

SALARIES, INDEMNITIES, ETC.

This is Canada's growing time. And her representatives at Ottawa evidently believe that it is but right they should be partners in the good things this rich young country has to bestow.

No doubt there will be varieties of opinion as to the extent of the justification the members of Parliament have for the increased indemnities they propose to vote themselves. There is this to be said for the case they have to offer: That the sessions of late years have been prolonged far beyond the limits that prevailed during the early years of the country's history, when a thousand and fifteen hundred dollars were considered ample to indemnify them for the valuable time they devoted to the service of the state.

In Great Britain retiring members of the cabinet and ex-speakers fall into handsome allowances. That, we presume, is the precedent for the voting of pensions to Canadian past cabinet ministers. There are other examples in the generosity with which banking and railway corporations treat employees who have given long and faithful service. But we are convinced this feature of the programme upon which parliament sets this unusual precedent of being unanimous will meet with less favor in the eyes of the people of Canada than the other provisions of the bill.

use for caution and rigid economy. But now that the conditions are changed there is no reason why we should condemn the men we elect to eminent positions to live upon salaries barely sufficient to maintain them in something like harmony with their social surroundings.

The handsome salary it is proposed to attach to the position of leader of the opposition and the allowances to ex-ministers are altogether different matters. Neither under the constitution nor under the forms of our parliamentary system is the status of the leader of the opposition recognized. He is simply a member of parliament selected by his fellow-members of similar political opinions to lead them in their criticisms of the course of the government. And yet we do not know any reason why a new precedent should not be set. The duties of an opposition leader are very important. He is the chief of the pack of watchdogs. For such a man as Mr. Borden, or for any man qualified to succeed to the premiership, to fulfill with efficiency the duties of chief critic of a government's policy means great personal sacrifice.

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THE CASE OF MR. BUMP.

The devotion of the American people to the flag is no doubt an admirable trait of national character. The flag represents the power and might and majesty of the nation. The nation is the people in the aggregate. Therefore the American people feel that a slight or an insult to themselves is offered whenever the flag is treated with what they consider scant respect. Professor McEwen, the hypnotist, is in trouble on the other side on account of the alleged liberties he has taken with the venerated and revered flag. That is all right. The Americans are well within their rights in insisting that the emblem of their national virtues and of the liberties they believe they possess in excess of the liberties of all other peoples on the face of the globe shall not be subjected to base uses. If our neighbors could only be induced to confine their veneration for the old flag within rational limits a great deal of trouble and irritation might be avoided. The difficulty is that on the great occasions when the nation is doing homage to the flag, and proclaiming their own unalienable liberties as represented in the stripes and stars with which it is decorated by setting off salvos of bombs and crackers, the presence of any other flag, and especially the modest Union Jack—raised perhaps in honor of the American people and the day they celebrate in characteristic fashion—is taken as an insult to the emblem of freedom.

A few days ago the New York Times contended that for the "flag incident" in Charlotte, N. Y., both the Canadian captain who refused to lower his flag and the United States collector who headed the mob that insisted on the flag being taken down were to blame. We held that a British ship had the right to carry her flag into any open port in the world. Our New York contemporary has revised its opinion of the law and of the customs official who displayed such reprehensible ignorance of his duties. In its revised version of the incident the Times expresses its opinion of Mr. Deputy Collector Bump with refreshing frankness. Apparently, it says, the blame for that miserable little flag incident at Charlotte, the port of Rochester, should have been placed entirely on our own most unfortunate selected deputy collector of customs, an impossible person with the impossible name of Bump, and in dividing it between him and Capt. William Simmons of the schooner, Aecia, whose Union Jack, raised in Charlotte harbor on the Fourth of July, caused the trouble, a mistake was made. At any rate, Capt. Simmons, as quoted by the Toronto Mail and Empire, tells a very fair as well as a very straight story, and seems to remove all excuse for supposing that the display of his flag was intentionally provocative. He says that his schooner lay at the wharf for most of the day, undecorated and unnoticed. Then an American friend of his strolled down to the vessel and suggested to her master that he ought to show his colors in honor of the day. The captain says he did it without a thought of giving offence, but almost immediately appeared Deputy Collector Bump—who certainly ought to be deprived of his capital letter and deposited permanently on some well-sequestered log, with his equally intelligent namesake—and angrily ordered the flag out of sight, incidentally threatening to refuse clearance papers for the Aecia if the order were not instantly obeyed. Capt. Simmons made some useless talk

about using a shotgun if anybody interfered with the schooner's flag, but his American friend advised the avoidance of desperate measures, and the captain lowered the flag that he had the very best of rights to fly when and where he chose on the Ontario billows and in any harbor he found it convenient to enter. Capt. Simmons declares that he will carry the matter to Ottawa, but probably he will think better of it when he cools down. The impossible Bump hasn't yet told his side of the story—perhaps because it hasn't any that would do him any good if told. From the case as it stands, the indications are that, if the impossible Bump must remain in the service, the proper post for him is at the very southern end of Irondequoit Bay, up among the bullrushes, where no British flag is likely to arouse his heroic rage, and where he can chase himself up and down the locally famous "dugway" for needed exercise.

RUSSIAN OPTIMISM.

Russians are now extracting much-needed comfort from the belief that the Japanese are suing for peace. The generals are beginning to recover from the effects of the disasters that have so persistently attended their movements. Evil fortune has been their lot in the past; but it is possible that the worst is over and that the tide is beginning to run the other way. Providence can never have intended to leave the most holy nation completely at the mercy of the heathen hordes of the East. There is evidence of the changing conditions in the inability of Oyama to follow up and take advantage of his successes. The Jap general cannot fill up his depleted ranks. The Muscovitish position is impregnable. These reflections may be only translated into the popular tongue of Europe and America and published with the idea of affecting the deliberations of the conference about to be held in Washington if the temperature will permit. Or they may be issued in good faith and may portend another attempt to stem the tide of Oriental successes. But we very sincerely doubt whether they will have any effect upon the minds of the Japanese plenipotentiaries. They are also intensely practical in that they are intensely mentally only by plainly evident facts or well authenticated facts. The word pictures of the florid Russian imagination will have little effect upon their sceptical minds. Therefore it will be useless for the Caucasian diplomats to attempt to play any games with strategic purposes involved in the disposition of the verbal forces. The Asiatics are thoroughly conversant with the situation. They knew all about it before the first shot was fired. They had completely mastered the facts of the Russian position in Asia; they are not to be fooled by boasts now. It would be better for the representatives of the Czar to admit that they have been beaten at all stages of the war game from beginning to end and to endeavor to make the best terms possible lest a worse thing happen. If a more deplorable situation than the condition of the empire at the present time can be imagined.

INTERNATIONAL SPORTS.

During the present summer a great company of skilled athletes and sportsmen from the United States invaded Great Britain. In this company were fishermen and oarsmen and golfers and tennis players and other men and women of strong limb and keen eyes. Our neighbors across the line viewed this incursion with considerable complacency and characteristic confidence. The correspondents in England of American newspapers did their part in making it appear that all Great Britain trembled in apprehension, lest all the challenge mugs and other trophies should be brought across the Atlantic to share the long exile of the America Cup. The Vesper boat crew carried a swing and a pace which boded disaster to the fer-famed Leanders, Great Britain's premier rowing crew. It was represented that there were but two crews worthy of mention on the ancient Henley course, and of these two the Vespers of Philadelphia could evidently whip all creation. The regiment of New York volunteers in their trials of British targets performed wondrous works with their rifles. They deposited bullets in the centre of the bullseye with a carelessness worthy of the late Robin Hood and his stout yew bow. The lawn tennis players from the republic were no less redoubtable in their style than the scullers and the marksmen. Their equals had never been seen before upon the green lawns of Old England.

The general triumph of America was so certain that cables were engaged by the great journals of New York for the special purpose of recounting the anticipated triumphs. The field of sport had been pretty well cleared, but there were not swept clean by the loudly heralded American athletes. Special cables were not necessary to tell of the remarkable manner in which Great Britain was humiliated in her chosen lines of modern athletics. The Vespers of Philadelphia did not even reach the finals for the Grand Challenge Cup for eight-oared crews. The contest was not virtually between them and the Leanders for the honor of possession of the cherished trophy. The ultimate result was a race between the Leanders and a Belgian crew, in which considerably faster time was made than in the fight between the Vespers and the Leanders. The New York volunteers were beaten by the Westminster volunteers in the match for the trophy presented by Sir Howard Vincent after a very close contest, in which the Americans led at the longer ranges. Messrs. Larned and Wright and Clothier and others have not met with the success on the tennis lawns their friends anticipated. They played well and determinedly, but there were others who knew the game and could stay with it till the end. Some of our fellow-colonials from Australia met and conquered the American champions.

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ANOTHER NEW TUG MAY BE BUILT BY LOCAL CONTRACTOR FOR ISLAND TOWING

Record Season in Shipping Business Reported From Dawson—Load of Japs Coming.

Plans are said to be in the hands of a local shipbuilder for the construction of a large tugboat for Bellingham parties. The vessel will have a keel 115 feet long, and her proportions otherwise will compare with those of the Pilot, belonging to the Dunsmuir fleet.

Alex. McDonald, the contractor, who will have charge of the undertaking, could not be seen in the city to-day. He has gone to Seattle, and will not be home until Saturday. He is doing business with a Bellingham lumberman named Buch, who owns large timber interests on Vancouver Island, and who wants the tug for the towing of logs.

The new steamer, if undertaken, will be an important addition to the ship-building boats of the port during the coming fall and winter. With the construction of another C. P. R. steamship, the alterations to be made on the Princess May, the building of the new steamer for the William Head quarantine station, and the construction of the tugboat, now contemplated, upwards of half a million dollars will be expended.

It is doubtful if there were ever better indications of a busy shipbuilding season. Victoria is nearly always fortunate in securing marine contracts in the repairing line, and when the new work has been added to that usually done, every shipyard in port should be working under full pressure.

TROUBLE ON QUADRA.

Because of alleged indignity on the part of the chief officer, R. M. Pope, nine men of the crew of the D. G. S. Quadra Monday afternoon knocked off work. They had addressed a letter to Commander O. V. G. Spain, commissioner of the fishery protection service, in which they mentioned their complaints, and this they took to Capt. Hackett. The latter was in his cabin at the time, and when shown the letter handed it back to the men, saying that it was not for him. Acting on an after thought, the captain went to them and asked to see the letter again, which he read. Seeing what it contained, he called all the men into the cabin and told them whatever complaint they had to make he would have it taken down and investigated. The leading ones were first called on. V. Melrose said that the mate had been on the ship and the crew could never do anything right under him. Thomas Potts stated that his complaint was the same as that of Melrose. A. C. Wardner complained of incivility, and told of how Mr. Pope had told him to quit the first day he was on the steamer, because he objected to climb a derrick used to life the davits. The mate had said that he was no good aboard the ship. Dismissing these three witnesses, Captain Hackett addressed the men and said that if they had any specific grievance he would hear it, otherwise he would advise if they could not put up with the treatment they were receiving to leave the ship. No further complaint was made, and the men going ashore quit the vessel. A number of them afterwards returned and told Captain Hackett that they had made a mistake. For a number of the men the captain felt sorry, but several repeated too late. Fisher, one of the nine who had signed the letter, was taken back, he having only been on the ship for a few weeks. He was seen by a Times man on Tuesday and asked if he knew anything of the bad treatment he or his comrades were said to have received. Fisher said no, and added that he had been shown the letter just a short time before it was handed to Captain Hackett. Personally he had no complaint to make, nor did he see any reason for complaining. The mate appeared to him to be civil enough. He thought in signing the letter that whatever trouble there was would be settled by the captain, and that there the matter would end.

Captain Hackett when seen on Tuesday was averse to speaking for publication. He said that there was plenty of men offering to take the places of those who had left the ship. A new crew was put to work on Tuesday. He felt that the present trouble had been brought about by outside influence. If the men could lay some kind of substantial charge he would certainly have to hear them, but there were ringleaders among them, and while they remained there would always be trouble. He could not allow the men to run the ship. It made no difference to them how often they had to do a certain job. If they worked overtime they were allowed for it, as was the case recently on the West Coast. They were being paid \$2.50 higher salary than the wages paid on any other ship in port, and he did not think that they had any cause for complaint. On the other hand he was not trying to apologize for anything the chief officer might have said or done. He may have acted indiscreetly at times, but his place was to see that there was discipline aboard. Under the present circumstances he did not see what he could do for the men.

The letter which the men wrote is as follows: To Commander O. G. V. Spain, Fishery Protection Service of Canada. We, the undersigned, beg to be allowed, according to your instructions on your last visit to the coast, to place our grievances in front of you regarding our treatment on board the Canadian government steamship Quadra, viz., the treatment allotted to us by the acting first officer, Mr. Pope.

The ship has all the work she can do under good management, but owing to the lack of congeniality on the part of the acting first officer, it is a matter of impossibility to carry it out. The work is hard aboard, but we do not object to that, providing we are treated as men or human beings; not as dogs. Many good men have left the ship through the treatment allotted to us by the acting first officer. Any proof of this statement we can produce at any time if required.

2. The work on board could be done with ease providing the acting first officer would explain to the men what he wanted in the first place, instead of waiting until it was done, and undoing it.

WILL ENTER CREWS. J. B. A. A. Has Practically Decided to Participate in Exhibition Race—A Communication.

It has practically been decided by officials of the James Bay Athletic Association to enter crews in the championship aquatic events being arranged to take place in connection with the Dominion exposition. As the show is to be held on the 27th of September to the 7th of October, the local oarsmen will have an opportunity to rest after the N. P. A. A. O. competitions before racing at the Royal City. The advisability of entering local fours and eights at the Dominion fair has been under the consideration of members of the J. B. A. A. rowing committee for some weeks, and it is understood that they have agreed that it would entail so little extra inconvenience to keep the crew in training from the time of the N. P. A. A. O. until the exhibition races, that it would be unwise to refuse to allow the oarsmen an opportunity to display their worth, besides winning some of the prizes offered on that occasion.

This evening a meeting of the committee will be held, when the appended communication received this morning by E. P. Johnston, Secretary of the James Bay Athletic Association, will be submitted for discussion:

E. P. Johnston, Esq., Secretary James Bay Athletic Association, Victoria, B. C.: Dear Sir:—I have been directed by the special features committee of the Dominion exposition to be held in this city, to enter a crew for the four-oared race, double sculling or single sculling race (men) during the progress of our exhibition, which commences September 27th and ends October 7th, both dates inclusive. Of course we have professional races for the sculling championship of the world, in which Towns and Stanbury, of Australia; the Barry brothers, of England; Sullivan, of London, England; and Durran, of Toronto, have all signified their intention of competing, as well as a double sculling championship race. We have a number of scullers who are well known in the city, and the water very suitable for rowing, unless there is a wind which would be a disadvantage. We would be pleased also to have any suggestions from your club, in fact, we would be glad to have a couple of the members of your club act as out-committee for the whole of the aquatic sports, including the professional races. We would also like if Mr. O'Sullivan, who is a member of your club, could act as referee for the professional races. Thanking you in anticipation, Yours respectfully, H. KILBY, Manager and Secretary.

RITHEE'S REPORT.

R. P. Rithet & Co.'s monthly freight and shipping report for June is as follows: The past month has been almost a blank so far as grain freighting is concerned, there being no inquiry for vessels, pending the outcome of the wheat crop. It is now thought that the yield will not be as large as was anticipated, and that the surplus available for export will be light, with price high. The demand for lumber carriers has improved, and a fair number of vessels have lately been taken up. There is, however, a slight reduction in freights from last month's quotations, excepting for the West Coast.

We quote freights as follows: Grain—San Francisco to Comox, 22s. 6d.; Portland to Comox, nominal; Tacoma and Seattle to Comox, nominal. Lumber—British Columbia or Puget Sound to Sydney, 32s. 6d. to 33s. 9d.; Melbourne or Adelaide, 38s. 9d. to 40s.; Port Pirie, 37s. 6d. to 40s.; Fremantle, 47s. 6d. to 50s.; Shanghai, 36s. 3d. to 37s. 6d.; West Coast, S. A., 38s. 9d. to 40s.; or to Continent, 57s. 6d. to 58s. 9d.

WOMAN FOUGHT WOLVES.

Texas Mother Saved Children From a Hungry Pack. Mrs. Maria Sanchez and two little children on their way from the Lucas ranch to Blanco, Texas, when a pack of wolves came up behind the buggy and began barking. If it were the first time she had been known to show such boldness in the section, and Mrs. Sanchez at first thought they were dogs. They attacked the horse and soon had it down. Mrs. Sanchez used the butt of her whip to defend herself and two children. The wolves made leap after leap at her and the children, but every time a wolf sprang it was driven back by the well-directed blows of the woman. She was probably thirty wolves in the pack, and as the fight progressed more of them kept coming out of the thick underbrush which lined the road.

At the end of an hour Mrs. Sanchez was almost exhausted. Then Hank Hendrix, who carries the United States mail, drove up. A few shots from his pistol scattered the pack. The woman had a piece of fresh meat in her buggy, and it is supposed that the smell of it attracted the wolves.

HORRIBLE SUICIDE.

Iron Worker Jumped Into Tank of Molten Metal. At some iron works at Sparbrook, Birmingham, has taken place one of the most horrible tragedies of self-murder ever recorded. A workman deliberately dug his way into a copola full of molten metal, and was utterly consumed before the eyes of several of his comrades. Not a particle of his clothing could be recovered.

Thomas Lawton, who lived with his young wife and aged mother, had always been a merry, jovial young fellow. Quite recently he became moody, irritable and depressed, and the change in his demeanor had been much commented on at the works. When he ceased work at half-past five in the evening he seemed loth to go home. He was heard to remark: "Well, if it is sent to me for some time, he sent for half a pint of beer, and as he drained the tankard remarked to a fellow workman: "That's the last drop I shall have." But no one was prepared for the ghastly deed that followed. Shortly after 9 o'clock he was seen in the dim light to mount the 12 steps leading to a platform on which are the open mouths of the smelting cupolas. The contents were at white heat, and for a moment he gazed in the brilliant light from below.

He seemed to smile, it is said, as though the glowing metal fascinated him. He had no occasion to go, and no business to be up there on the platform. And then the noise working below heard something fall into a cupola.

"Tom Lawton has fallen in," gasped one, deathly pale and almost paralyzed with horror. A workman deliberately dug his way into the raging depths from the platform, they caught glimpses of something dark—something that just before had been a living man. They shuddered and staggered back. The flames beat was deadly, even at that distance. There could be no shadow of doubt that the poor fellow died instantly. Nothing that breathes could have lived 10 seconds in that cupola.

WILL ENTER CREWS.

J. B. A. A. Has Practically Decided to Participate in Exhibition Race—A Communication.

It has practically been decided by officials of the James Bay Athletic Association to enter crews in the championship aquatic events being arranged to take place in connection with the Dominion exposition. As the show is to be held on the 27th of September to the 7th of October, the local oarsmen will have an opportunity to rest after the N. P. A. A. O. competitions before racing at the Royal City. The advisability of entering local fours and eights at the Dominion fair has been under the consideration of members of the J. B. A. A. rowing committee for some weeks, and it is understood that they have agreed that it would entail so little extra inconvenience to keep the crew in training from the time of the N. P. A. A. O. until the exhibition races, that it would be unwise to refuse to allow the oarsmen an opportunity to display their worth, besides winning some of the prizes offered on that occasion.

This evening a meeting of the committee will be held, when the appended communication received this morning by E. P. Johnston, Secretary of the James Bay Athletic Association, will be submitted for discussion:

E. P. Johnston, Esq., Secretary James Bay Athletic Association, Victoria, B. C.: Dear Sir:—I have been directed by the special features committee of the Dominion exposition to be held in this city, to enter a crew for the four-oared race, double sculling or single sculling race (men) during the progress of our exhibition, which commences September 27th and ends October 7th, both dates inclusive.

Of course we have professional races for the sculling championship of the world, in which Towns and Stanbury, of Australia; the Barry brothers, of England; Sullivan, of London, England; and Durran, of Toronto, have all signified their intention of competing, as well as a double sculling championship race. We have a number of scullers who are well known in the city, and the water very suitable for rowing, unless there is a wind which would be a disadvantage. We would be pleased also to have any suggestions from your club, in fact, we would be glad to have a couple of the members of your club act as out-committee for the whole of the aquatic sports, including the professional races. We would also like if Mr. O'Sullivan, who is a member of your club, could act as referee for the professional races. Thanking you in anticipation, Yours respectfully, H. KILBY, Manager and Secretary.

RITHEE'S REPORT.

R. P. Rithet & Co.'s monthly freight and shipping report for June is as follows: The past month has been almost a blank so far as grain freighting is concerned, there being no inquiry for vessels, pending the outcome of the wheat crop. It is now thought that the yield will not be as large as was anticipated, and that the surplus available for export will be light, with price high. The demand for lumber carriers has improved, and a fair number of vessels have lately been taken up. There is, however, a slight reduction in freights from last month's quotations, excepting for the West Coast.

We quote freights as follows: Grain—San Francisco to Comox, 22s. 6d.; Portland to Comox, nominal; Tacoma and Seattle to Comox, nominal. Lumber—British Columbia or Puget Sound to Sydney, 32s. 6d. to 33s. 9d.; Melbourne or Adelaide, 38s. 9d. to 40s.; Port Pirie, 37s. 6d. to 40s.; Fremantle, 47s. 6d. to 50s.; Shanghai, 36s. 3d. to 37s. 6d.; West Coast, S. A., 38s. 9d. to 40s.; or to Continent, 57s. 6d. to 58s. 9d.

WOMAN FOUGHT WOLVES.

Texas Mother Saved Children From a Hungry Pack. Mrs. Maria Sanchez and two little children on their way from the Lucas ranch to Blanco, Texas, when a pack of lobo wolves came up behind the buggy and began barking. If it were the first time she had been known to show such boldness in the section, and Mrs. Sanchez at first thought they were dogs. They attacked the horse and soon had it down. Mrs. Sanchez used the butt of her whip to defend herself and two children. The wolves made leap after leap at her and the children, but every time a wolf sprang it was driven back by the well-directed blows of the woman. She was probably thirty wolves in the pack, and as the fight progressed more of them kept coming out of the thick underbrush which lined the road.

At the end of an hour Mrs. Sanchez was almost exhausted. Then Hank Hendrix, who carries the United States mail, drove up. A few shots from his pistol scattered the pack. The woman had a piece of fresh meat in her buggy, and it is supposed that the smell of it attracted the wolves.

HORRIBLE SUICIDE.

Iron Worker Jumped Into Tank of Molten Metal. At some iron works at Sparbrook, Birmingham, has taken place one of the most horrible tragedies of self-murder ever recorded. A workman deliberately dug his way into a copola full of molten metal, and was utterly consumed before the eyes of several of his comrades. Not a particle of his clothing could be recovered.

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CONSTITUTIONAL PROVISIONS.

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THESE SPECIAL BEHOLD.

ONE OF THE DAILY BIRTHDAYS.

THEir TIMES.

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