CANADIAN NEWS.

ONTARIO.

ment has been caused by
f Mr. Cleverdon, reeve of
den of the county of Mid-
erintendent of the Metho-
chool, who is reported to
leaving very heavy lia-
quantity of forged paper
opments show that mer-
brokers, insurance agents,
rybody has been taken in.
alleged, is in for $16,000
verdon on forged bills of
don was one of the largest
s in Canada. He shipped
pool firms, and they gave
uctions to cash all sight
Cleverdon on them on
he bills of lading without
find out if the Liverpool
pt them. Cleverdon had
n this principle for a long
efore when he produced
or $18,000 worth of cheese
spicion. Now, it is said,
forged and that not one
s was ever shipped.
ills strike at Kingston has
the grant of increased
employés will return to

ng, of Detroit, was killed
nk train near Chatham.
is given to the alleged in-
e governor-general, pub-
New York *Herald* and
re pure fabrications.
ush fires are raging on the

NOVA SCOTIA.

Kellogg, the prima donna,
sea plants on the sea
, slipped and fell into the
nense wave struck her and
me distance. Strackosh,
shed to her assistance and
ting the singer ashore.

QUEBEC.

, president of the Bank
dead.
ific railway company earn-
k ending May 14th were
week last year, $180,000.
nch Canadian regiment, of
een refused permission to
prings, Vermont, on the oc-
Queen's birthday jubilee.
militia takes the ground
a bad precedent to estab-
the feeling existing over
and the fishery and other
also cites the fact that the
w York refused permission
ew York to visit Canada.
regiment are indignant.
bers of the Knights of
real, say all Roman Cath-
e complied with the in-
cardinal, and approached
f pennance, and accused
aving formed part of the
be remembered that they
rty days from Easter, that
t of Ascension, which co-
to do this. All priests
confessions took down
addresses for future use.
nformed that they would
e order.
ival in honor of the golden
er. Fathers Dowd and
ld in the Queen's hall,
e 17th. It was a fitting
worth. An original poem,
Years in the Master's
read.

MANITOBA.

ent prevails in Winnipeg
ult of the C. P. R. to give
-by. Norquay says the
uilt to the boundary, no
tion the C. P. R. may
thern Pacific has let the
e construction of a road
Forks and the boundary,
the train which should
gary Thursday morning
s caused by the bridge
ek, west of Donald, hav-
red and partially carried
iddle. The bridge was
ft and 100 feet long. The
gers were detained at the
such time as the little
n had fixed the bridge so
r a lorrie over. Then
ught up and passengers,
ails transferred. The
letely ruined, but will be
y or two. The delayed
in the highest terms of
at the expense of the
cier Hotel, contrasting
in the most favorable
of American transcontin-

OF THE WOLCOTT.

Information Concerning the Nothing Further Gleaned.

of the treasury having
revenue cutter "Wol-
to Kuyquot Sound and
in regard to the wreck-
P St. Stephen, reported
hore there on the 9th of
scott" immediately came
ecure a pilot. Captain
red, and the vessel left
21st, arriving at Kuyquot
he 22nd.
colage, in charge of the
all possible assistance
s to Cape Cook, where
wrecked vessel had come
in any small articles by
might be identified.
hich came ashore near
livered to the command-
"Wolcott," to be for-
gton. At the time the
shore, near Cape Cook
ese also came in. The
known to have had
If she had foundered,
Cape Beale, it would
to impossible for the
e ashore at Cape Cook.
It is more than likely
lismasted and, drifting
s finally lost among the
of Cape Cook. After
s information at Kuy-
left at 11 a. m. on the
st to enquire about the
have come ashore there
since. We arrived at
m. on the 22nd. The
red some deck planks
They were evidently
vessel. As only pieces
come ashore and they
ey distant, it was im-
the place where they
down the coast a look-
the beach, but nothing
recent wreck was seen.
hooners were seen off
ka Sound. At 3 p. m.
aler was standing into
Sealing schooner Kate
at; she is on her way to

AND GOLD

Ton Near Port Arthur.

y 16.—Gentlemen ar-
Arthur, Ont., are full of
about a tremendous find
recently. The Beaver
eclipse the famous Com-
rado or Bonanza Mine.
After an expenditure
e Beaver mine near Port
the richest veins ever
d has been struck. Ac-
arrivals here, it assays
70,000 to the ton and
00 worth of silver in
belongs to a Mr. Peters.
. There is much ex-
inity of Port Arthur,
are crowding into the
dy is prospecting.

BIRTHS.

y, on the 21st instant, the
t, of a son.

DEATHS.

Point, Metchosin, on May
n, youngest child of Thos.
er, aged 2 months and 7

May, Victor, infant son of
d 3 weeks.

Weekly Colonist

FRIDAY, MAY 27 1887.

From the Daily Colonist, May 22, 1887.

LOCAL AND PROVINCIAL.

Reported Dead.

It is rumored that McGinty, who was shot by Conductor Selkirk at Donald, is dead.

California Wool.

One hundred and eighty tons of wool from the Miller and Lux ranges, in Fresno, Cal., were shipped on the steamer City of Stockton yesterday to San Francisco *en route* to Boston over the Canadian Pacific railway.

Departing Pioneers.

Mrs. Thos. Burnes and her son Thomas leave to-morrow morning for Dublin *via* the Northern Pacific.

Ira Wilson, a well known resident of Cadboro bay, and Robert Booth, a pioneer of Cariboo, also leave for the old country to-morrow.

Bodies Identified.

A Donald dispatch says: One of three bodies found in Columbia river is that of a man named Watson, who was drowned in Beaver river last June. Another has been identified as that of a man named Evans who slipped through the ice last winter. The other body is unknown.

The C. P. R.

A Winnipeg dispatch says: Harry Abbott, superintendent of the Rocky Mountain division, C.P.R., passed through for British Columbia yesterday. He says the company will expend nearly two million dollars on the mountain division this summer, erecting snowsheds, ballasting, etc. Work is to begin at once.

The Vancouver Road.

We understand that it is the intention of the government to very shortly call for tenders for the purpose of placing the road between False creek bridge and New Westminster in a state of thorough repair—the road being the main highway between the two cities. Other roads are engaging the attention of the hon. chief commissioner.

Incoming Passengers.

The following passengers sailed on the steamship City of Chester due at this port to-morrow: R. J. Butler, B. C. Olsen, G. F. Mathews, J. S. Sallee, Mrs. Morton, R. Rieb, S. Dyllyn, E. Fay, S. Vogt, W. T. Rankin, J. W. Cunningham, Chas. Lloyd, J. J. Daley, J. N. Lemmons, Miss Morton, C. Graff, G. S. Knight, wife and sister, J. Quinn, T. J. Jackson and wife, W. Hurst.

Port Moody Wharf.

In the senate Hon. Mr. Smith presented to the house articles of agreement entered into between James Leamy and Donald McGillivray and Her Majesty Queen Victoria, represented by the minister of railways and canals, for the removal and rebuilding of certain portions of the wharf at Port Moody, British Columbia, Canadian Pacific railway, 107th contract. Ordered, that the same do lie on the table.

The Extradition Case.

The prisoner A. P. Clark was yesterday before Hon. Mr. Justice Crease, who committed him for extradition. Before rendering his decision his lordship reviewed the details of the case in a most able manner, citing authorities in support of his judgment. In closing the case he said there was evidence enough before him to make it proper to put Clark on trial for the offence if it had been committed within his jurisdiction, and that is sufficient to commit the prisoner for extradition.

A Sad Case.

A. L. Blake, until recently deputy collector of customs at Port Townsend, was found at the Union depot, Chicago, on Friday, insane. Blake appeared to be suffering from physical as well as mental illness. He was here a short time ago and appeared as a witness in the Hoo Hoo fraud case. He then had the appearance of being in robust health, and struck those in court at the time as being a clear headed man. He has had trouble lately in connection with his discharge from his position at Port Townsend and it is thought that has unsettled his brain.

B. C and the Senate.

In the senate the Hon. Mr. McInnes has given notice of motion:—That an humble address be presented to his excellency the governor-general; praying that his excellency will cause to be laid before this house, a full return of all Chinese entering and leaving Canadian ports; the number entering and leaving each port, and for each month since the passage of the Chinese immigration act in July, 1885, up to the 1st January, 1887.

He has also made the following inquiries: Is it the intention of the government to place in the supplementary estimates a sufficient sum for the purpose of improving the navigation of the mouth of the Fraser river, so as to enable vessels drawing from eighteen to twenty feet of water to navigate the lower Fraser at all stages of the tide and at all seasons of the year? Is it the intention of the government to allow the snagboat Sampson to be used—for a few days each winter—in keeping the first twenty-five miles of the Fraser river free from floating ice?

Will of the Late Wm. Lohse.

The late William Lohse's last will and testament has been placed in the supreme court for probate. The will, which is dated December 31st, 1886, and witnessed by E. V. Bedwell and S. Y. Wooton, bequeaths Mrs. Mary Barron, for use of herself and mother, Mrs. Nelson, $1,000; Joseph Rhode, of Happy Valley, to be used in promoting the culture of carp in Cook's lake, $500; Carl Hach, Vancouver, $500; Ernest Mentzel, $250; John Drout, $500; Fred'k Lundein, $250; Clemens G. Sauer, the business, stock and effects of the Bank Exchange for use during life, or so long as he shall conduct the said saloon in an orderly manner; the residue of the estate is to be applied by the executors to the alleviation of distress, need, or sickness, with power to the executors to apply the whole or part of such residue to any worthy or charitable purpose. The executors are enjoined to use every available effort to ascertain the whereabouts of the testator's half brother and sister, William Ritter and Gretchen Ritter, and if found within one year from the death of the testator, the residue of the estate, less whatever amount may have been expended for charitable purposes, shall go to them. Messrs. Thos. Geiger, C. J. Phillips and Theo. Davie are appointed executors.

Blue Ribbon Club.

An interesting and instructive meeting was held in Temperance hall last evening. President S. Gray occupied the chair. The Blue Ribbon band, under Mr. F. Stevens, played a fine opening selection. After an impressive prayer the audience sang "Pull for the Shore." The president made a few solid remarks regarding the cause of crime and poverty. A recitation delivered by Mr. Tucker, of H. M. S. Triumph, received continued applause. Miss Dobbs favored the audience with a beautiful solo. In response to an *encore* Miss Dobbs sang "Kathleen Aroon," a pretty ballad. A recitation, "The Lover's Sacrifice," was given by Miss Hyams; the little lady recited the affecting piece in a most creditable manner. In response to loud applause Miss Hyams gave another of her large store of pleasing recitations. Mr. Black, a very nervous gentlemen, played a cornet solo, a tin whistle solo, recited two pieces, and wound up his portion of the progeamme with another cornet solo. After recess Rev. Mr. Hopkins made a short speech on the question of prohibition. Miss North, assisted by two young brothers, received loud applause for their instrumental trio, which was repeated before the delighted audience would allow the young musicians to retire. Mr. Sutton gave a short phrenological exhibition, which was duly appreciated. Mr. H. Rudge's solo, "Vote for Local Option," received loud applause. Miss Hendricks played the accompaniments in an artistic manner during the evening.

For Massett.

Captain Jemmett and a survey party will leave here on Tuesday on the Boscowitz for Massett, Queen Charlotte Island.

Paralytic Stroke.

Mr. L. Harmon, logging superintendent of the Moodyville mill, sustained a stroke of paralysis on Thursday, and arrived down on the Princess Louise last night for treatment in this city.

Military Band.

The officers of the B. C. G. A. advertise for musicians for a military band to be supported by the garrison officers. There is no reason why one of the finest bands on the coast should not be located here, and we trust that the officers will succeed in their worthy enterprise.

Outgoing Passengers.

The steamer Geo. W. Elder sailed for San Francisco yesterday with the following passengers: Mrs. Alex. McInnes and three children, John Argall, W.B. Davey, Miss M. Farron, Mrs. Nelson, Miss N. Parnell, Walter Scott, Mrs. Wm. Farrar, R. J. Ford, A. H. Findlay, Miss Johnson, Gerome Deasy, W. S. Hampson, Captain A. Fisher, Alex. McIntosh, Fan Lee Lee, Miss T. Craib.

Road to the Hot Springs.

The government have decided to construct a first-class wagon road into the Harrison river hot springs from Agassiz station. Their prompt action is to be commended, and proves that they are fully alive to every means that will bring wealth into the province. The road once constructed, a large influx of visitors to the springs will result, for the present means of reaching the springs are not of the best. The situation of the Harrison river hot springs is immensely superior to that of the Banff springs, and they, no doubt, will soon become one of the most popular resorts on the coast.

The Accident at the Dry Dock.

The statement in the *Times* last evening that the iron chamber [steam chest] of the dry dock engine was cracked in several places is incorrect. It is the cylinder and cylinder lining that are broken. With its usual enmity to Victoria's interests the *Times* states "it is found impossible to repair the damage here; a duplicate of the broken parts will have to be procured in England where the machinery was constructed." We have in Victoria an iron works of sufficient capacity to duplicate any portion of the dry dock machinery, and the Albion Iron Works in a very short time could repair the present damage.

Another Quartz Strike.

A letter received from Kettle river, states that rich quartz has been discovered at the forks of Rock creek in the direction of what is known as Bald mountain. The surface rock is stated as being very rich, containing free gold. The ledges are wide and the appearance of the country indicates a large quartz belt. The altitude at which the quartz is found is about 3500 or 5000 feet above sea level. The quartz is evidently a feeder of Rock creek, in which stream desultory mining has been carried on for years, and where at one time there was a great placer excitement. Several locations have been made.

The Knights.

It was stated yesterday that a telegram had been received from San Francisco announcing that Geo. S. Knight had cancelled his agreement in this city. Nevertheless his name and that of his wife appear in the Chester's passenger list, but whether they are on board that steamer or not is another thing. Their non-appearance in this city will be a matter of no small disappointment to many of our citizens, especially so to new comers who have seen George S. Knight and his talented wife in their best pieces. The cause of the cancel is said to be due to the fact that Fay, the principal comedian, has left the company.

Picnic and Regatta.

A large crowd contemplate taking in the Oddfellow's picnic and regatta at Shawnigan lake on Tuesday the 24th inst., when her majesty's birthday will be duly celebrated. Trains will leave Russell's station at 7 o'clock a. m., 8:20 a. m., 10 a. m., and 2 p. m. Returning the trains will leave Shawnigan lake at 3:10 o'clock, p. m., 5:30 p. m., and 8:30 p. m. Dancing will continue throughout the day and evening. The programme of sports is most complete in its details and will no doubt prove very entertaining. The fare for the round trip is very low—only $1.50 and children under 10 years 25 cents. Tickets can be obtained from the Oddfellows or jubilee hospital committee. The dancing pavilion at the lake is the largest ever erected there and offers inducement to those fond of that amusement as the floor is in excellent condition.

Cricket.

The Union Club yesterday scored a win against the rest of the cricketers of Victoria by just 15 runs, wherein 14 were "extras." Though the winning eleven included half a dozen of the best players from the men-of-war on the station, and their opponents played a majority of those who will represent Victoria against the fleet on her majesty's birthday, the cricket was remarkable for anything but excellence. For the club, Mr. Hutchison's was the best innings of the game; Pooley having a little luck in his contribution and Snowden enteraying half the side. Sinclair, the only Victoria bowler who came off, took 8 wickets for 43 runs. The city fielding had been loose enough, but when eight Victoria men were put out for thirty-four the club representatives fairly surpassed their adversaries' weakness in this department and Handcock's indiscriminate hitting, wherein he was initiated by Fennelly, added nearly 50 runs to the score for the last two wickets. Hayes was the most successful bowler; having 6 wickets for 46 runs. Pooley got 3 for 20. Following is the score:—

UNION CLUB.

G. C. Bath, R. N., c. Gospel, b. Sinclair	2
C. E. Pooley, b. Campbell	15
— Fitzgerald, R. N., b. Sinclair	2
— Hutchison, R. N., run out	26
— Booth, R. N., c. Fennelly, b. Sinclair	7
F. W. Hayes, b. Sinclair	0
N. P. Snowden, not out	10
W. Scriven, R. N., c. Worsfold, b. Sinclair	9
F. W. Garforth, R. N., c. Wylde, b. Sinclair	0
H. Vaudin, b. Sinclair	0
Captain Rose, R. N., b. Sinclair	6
Extras	17
Total	97

VICTORIA.

J. W. Sinclair, b. Hutchison	10
E. D. Gospel, b. Hayes	7
H. Hett, c. Snowden, b. Hayes	0
R. H. Handcock, b. Pooley	46
W. A. Ward, c. Garforth, b. Hayes	1
E. A. Wylde, b. Hayes	0
J. K. Worsfold, b. Pooley	0
H. J. Campbell, b. Pooley	0
R. T. Drake, c. Pooley, b. Hayes	0
J. Fennelly, b. Hayes	46
J. E. Martin, not out	5
Byes	8
Total	82

The band of H. M. S. Triumph played several selections during the progress of the game, which enlivened the proceedings greatly. The weather being fine crowds of people, amongst whom were noticed many strangers, congregated.

PERSONAL.

Ald. I. Oppenheimer arrived from the East yesterday morning.

C. D. Rand and W. L. Cusack came down from the mainland yesterday.

Dr. Walkem, the efficient surgeon of the East Wellington colliery, was in the city yesterday.

H. Abbott, general superintendent Pacific division, returned from Montreal yesterday morning.

J. J. Daley, the popular secretary of the Y. M. C. A., is a passenger by the City of Chester for this city.

Hon. Thomas White will re-visit the Northwest and British Columbia at the end of July. He will spend considerable time at Prince Albert and Battleford.

Alfred Fellows returned from England yesterday morning. Mr. Fellows was formerly connected with the firm of Fellows & Prior in this city, and has only come on a short visit.

G. W. Girdlestone, general agent of the City of London Fire Insurance Co., is in the city. Mr. Girdlestone is also connected with the Winnipeg *Morning Call*, and will remain here some days.

THE MUTINEERS.

The crew of the Lottie Fairfield were in court yesterday morning, before Mr. Johnson, S. M., on a charge of conspiracy to resist the commands of the ship's master, Capt. White. Mr. E. V. Bodwell appeared for the prosecution, and Mr. W. J. Taylor (Eberts & Taylor) for the defense.

The evidence of Capt. White was taken and went to show that the men had congregated and went aft to the captain's cabin in a body and made demands upon him in regard to provisions and other matters, and amid much profanity, threatened that they would not work unless their demands were complied with. This occurred in the afternoon on the 11th of May, the ship at that time being off Cape Cook, Vancouver island. The captain was not examined for the defense.

The point was taken that the ship's articles only called for a voyage from San Francisco to Victoria, and at the time the offence complained of was supposed to have been committed the ship was not on the voyage contemplated by the articles.

It was stated for the prosecution that the men knew all about the voyage and consented to go on a sealing expedition and the articles only read from San Francisco to Victoria because the ship could not be cleared from San Francisco to any place further north on account of the difficulty with sealers in Behring's sea. His honor remarked that in his opinion the case could not be sustained, as the shipping acts under which the charge was laid did not apply except when the ship was pursuing her voyage according to the articles, but allowed the prosecution until Monday to furnish any authorities they could before pronouncing judgment. The prisoners were allowed to go until then on their own recognizance.

The crew are a very respectable looking set of men and complain very bitterly of the treatment they have received from the Captain. They say rotten meat was offered them and when they refused to take it they were imprisoned for over twenty-four hours without any food and afterwards fed on bread and water in the hold. They never refused to navigate the ship and were kept prisoners from the 11th of May until their arrest at Victoria by the city police. If their story be true they certainly have been anything but well treated.

VICTORIA'S PROGRESS.

Architects' Report on Buildings Erected Since January and Those in Course of Erection.

A visit was made to the architects of this city by a reporter of THE COLONIST yesterday who was furnished by them with a list of buildings erected since January and their cost. Amounts on buildings in course of erection, and those contemplated were also secured, showing an excellent total. It will be seen from the reports that Victoria is steadily on the increase. Many residences and private buildings have also been erected since January, and by parties who did not secure the services of the architects, and if the amounts expended on those were known the total amount would reach the millions. It is a noteworthy fact that of late buildings, whether of brick, stone or wood, have been put up in a most substantial manner, and great credit is due the architects for their drawing of plans of edifices which will be an ornament to our city and a substantial memorial to the builders whose excellent workmanship will be handed down to future ages.

S. C. BURRIS.

Mrs. Moreley, cottage; J. Spratt, addition to residence; John P. Pellitier, tenement; F. Williams, residence; C. E. Renouf, residence. Aggregate cost $22,000.

CONTEMPLATED BUILDINGS.

A. DeCosmos, brick stores	$10,000
A residence	10,000
Two residences $3,000 each	6,000
Other buildings on the way	50,000
Total	$102,000

JOHN TEAGUE.

Two storey residence corner Fort and Vancouver streets for A. J. Langley	$3,500
Two storey residence on View street for A. J. Phillips	2,000
Villa residence for J. Lawson, facing on Quadra street	4,500
J. Reilly, two storey residence for Dr. Dearden	2,700
H. Waller, two storey villa residence on Saanich road	3,600
T. J. Barnes, three storey brick, containing on first floor, offices; second storey, living apartments; third storey, rooms	20,000
Mr. Teague has on the way several brick blocks and residences which will amount to about	300,000
Making a total of	336,300
To be spent during the summer.	

R. TIEDEMAN.

New court house	$45,000

T. C. SORBY.

Church of England parsonage	$5,000

E. MALLANDAINE.

Senator Macdonald and M. W. T. Drake, two storey brick on Bastion square	$8,000
Villa residence on Michigan street	2,000
	$10,000

E. B. FISHER.

Geo. Stelly, three storey brick, cost about	$15,000
Louis Wille, two storey brick, cost about	6,000
A. J. Langley, dwelling, two storey	4,000
W. H. Burkholder, two storey dwelling	4,500
E. H. Fisher, dwelling, two storey	3,300
Goldstream Hotel, two storey, James Fletcher	5,000
P. E. De Veulle, cottage	2,300
Dwelling, two storey	3,000
A two storey dwelling on Craig Flower road	3,000
Contemplated building about	30,000
	$75,000
Grand Total	$573,800

MARINE.

(Specially compiled for THE COLONIST.)

Bark Hope sailed from Honolulu on May 14th for Puget Sound.

Steamer City of Topeka arrived at Tacoma yesterday from San Francisco.

Steamer Elder took on board seventy tons of pig iron for San Francisco at Irondale on Friday.

Steamship Geo. W. Elder left the outer wharf at 1 o'clock, p. m., yesterday for San Francisco.

Bark Emma T. Crowell, lumber laden from Townsend, arrived on the 14th inst. at Valparaiso.

Steamer Walla Walla entered at Port Townsend yesterday from Port Moody, and left for Seattle.

Bark Ballumbie arrived on Monday in San Francisco, 11 days from Nanaimo, with 1875 tons of coal.

U. S. Revenue Cutter Oliver Wolcott, arrived from Port Townsend yesterday morning at 11 o'clock.

American revenue cutter Wolcott, which arrived here at 11 a. m. yesterday from Townsend will go to the west coast to look for the wreckage of the ship St. Stephen.

Norwegian bark Dr. Metzgar, Englestadt, 647 tons, sailed from Townsend on Friday for Sydney Heads, lumber laden from Blakely.

Norwegian bark Emile Marie, Gounesson, 601 tons, lumber laden from Port Ludlow for Sydney, passed the cape at a late hour Friday night.

Ship Harry Morse, coal laden from Nanaimo, reported in San Francisco that for the first ten days after her departure, not being able to carry sails on account of heavy southerly winds, she remained in sight of the cape all that time.

[BY TELEGRAPH.]

SAN FRANCISCO, May 21.—Arrived—Ship Dashing Wave, Tacoma; steamer Oregon, Portland. Cleared—Steamer Willamette, Victoria. Sailed—Steamer State of California, Astoria.

WHAT SOME PEOPLE SAY.

That Rev. Robert Collyer in a sermon recently, expressed approval of Dr. McGlynn's courage and declared his belief that ministers and priests should preach not only religious truth, but social reform.

That Lieutenant Jephsen, author of the popular novel, "The Girl I Left Behind Me," is among the Englishmen in H. M. Stanley's exploring expedition.

That the day that Capt. Greely of the weather bureau received his promotion a girl was born into the family. An anonymous check of $500 has been received, with the request that it be deposited in her name.

That for Finish our work is unsurpassed —Hall & Lowe. *

CAPITAL NEWS.

Budget Day in the Dominion Parliament.

The Disallowance Policy to be Maintained—The Government's Position on the Pacific Steamship Question—The Right Conceded to Canada to Make Her Own Treaties—Franchise Bill Expenses—Conduct of Returning Officers—C. P. R. Rates in B. C.

[From our Own Correspondent.]

OTTAWA, May 13.—The budget speech has overshadowed everything else this week, and the plum of the speech, outside of fiscal or tariff matters, was the announcement by Sir Charles Tupper that he had obtained permission from the Imperial authorities to negotiate directly with Spain a treaty in regard to the exchange of products between Canada and Cuba and Porto Rico. The question of Canada's right to make her own treaties has been a prominent plank in the liberal platform for a number of years past. Alas, the poor liberals! While they have been preaching the government has practised.

THE SENATE LEADERSHIP.

The announcement that the Hon. J. J. C. Abbott, mayor of Montreal and ex-member for Argenteuil, Quebec, was to be the new leader of the senate came as a veritable surprise to parliamentarians. His appointment gives the highest satisfaction in government circles, as Mr. Abbott is admittedly one of the foremost lawyers in Canada. He was solicitor general for the province of Canada in pre-confederation days, but since confederation, although he has almost uninterruptedly had a seat in parliament, his enormous legal practice prevented him from taking a prominent part in the proceedings of the house. Up to the time of his election as mayor of Montreal in March last, he was solicitor for the C. P. R., and all the legislation which the company has sought within the past few years has been put through by him. On his election to the mayoralty, however, he resigned the solicitorship. By the appointment of Mr. Abbott the proceedings of the senate will now be vested with an interest which they have lacked for a long time past.

THE DEPUTY SPEAKERSHIP.

Another surprise this week was the election of Mr. Colby, member for Stanstead, to the position of deputy-speaker. Both parties concur that the appointment is a good one, and in assuming the chair yesterday for the first time Mr. Colby was received with general cheering. Mr. Rykert was destined for the office but, I believe, his appointment was not looked upon with favor by a majority of ministerialists owing to his name being connected with the sale of a timber limit in the Northwest in a very creditable manner. Speaker Ouimet will probably command the Wimbledon team this year, and in that case the full duties of speaker will fall upon Mr. Colby, as Mr. Ouimet will likely have to leave for England before prorogation takes place.

DISALLOWANCE.

The disallowance policy has come to stay—at any rate for a few years. Singular to say, the bill which was the means of drawing an expression of opinion from the government on the question was a British Columbia one. Mr. Chisholm's bill to incorporate the New Westminster Southern railway company. Before the railway committee yesterday Mr. Chisholm said the company proposed to construct and operate a railway, with double or standard gauge of four feet eight and one-half inches gauge, from some point near the forty-ninth parallel of north latitude between Semiahmoo Bay and Township sixteen in the district of New Westminster, to some point on the south bank of the Fraser river opposite the city of New Westminster. It would connect with the Canadian Pacific railway, and instead of taking away it would bring trade to the Canadian Pacific railway, to which company he did not intend to ask any aid from the government.

Mr. Mitchell said he was glad to hear that the company did not intend to ask any aid from the government. On broad public grounds, however, he was prepared to support the government in its policy of disallowance. The Eastern provinces had spent millions and millions of dollars to construct the Canadian Pacific railway, and it was their duty to consider whether they should not support the administration in maintaining a policy that will continue the trade of the West to the East that had incurred the debt and would have to pay it, and not divert it to the States.

Mr. Edgar said that on similar grounds he was in favor of granting the charter. He understood the railroad would connect an important part of British Columbia with the Northern Pacific railway. The proposed railway did not come within the terms of the agreement with the C. P. R.

Mr. Mara said if those who were opposing the railway would glance at the map they would see that the proposed line would be a feeder to the C.P.R. and attract trade which naturally belonged to it from the country south of the boundary line. There was no analogy between the case of Manitoba and British Columbia so far as this particular line was concerned, as the former province desired to build a line to tap the centre of the road while this New Westminster line was simply a branch at the terminus of the C.P.R. and which would act as a feeder (hear hear).

Sir Hector Langevin said—The policy of the government concerning these railways has not been changed and is not changed. Our policy is what it has been during the last few years. We have made an agreement with the C.P.R. and we are bound in honor and in every way possible to carry out that agreement. Some will say that outside the province of Manitoba the contract does not bind us in the same way, but it is all the same thing. The object of the contract is to protect the trade of Canada. As Mr. Mitchell has said, Ontario and the other eastern provinces have expended millions of dollars for the purpose of opening these territories and we expect to recoup ourselves in the future for that large expenditure, but if we allow the trade of our western province to be tapped by American lines, we in the eastern provinces will not see a car full of that trade. Therefore, it would not be in the interests of Canada or in accordance with our agreement with the proprietors of the Canadian Pacific railway, who, besides the money given by the government, have put their own money into that concern to a large extent, I cannot see, therefore, how we can allow this bill to pass, but if the hon. gentlemen prefers to delay the consideration of it till another meeting his explanations might show to the government that the bill might be allowed.

The bill was accordingly allowed to stand. The day previous, I may say, a ministerial caucus was held at which it was decided, after full explanations by members of the government, that the government was fully justified in retaining the policy of disallowance in view of the solemn contracts made with the Canadian Pacific railway.

CONDUCT OF RETURNING OFFICERS.

The house spent another day this week in discussing the conduct of returning officers. The opposition desired that the whole subject of sending in elections returns and the gazetting of members be referred to the committee on privileges and elections, and I am bound to say they produced such evidence as certainly seemed to warrant an investigation. Sir John objected to the motion on the ground that the subject had been thoroughly threshed out the previous week. He did not object, however, to the house ordering the clerk of the crown in chancery to specify the course adopted by him in gazetting the election returns, and his reasons for such course. After considerable discussion Sir John's amendment was carried. Next day the letter of the clerk of the crown in chancery, in response to the order of the house, was promptly brought down. It states in effect that the returns came in at first slowly, and he was able to attend to the gazetting of them. Soon, however, they began to arrive in great quantity, some in packages two feet square and the work of the clerk was very great in consequence. It was necessary in some cases to refer to the returning officers. This took time and a large quantity of returns accumulated so that those coming in last and being placed on top of the pile got gazetted first.

The opposition, however, are not satisfied with this explanation and threaten to revert to the subject again.

THE BUDGET.

Sir Charles Tupper's first budget speech was certainly the best effort of the kind delivered of late years. Further, the changes in the tariff which he announced are certainly more important than any made since the N. P. was brought into force. It was recognised on all hands that a revision was necessary. Since 1879 there has been a considerable decline in the prices of many articles, by which the measure of protection has been gradually lessened, until by a system of low invoicing foreign manufactures were gradually obtaining a foothold in our market. To overcome this the finance minister has introduced in several instances mixed duties, partly specific and partly *ad valorem*, and in nearly every instance, the object by the increase is protection rather than revenue. The greatest change in the tariff is in the duties on iron. For a long time past efforts have been made to induce the government to place such a duty on pig iron as would cause the production of the article in Canada in such quantities sufficient to meet the consumption, and the difficulty in re-adjusting the duty was to foster the making of iron without prejudicing those industries of which pig iron is the raw material. In its revision the government has worked on the basis of the iron tariff of the States, the latter having been fixed after the most careful examination. The tariff will be, generally speaking, two-thirds of that of the United States. There will be a duty of $4 a ton on pig iron instead of $6 on the other side, and a duty of $2 a ton on scrap iron, and the bounty of $1.50 on the former is to be continued. The finance minister estimates an increased revenue as a consequence of the increase in the tariff on iron of half a million dollars, but to offset this he placed anthracite coal on the free list, the revenue from the duty of 50c a ton which was last year just that amount. The other most important change in the tariff is perhaps the increase in the duty on cigars to $2.50 a pound and 25 per cent., or about double the late rate, and from this increase a revenue of $150,000 is expected. The effect must be a largely augmented production of home made cigars, and the encouragement of one of the principal industries in Ontario and Quebec.

Dealing with our financial position Sir Charles said the outlook for the country was most encouraging. The only cloud on the horizon was the threat of non-intercourse on the part of the States. He dealt at some length with the fishery question, Canada's rights, the large interests concerned, the desire of this country to reach a settlement, and the importance of both to avoiding commercial isolation. He stated that the government is looking to the establishment of steamship communication on the Pacific coast with China and Australia, and with that object in view has offered an annual subsidy of £15,000, provided the British government will give £45,000 for a line between Vancouver and Hongkong, and £25,000 yearly provided the British government will give £160,000 for a line between Vancouver and Australian ports, thus making Canada the highway between Great Britain and her Pacific colonies.

C. P. R. RATES.

Mr. Mara asked the other day if the rates charged by the Canadian Pacific railway company in British Columbia had been submitted to and approved of by the governor in council. Mr. Pope's answer was that they were not, but having been called on once or twice to submit rates, the company had informed him quite recently that they would do so shortly.

THE FRANCHISE BILL.

It is understood there is to be a general cutting down in the expense of working the franchise bill. The government thinks by pruning it of certain redundancies the expense can be cut down two-thirds, and is anxious to make it workable at less cost. At a meeting of the conservative party held this morning a committee was appointed consisting of one representative from each province to go through the act and see in what particulars it can be improved. Mr. Shakespeare is the British Columbia representative.

MAINLAND NEWS.

(Columbian.)

There died this morning in the asylum a man named Gibbons, who was a well-known character in this part of the country during the last four or five years. Deceased at one time ran a sloop on the Sound. Of late years, however, he had been ailing and about two months ago, his reason failing him, he was removed to the asylum.

Some thoughtless person set fire to a pile of brush near the Royal City mills in Vancouver yesterday morning, and after blazing awhile the fire showed a willingness to catch some of the buildings around it. The fire engine came to the scene of the conflagration and remained there nearly all day. The firemen worked very diligently, and succeeded in confining the fire to the brush heaps. The wind was blowing briskly, and many of the inhabitants began to fear a repetition of the 10th of June last, and immediately made ready to move their effects to some place of safety. Some of the people think the city narrowly escaped destruction.

ISLAND MOUNTAIN QUARTZ.

The Company Make the Necessary Requirements and Will Secure the $20,000 Guarantee.

It is understood that the Island Mountain Quartz Mining and Milling Co. have complied with all the requirements of the act granting bonuses and guarantees to quartz mills, and are now qualified to draw on the government for the $20,000 applied for under the act. We congratulate Mr. Peter Dunlevy, of Soda creek, who is chief owner in the mine and president of the company, upon being the first to secure the aid granted by the government, and also the district of Cariboo upon being thus enabled to test one of the most promising quartz ledges in the district. Mr. Dunlevy has been most energetic in forwarding the quartz interests of the district, has expended his money and time when the great majority scouted the idea, and it is trusted that in the immediate future he will reap a substantial benefit from his enterprise.

Island Mountain mine has been several times described in this paper, through Mr. Geo. Koch's report, and also by the correspondent of this paper, who visited Cariboo last fall. The old Kurtz & Lane engines and boilers and the Enterprise Co.'s stamp mill are in the possession of the company, and will be at once moved to the mill site prepared for them last fall at Jack of Clubs lake, while chlorination or smelting works, whichever is best adapted for treating the ore, will be erected during the summer months. Considerable work has already been done on the ledge by running in tunnels, etc., and it is understood that the engineer's report to the government states that there is ten thousand tons of ore in sight. The ledge is of considerable width, and at whatever point it has been struck, assays and mill tests made resulted highly favorable.

As soon as possible a strictly competent mining superintendent will be secured, who will visit the mine and pronounce upon the best method for extracting the gold from the rock. The latter contains considerable free gold, and rich sulphurets, and has assayed and milled very highly. Should it prove remunerative upon being extensively worked, it will mean the influx of large capital, and the development of Cariboo to an extent never dreamed of by its most ardent supporters.

Large Shipment.

Angus & Gordon, grocers and provision dealers, on Saturday, received a dozen carloads of goods from the east over the C. P. R.

O'BRIEN'S TOUR.

He Meets With an Enthusiastic Reception at Kingston and Departs Amid Rousing Cheers.

Feted at Syracuse—He Leaves for Niagara Falls, Where He will Remain To-day and then go on to Hamilton.

(Special to THE COLONIST.)

WATERTOWN, N. Y., May 21.—When O'Brien, with Kilbride and the "war correspondents" from New York and Chicago, as they are now called, reached the wharf at Kingston and boarded the steamer to sail up Lake Ontario for Cape Vincent, a crowd by this time (a friendly one, however,) had gathered. The crowd was composed of nationalists and officers of the local branch of the national league, all of whom who have stayed up all night watching their homes and dreading a repetition of the terrible attack last evening. They all warmly grasped O'Brien by the hand and as the boat steamed away they sent up rousing cheers. O'Brien bowed his acknowledgments although hardly able to stand from fatigue and injuries which he had suffered.

AT SYRACUSE.

SYRACUSE, N. Y., May 21.—The party arrived this morning and were greeted with cheers by a large crowd of people. O'Brien was conducted to the Vanderbilt hotel where dinner was served. Later he left for Niagara Falls where he will stay to-night and to-morrow, going to Hamilton on Monday.

AT ROCHESTER.

ROCHESTER, N. Y., May 21.—After dinner at Watertown at the request of Bishop Lynch, Mr. O'Brien was conducted to the hotel parlor where an address was presented to him. He replied, thanking his auditors for the s