Weekly Colonist.

FRIDAY, SEPTEMBER 3, 1886.

JURISDICTION OVER BEHRING SEA.

Already portions of the American press are taking exception to the attitude of their government in assuming the exclusive right of jurisdiction over the major portion of the Behring Sea as being untenable from a common sense point of view, and opposed to the traditional policy of the nation. The claim to ownership is based upon a contention that Russia, in ceding Alaska to the United States, included in such cession the waters whose boundary was defined by an imaginary line, the direction of which is now too familiar to need repetition, and that the right of Russia to such waters lies in the fact that, long since, that country announced to the world that she claimed and would exercise dominion over the waters of Behring Sea. If such an arrogation of exclusive right sufficed to make it good, the matter would be at an end; but this is not the case, nor can even the absence of protest from other nations be construed as acquiescence; for there is such a thing as ignoring what may be deemed an absurd assumption until such time as the rights of other nations are positively affected. A brief, presented to Secretary Manning, of the U. S. treasury department, prepared by Gen. N. J. Jeffries, attorney for the Alaska Commercial company, sets forth in full the points taken by the company in support of the alleged right of the U. S. government to exercise maritime territorial domain over these waters. So far as the words of the treaty go, the line of ocean demarcation appears to have been defined simply for the purpose of conveying in the waters within such line all the lands owned therein by Russia. Of course the contention that it was otherwise will be seized upon in the interest of the lease granted to the Alaska Commercial company and the reservation by the United States of the sole right to control the great seal fisheries of the North Pacific, but it is doubtful whether, even in the possibly praiseworthy attempt to preserve the seal, and other valuable fur-bearing animals, the position taken by the United States can be supported when a claim is put forward to the exclusive jurisdiction over the open sea hundreds of miles from shore. The late seizures by the United States of the sealing schooners in the Behring sea—70 miles from land, contrasts markedly with the fact that when Russia declared her sovereign right to not only the Behring, but the Siberian sea, the claim was contested by John Quincy Adams, on behalf of the United States. The contention of the last named country has always been, as the S. F. Chronicle already remarks, that the great bodies of water which are connected with the ocean by wide straits are high seas and free to the vessels of all nations. The claim of exclusive jurisdiction over these waters in course made with but one object in view—the control of the seal fishery; and had it not been for this such an absurd contention (absurd in the light of established international law) would doubtless never have been advanced. For sixteen years vessels other than those employed by the Alaska Commercial company have frequented these waters in quest of seals; and if the government had felt secure in its asserted right, action to protect the company trading under a lease from the U. S. Government would have been taken long ago. The lease will shortly expire, and with a knowledge of the fishery troubles on the Atlantic Coast, the seizures bear a strong resemblance to a "bluff" upon the rights of territorial citizens of the United States, and an undignified means of reprisal upon Canada. It would be interesting under present circumstances to know how far from the southern shores of the Aleutian Islands the United States claim jurisdiction, especially as the seals come from the south to their breeding places. There is a far more important question involved it must be remembered than the mere preservation of the seal fishing industry, and that question is, what limits shall be placed to the sea littoral in considering the right of a nation owning adjacent territory to exercise exclusive maritime jurisdiction? In the case of inland seas contained entirely within the limit of the territory of one nation the right of that nation to the maritime domain of such waters is universally conceded; and where more than one nation is concerned their concurrent jurisdiction is similarly recognized. The assumption that Behring Sea is an inland sea implies that its entrance is sufficiently narrow to bring it under the range of coast defences from one side or the other, and with this might also be implied the right to collect reasonable compensation under the head of tolls or dues for lights, beacons, or even pilotage services. Geography disproves the reasonableness of the claim that the Behring Sea is an inland sea, and this being so all the waters except those within a marine league from shore must be regarded as the open sea and free for all. The established rule of international law is now that the open sea is unconditionally free and cannot be brought under the jurisdiction or control of any nation to the exclusion of others. All have equal rights of navigation, fishery and jurisdiction, which rights cannot be lost by prescription, being natural, self-sustaining and unalienable. It is not so much the improbability of any power being able to actually maintain such a possession, but rather the total absence of all justifiable and reasonable grounds for such monstrous usurpation which constitutes the principal argument against all claims of exclusive right over vast tracts of the ocean; and it is difficult to see how such a claim as that now put forward by the United States can be logically sustained by that government, being in so complete an antagonism to the generally admitted principles of international law.

THE ELECTRIC LIGHT.

Victoria may be congratulated upon being one of the best-lighted cities on the continent; and we earnestly hope that, while in a comparatively brief period, she may also be felicitated upon being one of the best-watered and best-drained cities in the world. The world moves; and why should not "Victoria the beautiful move with it" by adopting that which is good and useful from all novel appliances for the comfort and convenience of man. The system of intersectional lighting is a success. Light was shed in many dark places. The "bats and owls" which some predicted would occupy Victoria buildings upon the completion of the Cleveland railway must have been startled from their hiding places for not one was to be seen. The new tower lanterns are superior to the old, which must be improved immediately, and a few more intersectional lamps are necessary. But while expressing the satisfaction which the new system affords it is our duty to tell the public that the cost of production will be heavy—heavier by many dollars than the original estimate. To the first place the new engine for driving the dynamos is not sufficiently powerful for the work, and the old engine has been substituted to its aid. Both engines and two boilers were in use last night. Two engineers will be required, and the consumption of coal will be one of all proportion to the quantity estimated. These are matters, however, for the mayor and electric light committee to investigate. There are evidences of a serious blunder. Who is responsible for it? We hope that in the result it will not be found that, like Poor Franklin, the city "has paid too dear for its whistle."

THE HACK BYLAW.

Four clauses of the new hack bylaw were passed on Wednesday evening when the committee of the whole council was left without a quorum and an adjournment took place. The bylaw is quite sweeping in its character. It removes hacks and express wagons from Government to Douglas street and Yates street above Douglas. Drays will occupy their accustomed stand at the foot of Yates and along Wharf street. The scale of charges has not yet been adopted; but it is understood that it is reasonable and has been framed according to the wishes of the hackmen themselves as expressed through a memorial presented to the council some two weeks ago. In preparing a bylaw of the kind it is not so much the amount of the charges as the absolute security the public will have of legal rates not being exceeded. The charge demanded by a hackman his decided excess of an intending passenger is a sad piece of walking and rate-cutting has soon put brought with it a considerable benefit. It is against extortion that the public must be shielded; and the real safeguard is in a printed list of charges placed in every cab so as to stare a passenger full in the face. This is one of the requirements of the new bylaw; and it is one that will commend itself to all. Another clause prohibits boys under eighteen from driving a licensed vehicle.

ESQUIMALT AND NANAIMO RAILWAY.

VICTORIA, Sept. 2nd, 1886.

TO THE EDITOR: Look at a map together to the south and east, but turn your eyes to the north and west for there, there are rich fields to be won as well by commercial, mining and agricultural men. Once more, then, to the charge, my friends. Again once more and the miserable ramparts of ignorance, apathy, croaking and enmity standing in the way of progress will be swept away. Charge! charge! Esquimalt, our Northern railway and our country! Sound the battle cry! With a railway to the northern end of Vancouver Island and progress and prosperity will go hand in hand therewith.

Let every one take a map and look at the geographical position of Vancouver island; let every one know that in this island, two hundred and fifty miles in length, there exist large quantities of good and fertile land, abundance of coal, splendid timber, quantities of iron, other metals and minerals, with fisheries as well off the coast as in its rivers and inlets; then everybody will know the island to be naturally rich and of great importance for settlement, commerce, defense and offense. Up then and be doing! Let everyone study over his estate can so turned to profitable account, and the conclusion will be that it is necessary to people it, and that we do so it must be made easily accessible. Open the shop doors that customers can come in. Every one must allow that the best way to make it accessible is to build a railway from south to north, through the whole length of Vancouver Island, and they will especially allow that the sooner this is done the more quickly will people appear on this parish. If a tree used to plant in the ground now, the tree will bear fruit sooner than if planted years hence. Now there is the time to sow the seeds of the railway and to cultivate it assiduously, that it may flourish and bear good fruit in the shortest possible time. It is no use sitting on our hunches and waiting for people to come to. They must be invited, must be searched for and shown what especially and "recondite thing there is for them." The "chap" who helps the other helps himself. Having made to the invitable conclusion that a railway through the length of Vancouver Island is necessary, they will enquire as to the best means of obtaining the coveted benefits—a railway to transform the barren into the fruitful, increase trade and commerce, and multiply production. Let everyone again take a chart and look from the northeast of Vancouver Island still further north, and as he goes down the coast they will see Queen Charlotte Islands, the north-west coast and its archipelago of islands, Fort Simpson, and lastly, but by no means least, Alaska—its mines and fishing and its furs. The peninsula has always been underrated, and been seen that there are large and valuable countries and tracts of no mean importance. The time is at the dawn when coming people will want to see troubled with great climates of visited, and the question is, how to obtain a fair share thereof? A railway from Esquimalt to the north end of Vancouver Island will solve the problem. Given a railway to that northern point and it will not require any imagination to see boats, canoes, sloops, fishing vessels and steamboats of various sizes and from the rarest to the most fashionable, visiting its shores and halts for purposes of trade or pleasure. Strange! Here then is the trade of Vancouver Island, its coasts and surroundings, as well the valuable trade of the north centreing in this railroad. It is not this sufficient encouragement for laying it? Let it be determined and assured that the idle dreamy is practicable and that construction will, be built. How? The initiative belongs to the provincial government, and they ought to be desirous of making it profitable. Trade and commerce will yield an income to the federal government—every dollar will be worth only twenty dollars per annum to the latter, leaving out of the question the increased income from additional trade. Little be let it be remarked that expenditure of defence not often or belong to the federal, the imperial authorities. It seems but reasonable then that the provincial and federal governments should both combine, in being of the interest of both to build the railroad through the length of Vancouver Island, and the interest of British Columbia and the whole of Canada. Unanimity should be all in favor of giving aid to the country, as large and then ultimately it will pay the inhabitants only set in urgently necessary that the subject be enthusiastically brought before the proper authorities in order that they may take immediate steps to communicate with the federal government and with the local and military authorities, so that when the parliament shall meet the subject may be ripe for legislation. Once more, then, my friends, to the charge—and again once more, charge! God defend the railroad! E. MORGAN.

The Dress of Tradition.

The definite word-painting of ballad literature, says a writer in the Queen, has its counterpart in the delicate and vivid coloring of the best period of English art. A word or sometimes a phrase let loose upon the imagination, but in the very brevity of the description lies its irresistible impressiveness. Few that have ever read the ballad of Sir Patrick Spence can have forgotten the brief touch which indicates the ladies being dressed with care as for the coming of the Lords they loved:

"Last night may the ladies stand
Wi' their gold kems in their hair,
Waiting for their ain dear lords.
For they'll see thame na mair.

Or who, again, can fail to be impressed by the significance of color in the picture of the loathly lady "all in red scarlette?" She seems all burning in her shrinking sensitiveness to her own deformity. "A worse formed layde than she was no man mote ever viewe." I feel convinced she underwent a martyrdom under the cruel criticisms of Sir Kay before the spell of sorcery fell off through her marriage with Gawaine. It is a delicate and subtle touch to concentrate the inward feeling in the outward garb.

Zenelophen, the beggar maiden, "all in gray," wedded by King Cophetua in Africa; and fair Bessee, the beggar's daughter, "all clad in gray russett," indicate the uniform of beggary in ballad literature. Green, on the other hand, would seem to be the color most suggestive of prosperity. Thus, when the bailiff's daughter of Islington sets out to learn her lover's fate in London she puts off her "gowne of green" and puts on ragged attire. Gil Morrice, waiting for his mother in the forest, is arrayed "in robes of green;" and Drayton's Dowsabel, that all accomplished maiden who could bake and spin, and sing and broider as well as help the priest to say his matins on a holy day, was clad in "frolicke green." She makes a very pretty picture going forth in the sweet spring-time to pick meadow flowers and honeysuckle in her green attire and hood,

"So neat and fine
As clear like the columbine;
Through full fastoonie."

Yellow was sometimes worn as mourning in the sixteenth century. Thus, in Corydon's "Dolefull Kneil" the fair Phillidas he designs to deck her corpse with "sundry colored flowers" and "sundry colored ribbands," but chiefly black and yellow with her to the grave shall goe." And again, in the Paradise of Dainty Devices, by Ed. and others, Earl of Oxford, we find a lady singing:

"Blue and tawnie will I weare,
Green mourning colore be."

There may be some reminiscence of this custom in the Scotch idea that yellow is unlucky. Certainly it proved unlucky for an English Queen, for we learn from Hall's Chronicle that when Catherine of Arragon died (January the 8th, 1536,) "Queen Anne (Bullen) were yellow for the mourning." After the ill-fated Queen had been beheaded, the 19th of May of the same year, "the Kyng for mourning ware White."

Sometimes a feature of the ballad heroine is heightened by analogy. Fair Rosamond, when suddenly discovered by the cruel Eleanor "was like an angell sette," and it is said of fair Annet, "she shimmered like the sun" when enterin the dim, old abby where her lovers were about to wed the brown bride who had "gowd and gear."

Embroidered lingerie was evidently worn by either sex. Fair Annet tells her maidens to array her in smock "one-half is o' the holland fine, the ither o' needlework;" and the indignant widow of the winsome Gilderoy informs us that she brought her robber husband "a wedding sark of bolland fine, wi' silken flowers wrought." But Gilderoy was evidently somewhat of an exquisite, for he had roses "tull his shoone" and stockings of "aiken drab," and loved the fashion of Sir Pierce Shafton better than his homely Scotland plaid. This golden fresh hooter is said to have existed in the days of Mary, Queen of Scots.

Even in modern times, what pilgrim to the shrine of Worth could wish for a more fair attiring than the Passionate Shepherd offers to his love?

"A cap of flowers, and a kirtle
Embroidered all with leaves of mirtle;
A gown made of the finest wool,
Which from our pretty lambs we pull;
Slippers fit choicely for the day,
With buckles of the purest gold."

And last, it may be, Sir Walter Raleigh is more in the vein of modern thinking when he answers to the shepherd, in "The Nymph's Reply," that flowers fade speedily and winter drives the flocks out of the fields and Philomel becometh dumb, "and all complain of cares to come."

"A honey tongue, a heart of gall,
Is fancy's spring, but sorrow's fall."

A NARROW ESCAPE.

THE OREGON RUNS ON A ROCK NEAR ALCATRAZ, BUT IS SOON FLOATED.

SAN FRANCISCO, Aug. 25.—The steamer Oregon, from Portland, came into harbor yesterday with over 250 passengers on board. The weather was so thick outside that the vessel had to feel her way along. The vessel passed in through a dense cloud of fog, and while going at the very lowest rate of speed, suddenly struck. The shock was so great as to throw a number of those who were on deck, walking about, off their feet. The grating, grinding noise made when a ship strikes a rock was distinctly heard, and before the startled passengers could think about the cause of the trouble, the engine was run with increased speed and the steamer slid off sideways into deep water. The Oregon had struck upon Alcatraz Rock, an impediment to safe navigation which has several times resulted in losses of lives, vessels and cargoes. The rock is located about two-thirds of a mile west of Alcatraz.

An officer of the Oregon said the vessel had not been damaged, as far as he knew, but it would require an official investigation to settle the point. He also stated that if the vessel had struck a little further to the north the steamer, and perhaps all on board would have been lost. It was so foggy, he added, that no assistance could have been rendered, because no signals of distress could have been seen. There is no doubt that a strict inquiry will be made into this affair.

THE POSTAL TELEGRAPH CO.—Seventy miles of No. 6 wire have arrived at San Francisco for the Postal Telegraph preparatory to beginning work on the line. It is stated that Portland will be connected with the east long before San Francisco, as work will begin at the northern end. It is understood there will be three offices which, with all the other facilities, will be far superior to the Western Union.

THE SMALL mess of milk furnished by the cow may be far richer than the larger quantity obtained from another cow. And it is the butter yield that is the best test of a cow's value.

SIR JOHN.

THE PREMIER PRESENT AT THE ANNUAL REVIEW OF THE NINETIETH. ANNUAL

RECEPTION AT GOVERNMENT HOUSE BY HIS EXCELLENCY AND LADY MACDONALD.

There was a large turnout of the 90th last night on the occasion of the annual inspection, and each man and each company vied with the others in presenting a smart and soldierly appearance. The companies very much about thirty men strong, and the numerous medals to be seen indicated that a great proportion of them were veterans of last year's conflict. After performing company drill in the shed, the battalion was marched across the grounds behind the third house where the review was to take place. In the absence of Lt. Col. McKeand, the command of the regiment devolved on Major Boswell. When Sir John, accompanied by His Honor Lieutenant-Governor Aikins, and Lieutenant-Col. Houghton, drove on the grounds, he was received with a general salute by the regiment. The lines were then inspected, Sir John, the Lieutenant-Governor, Col. Houghton and staff walking up and down the lines. Sir John spoke very highly of the smart appearance of the men. Sir John and party having returned to their carriage the battalion marched past in column and quarter column and then in quarter column at the double, performing the evolutions with great precision and steadiness. They then advanced in review order and gave the general salute, after which they marched back to the drill hall. Col. Houghton, Col. Taylor and other officers present were highly pleased with the various movements of the battalion, and the vast crowd of spectators gave nearly manifestations of the pride they feel in the 90th. Upon returning to the drill hall the men were addressed by Sir John as follows: "I know how well the 90th behaved when their services were required. You were ready for work, and when we consider the matches you undertook, the labor you went through and your gallant and soldier-like behavior, it is no wonder the people of Canada are proud of the 90th. They have reason to be proud of them. Their name will be in the history of our country. I shall tell your comrades in the east, when I meet them, that I saw in time of peace the same men who did not shrink when called on amid danger."

Col. Houghton then called on the men to give three cheers for Sir John, adding, that he felt sure that what ever their political feelings might be, there was not a man in the battalion who had not the highest respect for Sir John. The cheers were given with the heartiness of Canadian soldiers, and were followed by three for Lady Macdonald.

Sir John expressed to Col. Houghton the pleasure he felt in reviewing so fine a body of men, and he asked Major Boswell to convey to the officers his personal thanks and to express to the wounded of the battalion his deep regret, and his sympathy with the friends of those who had fallen in the rebellion, adding that had he time he would have visited them.

REV. DR. TALMAGE.

HE TALKS OF EVOLUTION AND OF BROTHERLY RELATIONS WITH THE DEVIL AT GRIMBEY CAMP.

GRIMBEY CAMP, Aug. 24.—Rev. Dr. Talmage lectured on the "Absurdities of Evolution," before an audience of between five and six thousand people here yesterday. "If we leave to the evolutionists," said the lecturer, "the question of where we come from, and to theology to prophesy where we are going to, we still have left for consideration the fact that we are here. We like to come here to see you, and we do not want to have any trouble between the two countries, and if any scoundrels shall rise up to make war between the United States and Canada let them be accursed. Glory to God, peace and good will towards men. Any man, woman, of child cannot afford to be uninformed about evolution. It is too late for that. About every two thousand years God turns a leaf in the history of this world. He turned a leaf and the world was prepared for man's residence—Creation. About two thousand more years passed, and God turned another leaf. It was the Deluge. Two thousand more years passed and God turned another leaf. It was the Christ. Almost two thousand more years have gone, and we may soon expect something stupendous. It might be an overwhelming demonstration to the human race that the God of nature is the God of the Bible." Dr. Talmage during his discourse quoted freely from the evolutionists of the past and present, and read passages of Scripture, and vigorous and convincing arguments to refute the theory of evolution.

The Arc De Triomphe.

The Arc de Triomphe de l'Etoile, at the top of the Champs Elysees, erected by Napoleon after the battle of Austerlitz, to commemorate his victories, is to be disfigured by the hideous and illegorical figures which have for some years surrounded it. The Grand Masters allowed a sculptor, M. Falguiere, to thus disfigure the arch to his own mind and at his own expense. The unseemly addition would have been removed several years ago, but for the difficulty and expense of the undertaking. Another famous triumphal arch, that of the Carrousel, has been nearly out of place since the demolition of the Tuileries, situated as it is inside the wooden structures that have served as the chief postoffice since 1871. It is to stand in a vacant space which will be created after the destruction of the obsolete, which will follow the opening of the new postoffice next month, is to be erected a grand equestrian, of which the arch is to be the chief component. Charles Garnier, the architect of the new Opera, has been intrusted with the work, so that another addition may be expected to the architectural beauties of Paris. The group of four horses which Louis Philippe caused to be placed on the arch in place of the famous Theodisea chariot, which was reclaimed and sent back to Vienna after the fall of Napoleon, is allowed to remain.

Customs Receipts.

Collections at the port of Victoria for the month ending 31st August, were as follows:

Duties	$52,563 58
Miscellaneous	289 25
Chinese Immigration Account	812 50
Total	$53,664 83

Customs and Legal Blanks

Of every description for sale at *The Colonist* office.

THE C. P. R. IN B. C.

From Victoria Eastwards—Vancouver and Moody.

Passenger Equipment of the Railway.

Fruit on the Fraser—Mountain Scenery.

Railway Terminus and Railway Village.

(From Our Own Correspondent.)

YALE, B. C., Aug. 30.

It is needless to describe the pleasure of the trip by the Yosemite through the islands and gulf to Vancouver. Readers of *The Colonist* would consider it superfluous, as its delights are well known. The steamer is well officered, the trip is quickly made and in the early morning the new town is reached looking "awfully new," with its unpainted wooden buildings, only here and there relieved by fresh paint. In spite of the drawbacks that Vancouver is undergoing in not having the trains running, building is progressing, and a considerable number of brick structures are in course of construction, the chief being the railway hotel, which bids fair to be a hostelry of handsome proportions and modern design. A plank will make the town Vancouver, its sea not lacking in it. The short run from Vancouver to Port Moody is quickly accomplished on the handsome Yosemite. Here the usual dullness is ameliorated by the presence of the virtuous Triumph and the arrival by the "Sir James Douglas" with Hon. Mr. Bowell and party while the "Rose P. Stafford is making preparations for discharging her cargo of ties. The transfer is made to the train. All the praise that has been bestowed on the luxurious accommodations of the mahogany passenger coaches of the Canadian Pacific does not convey their real worth. Their sleepers are palaces on wheels, furnished with every luxury and convenience that the fastidious passenger could require, and their comfort looked after by the most affable of stewards. Travelling in a C. P. R. sleeper is a real pleasure. The first-class cars are models of comfort and convenience; in fact, the whole train equipment is of a superior character. At thirteen o'clock we have Port Moody, and the temporary excitement caused by the arrival and departure of trains and passengers is over, and the terminus (?) lapses into a state of repose, to be reawakened on the following day by a like repetition of busy passenger transfer.

The train starts gently and we are soon passing through the Pitt meadows and along the lower Fraser shores. It is a generally accepted conclusion by the population of the province, and especially the lower portion, that the chief agricultural land is that at the Fraser Delta and along the south shore and in the far reaches along the north shore, or time of writing. In a few years from now it is hoped that this erroneous opinion will be exploded, and that large portions of land lying adjacent to the railway will prove of profitable use. The observant traveller cannot but be struck with the readiness with which many thousands of acres of this land could be converted into orchards growing the many fruits that would find a ready and profitable market in the north-west, and this, too, with slight expenditure in clearing the land for cultivation. In the few cases where fruit is grown, and especially at the Mission and at Aggassis, little attention is paid to training the trees to bring forth their best, or in cultivating choice varieties, and yet peaches, pears, plums, apples, cherries, and even grapes of a delicious quality are produced in luxuriance. To-day the authorities at the Mission are selling large quantities of choice peaches at planks at the moderate price of four cents per pound, cheaper than they can be produced in Victoria, and of a quality unsurpassed. No attempt has been made as yet to ship the fruit to the north-west market, though a few private consignments have been received in excellent condition. When the population at present here and the incoming population begin to understand the value of these lands for fruit raising purposes, their dormant wealth will be utilized. Readers of *The Colonist* are too well acquainted with the charming character of the scenery along the railway line to Yale to need a description. Perhaps the chiefest attraction is that of the view obtained of Mount Baker at Sumas river. Just south of this river is the Frasser, and looking up this latter the majestic mountain is seen in all its grandeur. The atmosphere was particularly clear when we passed through the mountain with its snowy covering, crowned with a white band of cloud, and the lower snowy peaks looking like sentinels, one in full and enchanting view. Harrison Lake is also an attractive scene. Ten miles from the draw bridge is the coming famous watering-place and hot sulphur springs. Already many are at the partly-finished hotel, and all those who have bathed in the healing waters, speak well of its invigorating qualities. A passenger train passing from New Westminster passing through the bridge and up the pretty lake. Further on at Agassis station a trail leads to it, the distance being but four miles. Undoubtedly a road will be built from this point to the hotel, and visitors will have the option of rail or river route.

THE TOWN OF YALE

is almost deserted. The only business is that caused by the presence of a number of men employed at this point, and these, it is rumored, will shortly be removed to the divisional station at North Bend, when the former lively mining and then railway connection centre, will be left with but few inhabitants. There does not seem any prospect that Yale will be the recipient of any more railway or mining booms. The road opposite offers excellent inducements for the growth of fruit, all ordinary classes of fruit from peaches to the hardiest having well. About the only use that the township could be profitably put to would be to convert it into a hydraulic mine. The ground forming the bank of the street fronting on the river giving excellent colors all along.

The stores and hotels along this street are nearly all closed—those who are still remaining light business. Of the hotels one only is open, the writer signifying the means by which the proprietor went out of business. One hotel has been torn down and shipped to one of the mines, promising an addition, and others re-created.

Since the opening of Canada, there the trains have brought large numbers of the same tramp, a very idle, and, I add, dirty class of people, who, some time ago, were in the habit of visiting the principal cities of Canada. They resort to novel and dangerous means in order to secure their passage, and avoid the regular conductors. They hide themselves on various parts of the train, but the favorite place is a berth on the train beam, so often alike the train is in rapid motion an expert will scale hold of the brass rod, swing himself on to the brake beam, and they will hang even spread their blankets and go to sleep while the train is crashing along at twenty or thirty miles an hour. It was only the other day that a tramp was noticed asleep in this position, and it required the assistance of a two-man thrower at his to induce him to discharge from his dangerous perch. A couple of days ago a man with a crutch crawled out from under a freight car at Yale, having ridden on it from Grand Forks, a distance of 300 miles, without anything to eat. He left off at Yale for a rest and few days afterwards was in New Westminster. While most tramps have the luxury of a bed on the brake beam, there are others who travel a position under the car beneath the pilot of a passenger train. These fake would be asleep and care in case a bumper strikes on the track. A comic birth at night, so also a warm cup, is on the pilot platform, the darkness preventing detection. On top of the baggage car and on the buffer between freight cars are also positions favorable to the tramp mining his way. A novel place for riding was that noticed the other day by a Rich caller from the W. P. Flint. A large ice box is sent from Port Moody to Texas Lake empty, and is placed on the front platform of the baggage car. In this the sailor placed himself, covering himself with the lid of the box while at the stations and jumping out after the train started. In this manner he made his passage to the destination of the box at Texas Lake, where it was rapidly unshelled on to the platform. The tenkemen were almost paralyzed at the operation of the cool passenger when he seen a man in the platform lifted the lid and jumped out. He prized himself on being one of the laziest men alive, and of having beaten his way from San Francisco to Halifax in four months, starting with $5 and arriving in Halifax with $60.

Train tramps are a nuisance to the train men and society generally, and it would be well to arrest all stealing in this way and place them in the chain gang, a course at present being followed in the East.

Salt Spring Island.

Messrs. Ruckle, of Beaver Point, and Petch, of Ontario, had a narrow escape from drowning one day last week. Mr. Petch had been the guest of Mr. Ruckle for a few days, and being desirous of returning to his home in the east, they together went out to intercept the steamer on her way to Port Moody. Owing to some mismanagement or carelessness the little craft was upset as soon as she reached the steamer, and the occupants were unceremoniously precipitated into the briny deep. Both were capital swimmers and displayed remarkable coolness throughout, and although Mr. Petch was the first man on deck, Mr. Ruckle coolly observed, as they hauled him up, that "he went down the farthest."

FINE FRUIT.

Salt Spring Island can boast of as fine a quality of fruit as any section in British Columbia or on the Pacific Coast. The fine specimens of Vesuvius Bay and Burgoyne Bay are hard to beat, but I am of opinion that the orchard of Mr. Ruckle, in this vicinity, excels them all. He has nearly every variety of fruit—plums, peaches, pears, apples, apricots, prunes, cherries, etc., and all of an excellent quality. Should any one desire to know the fruit best adapted to the island, they would do well to consult him, as he has made this subject a matter of close investigation. Mr. Tragie has also a fine young orchard coming on, which gives promise of being second to none in a few years.

Our school teacher, on returning from a "DRAE" HUNT,

a few evenings since, encountered a fine young fawn and, picking up a large rock, he flung it with the strength of a Goliah, and the precision of a David, felling the frightened animal to the ground, but it made good its escape before the astonished dominier had recovered from his confused state of mind.

IMPROVED ROADS.

The roads leading to Beaver Point and in the Burgoyne Bay district, have been greatly improved. The former division was under the superintendence of Mr. Tragie, the latter under Mr. Williams, and the work performed is highly creditable to their judicious management. Travelling facilities are thereby greatly enhanced and an appreciative people are correspondingly grateful. The

BLUE RIBBON CLUB

of Burgoyne Bay had their monthly entertainment on Saturday evening last, and in point of interest it was said to excel any previous meeting of the society. The Rev. Mr. Douler conducted the devotional exercises, and the president, Mr. Lee, occupied the chair. The programme was varied and intensely interesting throughout. The people of Beaver Point, Vesuvius Bay, and the immediate vicinity were well represented. The local amateurs sustained their former reputations in well rendered readings, recitations, and vocal and instrumental music. The singing by Miss Anderson, of Vesuvius Bay, was greatly admired by all; the speech by Mr. Silvernight, of Beaver Point, was very suggestive, practical, and illustrative, and the recitation and music of Mr. Dowler were humorous, graphic, touching, and effective. A vote of thanks was tendered the strangers for their assistance. Six or seven names were added to the club list, and the enjoyable gathering dispersed.

PERSONAL.

Mr. J. Ackerman, general merchant, of Burgoyne Bay, has just returned from Victoria, with a new stock of goods.

Mr. and Mrs. Robinson, of Burgoyne Bay, and Mr. and Mrs. Ruckle have just returned from a short visit to the capital.

THE HARVEST

of this year has been excellent and is now safely housed. The farmers are all thoroughly satisfied. COM.

INDIA AND SILVER.

THE COMMERCIAL DIFFICULTIES OF THE COUNTRY ATTRIBUTED TO OVERTAXATION.

NEW YORK, Aug. 23.—The Times has an editorial on India and silver, in which it says: We are told that the power of India to absorb silver is reaching its limit, that the glut of silver in that country contributed to the remarkable decline of the past year, and that this is so heavy a tax upon the country that England will before long be begging us to join her in the free coinage of gold and silver on an agreed basis. Here is the real trouble with India. The country is for the present overtaxed. A policy has been adopted regarding it which in the long run may possibly be advantageous to it. The policy of railway building on a large scale in the future is not very remote. The benefit of a sure and rapid communication will far outweigh the disadvantages of heavy taxation which for the present are very great. If by the stroke of a pen the English Government could establish fixed rates for gold and silver, which would not vary for a generation, the difficulties under which India suffers on account of taxation would not be lessened.

Eastern Canada Mail.

(Per Canadian Pacific Railway.)

HAMILTON, Aug. 25.—Miss Mary Littlewood, aged 20, left home early this morning in a state of melancholia, and has not since been heard from.

MONTREAL, Aug. 25.—In customs circles there is a rumor that another "big heist" is on hand, large discrepancies having been found in the books of a leading house. The mouths of the officials are as close about the matter as oysters, but they will give no hint of what and where and when.

The Canadian Pacific Telegraph Co. have to-day secured the pick of the business and operator employees from the Montreal Telegraph Co. There are signs of a big fight on hand between the companies, though rates, it is said, will not be lowered.

MONTREAL, Aug 25.—Col. Gilder, of New York, left here to-night for Winnipeg en route to the North Pole.

Gagnon Bros., importers have been forced to make a judicial abandonment of their estate through Isaac's departure. Liabilities $25,000; assets $12,000.

Alphonse Labelle, a wholesale confectioner, has left for parts unknown. Liabilities $10,000.

Walters for attempting to bribe Brosseau, the Customs officer, was committed for trial, bail being accepted.

A Nice Distinction.

(Pittsburg Chronicle.)

"From the Queen's speech I judge that Victoria has informed herself on the standing of the English nobility," says the Snake Editor.

"I didn't see any reference to the nobility," remarked the Horse Editor.

"Didn't you? Didn't you see how she addressed Parliament as 'My Lords and Gentlemen,' carefully separating the latter from the former."

REVELSTOKE ON THE COLUMBIA.

Description of the Town and Surroundings.

Progress in Lots and Mining Matters.

Various Matters that are Agitating Revelstokers.

[By our own Correspondent.]

REVELSTOKE, August 31.

We left Yale on Sunday afternoon with a light passenger list, taking on the dining car, we were thus enabled to partake of an excellent supper while being bowled along the Fraser canons. At Lytton we procured some of the finest musk and water melons that are grown, fully equal to any imported fruit. Night soon settles on us and we retire to a very comfortable berth in the excursion sleeping-car, and sleep overtakes us readily. It is shortly after seven when we dress and find ourselves running

THROUGH EAGLE PASS

The dining car is again taken off at Sicka moose Narrows and a palatable breakfast is furnished. Owing to the prevalence of bush fires, the scenery is obscured, though we pass along some very pretty lakes. About four miles from Revelstoke (Farwell) are a series of gumbo cuts, a greasy clay material which caused considerable trouble in the spring. On these, large gangs of men are at work cutting a new line for the purpose of reducing the distance and securing an easier grade. Other gangs are sloping the banks and ballasting the roadbed, so that winter will find the road from Revelstoke west in good condition. We at last reach the trestle approach to the Columbia river bridge, the latter a series of Howe truss spans resting on wooden piers, the railway running on top, while there is an excellent traffic roadway underneath. Trestle and bridge is nearly a mile long. About a half mile above this bridge is the "big eddy." The river sweeps down from a north-easterly direction, the current keeping the western shore, and flows into a large basin about a fifth of a mile long and wide. It makes a circuit of this basin and then flows past a point on the eastern side and again resumes an uninterrupted course down the river, running very swiftly. The water is of the same color as that of the Fraser and few fish are found within owing to the presence of a mineral sediment.

REVELSTOKE STATION

at present consists of a rough wooden storehouse and several rickety buildings formerly used as construction offices on flat cars. There are several lengthy sidetracks, an engine or two and a number of flat cars, used to furnish the railway workmen with supplies. The station and sidings are on the bench above that occupied by the business portion of the town. The latter fronts on the river, the banks of which are high and precipitous. The one street which is at present occupied, is wide and cleanly, the innabitants having removed all stumps and graded it. The buildings are all types of architecture, to be found in new western railway and mining towns. Some are of substantial logs, others a composition of canvas and wood, while some are really excellent buildings for the age and circumstances of the town. Last year during construction a rushing business was done by its enterprising merchants. This, of course, fell off during the winter, and only a couple of months ago. Now a fair trade is done with the railway men, and also in supplying the one hundred men that are at present

MINING AND PROSPECTING

in the Big Bend country to the north.

To-day a train of twenty pack horses start for the various locations on Carne, French and McCulloch creeks. Up to the present date there have been no large returns from the mines, but last week McMillan, who has been directing the operations of the gold quartz company on McCulloch creek, returned for supplies, bringing with him about $500, washed up in a few days. Twenty years ago this same claim was worked and the pay streak was lost and mining suspended, and it was the effort of McMillan to discover this lost lead. A couple of days before leaving the mine, they were fortunate in striking it, and brought in the gold as an evidence of their success. Ex-Speaker Mara, of Kamloops, who was in Revelstoke at the time and who in early days held in this claim, was shown the gold and a diagram of the creek and stated that unfortunately McMillan had discovered the old lead. An over-shot wheel will at once be placed in for the purpose of raising the dirt to the surface, a bedrock drain keeping the mine clear of water. About $2000 has been spent in prospecting this claim, and it is hoped that the plucky investors will reap a large profit from their investment.

THE BARRET CO.

operating on McCulloch creek, have not been so successful. They have now been working about a year and have already tunnelled about 800 feet without striking bedrock. It was thought by commencing below their claim that the tunnel would reach the shaft previously sunk at about eighty feet below the surface, but they were only down sixty feet when the shaft was reached. However, the work on the tunnel is still being pushed, and bedrock and rich pay may be struck any day. It will be remembered by old timers that it was on McCulloch creek that the richest pay was secured in the early days.

Below the Barret claim is the

GRIER BEDROCK FLUME CO.,

of which Mr. Jas. Gray is the principal owner. As early last spring as it was possible to get an machinery from Victoria, a sawmill, flume and pipes were forwarded to the mine, the flume was constructed and washing dirt begun. No wash up has yet been made and will not until some time in October. However, prospects made from time to time have shown the company that when they clean up in the fall they will receive a handsome return for the season's work. The company are operating in a place where McCulloch Creek empties into Gold Creek, where there is an admirable place for a large tow.

The Ericsson Co. has just been formed for the purpose of opening up a claim on McCulloch Creek and have already begun operations.

Arthur Dick's company composed of a number of eastern men, are also working a claim, having tunnelled in about 40 feet, meeting gold in the gravel, but have not as yet struck bed-rock.

THE HIGH QUARTZ LEDGES

struck last year have not as yet been further developed, since nearly work made last year. This has not been on account of the absence of effort, for Mr. C. Kerr, merchant of Revelstoke, has for some considerable time had a three stamp mill awaiting shipment to the ledge, but on account of the impossibility of getting heavy machinery over the trail from that point where it leaves Lt. Porter for the creek, its transfer has not been attempted. Until a waggon road is constructed from the steamer landing at Beaver to McCulloch Creek, the development of quartz in the Big Bend will remain at a standstill. Merchants of Revelstoke and others interested in the district urge the construction of such a road by the government, and see in it a benefit to the province. Should this road be built there are parties who would at once put

STEAMERS ON THE RIVER,

and thus furnish a cheap and easy means for sending to the mines any quantity of supplies or heavy machinery. At present all supplies are taken in by pack animals, five days being occupied in reaching McCulloch Creek and the cost per pound charged, the distance being nearly twelve miles from Revelstoke. If steamer and road service were available, the char