Weekly Colonist

FRIDAY, JANUARY 20TH, 1888.

## A FEDERAL CONTEST.

It is understood that the Opposition will bring out "a dark horse" to oppose Mr. Prior for the Commons. He will come out in the guise of an "Independent" and his friends hope to return him at the last hour by reason of the over confidence of the Liberal-Conservative party and their lack of organization on that account. The information that a "soul of honor," as the Grit organ would say, will enter the field seems to us authentic, and we would urge the friends of Mr. Prior to organize at once. The matter of bringing out an Independent candidate is being kept secret, and he will only be announced at the latest moment. Friends of the government meet at once, form your committees, and begin an active campaign. Mr. Prior will be elected, but his majority should be made as overwhelming as possible.

## BULGARIA'S KING.

Prince Ferdinand now for all practical purposes the king of Bulgaria, in the course that he has pursued since being called to the throne of that country has surely made a fine record. The great supply of Teutonic royalty, only a small portion of which could be used at home, in many recent cases has done splendid work in other lands. The work of Alexander in Bulgaria clearly indicated the kind of stuff these men are made of. Had he been let alone he would have consolidated the Balkan provinces into a strong and enduring kingdom. His successor is carrying forward his plans. Thus far every move of the new monarch has been along the lines definitely drawn by Alexander. If these proceedings are not speedily arrested Bulgaria must grow into a finely established nationality. Such has been the desire of all patriots in this highland principality since its liberation from the Turkish yoke. The chief trouble in the past has been too much haste and too little regard for the views of the country whose arms gave them the liberty which they now enjoy. But the present ruler seems to unite the elements of bravery and caution. Carefully, cautiously, and yet with constant movement, the Bulgarian ship of state is beating toward the desired haven, and yet it is impossible to find any reasonable cause for opposing her course. To second his efforts he has a united, brave and devoted people. It has already been demonstrated that all real opposition to his reign has come from foreigners, whose only purpose is to make the country a part of the czar's empire. It now only remains for the treaty powers to formally recognize his position, and in the near future this step will probably be taken.

## THE OPPOSITION CANDIDATE.

The Opposition have decided on Mr. R. T. Williams, the oft defeated, as their candidate for the local house. It would perhaps be unkind to hurt the feelings of Mr. W. A. Robertson, considering his unfortunate position, by reminding him of the fact that he has been the victim of his party's basest ingratitude. He is being continually wounded in the house of his friends, and his sympathizers feel deeply for him in his failure to secure a nomination for any of the many positions he seeks. His signature to the card which appeared last evening announcing his withdrawal in favor of Mr. Williams must have been written with bitterness in his heart to those who have persistently relegated him to the rear whenever an opportunity occurred for his elevation to public life. That Mr. Robertson has the spirit to humbly submit to such treatment few who know him believe, especially since Mr. Carmichael, who had not the slightest claim to the candidature and who was personally the weakest man who could possibly have been taken up was chosen as the party's standard bearer, in preference to him. Mr. Williams, whose young ambition tempts him into political notoriety, will probably get all of it he seeks. He will be "notorious" in the annals of British Columbia's history as having been thrice defeated in his efforts to attain a seat in the Legislature of the Province. He is a weak candidate, but it behooves the supporters of the Government to stand shoulder to shoulder, to close up the ranks and carry their nominee on to victory. Battles have often been lost through over confidence, and it would be well that no step should be left unturned to prevent such a result.

## A GROWING, NOT A DISMEMBERED EMPIRE.

Great Britain has long been extending her possessions, and has not yet begun the process of disintegration, however hopefully many dialoyal spirits may count upon her doing so in the future. Even during the Queen's reign a great extension has been made of the territory and population of her empire. The dates of a few of these extensions will be worth recalling. In India Scinde was conquered and annexed in 1843; the Danish possessions in India were purchased in 1845; the Punjaub was acquired by conquest in 1849; Pegu was conquered in 1852; on the death of the rajah of Nagpoor in 1853 his possessions were annexed; the kingdom of Oude was acquired in 1856. The balance remaining of Burmah, after the territory taken in 1852, was annexed in 1886. In other parts of the world the following among other colonies were obtained by settlement, cession, or conquest at the dates named: Cyprus in 1878; Elmina and Dutch Guiana by cession in 1872; Griqualand, South Africa, in 1871; Hong Kong in 1841; the Isles of Laban, near Borneo, in 1846; Lagos, by cession in 1861; New Zealand, by settlement in 1840; Queensland, by settlement in 1860; Port Philip in 1850 and the Transvaal in 1887. It will be seen that throughout the Queen's reign as throughout many reignes before, the policy of acquisition has gone on continuously, adding a vast territory and many millions of people. When we add that during that time the British flag once established in a country has never been lowered or exchanged for another, it is sufficiently clear that the settled policy of the empire is not to part with its territory. How the English speaking nations deal with revolt within their domain is sufficiently shown by the tremendous military energy put forth to crush the meeting in India in 1857-'9, and the rebellion in the United States a few years later. The time has not come for the dismemberment of the empire to be seriously proposed as a peaceful measure, nor for any power however strong to wrest from Great Britain a single colony over which her flag floats to-day. A few disloyal creatures may hope to see that day, but they will die without the gratification.

## "THE OFT DEFEATED."

Mr. R. T. Williams inserts in the Opposition organ a letter which he says was refused publication by us. In that he errs. The advertisement he tendered us (for it was nothing else) was not denied publicity. We offered to insert it at the usual advertising rates. He objects to our calling him "the oft defeated." Why? According to his own story he has been "oft defeated," having been rejected by the electors on two occasions. What Mr. Duck's political record has to do with the matter we fail to see. The fact that he is one ahead of the Opposition candidate should not disquiet the latter. On the evening of election day Mr. Williams will "even up," and when he runs again it will not be out of place to refer to him as "the very oft defeated." It is hoped Mr. Williams will address himself during the campaign to public matters, rather than to splitting hairs as usual on every conceivable question in an effort, it is presumed, to conceal his ignorance.

## THE STEAMSHIP SUBSIDY.

Several days ago the Hon. Mr. Robson, acting on his own responsibility, sent a telegram to the Hon. Thos. White, enquiring if there was any truth in the rumor that the subsidy paid in respect of the ocean mail service had been withdrawn and protesting against such action. Owing, it may be presumed, to the interruption to communication caused by recent storms, an answer was not received till last evening. It was as follows:

OTTAWA, Jan. 14, 1888.

*Hon. John Robson, Victoria:*

Mails have for some months not gone by the ocean route, and the mail subsidy has been withdrawn with the consent of the company. The subsidy for the maintenance of the line for passengers and freight is the subject of communication. The Government fully recognizes its obligation under the terms of union. THOS. WHITE.

On Friday, a minute of Council was passed, strongly protesting against the withdrawal of the subsidy without the concurrence of the Province, and requesting His Honor the Lieutenant Governor to transmit the following dispatch by telegraph to the Hon. the Secretary of State for Canada, which dispatch was transmitted accordingly:

VICTORIA, 14th Jan. 1888.

*To the Secretary of State, Ottawa, Canada:*

The Government of British Columbia protest against discontinuance of the subsidy for the steamship mail service between this Province and San Francisco. The service was intended as much for trade and commerce as for the carrying of mail matter. Canada in the Terms of Union undertook to maintain the service in perpetuity and has no right to discontinue it without the concurrence of this Province, one of the high contracting parties. HUGH NELSON,

Lieut.-Governor.

We have every reason to believe the matter will be satisfactorily adjusted, but cannot fail to commend the prompt action of Mr. E. Crow Baker, our zealous representative in the Commons, and the Local Government, who have only given another proof of the fact that they are alive to Victoria's interests.

## NEWSPAPER LIBELS.

The law bearing on libel in civil cases, has been materially changed in Ontario. The general effect of the alteration is to protect newspapers making *bona fide* reports, or publishing news coming to them in a legitimate way. There is reason to believe that the parliament of Canada will be asked to amend the criminal libel law in the same direction. In England no criminal libel suit can be entered without the *fiat* of the Attorney-General. The same restrictive power should be placed in the hands of the Minister of Justice. It would solve another problem if the law provided him with power to determine in which province such a suit should be brought, when plaintiff and defendant are not in the same division of Canada. A journalist in British Columbia thinks it very hard that he should be called upon to defend a libel suit in Ontario, for something he has said in Victoria, while the injured person in Ontario thinks it equally unfair that he should be compelled to come to British Columbia to bring his action. In cases of criminal libel the Minister of Justice, while permitting the prosecution, should be enabled to say to which province it properly belonged. This would have the double effect of making journalists careful, and calming the fussy anger of some people who imagine that the world is paying especial attention to their affairs when it is not. Amendments are needed to the law governing libel in civil cases. Honest journalism in British Columbia, as everywhere, is at the mercy of scalawags who have neither money nor character to lose, or at least only a character the loss of which would be a gain. No journalist of reputation desires to see facilities given to newspapers to pry into a man's private affairs, or in any way to buay themselves with that which concerns neither the paper, its general readers, or any person suffering from wrong. There is already too much of this class of reading set before the public, and anything which tends to preserve the press from blackguardism should be welcomed. But on the other hand a journal should be protected in giving the news that comes to it in a legitimate and recognized way. The responsibility for that which is made public in the courts, or at public meetings, should rest with those who make it public. The extension of its publicity by means of a report in a newspaper should not be an offence. Nor do we hear of the telegraph companies being sued for anything transmitted by them to the papers; it is always the journalist. It is utterly impossible for a night editor, or any other editor, to distinguish accurately between the truth and untruth in a dispatch from some other part of the world, and there cannot be even a suspicion of malice in his printing it, provided he does not make it the basis for an unwarranted and malicious attack. Nor can he determine—save in very exceptional cases—whether a paragraph is intended to injure some one, or whether it is a mere recital of fact, known at the place from which the dispatch is sent. If anyone is blameworthy it is the sender and the telegraph company, not the recipient newspaper. It is hoped that such changes in the law will be made during the ensuing session as will remedy the grievances under which public journalists now suffer in many instances, besides those we have mentioned, notwithstanding the opinions of some occupying high positions who have denied that the press has its mission that its freedom should be protected. We believe that as it is to a large extent the guardian of the people's rights, its liberties should not be curtailed at the whim or caprice of any one. It is believed that such amendments will be made during the coming session of Parliament as will commend themselves as well to journalists as to the public. We are glad to know that such steps are on foot, and trust they will have speedy fruition.

## THE ELECTIONS.

It was rumored around town yesterday on apparently good foundation that Mr. W. A. Robertson is the gentleman who has consented to sacrifice himself upon the altar of his country in the Commons' election. He was, it is said, determined to stand for *something* and his cunning friends (?) easily persuaded him to forego his decision to take a seat in the Legislative Assembly to receive the more exalted position in store for him at Ottawa. Many of Mr. Robertson's friends could not believe that he would allow the wool to be pulled over his eyes in any such manner, since they knew that he had not the faintest ghost of a show of election as against Mr. Prior. A "wooden man" might as well be put up and he would stand the same chance of victory. However, if Mr. Robertson is willing to take the chances it is no business of ours; he is probably as good a man as the Opposition could induce to come out. He will make a good run—for losing his deposit.

Mr. Williams, having shouldered Mr. Carmichael and Mr. Robertson out of the way has become the acknowledged standard bearer of the party as against Mr. Duck. What qualities he has to recommend him for the position nobody but himself can see. The only thing in his favor is that he stood next *below* Mr. Duck at the last general elections. As between Mr. Duck and Mr. Williams it would not seem to be a difficult matter for the electors to decide. In urging upon the friends of the Government the necessity of beginning their organization at once, we do so because past failures have taught us that it is only by this means that effectual work can be done. Those who believe that the policy of the present administration has been favorable to the province and this city in particular, owe it to themselves, and to the future welfare of British Columbia, that they shall go into the fight enthusiastically, determined to win. If they do, they will assuredly be successful; if they do not, and are apathetic, their opponents may steal a march on them. Delays are dangerous; let active, unceasing work be begun at once.

## SPEED OF ATLANTIC STEAMERS.

The returns for the present fiscal year, which have just been issued by Mr. Nicholas M. Bell, the Superintendent of Foreign Mails in the Postoffice Department at Washington, give some information regarding the speed of Atlantic steamers, which will be read with interest by those who took an interest in the recent discussions on the mail contracts. The Americans have a special reason for observing and recording the time taken by the various steamers to cross the Atlantic, for they send their letters by the fastest vessels only, altogether irrespective of their nationality, or of the particular line to which they belong; and it is therefore necessary that the data on which they base their information should be thoroughly complete and accurate. From an engineering point of view, moreover, as well as from a postal, the statistics are worth a little study. These give the time occupied in the conveyance of mails during the twelve months from New York to London, and perhaps the most striking feature about the list is the distance of time separating the boats at its extreme ends. The Cunard liner Umbria heads the list with an average time of 187.5 hours, while the Wisconsin, belonging to the Guion company, which stands at the foot, requires 258.1 hours to perform the same passage, being a difference of very nearly three days. The second on the list is the Umbria's sister ship, the Etruria, with 188 hours. Next in order comes the North German Lloyd's steamer Trave, with an average of 199.3 hours, and the Anchor liner City of Rome with 203.4 hours; while the Alaska, of the Guion Line, and the Aller, of the North German Lloyd's, compete very closely for the fifth place with times of 205.3 and 205.7 respectively. Then we have a considerable number of North German liners with approximately equal times, the average of which is very nearly the time taken by the Cunard Liner Aurania. Then follows the Servia, of the Cunard Line, with 211·2 hours, and then the White Star liners put in an appearance—the Britannic, with the time of 219·8 hours; the Germanic 228 hours; the Adriatic, 230 hours; the Republic, 235 hours; and the Celtic, 236 hours. The best of the Hamburg-American Line takes 240·7 hours, while almost at the bottom stand the Inman liners, the quickest of which, the City of Chester, requires 256·8 hours. It is probable, however, that the new boats now being built for this latter company and for the White Star Line will completely change their positions in the list.

## EDITORIAL COMMENTS.

A LEGISLATIVE "dead-block" seems imminent in Manitoba. It is evident that the government is in a bad position owing to the defeat of Mr. Burke, the new Provincial Secretary, and Mr. McArthur's election. But will the Opposition fare any better?

THE Victoria *Times* quotes the Portland *Sunday Mercury*—the *Police Gazette* of the Pacific Coast. The *Mercury* is, however, in good company—the evening local paper is fast degenerating, if it has not already, into the same class of low journals as the *Mercury* is typical of. They are two of a kind.

THE discoveries of science tend to make men think less of themselves. Professor Rogers, of Washington, has just mathematically proved that the dynamic power of a pound of good steam coal is equivalent to the work of one man for a day, that three tons will represent his labor for twenty years, and that one square mile of a four-foot seam will effect as much as one million men can do in twenty years.

THE New York *Tribune's* cable says: The *Nineteenth Century* for January has a rather remarkable article by Prof. Goldwin Smith on "American Statesmen." He reviews the series of biographies under that title edited by Mr. Morse, which he thinks a valuable series, some of the volumes being full of experience and useful teaching. Our English critic notes a change in the American treatment of American history, both in style and substance. Grandiloquence is replaced by austerity, and Fourth of July fiction is giving place to historical facts. Mr. Smith himself is not over-lenient. He is certainly unjust to Samuel Adams, but his tribute to Alexander Hamilton is one of the best that have yet anywhere appeared. He fully acknowledges the greatness of Washington, and even has an original remark to offer. "The writer in this series," says Mr. Smith, "seems to think that after all has been said there is something in the character of Washington which eludes analysis. Is this mysterious element anything more than the decided strain of a British officer which Washington had contracted from his military associations? A simpler character, we should say, does not offer itself to the inspection of history."

PROFESSOR SHELDON'S work entitled "From Great Britain to British Columbia, or Canada as a Domain for British Farmers, Sportsmen and Tourists," published by the Canadian government, has been issued in London. Mr. Sheldon's object is to extend the amount of public information concerning Canada, which not very many years ago was a *terra incognita* to the average Englishman, to tourist and sportsman. He says Canada is a country in the highest degree worth notice. A good living and something more may be earned by the artisan, farm laborer, female domestic servant and everybody else who will work conscientiously and is steady and thrifty. Canada wants men and women and capital, but no paupers, loafers, or drunkards, windy agitators or fools of any sort. She does not want soft-handed clerks or *dilettante* professionals or confirmed gentlemen, who think work beneath them and want to live on their wits, or women who cannot cook a potato or make a pudding, wash a shirt and mend stockings, or ladies who can only play, sing and entertain visitors. There is no demand for these sort of people in Canada. Those who have made no square effort to live in Britain and who blame the Old Country for the result will fare no better in Canada if they employ the same methods. Mr. Sheldon is convinced that many English, Irish, Scotch and Welsh farmers would prosper in Canada if they would work there as they do here and live as carefully.

ABOUT four years ago *Tid Bits*, an English paper of a humorous character, published weekly and sold for a penny, hit upon a very clever method of increasing its sales to an enormous extent. The paper was spicy enough to command sale on its own merits, but, in addition to this, the publishers offered to pay the sum of £100 to the heirs of every traveller by rail in Great Britain who should be killed by accident and should have a copy of their last issue on his person at the time—that is, to possess the last issue of *Tid Bits* was to hold an accident policy on the railway for £100. *Tid Bits* was, of course, for sale on all the railways, and no traveller went a mile without one. There were both amusement and money in it. It is needless to say that the sale soon attained enormous proportions. The first death by accident of a traveller holding the last issue afforded a most effective advertisement. The £100 was promptly paid. Whatever doubts the public might have had about the scheme before were now laid at rest. The sale grew greater and greater. And why shouldn't it? A £100 policy for two cents! Who would travel without one! So thought the public; and so the merry business went on for *Tid Bits*. The £100 was paid whenever an accidental death called for it under the conditions, and *Tid Bits* reaped a rich harvest. But, besides doing this, it proved the practicability of sustaining a railway accident policy at a penny apiece. As might be expected *Tid Bits* is not now alone in the field; in fact there are already six others, but to the publishers of *Tid Bits* belongs the credit of one of the most ingenious advertising devices of the time, and the demonstration of a most interesting point in accident insurance on railways. The device succeeded so well that *Tid Bits* should now be considered rather an insurance policy than a humorous paper.

**Bon Bons.**

Finest assortment of Crystallized Fruit and Bon Bons at Fell & Co.'s. †

## THE LOST ISLAND.

### A Legend Told by a Native of Rousay who has Seen Fairies.

### The Romantic Story of a Lost Maiden of Enhallow Hill—The Island and Its Mistress Vanish Together.

Most people have heard of the Standing Stones of Stennis, in Orkney. In a silent circle they stand amid the solitude of the moor, silvered by the lichens of dead centuries. Tourists come and gaze on them, picnic beneath them and speculate vaguely as to how they came there. Antiquarians also gaze, and proceed to envolve from their inner consciousness some theory to account for the origion of the stones. But the annals of the countryside have no legend of the race which raised them. All over the islands are the vestiges of some busy tribe who dwelt half underground, and have left to the worms and rats their buried dwellings, known as "Brochs." Yet, the strange fact remains that, while these people are utterly forgotten by their successors, the still earlier tribes, who made terrible these islands of old, have left their traces in the popular legends with which the Orcadian children are kept quiet in the long, dark winter evenings.

There lies on a moor not very far from Stennis a huge stone which was flung by a giant in the island of Hoy at his enemy, Cubby Ruo, in Rousay, full ten miles off. That stone must have been there for generations before those which have outlasted man's memory at Stennis, and yet the very name of the man through whose quarrel it came there is unforgotten. Cubby Ruo was a fit of an engineer in his way, and determined to raise a connecting mound between his own island of Rousay and the smaller island known as Wyre, or Veris. In the pride of his strength he took too great a load of earth and stones in his creel, stumbled and fell, and lies to this day under the mound which he was carrying.

A FAVORITE SPOT FOR GIANTS.

His island of Rousay seems to have been a favorite haunt of giants, fairies and supernatural people of all kinds. It is separated from the mainland of Orkney by a narrow strait, through which runs a furious tide. At certain hours of the day two tides meet here, and their meeting place, known as Enhallow Roost, is one whirl of foam and leaping spray. In the middle of the roost lies the little green isle of Enhallow. The name is commonly held to mean "holy isle," and to have been given the island from the fact that on it was erected a very early Christian chapel or hermitage. It seems just as probable, however, that the same is derived from Hela, the old Norse goddess of death. Be that as it may, tradition tells that Enhallow was once an invisible island, only appearing amid the foam of the roost at certain times, and vanishing again before it could be reached by mortal foot. It came to be known in Rousay—how, we have not been able to discover—that if any man seeing Enhallow took iron in his hand and kept his eyes fixed on the island till he landed upon it, he would reclaim it from the sea forever. This was done at last, and Enhallow has remained visible and tangible ever since.

But for the adventurous there is hope still. Somewhere near Enhallow there lies another island, unseen of men for more years than can be reckoned. This is the story of its last appearance, as told me by a native of Rousay—one who has seen the fairies and heard the wild, strange music of the seafolk:

THE MISTRESS OF THE ISLAND.

One day, very many years ago, a young girl went up to the hill opposite Enhallow to cut peats. Her day's work done she was resting on the heather, when a strange man came up to her. After a little talk he asked her to go with him and, though she refused at first, he gained such power over her that he made her come. When night came and she did not return, her people became alarmed and set out to seek for her. High and low the whole island was searched, but no trace found of the missing maiden. The wonder passed away, and matters fell back into their old course. Some time after this the father and brothers of the lost girl went out to fish. They were somewhat to the west of Enhallow when a thick fog fell on the sea—so thick they could not tell where they were. At last their boat touched land, and on going ashore they found themselves, as they thought, upon Enhallow. Going a little further, however, they found that they were on another island, for they saw a big house before them. On coming up to this house they found, to their surprise, none other than their lost daughter and sister in the person of the "good wife." She took them in and gave them food, and told them she was married to a "seaman," and living with him here. As they were sitting, the door opened and "a great brown wisp" came rolling in and went "ben." (A "wisp" is a huge ball of twisted heather rope, which is used in Orkney for thatching purposes.) In a few minutes a handsome young man came "but." He was introduced as the husband of the young woman, and welcomed her friends very kindly. Two more wisps came in while they waited, and from each of them came forth a seaman, who had been out fishing. When the men had to leave the house, the father asked his daughter to return to Rousay with them, but she refused, saying she was too happy with her husband to leave him. She gave her father, however, a knife, and told him while he kept it his fishing would never fail, and he would be able to visit her whenever he wished. After a tender farewell, the Rousay men pushed off into the mist; but the old man let the knife slip and fall into the sea. In a moment the boat touched land in Rousay, but the island and its mistress have never since been seen.—*Chambers' Journal.*

## FAILING FINANCIERS.

### Wall Street Leaders Go Down One by One—What Causes Their Fall.

Bank presidents say that 75 per cent. of the men who go into business, fail.

The precentage is much larger among financial operators. Ninety-nine out of a hundred of the "Napoleons of Finance" of Wall street end their careers in failure.

John Tobin, once President of the Hudson River Railroad, and worth $2,000,000, is now a $5 bucket shop operator. He gambled, lost money to John Morrissey, refused to pay, was reported to old Commodore Vanderbilt, and turned out of his Presidency.

Henry Smith was a noted operator in Wall street, for a time very successful, and accumulated a fortune of over $5,000,000. He fought Jay Gould in numerous speculations, and once said "I'll make Jay Gould earn his living with a hand-organ and monkey." When he failed for $5,000,000, Gould quietly remarked: "He might now try the hand-organ himself."

John Pondir was once famous as the homliest, but one of the most successful men in Wall street. He was worth $1,000,000, but has at last joined the long procession of "the busted."

These men are said to lose their heads. They first lose, in the grinding processes of speculation, their physical stamina. Mental feebleness naturally follows. With physical weakness also comes lack of *nerve*. A clear head and nerve are essential requisites to Wall street success; with the primary organs out of gear, neither can be retained.

Derangement of the kidneys is a common result of mental overwork. When they fail to carry off the waste matter of the system, uric acid, that deadly poison, accumulates, and sneaks through all the blood channels. The whole system becomes a sort of cess-pool and every function is impaired. Unless help is found, the "general break up" soon follows.

Mr. E. Evans, President of the Lumber Exchange Bank, of Tonawanda, N. Y., broke down in 1883, and ran down in weight from 186 pounds to 126 pounds. He rallied somewhat, but afterward became very low, with terrible pain in the kidneys. Physicians could not help him, but he finally procured Warner's safe cure, and he writes: "I was relieved of pain within twenty minutes after I had taken the first dose. I began to improve rapidly, and am still improving and gaining in strength and weight."

If the young "Napoleons of Finance" would "call" for fewer cocktails, "*pull*" an occasional dollar into Warner's safe cure, and keep their kidneys "*at par*" they would retain a longer grip on Wall street.

## CANADA'S DEFENCES.

### The Imperial Authorities Request the Dominion To Increase Its Contribution.

OTTAWA, Jan. 10.—The British government has renewed its request that the Dominion government increase the small amount annually expended on defences of the country, which now amounts to 25 cents *per capita* of the population. In the event of any really heavy military operations Canada would be almost entirely dependent upon Great Britain. Immediate action will be taken on the demand, which comes from Great Britain and parliament, will be asked to vote a largely increased sum for military purposes during the coming session.

## LATE CANADIAN NEWS.

ONTARIO.

Two new saw mills are in course of erection at Ottawa.

Robert Blanchard, Welland, was killed while assisting in the erection of a mill.

The government will shortly send a trade commission to the Argentine republic.

Mayor Stewart, of Ottawa, will submit his name at the Conservative convention at Carleton.

The sale of $837,000 Toronto debentures in London at 96 shows the credit of the city to be very good.

Geo. Brown, bartender, who was shot twice at Myrtle Station by whisky detectives, is now out of danger.

The marriage is announced at a near date of a well-known French nobleman to the daughter of a high government official in Ottawa.

Richard Clark has been nominated by the Reformers for the local house for East Northumberland, where Dr. Willoughby was unseated.

Alfred J. Wiley, was arrested at Toronto, charged with forging a cheque on the Merchants' bank to the order of Shedden & Co. for $1,680.

A Grand Trunk brakeman named Alex. McGarvey fell under the wheels of the train at Chatham and had his right leg severed and shoulder crushed.

The writs for the provincial elections in Dundas and East Northumberland have been issued. The nominations take place on the 25th and polling Feb. 1.

Dr. St. John, of Chicago, has arrived at St. Catherines from Chicago, on a visit to his relatives. The doctor looks none the worse after his McGarigle experience.

Edward Robinson, an old resident of Chatham is dead. He was for many years a leading barrister and represented the county in Parliment in 1879. He leaves a widow.

Edward Robinson, an old resident of Chatham is dead, aged 89. He was for many years a leading barrister, and represented West Kent in the Ontario Legislature in 1879.

Excitement over the McMaster failure has subsided. Nothing definite can be known about the affairs of the firm until a statement is prepared. The stock held is said to be very light.

The minister of militia says there is no truth in the report cabled from England that the militia service of Canada is about to be reorganized. He thought it was as well organized and as effective as it could be.

While coasting John and William, sons of J. Gordon, a Canada Southern conductor, fell from the high bridge over Kettle Creek, at St. Thomas, to the river below. John is probably fatally, and William seriously injured.

The stores occupied by J. S. Ross, dealer in boots and shoes; A. Rockie, furniture dealer; H. B. Rassler, jeweler; W. Engle, barber; and Mrs. Gordan, confectionery, Waterloo, were burned; loss, $6,000; insured.

A cable to the *Mail* says: The emigration returns for the past year show the total number of emigrants to have been 397,702 against 300,601 in 1886. British North America received 44,024, an increase of 14,303.

The creditors of Owens, the defaulting auctioneer, met at Strathville, when it was decided to ask the Central bank to hold over the forged notes given by Owens. It is likely that friends of his wife will pay. Owens is in Chicago.

The Trades and Labor council asserts the amount of destitution is greater in Toronto this year than it has been any previous year. The council will seek the co-operation of other labor organizations in endeavoring to secure a cessation of expenditure for immigration.

W. E. Brown, the defeated candidate for the Ottawa mayoralty, will protest McLeod Stewart's election on the ground of bribery by agents. Dr. Parnell, the defeated aldermanic aspirant in St. George's Ward, will ask a recount, although he is about 100 votes in the rear of his opponent.

It seems to be definitely settled that the Northern and Northwestern railways will almost immediately pass into the hands of the Grand Trunk railway. This will enable the latter to consolidate their system in Toronto by concentrating the passenger and freight business and occupying the esplanade to more advantage.

A sharp shock of earthquake was felt throughout Ottawa and the surrounding section shortly before 5 o'clock yesterday morning. The vibration was quite marked and seemed to be travelling from the west. The shock lasted between five and ten seconds. The crockery was smashed in many pieces, but no other damage has been reported.

QUEBEC.

As Mr. Edward Murphy was crossing St. James street near St. Francois Xavier, Montreal, a carter who was dashing along the street ran him down.

J. G. H. Brown, partner of Lawrence Rose, who mysteriously disappeared some time ago from Montreal, is petitioning the courts to dissolve the partnership of Hamilton, Brown & Co., and condemn Rose to pay him $15,500, out of which he alleges Rose defrauded him.

Much comment was caused in certain circles in Montreal when it became known that the wife of a hotel keeper had suddenly disappeared with the runner of another hotel. For some time past the runner in question had paid great attention to the woman whom he succeeded in enticing to desert her husband with about $800 of his wealth.

Another action was taken in Montreal at the instance of Mr. S. A. Rhodes, jeweler, of Saratoga, N. Y., who, through Messrs. McMaster & Co., advocates, sues a well-known restaurant keeper of Montreal, named Joe Pont, for $10,000, alleging that the latter seduced plaintiff's wife during the races at New York's celebrated watering place last summer. Mr. Donald Downie will conduct the defence.

A woman named Parker, who went to Montreal from Boston, pretending to have been betrayed and deserted by a man whom she discovered to have been previously married, and substantiating this doleful tale by apparently authenticated letters, obtained the confidence of a good family in that city. She was given full charge by her too confiding friends, and while they were absent the lady from the Hub disappeared, taking with her $200 worth of jewelry and $20 in cash.

MANITOBA.

Hugh Lamont, of West Brandon, who was visiting his brother-in-law at Toronto, accidentally turned on the gas after putting it out, and was found dead in bed in the morning. He leaves a wife and nine children.

NOVA SCOTIA.

City Tax Collector Clarence Hamilton, aged 37, was drowned in Dartmouth lake while skating to Halifax.

NEW BRUNSWICK.

The new election in Queen's, caused by the resignation of Baird, takes place on the 18th.

John Flaherty, of St. John, died from concussion of the brain, the result of a collision with another young man while skating.

The last fire of the year occurred in a brick building on Prince William street, St. John, owned by Lewis J. Almon, and occupied by Tom Bates, J. F. Masters, A. B. McLean and others. The building was badly damaged and all the occupants more or less.

As the express from Fitchburg was approaching Concord Junction, the head light shone on the form of a man directly across the track. It was too late to avoid an accident, and the train passed over the man who was apparently killed. The unfortunate man was identified as B. H. Sherwood, 19 years old, a dentist of St. John, who had been visiting with his uncle at Maynard, where the body was removed. It is thought he must have fallen from an outward train and lay insensible on the track.

## A PRESENT TO MR. GLADSTONE.

### Music Beautifully Illuminated in the Old Irish Style.

A very handsome present is going over to England to Mr. Gladstone. It is a collection of Irish music, magnificently bound, and the presentation page illuminated in the old Irish style, the first of the kind ever done in this country. The volume heads the following inscription:

"To William Ewart Gladstone in recognition of his heroic efforts to lift the burden from suffering Ireland, this collection of the characteristic music of that country is respectfully presented by the compiler, Mary Haverty. New York, 1887."

The illumination of the inscription is a marvel of beauty. The letters are taken from celebrated Irish manuscripts such as the "Book of Ballymote," the "Book of Kells," and the "Annals of the Four Masters." The style of the illumination is exactly like that of those books, and is on vellum of a light buff ground on which all the Irish insignia come out in fine relief. The coloring is chaste and harmonious, and with the graceful formation of the ancient letters a rare artistic effect is produced.

The binding is a superb Turkey morocco inlaid with watered silk. On one side is a copy of the harp of Brian Boru in gold, on the other the "Minstrel Boy," with the round tower and the rent instrument. It is superior to anything of the kind ever done in London.

Mrs. Harvety, who presents the volume, is the wife of Major Haverty, the publisher. Major Haverty says the illumination is the first of the kind ever done in this country and is the work of Mr. John G. Lee, a clever young Irishman from Dublin, who illuminated the Irish brigade resolutions on the death of General Hancock.—*New York Paper.*

## THE PRINCE OF WALES.

### Denounced from an English Pulpit—On the Devil's Side.

LONDON, Jan. 5.—Some excitement was caused in Emmanuel church, Nottingham, on Sunday morning, by the sermon of the vicar (the Rev. Foxe de Paul), in which he denounced the Prince of Wales and the newspaper press for their share in the revival of prize fighting. Mr. Paul, who is a brother of a professional cricketer, said it was a duty to speak out when the second person in the kingdom—the Prince of Wales—after opening a church, shook hands with and patronized a pugilist whose object was a breach of the law. The press which censured Mr. Gladstone's "Remember Mitchelstown," and tacitly encouraged fighting by reporting it, was on the devil's side. He would rather see the church disestablished and himself with it, than receive the support of such cowardly papers.

## THE NEW STEAMER.

### The C. P. N. Co. Cable Their Acceptance of the Contract.

The Canadian Pacific Navigation have cabled their acceptance of the terms of the shipbuilding firm on the Clyde for their new steamer, which, as before stated, will cost in the neighborhood of $200,000. In the course of a couple of weeks Capt. J. Irving will leave for Scotland and will personally superintend the construction of the steamer, which he states will be fitted out with every comfort and convenience, and furnished and ornamented with the best of material. When she arrives at Victoria in August next she will be in a condition to warrant her immediately going into service.

LITTLE Miss Washburn wandered quite a distance from her country home at a well-known summer resort, not many weeks ago, and couldn't find her way back. But she was not a bit dismayed. She immediately lifted up her voice and shouted to the full capacity of her lungs: "I am Grace Washburn and I'm lost! I'm Grace Washburn and I'm lost!" This she repeated until it reached the ears of some one who knew where she lived, and she was escorted home.

THE following articles are now in stock or daily expected, and to prevent disappointment consequent upon the increasing demand, early orders for the same, and other articles in our line, are respectfully solicited by

T. N. HIBBEN & Co.,
Victoria, B. C.

XMAS AND NEW YEAR Cards and Novelties—English, Canadian, American and German, in endless variety.

XMAS ILLUSTRATED PAPERS — London News, Graphic, Sporting and Dramatic, Pictorial World, etc.

ALMANACS—London News, Bow Bells, Cassell's, Leslie's, Punch's, Whittaker's, Zadkiel's, Canadian or any other Almanacks.

ANNUALS—Boy's Own, Girl's Own, Routledge's, Every Boy's, Chatterbox, Little Folks, Little Wide Awake, and other Xmas Annuals.

DIARIES—Lett's and Canadian Office and and Pocket Diaries. *w

LATEST styles in "Tom and Jerry" Sets from $5 up at J. SEHL'S. †

## DEATH OF MR. JOS. SPRATT.

### An Old Pioneer of Victoria and One of Its Most Enterprising Citizens Passed to His Rest.

By the steamer Olympian Saturday morning a telegram from Mr. Isaac Lippsett, of San Jose, California, reached Mr. Geo. Haynes, which announced that Mr. Joseph Spratt died in that city on Thursday last. It was owing to the lines being down that the dispatch was not received sooner. The sad news was not long in finding its way to all who were acquainted with the deceased, and was received with genuine regret, the one expression being that Victoria had lost one of its most energetic citizens.

The late Mr. Spratt was born near London, Eng., in 1834, and was consequently in his 55th year. At an early age he was educated at Brussels, after which he returned to England where he learned the trade, which in after years made him so prominent and wealthy, with Penn, marine engineer and builder. Acquiring an extensive knowledge of his profession, he started out for California in 1853, being attracted thither, like many others, by the gold fever. With a small capital he organized the Albion foundry in San Francisco, and was most successful, being a recognized authority on matters pertaining to his business. To his credit, and a matter which to-day is remembered with pride by those of his friends who are living, he built the first locomotive ever run on the coast, and this naturally brought him into prominence. In 1861 he left San Francisco and came to Victoria, and immediately started what is to-day the largest foundry in the province, the Albion Iron Works.

His progress was rapid and before long he had organized a regular steamboat line between this port and points on the east coast running such boats as the Maude and Cariboo Fly, then considered to be the best steamers afloat in these waters. Subsequently he purchased the old steamer Wilson G. Hunt, from Capt. Irving, and ran her for a few years to Nanaimo and until the C. P. N. Co., was organized, when he disposed of that vessel and the Maude, now used by the company which bought her as a freight and coal carrier. In the latter part of '82, Mr. Spratt disposed of his foundry, which by that time had grown to be a flourishing concern, to the joint stock company known as the Albion Iron Works Co., and with the disposal of his steamers retired from the east coast trade. He still retained the old Cariboo Fly, Eliza, Emma and the famous Ark, which bears his name. He was always willing and ready for any undertaking, and his enterprising spirit was retained to the very last, evidence of it being observed, not only in this city, but in other parts of the province. His last work was the building about a year ago of the Victoria Machinery Depot, which is at present managed by Mr. Andrew Gray, who was associated with the deceased for many years. During the building of the Depot, Mr. Spratt was constantly at work, notwithstanding the inclement state of the weather, and to this is attributed his death, as he took a severe cold from the exposure which he was subjected to, and not being a strong man, was taken seriously ill, never recovering, although able to be about at times. Mr. Gray, who was in Scotland, on learning of his old friend's illness was not long in reaching Victoria, and Mr. Spratt placed in his hands the management of his new venture. The best medical aid was secured, and by a trip to Banff and Harrison Hot Springs Mr. Spratt's health was slightly improved. In October last it was considered that a trip to California would probably benefit his health and prolong the life so dear to him and his host of friends, and he left on the 15th of that month for San Jose. The change of climate, though, did not benefit him, and he was so ill that his friends were expecting to hear of his death at any moment. During his long illness those most intimate with him watched with sorrow the progress of the fatal disease which had taken so firm a hold on his system, and