keen observer of the trend of events, national, political, and commercial, and was always there at the right moment to take advantage of opportunity.

James Hill built a line to the coast, after all the other transcontinental companies had completed theirs. He saw there was room, from the development that had occurred, for another paying railway built and operated on thoroughly business lines. The Great Northern was completed just in time to take advantage of the rush to the Pacific Northwest then opening up—to reap where others had sown. He is now coming into Canada under similar conditions, and why should he not build without public aid? Is there any credit due him for this except what is due to a shrewd, enterprising, far-seeing business man? His line from Winnipeg to the foot of the Rocky mountains is through a country that is opened up and producing, and into which is pouring immigration from all parts of the world. It will pay from the start from the traffic everywhere in sight. In British Columbia he will have to do no pioneering. He has tapped the producing mining camps at all accessible points, and is able, by crossing and recrossing the boundary line, to take the low gradients, following the line of least resistance. He comes in when the country is made for him.

The fact that Jim Hill, by his peculiar position of vantage, is able to do this, is not an argument against the policy of assistance that has been pursued in the past, although with our present experience we might have adopted a different policy of assistance. The C. P. R. could never have been built at the time it was without the credit and aid of Canada being at its back, and hence the Jim Hill railways of the present time would not have been a possibility. Mackenzie & Mann would not have built without bonuses, and we may assume if Liberal premises are correct that we would have had no Grand Trunk Pacific without the immense aid which it is receiving from the Dominon government. These railways are factors in giving the west the "boost" that it has had. Success having been demonstrated by the confidence of the country in itself, there is no great amount of moral courage involved in the Great Northern entering the field as a competitor, especially as it has, with the exception of the Canadian Pacific railway, a fair chance of being completed as soon as the other systems, if not before. Hill comes in to pluck the ripe fruit, the cultivation of which has been the work and effort of others. If, as stated, he proposes to operate an entirely Canadian system, independent of the Great Northern, he is heartily welcome, and will be a great factor in the country; but if he proposes to make his Canadian system auxiliary and tributary to his American system, to feed the latter with Canadian produce, he is simply diverting so much of the traffic from those who made it and to whom it legitimately belongs. If we were to consider Canada part of the commonwealth of the United States, then we would say that traffic should follow the most natural and easiest channels, no matter in what direction it went, but if we have taken pains to build up systems of communication to make us independent of the United States, as we have done, and erected tariff walls to keep that trade within our own country, then Jim Hill is simply undoing what the country has been striving so hard to do in the past, and is professing to continue to do now and proposes to do in the future.

### IRON SMELTING.

Anxiety is beginning to be expressed on account of the supply of iron. At the present rate at which iron and steel are being utilized, it is estimated that the available sources of the ore will be exhausted in between 25 and 50 years. This is serious for the convenience of immediate posterity. However, there are immense deposits in British Columbia, in China, Siberia and other undeveloped parts of the world which are probably not taken into consideration in making the estimate in question. Iron is the commonest of nature's products in metals, as it is the most useful, and we as yet know but little of the resources of the world in that respect. Still, the amazing increase in the consumption of iron seems to the practical scientist to be out of all proportion to the present available supply, and it is an absolute moral certainty that a country like British Columbia, endowed with such stores of iron, must sooner or later figure in a big way as an economic factor in its production. At present, it is just a question of industrial and commercial conditions which stand in the way, or rather have stood in the way, of an iron industry being developed on this coast. There are conditions of labor and market to be considered, and we must establish beyond all doubt that we can manufacture as cheaply as other parts of the world and carry it to the market in competition with the manufactures of Great Britain, the United States and eastern Canada. Conditions in these respects are very much the same in regard to the manufacture of paper, or woollen goods, or any other of the staple articles for the production of which we have natural advantages. Great Britain and the United States have obtained such a hold on the markets and can manufacture so cheaply, and the rates of ocean transportation are so favorable, on account of the extent and multifariousness of commerce they command, that it is really a serious problem to find a market in competition large enough to attract the capitalist. It must always be remembered that these things must be produced on a large scale to meet modern conditions, and the manufacture of iron and steel, particularly, requires very large funds. We must think in the millions. The capitalist wants, therefore, to see a return somewhere in sight to risk the money necessary for the enterprise. In other words, we must show that by our natural and geographical advantages, we can produce iron and steel sufficiently low in price to compensate for other disadvantages. Nova Scotia had to do that before it could establish its iron and steel works at Sidney, C. B.

Great interest has been taken in the electro-thermic smelting of iron and steel, and while the problem of the process has been established beyond doubt, it is dependent upon certain conditions in order to demonstrate its superiority over existing systems. Being dependent upon electricity, it is also dependent upon water power. Given the latter in contiguity with the ore supply, there is no doubt that the process promises great things for the future of this coast. There is, however, nothing magical in connection with its treatment of the raw material. Iron is still iron, and steel still steel, with the many unsolved problems still to be worked out with their production.

Engineering, one of the great technical journals, discussing the subject, says that the Bessemer and Siemens-Martin processes have been carried to a great refinement, and the material produced by them, as regards quality, holds a high place in engineering construction, whilst the rapidity of production and low cost they have made possible are economic advantages of a high order. Beyond improvements in detail, none the less important because they are small, these processes remain in principle much as they were originally. It will probably be a long time before they are supplanted. There are those who look forward to an electrical method of producing iron and steel, if any practical system of this nature for converting iron ore into pig iron or steel could be introduced, using the stored-up powers of Nature instead of burning carbonaceous fuel, the revolution in practice would be great. Probably over one hundred million tons of coal, equal to about one-seventh of the world's total output, are used annually in the smelting of iron, to say nothing of the further large quantities employed in the subsequent working of iron and steel into more finished form. Where water power and suitable iron ore can be found together, then, no doubt, satisfactory electrical smelting practice will be developed; but this can only come slowly. Pioneer work is being done in Sweden, France and Canada in electrical smelting for the production of steel, but unless water power can be obtained at economical rates, it would seem that the application of this system must remain very limited; that other sources of power should be used at present appears out of the question from an economical point of view. Moreover, the electric furnace does not purify steel more than other furnaces not specially adapted to that purpose. Bad steel can be produced by it as easily as by ordinary processes. The old type of crucible steel melting, so largely practiced in Sheffield, has often been threatened with extermination, but more material is now produced in this way than ever before. The electrical system has in this older method, notwithstanding its extraordinary wastefulness, a competitor that will not soon be annihilated. There is no magic in the electrical method, as it would almost seem some would have us believe. Steel made by it shows similar analysis and has the same physical qualities as that produced in other ways.

### A COSTLY ARCTIC TRIP.

A special to the Times of last evening says that "Sir Wilfrid Laurier will move tomorrow for a special committee to enquire into the purchase of supplies for the steamer Arctic." The total cost of fitting out this expedition was $220,626, the supplies for which were furnished without tender. These included $2,739 worth of pipes, cigarettes, cigars and playing cards. There were also 10 cases of Pommery, 108 gallons of old Jamaica rum, 5 cases of cognac and 5 cases of fine old crusted port of the vintage of 1878. Among things taken on board were seven and a half tons of sugar, which, it was suggested, was for the purpose of sweetening the liquor. Evidently Sir Wilfrid is becoming tired of the rapacity of his supporters and is going to find out things for himself.

"The production of bacon for the British market" it the title of Bulletin No. 10, just received from the branch of the live stock commissioner of the Department of Agriculture, Ottawa. Farmers in British Columbia do not raise hogs enough to supply their own market, quite independent of catering for the British market; but methods required for the latter might well be studied for home consumption. The bulletin in question is profusely illustrated.

The Ontario government has named one new township "Sherring," and another "Marathon." These townships will probably go ahead very fast, says an exchange. We shall have to suffer the craze of naming every conceivable commodity for sale after the Canadian hero of Marathon. We shal have Sherring cigars, Sherring soaps, Sherring cocktails, and—we were going to say—Sherring bitters; but of course, the latter has always been a popular beverage.

Jupiter Pluvius is temporarily solving the water question.

Revelations are becoming so frequent at Ottawa that their very frequency ceases to excite surprise. Although there have been many peculiar phases of political friendship brought to light, it has not hitherto gone the length of the government arranging for the accommodation of their friends at the bank.

The political maxim which has been adopted by the Liberal press of this province is: The worse it looks for the Laurier government, the more must the McBride administration be maligned.

There is evidently a "nest of traitors" in the government immigration service in Great Britain. Somebody is not telling the truth, and Lord Strathcona doesn't propose to be the man to be accused of it. There is "heaps of trouble" ahead for Preston. He will have to "hug the machine" very tight to save himself.

The departure of the Arctic expedition will be telegraphed to all parts of the civilized world. It will be worth something for Victoria to have it known that this is the starting and fitting-out point. It is the first time that such an expedition has started from this coast, and the event will, therefore, be historical.

Some persons imagine that universities, like waterworks systems, can be built by passing resolutions. The Colonist has been making practical suggestions as to how a university in Victoria might be made possible. Those who think it can be accomplished by simply "hollering" for it should go ahead and "holler." Their success will be worth noting.


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