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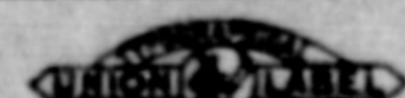
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DAILY EDITION



Friday, Sept. 12, 1913.

CONSIDERATION OF THE CLOSURE.

Hon. Robert Rogers has done the country a service in bringing up the question of the closure at a time when the people in general can discuss it more judiciously. That was not his intention when he repeated what was generally known about the closure proposed by Sir Allan Aylesworth, but never introduced into parliament.

There is no need of a closure in a Canadian parliament. Closure will never be used, can never be used to expedite ordinary business. The session of parliament on ordinary occasions will be no longer and no shorter because of the automatic amendment of the house during the recent session.

Closure will be used to overcome obstruction. Obstruction is exercised only upon some large question of considerable public importance, such as the remedial legislation bill, the franchise amendments of the early eighties, the reciprocity agreement or the navy bill. Closure in this country will mean that a stubborn and office loving administration will force through legislation of very great importance, of which the people likely disapprove, instead of submitting it to the public. It is government by autocracy instead of government by the people.

It will have more baneful results. It strengthens the government at the expense of the private member. It destroys independence in parliament. It emphasizes the distressing features of the party system. The closure accomplishes no worthy end. It is a reversion to another form of despotism. With a closure we are just that much further away from rule by the people.

LIBERALISM AND WHAT IT MEANS.

Liberalism is the people's political organization for their own protection. Liberal leaders are the officers of this popular movement. Liberal journals are the organs of the masses. And the Liberal rank and file have far more need of an organ than have the "silk stockings" of Toryism whom a club circular can reach, and have far more need of a potent "platform" than has a party which depends for its following—not upon reason and righteousness—but upon "the loaves and fishes."—Montreal Telegraph.

Mr. Lloyd-George, chancellor of the exchequer, tells the British taxpayers frankly that they cannot hope to see any lightening of their burdens because public opinion, which controls, is all for spending public money, not for saving it. Evidently conditions in Great Britain are quite similar to those in this country, with the slight exception that when the Conservatives hold the public purse strings they do not wait for public opinion, and, indeed, do all in their power to stifle its expression.

Hon. C. J. Doherty going on the supreme court bench, and as the successor of Sir Charles Fitzpatrick? Impossible. Mr. Doherty was retired from the superior court bench some years ago on a pension. Supposed to be worn out, legally. Was active enough later to engage in politics, and when his party succeeded to power to squeeze into the government. He was either pensioned wrongfully, or he is unfit for judicial service now.

CANADA'S AIDS TO NAVIGATION COMPARED WITH UNITED STATES

UNCLE SAM BEING RAPPED OVER THE KNUCKLES — WRECK OF STATE OF CALIFORNIA BEING TAKEN AS TEXT

Following the deplorable disaster which overtook the Pacific Coast steamship State of California, which carried thirty-three persons to their death when she sank in Gambier Bay, Alaska, early on the morning of August 17, marine papers in the United States are again rapping the government of that country over the knuckles for its failure in adequately lighting the treacherous northern coast. The manner in which the British Columbia coast is marked with aids to navigation is lauded by these papers and they compare passing from Canadian waters into Alaska by night, as passing from day into night.

The Railway and Marine News, a Seattle publication, among many things has the following to say: "At intervals during the past ten years agitations have been started and the attention of congress has been called to this very important matter. Congress has been petitioned for appropriations for more and better aids in the district of Alaska, extending from Portland Canal, where the B. C. coast line terminates, to different ports of call to the westward as far as Nome and St. Michael. This agitation, made at different times, has borne fruit in a small way, and while Alaskan waters are much better lighted and marked than they were ten years ago, the increase in these much-needed aids to navigation has not by any means kept pace with the growth of the commerce.

"Gambier Bay, the scene of the recent deplorable wreck, was first charted in 1889, and the latest charts were compiled from figures obtained at that time. In the charts a long reef is shown but not a single buoy marks the location of this dangerous line of rocks. In the case of the State of California, it can be stated that the vessel was on her regular course at twenty-seven minutes after eight in the morning, and at twenty-nine minutes after eight struck the uncharted rock which ripped out her bottom plates, and thirty-two minutes after eight the ship disappeared from sight. The oldest Indian living on Gambier Bay never heard of the rock which caused the State of California to sink.

"In Canadian waters, whenever a new cannery is located or a new village grows to the im-

portance of demanding steamship service, that government's survey boats immediately repair to the scene and secure data for reliable charts. After the survey work is done, the lighthouse department gets busy and places wherever necessary, aids to navigation. True, the coast line of Alaska is very much more extensive than that of British Columbia, but nevertheless, the Coast and Geodetic survey and the lighthouse departments should be given sufficient funds to prosecute work wherever vessels are navigated in these waters.

"In an examination of the list of vessels lost in Alaska waters during a period of years extending from 1878 to date, it is found that the stupendous total of \$7,340,000 has been paid out by underwriters for total losses and a sum nearly as great has been paid out for vessels that have met with disaster, been salvaged and restored to their owners."

PRIZE FIGHTER HELD ON MURDER CHARGE

Jess Willard and Eleven Others
Held for Trial for Death
of Young.

Los Angeles, Sept. 8.—Jess Willard and eleven others concerned in the fight at Vernon arena August 22, which was followed by the death of Willard's opponent, John Young, today was held to answer in the supreme court to charges of second degree murder and prize fighting.

Justice Summerfield at the conclusion of the twelve men's preliminary hearing on manslaughter charges this morning bound them over for trials in the high tribunal.

Little evidence was offered today.

Besides Willard those held to the higher court were: T. J. McCarey and Al. Greenwood, promoters; Tom Jones, Willard's manager; Harry Gilmore Jr., Young's manager; Al. Harder, timekeeper; Charles Eytan, referee; Walter Monahan, John Davies, Charles Anslinger, James Cameron and Eddie Webster, seconds.

The bonds of \$5,000 for Willard and \$1,500 for each of the other eleven remained unchanged.

WHAT IS A MINER'S INCH

Interesting to the Many Now
Staking Water Rights.

On this coast the unit for measuring water in mining is known as the miner's inch. The "inch" varies greatly in different localities and is now generally defined by legislative enactment. The statute inch of Colorado, for example, is defined as "an inch square orifice, which shall be under a five inch pressure measured from the top of the orifice to the surface of the water, in a box set in the banks of the ditch. This orifice shall in all cases be six inches perpendicular inside measurement, and all slides closing the same shall move horizontally, while from the water in the ditch the box shall have a descent greater than one-eighth of an inch to the foot."

In British Columbia, under the Water Clauses Consolidation Act, 1897, Section 143, a miner's inch is declared to be a flow of water equal to 1.48 cubic feet per minute. Therefore, a miner's inch is equal to .028 cubic feet per second, and one cubic foot per second is equal to 35.71 miner's inches, approximately. One cubic foot per second would be equal to 38.4 Colorado miner's inches.



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