The Colonist.

FRIDAY, APRIL 19TH, 1889.

THE SITUATION IN ENGLAND.

Those who believed that the collapse of the Times case before the Commission would greatly weaken Lord Salisbury's Government have by this time found themselves mistaken. The Government is as strong in Parliament since Piggott's breakdown and confession as it was before those events took place. Lord Hartington is as firm a supporter of the Prime Minister as ever he was, and Mr. Chamberlain's alliance with the Tories has not been weakened. The discovery that the letters upon which the Times depended to prove Mr. Parnell's complicity with crime and outrage, the Conservatives maintain, makes no difference in the principles for which they contend. They are striving to preserve the unity of the Empire, which they believe to be threatened by the Home Rule party, and Mr. Parnell innocent is even more dangerous than Mr. Parnell guilty. The question at issue is really not affected by Mr. Parnell's guilt or innocence. The Unionists see this, and they therefore present as firm a front to the Home Rule—which has now become synonymous with the Liberal—Party as ever they did. Although the stand taken by the Unionists is perfectly logical, it is questionable whether it is consistent. If the Times had been able to prove the genuineness of the letters attributed to Mr. Parnell, would the Conservatives in that case be ready to admit that the issue between the parties was in no way connected with the innocence or guilt of Mr. Parnell and his associates? We hardly think they would, although it would be as true then as it is now that the question of Home Rule must stand or fall on its own merits.

Although the failure, or the apparent failure of the Parnell case has made no difference in the relative strength of parties in the House of Commons, the Liberals believe that it has greatly weakened the government in the country, and they point to recent bye-elections as giving good grounds for this conclusion. But bye-elections are not always to be depended upon as indications of the direction of the current of public opinion, and it is therefore not wise to place too much confidence in them. But even if a majority of the people at this moment do feel inclined to support Mr. Gladstone and his policy, Lord Salisbury is determined not to give them the chance. The present Parliament has still three years to live, and the Premier at Watford, the other day, declared his intention to continue in power as long as he is supported by a majority in Parliament. He said:

And if, as I am led to believe by certain utterances I have seen, there are any people who imagine that by any process whatever, short of a vote of want of confidence they can procure a dissolution of the present Parliament, my impression is they are very much mistaken. If the House of Commons remains of its present mind, if the present members remain of their present mind, no event or no series of events can materially alter the position of parties in the House of Commons in respect of a vote of want of confidence, and nothing but a vote of want of confidence can procure the dissolution of Parliament. It therefore seems to me that those who count on obstruction or abuse, or any other weapons of that kind, for the purpose of procuring such a dissolution, are amusing themselves with a dream which will only disappoint them.''

It will be seen from this that Lord Salisbury is bound to give the people of Great Britain time for reflection on the issues of the day, no matter what may be the result of the bye-elections in the meantime. Three years is a long time in the political world. There is no known what changes of opinion may take place in that time or what new issues may spring up. There is one change which is probable, and one which cannot fail to alter the aspect of affairs very materially. There are men who do not scruple to give public expression to their conviction that Mr. Gladstone will not live to see another general election, and, strange as it may appear, the opinion, sometimes clothed in the coarsest language, is greeted with loud applause by the hearers. This, more than anything that we have read, shows the bitterness and the intensity of party feeling in Great Britain.

THE PATRIOTIC LEAGUE.

The French Government is troubled with a National League. This organization is called the League of Patriots. Its object was to recover the provinces which France had lost in the war with Germany. M. Deroulede was its founder. "Le revanche" was this patriot's ruling passion. He was greatly humiliated by the result of the war, and he made it the work of his life to put France in a position to regain the territory she had lost. For this purpose he formed a league designed to fit the young men of France to become efficient soldiers. Every kind of athletic exercise calculated to improve the physique of the members of the league and train them to endure hardships was practised. The Patriotic League became popular. Its membership increased rapidly. It was at first encouraged by the government. Its founder was made one of the commissioners of military education, and he was intimate with some of the leading public men of the country. Such an organization could not long remain merely educational. It could hardly help becoming political. Its 250,000 members would in time come to feel their strength and politicians would be pretty sure to attempt to use them for the purpose of advancing the objects they had in view. And this is what did happen. Gambetta was at first the hope of the Patriotic League. M. Deroulede saw in him the man whose mission it was to retrieve the fortunes of France. But Gambetta died while the League was in its infancy. After his death the League gave its support to different public men, but it saw in none of them the man of destiny. It was not until Boulanger came to the front that the League took a prominent part in public affairs. Its leaders recognized in Boulanger the man who was to lead France once more to victory. They saw in him, as the Paris correspondent of the New York Post says, "A new Gambetta, a soldier! and a soldier who loved soldiers, who had improved their beddings and their breakfasts; one who no less than M. Deroulede himself was concerned with the heroes and the leaders of M. Deroulede. Can you wonder that the 'Ligue des Patriotes' invented Boulangerism"? Boulanger for his part accepted the enthusiastic support of the Patriots, and complacently permitted them to believe that he possessed all the talents and the virtues which they attributed to him. When Boulanger came to be looked upon as dangerous to the State the League was suppressed, and its leaders prosecuted. Whether it will be able to put down so large and so formidable an organization it is difficult to say. The law has great power in France. In Great Britain to put such a league under the ban of the law would be rather to strengthen than to weaken it. When its members could not meet openly they would have secret gatherings, and when it could not pass resolutions at public meetings it would concoct manifestos in secret conclave. But, so far, nothing has been heard of any secret movement of the League. The very unheroic conduct of Boulanger lately will have the effect of dispelling the illusion that he is the man destined to lead the patriots to victory, and to recover for France the prestige and the territory it had lost in its last struggle with the Germans. His own want of courage is likely to do more to lower him in the estimation of the enthusiastic young men who form the "League" than anything his enemies can say or do against him.

THE WORLD'S FUEL.

What is the world to do for fuel and a motive power when coal is exhausted? Both steam and electricity require coal. The consumption of coal in every part of the civilized world, on land and sea, is enormous. Factories, foundries, railways, steamships all depend upon coal for their usefulness. It is no wonder that thoughtful men in different countries are taking stock of the world's supply of coal. It is calculated that at the present rate of consumption Great Britain's supply will be exhausted in a hundred years. But who is to say how long the present rate of consumption will be sufficient for its needs. Every year the consumption goes on increasing, and if the rate of increase is kept up the stock of coal will give out long before the hundred years have expired. In America anthracite coal is chiefly used for generating steam and for domestic purposes. The amount consumed is almost incalculable. The Southern Pacific railway alone uses about two thousand tons a day. And this consumption is also constantly increasing. Without making allowance for the inevitable increase, it is estimated that the supply of anthracite coal in the United States will not last longer than two hundred years, but it is said that the supply of bituminous coal is practically inexhaustible. Nothing has as yet been found to take the place of coal. Electricity is coming into use as a motive power and improvements are being continually made, but in most situations coal is required to generate electricity. Water can be used for that purpose. But there are many places where water power is not to be had. The applicability of electricity as a motive power still requires development. Very little, comparatively, is as yet known of its capabilities, but it does not appear that there is much chance of its superseding steam. Ericsson, just before his death, believed that he had made the great discovery of his life in the storage of heat from the rays of the sun. He hoped that the motive power of the future was to be drawn from that source. His caloric engine was in some degree successful. Sufficient power could be obtained to drive light machinery but it was not strong enough to propel a ship. It may be that he has pointed out the way by which some genius in the future will be able to accomplish wonders. Petroleum is used as fuel in Russia, India and China. It is said to be the cheapest and most satisfactory fuel ever found in that part of the world. But the supply of petroleum is very far from being inexhaustible. When it gives out what is Russia and India to do for fuel? There are, no doubt, undiscovered coal fields in many parts of the world that will be worked when those from which the present supply is obtained, are worked out, but the day will come when those, too, will be exhausted. It is probable, however, long before that day has arrived a substitute for coal, both for the generation of steam and electricity and for domestic purposes, will be discovered. It is impossible for the most profound scientist even to guess the secrets which Nature still hides and which will be revealed to the wise and persevering seeker.

EDITORIAL COMMENTS.

THE region near the South Pole is almost literally a "terra incognita." There have been many expeditions to the North Pole and geographers are familiar with the northern Arctic region. Human habitations have been found within five or six hundred miles of the North Pole and explorations have been pushed still nearer. But the most daring explorers have not been able to get near the South Pole. The barrier of ice between it and the open sea appears to be impenetrable. There is, it is believed, an Antarctic continent, but little is known of its nature or extent. Its coast is surrounded by towering icebergs and immense glaciers, hundreds of miles wide, from which issue large rivers. These prevent the most hardy and adventurous explorers finding out what the interior of the continent is like. But the curiosity of man is insatiable, and no difficulty, however great, prevents him from attempting to gratify it. Although the attempts to reach, or even to get near, the South Pole have hitherto been most unsatisfactory, Professor Nerrmayer, of Hamburg, is organizing an expedition to the South Polar regions. His efforts are likely to be successful. He has found men who are willing to spend their money and to risk their lives in making a voyage of discovery to the inhospitable regions of the south, where, judging from the success of former expeditions, the prospect of making discoveries that may be of use to mankind are the reverse of bright.

Bark Viva is still lying in the Roads awaiting charter.

FROM THE DAILY COLONIST April 10.

LOCAL AND PROVINCIAL.

City Police Court.

McDougal Stewart, drunk and disorderly, was fined $5; and the case of Law Topham, charged with assaulting Albert Millard, was dismissed, the complainant failing to appear.

For San Francisco.

The steamship City of Puebla sailed on Sunday for San Francisco with the following passengers from this port: P. S. Griffin, N. Roskham, D. N. Cameron, and Charles J. Mitchell and C. T. Gabler through passengers from Toronto.

Sneak Thieving Probably.

A. Bechtel, proprietor of the Vancouver Hotel, reported to the police yesterday that two overcoats—the one light brown, the other blue—were missed from his hotel during the morning, together with several smaller articles, including a pair of valuable cuff-buttons.

Holy Week.

Special services will be held in the Anglican and Roman Catholic churches this week. Solemn mass will be held in St. Andrew's pro-cathredal to-morrow, Thursday, Friday and Saturday mornings. On the evening of Good Friday, Bishop Lemmens will preach the Passion sermon.

Speedy Trials.

In this court yesterday, Sir M. B. Begbie, C. J., presiding, John Joseph Rodgers was sentenced to three years imprisonment for the larceny of certain articles from St. Andrew's procathedral. The Chinese "bad man" was brought up for trial on a charge of cutting and wounding, and was discharged.

Incoming Passengers.

The steamship Mexico sailed from San Francisco for Victoria yesterday, having the following passengers on board for this port: C. C. Ballentyne, Mrs. W. B. Hunter, C. E. Chand, Mrs. M. Plaskett, W. P. Sayward, N. J. Becar, Miss M. McKeon, Mrs. W. McKeon, Miss C. Radine, G. W. Taylor and H. Rogers.

Banff Coal for the Navy.

A London despatch says: "The Lords of the Admiralty have granted an interview with Mr. McLeod Stewart, the president of the Canadian Anthracite Coal Company, regarding the use of Banff coal for the Pacific squadron, instead of Welsh coal. The Admiralty is arranging a test to find out the quality of the coal. Mr. Stewart expects favorable results from the test."

For the North.

Steamer Sardonyx sailed for the north yesterday with a full cargo, mostly cannery supplies, and the following passengers: J. Gray, W. Huson, D. McKenzie, J. McKenzie, M. Roberts, H. Rennie, D. Cooper, J. Smith, John Sayyea, L. Patton, John Paul, F. Weeks, J. A. Carthew and wife, J. Parkinson, W. A. Robertson and son, P. Irving, Mr. Matheson, S. Verdier, P. Munson, J. Barrett.

In Memoriam.

At both services on Sunday last the clergy of several of the city churches selected as the subjects of their discourses texts and themes suggested by the death of British Columbia's best friend, Hon. Robert Dunsmuir. In the Gorge Road Methodist Church, in the morning, the pastor, Rev. J. W. Wadman, spoke very feelingly and eloquently of the lamented dead; and in St. Andrew's Presbyterian Church, St. John's, and Christ Church Cathedral, the uncertainty of life was dwelt upon. In the cathedral, the music rendered by the organist and choir was especially appropriate and solemn.

Over the Cliff.

A team of horses, owned by Mr. Maurice Humber, were the victims of a peculiar and, strange to say, not fatal accident yesterday morning. They were being used in hauling brick for the construction of Messrs. McKillican and Anderson's new factory, at the corner of Wharf and Courtney streets, and had been left standing for a moment with the reins wound around the hub of one wheel. Something caused the team to back up, with the result that the lines tightened, and the team feeling them pull back, continued to step backward, until finally horses and wagon, or rather wagon and horses, tumbled over the bank between Jones' boat-house and the customs house. The tongue of the vehicle was broken, and the horses badly cut and bruised, but not seriously injured.

Street Improvements.

Yates street is coming in for a good share of improvement this year. The grade has been made between Quadra and Vancouver, and a ten-foot sidewalk is also completed as far as Cook street. The rock on the north side near the school is nearly all blasted out, and when all the contemplated improvements are complete Yates street will be a thoroughly first-class condition from one end to the other.

The pile of rock from the reservoir excavation at the head of Pandora avenue has been crushed and deposited on Cook street from Pemberton to beyond Yates. The unsightly rock having been removed, it is a pity the street cannot be completed through to the hospital grounds, as it is anything but picturesque in its present shape.

Mining on the Fraser.

Some San Francisco capitalists, and also some Victorians, are up on the Fraser river in the vicinity of Yale with a surveying party locating portions of the river for mining purposes. They intend, it is said, getting about $50,000 worth of machinery, so as to "scoop" everything that is on bedrock from Hope to Boston Bar at North Bend. Mr. Patterson is supposed to have control of the best parts, having made his locations before the mining troubles were settled between the two governments. With Mr. Patterson are associated John McHardy and R. Flewellyn, divers, who intend actively operating their claims as soon as the river is low. Their claims are about two miles west of Yale, and extend 300 feet on each side of the river. It is stated that a rancher who lives in the vicinity, one season when the water was unusually low, by the use of a long-handled shovel, took out $40,000 in gold dust.—News-Advertiser.

Funeral of the Late Judge Elliott.

The mortal remains of the late Hon. Andrew Charles Elliott were consigned to their last resting place in Ross Bay Cemetery yesterday morning, in the presence of a large number of friends of the deceased gentleman. The procession left the hall of the B. C. Pioneers on Government street at 9.30 o'clock, and proceeded to St. Andrew's procathedral, where a requiem mass was celebrated by Bishop Lemmens, assisted by Rev. Father Van Nevel. The services being concluded, the procession re-formed, and proceeded to Ross Bay Cemetery, where the remains were laid in the family vault, beside the casket containing the remains of the late Mrs. Elliott. The pall-bearers were: Hon. Justice Crease, Alderman Dennis Harris, Speaker C. E. Pooley, E. A. McQuade, George Byrnes and Hon. John Robson. Among those present were His Lordship Chief Justice Begbie, Hon. P. O'Rielly, ex-Mayor Fell, Charles Wilson, Dr. McNaughton Jones, Dr. J. S. Helmcken, M. W. T. Drake, H. Helmcken, Dr. J. D. Helmcken, Hon. F. G. Vernon, Theo. Davie, Q. C., D. M. Eberts and A. N. Nicholson. The Pioneer Society was represented by E. C. Johnson, John Kurtz, W. McNiffe, W. Humphrey, P. Steele, Frank Sehl, Jos. Lowen, L. Erb, John Stevens, E. Allen, John Grant, R. Finlayson, Morris Moss, R. Ridley, J. J. Austin, C. E. Redfern, C. Bossi, E. B. Marvin, C. Lombard, H. F. Heisterman, Geo. Fairbrother, J. McIntosh, R. Wolfenden, H. O. Tiedeman, A. Gilmore, Thos. Tugwell, Robert McLeese, and many others.

The Beaver Cannery.

The Beaver Cannery, J. H. Todd & Son, proprietors, is completed, and in full readiness for the season's operations. The connery, which is situated on the south side of Lulu Island, near the mouth of the river, was commenced last fall. It is modern in every particular, and is fitted up in a most complete and thorough manner. The cost of the buildings and plant runs close to $25,000. Messrs. J. H. Todd & Son are also the owners of the Richmond cannery, whose Maple Leaf Brand is so widely and favorably known throughout the world.—Columbian.

Concert at Ladner's Landing.

A concert was given at Ladner's Landing on Friday evening 12th inst., for the benefit of the Methodist church at that place, under the management of the Rev. Mr. Culvert. Owing to the bad weather many were unable to attend, but notwithstanding the hall was well filled, and the following assisted to make the concert a grand success: Rev. Mr. and Mrs Culvert, Mrs. Green, the Misses Ladner, Miss Jackson, Miss Kalahoun, Miss Woodward, Miss Parmeter, T. Caldwell, W. Kirkland, and Paul Ladner. The programme consisted of songs, recitations, instrumental solos, etc., all of which were good. After the concert was over, the hall was cleared and several hours were spent by the young men and maidens in the pleasant dance.

The Mission Bridge.

Mr. Harry Abbott, superintendent of the Pacific division of the C.P.R., went over from Vancouver to Westminster on Saturday to confer with the board of trade respecting the Mission bridge. The Columbian says: "It seems that the board's information respecting the width of the draw was quite correct, as the plan submitted by Mr. Abbott showed only sixty feet between the piers. Mr. Abbott thought this space ample, but stated that if the board was not satisfied the company might consent to a larger draw, say from 70 to 80 feet. He stated that it would be practically impossible to operate a wooden draw of 100 feet. After hearing and discussing the proposals submitted, the board asked for a few days to consider whether it would be justified in the public interest in modifying its demand for a 100 foot draw. Mr. Abbott stated that the railway company had no wish to do anything that might impede navigation, but the cost of a draw of 100 feet would be very great, and it seemed to him an unreasonable width to ask under the circumstances."

LITTLE LOCALS.

Seattle claims to have a population of 30,000 people.

The public are warned to keep a sharp lookout for sneak thieves to-day.

The "Ancient Mariner" was rehearsed with full orchestral accompaniment on Saturday evening.

The city contractors have unanimously agreed to give their men a half day off Saturdays, to take effect on the 1st of May.

The marriage of Mrs. Fennick to Mr. A. T. Howard, was celebrated last evening, Rev. D. Fraser tying the happy knot.

The steamship Ancon is provided with a calliope, which will be used to drive terror into the hearts of the Alaska natives.

A special meeting of the city council will be held to-night to consider the Electric Tramway company's by-law.

The funeral of Maud Elizabeth, the three-year-old daughter of Mr. F. E. De Veulle, took place on Sunday, and was largely attended.

The notorious Bob White, of Seattle shooting fame, has become a resident of Victoria. His offence is not covered by the extradition treaty.

A sail boat, in possession of two city young men, capsized in the waters of the Arm on Sunday afternoon. No one was drowned.

While the funeral of the late Hon. Robert Dunsmuir is in progress this afternoon, the bells on the various engine houses in the city will toll.

In the provincial court yesterday, Edwin Johnson, Q. C., S. M., presiding, Bob, a Songish Indian was fined $5 for being drunk on the reserve.

In the "Whitechapelling" case at Calgary, the jury returned a verdict of not guilty. The judge refused to accept it, as the evidence pointed clearly to guilt.

The little black bear at Beacon Hill Park was the centre of attraction on Sunday afternoon, but the boys should not tease bruin, nor set their dogs upon him.

The Feast of the Passover commenced last evening at sundown and will last one week. Services will be held in the Jewish Synagogue during the week. Mr. H. Bornstein officiating.

A couple of hundred blue jackets from Her Majesty's ships now at Esquimalt, visited the city last evening. And not one of them behaved himself in a manner unbecoming to an Englishman.

Sergeant D'Amour was presented with a magnificent Russian leather dressing case, by his brother non-coms, on Friday evening, on the occasion of his connection with "C" battery being ended.

Thos. H. Nicholls, C. E. R. A., of H. M. ship Espiegle, died at the Royal Naval hospital on Sunday. Deceased was 33 years of age at the time of his death, and will be sincerely mourned by his shipmates.

In regard to the report that an explosion had occurred at the Anthracite mines, a telegram was received from Mr. Mudge, the business manager, at San Francisco, who says he has not heard of any explosion, and there is no thought of closing down the mine. On the contrary, the company is six months behind in filling orders.

W. A. Clarkson, a Chicago commercial man, was thrown from his horse while out riding yesterday afternoon. His foot caught in the stirrup, and he was dragged along Douglas street, from Humboldt to View street where the horse was captured by Mr. George Fielding. The victim of the accident was badly bruised, but no bones were broken. It is a very hard thing to kill a Chicago drummer.

Alvin Angerman, the music teacher who was recently sentenced to one month's imprisonment for larceny by the city police magistrate, was last evening released on bail, pending the hearing of an appeal from the conviction of the magistrate by Chief Justice Sir M. B. Begbie.

The Port Townsend "Argus," in referring to Hon. Mr. Dunsmuir's death, says: Mr. Dunsmuir was the person who projected the steam ferry to run between Victoria and Port Angeles. Whether his death will effect the future of Port Angeles or not is hard to tell, but it is certain that the people of that thriving town based their hopes on his enterprise.

MARINE.

Bark Southern Chief, from Moodyville, has arrived at Melbourne.

Ship Royal Tar sailed from Honolulu for Burrard Inlet March 26th.

Steamer Boscowitz will sail to-day for Naas River and way ports.

Steamers Empire, for Nanaimo, and Wellington for Departure Bay, sailed from San Francisco yesterday.

Steamer Danube and bark Robert Kerr, will go in the dock at Esquimalt to-day.

Steamer Idaho called at the ocean dock on Sunday morning, bound for the north.

Barkentine Malay is lying in the Royal Roads, and will sail in a few days for Sydney with a cargo of lumber.

CAPITAL NOTES.

Subsidies for a Pacific and Atlantic Mail Service.

"C" Battery and Militia Instructed to Turn Out To-day.

A Motion Providing Manhood Suffrage for British Columbia Defeated—The Experimental Farm Buildings.

(From Our Own Correspondent.)

OTTAWA, April 15.—The Minister of Finance gave notice to-day of resolutions providing for an annual subsidy of £25,000 sterling for a fortnightly service between British Columbia and the Australian colonies; half million dollars annually for 10 years for a fast weekly service between Canada and Great Britain, making connections with Havre, Southampton to be the English terminus, and not Liverpool; fifteen thousand pounds yearly for a monthly service between British Columbia and China and Japan, or £25,000 annually for a fortnightly service.

The Minister of Militia wired instructions to-night to "C" Battery to turn out to the late Hon. Mr. Dunsmuir's funeral, also the local militia, if it will forego pay.

Bills to consolidate the Territories Act, and to create two boards of grain inspectors, were introduced in the commons to-day.

Four divorce bills were carried in the Commons this afternoon. The Minister of Justice moved a three months' hoist in the Lowry case, but the bill passed by fourteen majority.

On the mounted police pension bill, Jones moved in amendment that a certain amount be deducted from the salaries of the police to form a superannuation fund. Lost by 40 majority.

On the franchise bill, Charlton moved an amendment that the qualification for voting at Dominion elections be on the basis of manhood suffrage. The amendment was lost by 29 majority.

Davis moved another amendment that in British Columbia and Prince Edward Island manhood suffrage prevail at Dominion elections. Lost by a majority of 33, Col. Prior voting against the Government.

Barron will ask if the Government intend to pay the expense of testing the legality of the Jesuits Estates act.

Hon. Mr. Abbott to-day said the actual reason for delay in the progress of the farm at Agassiz, was because the title was not clear. Sheds and cottages will be built this year. The difficulties about the title are expected soon to be cleared up.

THE "SWIFTSURE."

The Flagship Arrives—Admiral Heneage Continues Ill—A Rough Passage From San Francisco.

H. M. S. Swiftsure, flagship of the Pacific Squadron, arrived at Esquimalt at ten o'clock yesterday morning, having encountered unusually rough weather up from San Francisco. Admiral Heneage is still confined to his cabin by illness, and receives no visitors. The remainder of the officers and crew are in good health, and there have been no serious accidents on board since she was commissioned at Devonport on April 24th, 1888, and sailed for the Pacific coast.

The Swiftsure is a screw battle-ship of the second class, armored, carrying eighteen guns; is of 6,910 tons register, with engines of 4,910 horse power. An extended description of the flagship is unnecessary, as this is not her first visit to the station, and pleasant memories of the good ship and her officers and crew still live in the hearts of very many residents of Victoria and Esquimalt.

On her way from San Francisco the Swiftsure passed the British yacht Nyanza under sail, and which is not likely now to arrive in Esquimalt for two or three days.

The flagship will not go into the dock at Esquimalt until after the Queen's Birthday; Admiral Heneage having promised the assistance of the fleet to make Victoria's grand celebration a magnificent success.

H. M. S. Espiegle, which has been at Esquimalt for sevaral months, will leave for Honolulu in about one week's time. The next of her Brittanic Majesty's ships to arrive at Victoria will be the twin screw crusier Amphion, of 3,750 tons, 5,000 horse power; and following her the corvettes Champion, 2,380 tons, 2,340 horse power.

The officers of the Swiftsure are:—

Admiral, Algernon C. F. Heneage.

Flag Lieutenant, Thomas U. Thynne.

Secretary, Edward H. Banks; clerks to Secretary, Geo. H. Purches and Frederick Treglohan.

Captain, James L. Hammet.

Commander, Percy Hockin.

Lieutenants—Hugh R. Evans, Edward Leah (navigating), Robt. H. S. Stokes, Henry C. Kingsford (gunnery), Robert L. H. Armstrong (torpedo), and Hugh Le D. Stapleton.

Major of Marines, Robert A. D. Ramsay.

Lieutent R. M. A., John L. Homer.

Chaplain and Naval Instructor, Rev. George H. Harwood, M.A.

Fleet Surgeon, Garland W. L. Harrison.

Fleet Paymaster, Alexander W. Brett.

Fleet Engineer, John G. Sampson.

Sub-Lieutenant, Walter T. Ross.

Surgeons—William S. Lightfoot, John E. Penn.

Assistant Paymaster, Chas. D. M. Farrant.

Engineer, Walter Brown.

Chief Carpenter, Samuel G. Saunders.

Assistant Engineers — James T. Willoughby, Henry R. Teed, Alfred E. C. Deacon (supernumary).

Gunners—John Mahoney (torpedo), Mark J. Delaney, John H. Weeks (supernumary).

Boatswains—Aaron Stephens, George J. J. Rendle (supernumary).

Midshipmen—William S. Lambert, Algernon W. Heneage, Henry C. Boyle, John A. Waugh, Henry E. Sharp, John D. Edwards, Henry Luxmoore, Godfrey G. Webster, Godfrey M. Paine, William A. S. Dobbs, Charles P. Beatty-Pownall, Murry F. Sueter.

Naval Cadets—Robert W. F. Travers, H. B. Montagu.

Assistant Clerks—Reginald P. Walker, Allison B. Hull.

She had also on board on the trip up from San Francisco, Staff Surgeon Michael Fitzgerald, Staff Engineer Edward Matthews, Boatswain Ellis Lake, and Carpenter Edward A. Kellynack, to enter the service at Esquimalt.

PROVINCIAL EXHIBIT ASSOCIATION.

A meeting was held at Vancouver on Saturday to arrange for another exhibit of British Columbia products at the Toronto Fair during the coming fall.

Mayor Oppenheimer presided, and having explained the object of the meeting, it was resolved to name the commission the Provincial Exhibit Association of British Columbia.

The following officers were elected: President, Mayor Oppenheimer; Vice-Presidents, Hon. C. F. Cornwall, Mayor Hendry, of New Westminster, and Mayor Grant, of Victoria; Secretary, Wm. Seitz; Treasurer, J. C. Keith, Manager of Bank of British Columbia at Vancouver. Executive Committee—Mayors of Vancouver and New Westminster, Mr. Henry Abbott and Reeves (Kidd) of Richmond, Delta (McNeely), Surrey (Punch), Langley (McKee), Chilliwhack (——), Upper Sumas (Campbell), Maple Ridge (——), and Messrs. Wm. Perkins (Mission), James Tolmie, M.P.P. (Victoria District), M. Muir, J.P. (Sooke), D. W. Higgins (Esquimalt, Henry Fry, M.P.P. (Cowichan), E. Musgrave (Salt Spring and other Islands), J. W. Hilbert (Nanaimo), Wm. Dingwall (Comox District), J. C. Mallet, J.P. (Alberni), Ex-Lt.-Gov. Cornwall Yale), Gold Coms'r Sproat (Kootenay), F. W. Foster, J. P. (Lillooet), Jos. Mason (Barkerville), P. C. Dunlevy (Soda Creek), Senator Reid (Quesnelle), Veith and Roland (Keitley Creek and Vicinity), Gold Commissioner Crimp (Cassiar), C. B. Sword, J.P. (Matsqui Municipality), Capt. L. Thompson (Burton Prairie and Yale District), Hon. C. F. Cornwall (Ashcroft and vicinity), Geo. A. Clapperton (Nicola Division), H. McCutcheon (Kamloops), Cornelius O'Keefe (Okanagan), W. Dewdney, J.P. Spallumcheen), Queen Charlotte Islands, Postmaster.

Each representative is authorized to form a sub-committee in his own division for the purpose of carrying out the objects of the association.

The President and Secretary were authorized to issue a circular letter explaining the objects of the association and the steps necessary.

It was also resolved to ask the Provincial Government for a grant of $500.

The railway companies, express companies, etc., will by motion be, as a preliminary, asked to provide free conveyance for the exhibits to and from Toronto.

FROM ALASKA.

Arrival of the Corona—The Canneries Busily Preparing for the Season's Run.

(From our own Correspondent).

NANAIMO, April 15.—The steamer Corona, Capt. Carroll, arrived in port yesterday afternoon from Alaskan ports and is taking on 1,000 tons of Vancouver Coal Company's coal as fuel and cargo for San Francisco.

No happenings of importance are reported from the north. Lord Lonsdale and party, who started on an expedition in the Arctic circle, did not return by this steamer as expected.

The canneries are reported all busily preparing for the season's run, which is expected to commence shortly.

The Corona will not sail from here until to-morrow afternoon, as she will not be able to complete her cargo before that time.

SPORTS AND PASTIMES.

HERE AND THERE.

The James Bays and the Maple Leafs will play their first game in the amateur championship series at Beacon Hill on Friday. The team will be picked out on Thursday night. Mills, the old pitcher of the Ætnas of Guelph, will be put in the box by the Maple Leafs. Jackson and Hannon, the old battery, who rendered such valiant service last year, will do the work for the James Bays.

SULLIVAN AND KILRAIN.

A despatch from New York last evening states that J. L. Sullivan's backers have made a final deposit for a match with Kilrain, which is to take place near New Orleans on July 8th.

BASEBALL YESTERDAY.

At Baltimore—Baltimore 8, Boston 12.

At Indianapolis—Indianapolis 7, St. Louis 2.

At Newark—Newark 0, Brooklyn 9.

At Washington—Chicago 18, All America 6.

At Cincinati—Cincinnati 10, Toledo 9.

At Philadelphia—Philadelphia 7, Athletics 16.

At Springfield, O.—Springfield 6, Toronto 14.

A GRAND PLEASURE TRIP.

How Eleven Wealthy Americans will Cross the Continent and Visit Alaska and Other Points of Interest.

The New York Sun of April 6th says: A train which will leave the Grand Central station to-day will consist of only four cars, but they are four of the most luxuriant moving palaces of the rails, and the train as it stands this morning waiting for its passengers represents an outlay of $100,000. The train will carry a party of only 11 folk, but they are people of millions of wealth, and they are starting on a journey such as was never before undertaken in this country, and they will travel under more luxurious conditions than ever old world potentate could boast. They will traverse 20,000 miles and their trip will take them two months, and will cost $110,000. It will be, probably, the longest continuous and most expensive railroad jaunt ever made in this or the old country, and, of course, it is an excursion all for pleasure.

The eleven fortunates who are thus to enjoy and distinguish themselves are, first, Dr. W. Seward Webb, Mrs. Webb and their three children. Dr. Webb is the president of the Wagner Palace Car company. His wife was the youngest daughter of Mr. William H. Vanderbilt. It is Dr. Webb who owns the cars, hires the engines and the crew, pays all the bills and gives this noteworthy entertainment to his friends. These guests are: Mr. and Mrs. Henry Purdy, Mr. Julian Kean, Mr. George Bird, Dr. Jas. W. McLane and the doctor's brother, Mr. Frank Webb.

The departure of the remarkable train is scheduled for 3 o'clock Saturday afternoon. Not only that, but the hour of expected arrival and departure everywhere along the route—south, west and north—every day during the next two months, is marked out definitely, and unless it is to the pleasure of the travelers to alter this time table, the plans will be followed to the minute. This has all been arranged by correspondence with chiefs of railroads over which the train is to run, and so nicely have the details been cared for that it will be possible for the Webb special to have always a clear track, with fresh crews and new engines, and abundant supplies ready at stations in advance.

The train will run up the Hudson River tracks this afternoon to Albany, and thence over the Central rails to Buffalo. From there a detour will be made to Niagara Falls. Getting back to Buffalo, the party will run by way of the Lake Shore to Cleveland. Thence the Bee line will take them to St. Louis. From St. Louis the route will be to Denver, and from there to Santa Fe, N. M., to Los Angeles, through Southern California to Santa Barbara. From the latter place up the coast to Portland, Oregon, making brief stoppages at all places of interest en route. From Portland to Tacoma and Seattle, and then east over the Northern Pacific road to Helena, Montana, and from there to St. Paul and Minneapolis and then to Winnipeg. From Winnipeg over the C.P.R. to Vancouver, and from there by steamer to Victoria. President Webb perhaps thought that a journey by sea would be grateful after such a surfeit of land travel, and to compass his desire he chartered the new steel steamer Islander at a cost of $450 a day. It is a fast boat, will make 15 to 19 miles an hour, and will take the party around Vancouver Island, and up the northwest coast to Sitka, and after a stop there up to Alaska. They will pass ten days or longer on this part of the trip, and after finding themselves again at Vancouver they will get aboard their wheeled palaces and speed across the continent straight as possible to Montreal, and from there by easy stages back to New York.

Why Halstead was Rejected.

LONDON, April 15.—Both the Berliner Zeitung and the Deutsche Tagblatt unite in declaring that the rejection of Murat Halstead, as minister to Germany by the U. S. Senate, was wholly due to his exposure of wholesale bribery in the election of Senator Payne.

CABLE NEWS.

Albert Bright Elected Member for Central Birmingham.

The Imperial Budget Introduced by Hon. Mr. Goschen.

Lord Salisbury Sued for Libel—The New Comptoir D'Escompte—Louis Kossuth Dying.

At His Old Tricks.

LONDON, April 14.—A man of distinguished appearance, calling himself Baron Schellerz, was arrested in Berlin a few days ago for swindling a horse dealer out of 20,000 marks. He was arraigned in court and released on bail, pending trial. While in custody he was searched, and Russian money to the amount of six thousand rubles was found concealed beneath the lining of his coat. After his release on bail, the police attempted to arrest him on other charges, but were unsuccessful. Subsequently it was discovered that Schellerz is none other than the famous swindler "Prince Sevine," who served a term of imprisonment in Brussels in 1885, and afterwards escaped from the custody of the officers who were conveying him to Russia for trial on a charge of incendiarism. Since his escape nothing has been heard of him until his arrest in Berlin. He has disappeared from the German capital, and it is suspected that he is now in London.

The New Comptoir Descompte.

The Times' Paris correspondent says that the new Comptoir Descompte will be formed upon the lines of the old concern. The capital will be forty million francs, half paid up, and the shares will be exclusively offered to the old shareholders. There will be also 60,000 founders' shares, entitled to 30 per cent. of the profits. After 5 per cent. has been deducted for a reserve fund, two-thirds of these will be handed to the liquidators as a contribution to the former company. The remaining 20,000 shares will be given to a syndicate, which has guaranteed to subscribe for all the shares not taken by the original stockholders.

The Budget.

To-morrow the Budget will be presented to the House of Commons by Hon. George J. Goshen, Chancellor of the Exchequer. Surprisingly small interest has been taken in the Budget by the Press, and no forecast of its provisions are obtainable. The only question exciting the concern of the people anent the submission of the estimates is the one whether the taxes will be increased in order to meet the requirements of the new naval scheme. It is hoped, however, and by many expected, that the profits from the recent conversion of the funds will offset the extraordinary expenditure demanded by the Government plan.

The Sugar Bill.

LONDON, April 14.—Sir Lionel Playfair has announced his intention to support the second reading of the sugar bill in the house, and will receive assistance in that action from several other prominent members. The bill comes up on Thursday, when Jno. B. Maple, conservative member for Dulwich, will ask the government to submit a list of other articles fostered by foreign bounties, with a view to having them placed upon the same footing as sugar. This move indicates a decided leaning on the part of many members, hitherto ardent free traders, towards protection.

An Indiscreet Minister.

LONDON, April 14.—It is reported in Berlin that the position of Von Stephen, the imperial minister, has become exceedingly shaky owing to his recent severe criticism of Herr Von Maybach, Prussian minister of public works. Von Stephen's utterances are held to have been not only unjustifiable as statements of fact, but also a breach of ministerial courtesy, which Prince Bismarck, and, of course, the Emperor, are not disposed to permit to pass unnoticed.

The Premier Sued for Libel.

LONDON, April 14.—The "Weekly Despatch" says William O'Brien has instituted suit for libel against Lord Salisbury, in consequence of the latter's remarks concerning him in his recent speech delivered at Watford.

Pre-Historic Coin.

LONDON, April 14.—Upwards of 5,600 pre-historic silver coins and a quantity of jewelry of ancient manufacture has been discovered at Winberg, in Schleswig Holstein. The collection is very valuable, and the finders expect to realize a large sum from its sale to curiosity hunters.

Mishap to an Ocean Steamer.

LONDON, April 14.—The ss. Etruria, which arrived from New York to-day, reports that the steamer Wisconsin is returning to Liverpool. She has not yet, however, arrived at either Liverpool or Queenstown.

Boulanger Rents a House.

BRUSSELS, April 14.—Boulanger has taken a house in the Avenue Louise, together with stable accommodation for seven horses. It is expected his famous black charger will arrive in a day or two.

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