EXPENSES OF THE CITY.

A Still Higher Tax Rate Levied on Property and Improvements.

Change of Route of the Sidney and Victoria Railway Approved.

For an hour and a half last night the City Council discussed the proposition of adopting a by-law providing for the assessment to be levied upon property owners for the city's current expenses during the coming year. Mayor Beaven and Ald. McKillican, Styles, Bragg, Miller, Belyea, Henderson, Baker and Munn were present.

The provisions of the different sections called for thirteen mills on the dollar on all land; twelve mills upon improvements, and six mills levied on land as a special assessment for Board of Health purposes. A one-fifth reduction will be granted to persons paying their taxes before October 31. One per cent. will be added to all taxes overdue.

ALD. BAKER said he was not in favor of keeping the taxes as high as they now were. The people were taxed nigh enough and the Board should endeavor in every way to prevent the taxes being raised.

ALD. STYLES believed that property was assessed at a valuation held during boom times and he opposed levying a higher rate, as he did not think it just.

ALD. MCKILLICAN said, even with the proposed addition, which was but very slight, the city's taxes were lower than those of any other adjacent city. If the people expected improvements they should make provision to have their desires carried out.

ALD MILLER found one fault with the proposed change, and that was that enough had not been levied to allow for the full amount of expenses that would arise by the close of the year.

If the special tax was for the purpose of building the Isolation Hospital and paying for it in one year, Ald. Styles would not vote in favor of the by-law. His opinion was that the payments for this improvement should cover a number of years when citizens coming in later, who derived benefits from the same, should stand their share of the expense.

ALD. BELYEA was satisfied with the figures, and knew of no good reason for changing the rates figured out by the Auditor.

"I understand we have the privilege of reducing the rate on improvements," said Ald. Bragg, "and I would like to see it reduced. The point, I contend, is that seeing that we could put a greater rate on land, why not do so? I think we should do that and lighten the burden that would be placed on many of the ratepayers."

ALD. MILLER claimed that should this change be made and the proposed rate be not placed on improvements it would be an unjust discrimination, and establish a precedent in favor of the man of wealth, who, if the poor man escaped taxation on his improvements, could erect expensive residences and also avoid taxation which should be paid.

ALD. MUNN was not in favor of loading the city with additional taxation. The funds required should be raised by some other method than placing a levy on property owners. Real estate values were considerably reduced at the present time. The speaker suggested increasing the liquor license.

The rate, according to Mayor Beaven, was but a trifle over two mills in excess of the rate levied last year, and it would have to be levied either on the land or the improvements separately, or be divided between the two.

"If the money is to be raised, and it seems as if it must be so," said Ald. Styles, "the plan is perhaps a good one. The necessity of more money is apparent, but I am opposed to allowing the Board of Health such a large amount for expenses."

When the question as to the passage of section 1 was put, Ald. Henderson offered an amendment, changing the number of mills on the dollar to fifteen. The amendment was defeated and the section was adopted.

ALD. MUNN, seconded by Ald. Henderson, offered an amendment to Section 2, increasing the sum named from 12 to 15 mills. The amendment was lost and the section adopted.

"An extension of the time in paying the taxes should be granted until the last of November," said Ald. Styles, "as has been customary heretofore."

This provision was what he considered the last straw on the already overloaded camel, as another month's time would prove a great accommodation to many taxpayers. The succeeding sections were passed with but little discussion, and the by-law became a city law.

ALD. BELYEA offered a resolution favoring the change of route asked by the Sidney & Victoria Railway at the last regular meeting of the Council. The petition of the company was granted without debate.

The question of rescinding the by-law providing for a bonus to be paid the Victoria, Saanich & New Westminster Company was next considered, and it was decided to offer a by-law opposed to the former one at the next meeting of the Council.

City Clerk Dowler presented the following summary of the revenue and expenditures for the city during the six months preceding July.

Revenue for six months ending June 30, 1893:

Balance on hand January 1	$ 1 438 70
Market fees	1 058 95
Provisional Government	314 42
Land and Improvement tax	3,153 35
Water rates	25 381 34
Trades licenses	10,892 35
Liquor licenses	13 235 00
Revenue tax	7,336 00
Fire Insurance tax	3,6 5 00
Police court fines and fees	1 922 00
Road tax	2,618 00
Cemetery fees	1,6 3 25
Dog tax	302 00
Pound fees	266 75
Miscellaneous receipts	1,011 82
Total	$74,543 92

Summary of expenditures made and authorized for six months ending June 30, 1893:

City debt	$ 35,688 29
Municipal Council	2 799 97
Civic Salaries	38,104 25
City Institutions (maintenance)	15,916 92
Buildings and Surveys	7,594 15
Streets, Bridges and Sidewalks	12,415 09
Miscellaneous	11 693 03
Education	12 922 47
Board of Health	3,691 02
Total	$174,119 38

THE NORTHERN PACIFIC.

NEW YORK, July 19.—A story was current this afternoon that the Northern Pacific was in danger of passing into the hands of a receiver. President Oakes emphatically denied the report, and also stated that there is no difficulty with the guarantee or the company's collateral loan for $12,000 000. Thomas A. Baxter and Henry Clews, of the security holders committee, corroborated President Oakes. It is announced that the company has just gained an important suit involving several millions acres of timber lands along the Columbia river. The decision was rendered by the U. S. Supreme court at Tacoma, Washington. The case was a test one, involving the question of the priority of grant of land to the Northern Pacific over a grant to the Oregon & California. The Interior department sustained the latter, but the courts have decided in favor of the Northern Pacific. President Oakes said that the failure to publish the weekly statement of the earnings of the road was simply the result of an oversight on the part of the clerk in charge of the statistics of the company. He denied any intention on the part of the railway company to withhold the statement of the road's business, and said that the weekly reports will be given to the public hereafter as regularly as they have always been.

THE KEEP OF CITY PRISONERS.

In conversation with Warden John, of the Provincial jail, concerning the keep of city prisoners, and about which there has been considerable talk in the Council of late, the warden said yesterday that it is quite evident that the aldermen are not conversant with the subject, neither do they read the prison returns, otherwise they would be better informed.

"The class of prisoners whose maintenance is charged for," explained the warden, "are those only who have by law the right to an option of a fine. In case of the fine being paid after their committal to the jail—and it frequently happens the fine is forthwith paid into the City treasury—the prisoner is discharged.

"During the prison year ending October 31, 1892, 268 prisoners were committed to the Provincial jail. Of this number, 157 prisoners were received direct from the City Police court, and the remaining 111 from various parts of the county of Victoria and H. M. warships. Of the 157 prisoners received from the city, 106 had the option of a fine according to law, and their keep was charged to the city. The remaining 51 were not charged for, as they were committed for indictable offences, and their keep was provided by the Provincial Government.

"The per diem cost for the keep of each prisoner during the year was 81⅝ cents, and not 20 cents, as one alderman remarked. The total expenditure for the maintenance of the jail for last year, although economically administered consistent with necessary requirements, was $12,288 63, while the amount paid by the city for the keep of their prisoners in the Provincial jail was $2 240 40."

From the above it will be seen that the Provincial Government are not making a profit from the city on their prisoners at 50 cents per diem.

VICTORIA MARKETS.

There have been no big transactions during the week, nor has there been anything of a kind that would tend to improve the markets, which, although not active, are steady. Farmers have not yet begun to send in their produce in any large quantities save in the dairy line, in which the market is well supplied. Fruit is becoming plentiful, and consequently much cheaper, the subjoined quotations having been considerably altered this week. The strawberry season is closing, however, but other small fruits of a similar class are more than replacing them. The meat market is well supplied; but there are no changes in prices to report this week. Fish is rather scarce, especially salmon, which fishermen say are hard to net on account of the clearness of the water they are found in. Grain has not yet begun to occupy its accustomed position, as it soon will do.

The ruling retail quotations are as follows:

FLOUR—Portland roller per bbl	$ 5.75
Salem	5.75
Ogilvie's (Hungarian)	6.00
Lake of the Woods (Hungarian)	6 00
Premier	6 00
Three Star	5 00
Victoria	5.75
Lion	5 75
Royal	5.50
Wheat, per ton	30 00@40.00
Oats, per con	33.00@35.00
Barley, per ton	32.00@35 00
Middlings, per ton	32.0 @35.00
Bran, per ton	27.00@29.00
Ground Feed, per ton	30.00@35 00
Corn, whole	45. 0
" cracked	50 00
Cornmeal, per 100 lbs	3.00@3.25
Oatmeal, per 10 lbs	.50
Rolled Oats, per lb	6
Potatoes, new, per lb	2
Cabbage, per lb	3 c@4
Cauliflowers, per doz	1.50
Green Peas, per lb	2½
Hay, baled, per ton	18@20 00
Straw, per bale	1.00
Onions, per lb	4
" Silver, per lb	0.4
Eggs, Island, per dozen	25
" Packed, per dozen	15@18
Butter, Island roll, (2 lbs)	.50 @ 65
" Creamery, per 3 lbs	1 00
Cheese, Canadian per lb., retail	20
Hams, American "	25
" Canadian "	20
Bacon, American, per lb	25
" Rolled "	18
" Long clear "	17
Shoulders, per lb	14
Lard "	18@25
Golden Cottolene, per lb	20
Meats—Beef "	8@15
Sides "	8@10
Mutton, per lb	10@15
Pork, fresh "	12@15
Chickens, per pair	1.75@2.00
Turkey per lb	30
Geese per lb	25
Fish—Salmon (Spring), per lb	10@12
" (Smoked), "	12@15
Halibut	10@12
Cod, per lb	8@10
Small fish	5@8
Smelts, per lb	10@12
Sturgeon	7@8
Fruits—Apples per lb	5.@8
Oranges (Navel), per doz	50@75
" (Riverside) "	40@50
" (Australian) "	25@30
Lemons (California) per doz	35@40
" (Australian) "	25@30
Sicily, per doz	40@50
Bananas, per doz	25
Rhubarb, per lb	5
Cherries, per lb	10@12
Strawberries, per lb	10
Apricots, per lb	10@12
Gooseberries, per lb	8@10
Tomatoes, per lb	10@12½
Peaches, per lb	15@20
Pears, per lb	12½
Currants (red), per lb	8@10
Fine Apples, apiece	25@40
Plums, per lb	10@12
Watermellons	50@75

Spiteful Innuendo.

Marie—My intended is very excitable. When he proposed to me, he behaved just like a person out of his mind.

Martha—Perhaps he was, my dear.—Handelszeitung.

An Eyewitness.

Mrs. Newman—Will you guarantee that this picture was really painted by Holbein?

Ikenstein—Madam, I saw him paint it meinself ven I vos ein boy in Chermany.—Vogue.

HARTFORD, July 19.—A terrific storm, accompanied by hail, which passed over this city last evening, made terrible havoc with the tobacco crop in the town of East Hartford, in the Connecticut valley. About two hundred acres of tobacco are under cultivation, and the total loss will exceed $100,000 and may be much greater.

MARINE MOVEMENTS.

Sealers Secure Many Skins, But Opinions Differ as to Their Quality—Garnet in Port.

Return of the Sealer Earle—The Transfer Registered—Bark Fortuna to Load Lumber.

H.M.S. Garnet arrived at Esquimalt and anchored in the harbor at 10:30 o'clock yesterday morning. The Garnet sailed from Esquimalt on June 3, since which time she has patrolled Northern waters, one day being spent in the Behring Sea. Foggy weather prevailed much of the time.

On the way down she touched at Dunalaska, which port she left on the 9th inst. Next week the vessel will take on a supply of coal at Comox and return to Esquimalt harbor to await orders. Twenty-one Canadian sealing schooners were encountered from June 12 to 28. All the vessels were found south of the Aleutian Islands, with very good average catches, although it was claimed that the skins secured were not of the best quality as a rule.

When seen by the Garnet the Triumph had 1 822 skins; Otto, 625; Beatrice, 518; Sea Lion, 621; E B Marvin, 800; Amoka, 1,342; Ocean Belle, 1 400; Banda, 1 265; Sapphire, 857; Mascot, 600; Dora Steward, 1,360; Fawn 662; W. A Earle, 1,491; Mary Taylor, 811; Victoria, 409; Minnie, 500; W. L Rich, 1,100; Diana, 600; Rosie Olsen, 600; W. P Sayward, 470; Venture, 65; Katherine, 350; Annie E. Paine, 750; Oscar and Hattie, 1,160.

THE EARLE RETURNS.

The sealing schooner Walter A. Earle, Capt. Magneson arrived home last evening, having 2,252 seal skins below her deck, of which 1 532 constitute her own catch the remainder being those of the Fawn, which she received on July 4, when about 40 miles to the south of Shumigan Islands. The Fawn transferred her skins in order that she would not be encumbered with them during her cruise on the Russian coast. "I have little news, said Capt. Magneson last evening. "I have heard of no accidents to any of the schooners and have spoken but few vessels. On July 6, spoke the Eliza Miller which was bound for San Francisco with a mixed cargo of salmon, codfish and sealskins from Sand Point and on Monday last I passed the American three masted schooner Peerless, 23 days out from Newport and destined for the Sound in ballast. During my voyage I found seals to be very plentiful, but in the early part of the season the weather was very rough. On the 28th of April I picked up a small boat belonging to the Annie E. Paine, which contained three men. The boat was two days and two nights away from the schooner and its occupants were nearly exhausted when they reached my craft. Fortunately the weather was fine while the men were at the mercy of the sea; but the last night they were out there was a cold, bleak wind The men's position can be better imagined than described—they were pulling and drifting around on the water for over fifty hours in hopes of being picked up, and having nothing but biscuits to exist upon. Of the 2,252 skins I have on board," continued Capt Magneson, "I don't believe I have over 100 cow seal furs; and they are fine ones."

TRIAL TRIP.

A cruise around H.M.S. Royal Arthur was the course which Commodore John Irving, of the C.P.N. fleet of steamships, chose when he took the company's new steamer Transfer out for her trial trip yesterday afternoon. The vessel carried a large number of passengers, and as she steamed out of harbor with her new colors flying she presented a pretty picture. She is much the same as the steamer R. P. Rithet in appearance and build, but considerably smaller. The lines of her hull are perhaps more graceful than the Rithet's, and she is expected to prove even better as a river boat. As her trip yesterday was not one to test her speed, it is not known yet how many knots she will make, the boat not being quite complete. Her machinery is of the Iowa Iron Works make, and although there is nothing novel about it, still it is of the kind best adapted to a stern wheeler, such as the Transfer is. Her various compartments, all large and roomy, consist of six cabins aft for the crew, engine room and a place forward for freight and toilet rooms on the lower deck; ladies' cabin astern, comfortably furnished and appropriately upholstered, six staterooms and a couple of lady toilet rooms amidships; dining-room, smoking, purser's office, and bar on the second deck, and on the third and top deck the pilot house, captain's private room and two other rooms for the accommodation of passengers. Each of the compartments is so arranged as to afford every convenience. The trial trip, although short, was sufficiently long to prove that Mr. A. Watson, the builder of the boat, had fulfilled his contract well, as the driving and steering gear worked very satisfactorily and without a hitch. In circling around the Royal Arthur the big warship acknowledged the Transfer's salutes. It is expected the steamer will be ready to leave for the Fraser to take her new route between New Westminster and the mouth of the river by the last of the week. W. Langley, formerly mate on the steamer R. P. Rithet, is to take command, and Mr. Arluckle will be in charge of her engine room. The vessel's work, as stated heretofore, will be simply to meet the R. P. Rithet from Victoria at the mouth of the river, and from there convey passengers and freight to New Westminster. This will do away with any delays already experienced by passengers, as they will not have to wait until freight is discharged at ports en route.

MR. DAVIDGE'S NEW LINE.

A traffic contract has been the result of the negotiations of F. C Davidge of the firm of Samuel & Samuel, of London, with the Great Northern line and the Seattle Chamber of Commerce, and the arrangement is regarded as of great importance. A line of steamers will be put on the run between China and Japan, Victoria and Seattle It is conceded that the new line will add immensely to the commercial value of Seattle and its surroundings. The service is in direct competition with the other lines.

THE FORTUNA ARRIVES.

The Norwegian bark Fortuna, 1,332 tons, Captain Thor Mikkelsen, arrived in Royal Roads in tow of the American tug Tacoma yesterday, being forty-five days out from Valparaiso. She is under Robt. Ward & Co.'s charter to load lumber at Hastings for Australia. Captain Mikkelsen says his voyage is barren of any news. He passed but one vessel on the way, and that one a schooner, off Cape Flattery.

PASSENGERS BY THE PUEBLA.

The steamer City of Puebla, which sailed for Victoria yesterday, has the following passengers from San Francisco: Col. C. L. Taylor, Dr. and Mrs. Dains, the Misses Lyon, Miss Jess, Mrs. Bertwell, W. F. Norman, J. Hurst and E. McLean.

SUPREME COURT OF B. C.

A POINT IN PRACTICE.

(Judgment of Mr. Justice Crease.)

Davies v. McMillan—This was an application by Mr. Brian Drake, on behalf of the defendant, for an order that the bill of costs taxed herein might be reviewed, on the ground that the taxing officer proceeded in the taxation on the wrong principle, and that the said bill of costs might be referred to the taxing master to review and correct by taxing the proceedings in question on the old scale and for costs of the application.

Mr. Drake explained that it was a new point of practice of considerable importance. The point to be determined was whether the bill of costs herein for proceedings carried on under the old scale of fees, of the old rules of court, which had been superceded by the scale under the new rules—which, in some respects, was very different from the old scale—was to be taxed under the old or the new scale. No special provision had been made for such a contingency, and the learned counsel was obliged to apply for instruction to the court.

Mr Barnard, for the plaintiff, citing in re McLellan, 29 Chan. Div., in support, contended that as the taxation was only taking place now, when the new rules and new tariff were in force, the taxation should proceed under the new scale alone. As there was no rule on the subject he was obliged to have recourse to the court, citing Street v. Camp, 25 Chan. Div., 70 I have looked into the matter and find no precedent which exactly suits the case, but, on comparing the rules bearing on the question of taxation, am of opinion that, as the work was done, and the judgment was due for that work when it was done, and there was no other scale but the old scale at that time to measure the payment by, that the bill for that work may be taxed upon the old scale; and I order accordingly, and that the bill be sent back to the taxing master to review and tax upon the old scale. The application, therefore, is granted, with costs.

HENRY P. PELLEW CREASE, J.

BRITISH COLUMBIA'S RESOURCES.

TO THE EDITOR:—I crave space in your columns for one or more letters in regard to some matters of the gravest possible importance to British Columbia.

From a careful examination of the resources of our Province, I feel warranted in saying that we have here all the natural conditions necessary for the establishment of a populous and prosperous community. At present we have less than one white person in the Province for every five square miles of its area. There are river valleys in the Province, the names of which are hardly known to anybody but the map makers and the surveyors, where this whole population could be supported in comfort. We have undoubtedly the greatest amount of forest wealth possessed by any country in the world, I refer of course to merchantable timber, for the ordinary purposes of building, or manufactures. We have deep sea and river fisheries, which are unsurpassed, if, indeed, they are equalled, by any others. We have as rich silver and lead mines as the world contains. We have untold wealth in gold. We have a great extent of excellent farming land. We have a very wide area exceptionally well adapted for cattle and sheep raising. We can grow certain varieties of fruit in as great abundance and of as excellent quality as can be produced in any country On the whole, our climate is exceedingly favorable to the prosecution of every description of industry. Our coal mines are famous the world over. Our geographical position is commanding. Why has our province halted in its onward march? What shall be done to give it a new impetus? I submit that these questions are worthy of the most careful consideration, that our newspapers, our business men and our politicians would do well to give them earnest thought to the end that some means may be discovered to draw the attention of the world to our vast capabilities and secure the inauguration of those enterprises which are necessary for the development of our resources. While I have my political predilections and frankly confess that they are not in favor of the party in power at Ottawa, I feel that in dealing with matters relating to the material advancement of the province, party prejudice should play no part, but that every question should be discussed from the business point of view. Seldom has such an opportunity been offered to a public man in so comparatively small a community. This province is the threshold over which British enterprise must step to the commercial conquest of the Pacific Ocean and all which that implies. Here is the place where British energy will rest for a time while making ready for a leap to the remote "east west," which we call the Orient, because we have always been accustomed to look towards it from the other direction. This then is no theatre for the playing of a small part, but an arena in which a courageous and far-seeing leader may achieve signal triumphs.

Frankly speaking, if I were in a public position I would not rest content until I had tied Vancouver Island to the Mainland by bonds of steel, and until I had secured the construction of another transcontinental railway from this city of ours to some point upon the Atlantic seaboard, whence the shortest possible route to England would be available. There is little doubt that Sir John Macdonald will live in the history of this country chiefly as the man who had the forethought and courage to plan and carry out, in the face of all opposition, a Canadian railway from ocean to ocean.

I know no more of the British Pacific railway project than the public have seen in the papers. I do not know whether the company which Mr. Bakeman represents will be able to carry out its plans, but this I do know, that if after his combination has been given a fair trial it shall not succeed, the Provincial Government should not rest content until they have secured the construction of the railway by somebody, and I wish to add that that somebody should be an independent company, unassociated even with any of the other transcontinental lines.

I do not know that any of the other lines would seek to construct this new one, but strange things happen in railway circles. It will be remembered that the Central Pacific Railway was the beginning of all the transcontinental railway systems. No one supposed then that before two decades had passed its roadbed would be allowed to fall into disrepair and that the possibility of the rails being taken up would be seriously contemplated. Yet such is the case. A railway monopoly has its clutch upon San Francisco, and that great city is helpless. It sees its commerce going to ports to the north and the south, which have the advantage of competitive lines, and can only look on unable to remedy the evil. It is of transcendent importance to British Columbia that there should be no monopoly of the railway connection between her coast and the interior and the Atlantic coast. It seems to me that this ought to be a cardinal point of the railway policy of the Provincial administration.

I am not advocating any particular company or any particular policy. On these points I may have something to say by and bye. What I want to impress upon Mr. Davie and his Government is the immense importance of securing the construction of the railway line to which I have referred.

The Canadian Pacific has been a great benefit to British Columbia, not as much as it might have been if it had not felt it necessary to expend so much money in establishing eastern connections It will be of still greater benefit to the Province when it has opened the Kootenay country. It should be given every every reasonable assistance to do this. But what the Province wants is a road which will make British Columbians development its chief object. This road the Provincial Government ought to spare no pains to secure. The Legislature has extended the time of the British Pacific people. They should be allowed the field to themselves for that period. But if they cannot carry out their plans, then the Government ought to put itself in communication with others. In a few words the first plank in the policy of of the British Columbian Government should be a new and independent transcontinental railway I will mention other planks in my next letter. ONLOOKER.

W. C. T. U.

The meeting held last evening under the auspices of the Woman's Christian Temperance Union was an undoubted success. It was the tenth anniversary of organization and had the three requisites of a good meeting, a fine audience, an interesting programme and a first class chairman.

Mrs. Wm. Grant read the opening psalm and was followed by an earnest prayer by Rev. Joseph Hall. Mrs. Robson in a touching voice sang a solo, "Eternity", Master Leonard Foot reciting "Mother Duck" in a very humorous way.

Mrs Spafford gave the history of the Victoria W.C.T.U., for the last ten years or since its organization by Miss Francis Willard It was a very interesting and profitable paper and surprised even many of the members but the record of work accomplished and the success attending the efforts put forth. It showed, too, that continuous effort from consecrated workers, impelled by the conviction that it was their God given work, to assist in not only uplifting fallen men and women, but also in preventing others from falling, by placing around them such safeguards as will make it difficult for them to go astray.

Touching reference was made to departed workers—Mrs. Smith, Mrs. McLellan, Hon. John Robson—and Miss Birdie Grant, in a very sweet and clear voice sang "In Happy Moments," which was followed by Miss Humber, who rendered in her own fine style, "Son of My Soul."

A very fine address was delivered by Rev. E. Robson, who in a few pithy remarks encouraged the workers for their future labors, and judging by the past prophesied that greater success would attend the efforts during the next decade.

Miss Anderson, who possesses a voice of great compass and power, sang "A Dream of Love" very finely. The doxology closed the meeting.

U. S. FINANCES.

NEW YORK, July 19.—Comptroller of Currency James H. Eckels was the guest of his predecessor, ex Comptroller A. B. Hepburn, at a dinner at the Union League club last evening. Owing to the gathering of many leading financiers of the city it was generally regarded more as a conference on the monetary situation and prospective measures for relief than a purely social meeting. The dinner was given in the names of President Gannon, of the Chase National bank, and President Tappen, of the Gallatin National bank, as Hepburn is not a member of the club. President Williams, of the Chemical National bank and also President of the Clearing House Association, presided. In response to a few words of welcome from the host,

Mr. Eckels, in a brief speech, said: The condition which confronts the American people deserves the thoughtful attention of every citizen. It is not a time of panic, but of slow liquidation, the result of undue speculation and unwise financial legislation.

If the citizens would study the character of the institutions which have failed, and the causes and localities in which they occurred, and then view the solvent institutions everywhere also about them, the conclusion that must follow is that the legitimate business of the country is not threatened, but instead will come out of the present turmoil the stronger for having passed through it. Bad banking must inevitably bring disaster upon those who engage in it. The present stringency has simply hastened the closing of some banks because they are inherently weak; others closed as a result of keeping alive the operations of speculators in the extreme West and portions of the South. The art has not been discovered of making something out of nothing, and the financier who stakes his all upon an unbuilt city reaching out into waste places must bring about the ruin of his own and kindred institutions which trusted in him and pinned their faith to assets yet unborn.

Disasters have fallen upon speculative institutions and the boom cities of the states of Washington, California, Colorado, Kansas and Missouri, which have in turn injured the solvent ones, but the states of New England and the East, and those of the Northwest, have thus far escaped, and will, because the foundations upon which they are built are rock and not sand. The people should not invite disaster by withdrawing from solvent institutions the money depositors cannot possibly use. People are hoping and asking much from the banks. In turn the banks have a right of considerate treatment from the people. Let those who have long transacted business with the banking institutions have sufficient confidence in them to know and feel that if in years past they proved safe, they are likely to do so now. People who indulge in runs on banks cause to come about the very thing they say that they wish to avert.

Charles M. Preston, superintendent of the New York State banks, spoke on State banking, deprecating the idea of removing the 10 per cent. tax unless some uniform system of regulating the currency is adopted in every State in the Union. Other gentlemen spoke briefly and informally, and the comptroller was given a good idea of what the New York bankers would like the Government to do in regard to treasury action and legislation in the approaching session.

WASHINGTON, June 19.—Comptroller Eckels had not returned to Washington from New York in time to reach his office before it closed this afternoon, and there was no one who assumed to speak in his stead of the National Bank failures to-day. In other branches of the treasury an improvement was shown. The mint bureau succeed in getting offers of silver at which it considers a fair market price—71½ cents per ounce—while the gold reserve recovered the ground it lost Monday and again began its "cat on the wall" climb towards the hundred million mark. The reserve to-day amounts to $98,387,709, against $97,872,852 yesterday.

SPORTS AND PASTIMES.

Important Meeting of the Victoria Lacrosse Club—The Victoria Takes the Sailing Match.

Cricketers at Caledonia Park—Preparation for the Annual Tournament of the Tennis Club.

A general meeting of the members of the Victoria Lacrosse club will be held this (Thursday) evening in Pioneer hall, corner of Broad street and Trounce avenue, for the purpose of discussing the action against H. Morton. All members of the club are requested to be present at 7 o'clock sharp, for which hour the meeting is called.

YACHTING.

AGAIN THE VICTORIA.

The match of the Victoria Yacht Club postponed from last Saturday because of lack of wind, came off yesterday afternoon, and the starting gun was fired at 5 o'clock the yachts Victoria, Petrel, Scud and Minerva starting quite evenly. There was a fresh lower sail breeze and some little sea, and in the beat to the San Pedro the Victoria established a long lead, which she maintained until the last buoy was reached on the return. The mark was rounded with the Victoria first and the Scud next, the Petrel but a short distance in the rear, while the Minerva was a long way behind. Party through an error of judgment as to the tide, as well as being short handed, the Minerva was scarcely considered in the race.

From the stake boat off Albert Head to the flag in Royal Roads sheets were eased a little, and the wind becoming lighter topsails and flying jibs were set on all but the Victoria. The Minerva's mainsail had stretched so that the topsail could not be sheeted properly. Up to the time the last buoy was turned the Victoria kept well in the lead, but at this point she was overhauled by the Scud, the latter boat reaching the flag first, with the Petrel steadily gaining on the former.

As the flag was invisible to the Minerva's skipper she did not round it, and gave up. The other three had very light wind on the way back to the harbor. The Scud finished at 7:19.7; Petrel, 7:22 12; Victoria, 7:22 21. The Victoria was the winner by time, having 44 seconds in hand of her allowance from the Scud. Second prize was awarded the latter boat; Petrel third.

THE ROYAL IRISH REGATTA.

DUBLIN, July 19.—The regatta of the Royal Irish Yacht club, of which Lord Ormonde is commodore, took place to day on a course covering fifty miles off Kingstown. There was a strong southwest wind blowing and the racers had a good opportunity to show their weather qualities. Among the yachts that took part in the contest for the Queen's cup, were the Prince of Wales' Britannia, Mr. P. Donaldsons' Calluna and Mr. A. D. Clarke's Satanita. The cup was won by the Satanita, which came in two minutes and forty-three seconds ahead of the Britannia, which was second. The mainsail of the Calluna fell during the race, presumably through the breaking of the halyards, and this put her out of the contest.

CRICKET.

VICTORIA C. C. V. ROYAL ARTHUR MARINES.

This match was played yesterday on the club grounds, Caledonia park, resulting in a victory for the Victorias by a score of 118 to 37. The wicket was in fairly good shape but a trifle hard, and the bowling for the bluejackets was very easy, resulting in a big score. For a long time it seemed as though Applegath and Morley, with 43 and 21 respectively to their credit, were in to stay, and when they went out and Heath had also succumbed with 11, the inning was closed, with McKay and Potts at bat. For the bluejackets the only double figures were Foster's 16. Following is the score:

Victoria C.C.

Barff b, Lashley	15
Bainbridge, a Lashley b Foster	8
Applegath, c Lashley b Rowen	43
Morley, l b w	21
Heath, c Rowe, b Foster	11
McKay, (not out)	7
Potts, (not out)	1
Patterson, Swinerton } (did not bat)	0
Wides	10
	1
Total	118

Royal Arthur Marines.

McCabe, b Swinerton	3
Lashley, c Patterson, b Swinerton	0
Singleton, b Patterson	1
Foster, b Patterson	16
Clarke, c Applegath, b Swinerton	5
Mathews, b Patterson	0
Bonning, std Morley	5
Rowe, c Swinerton, b Patterson	0
Siggers (not out)	3
Collins, run out	0
Canfield c Morley, b Swinerton	4
Byes	1
Total	37

TENNIS.

THE COMING TOURNAMENT.

The annual tournament of the V.L.T.C. promises to be a grand success—the ground being in the best of order, thanks to the ground secretary. The new pavilion possesses every modern convenience that the heart of a tennis player can desire, the ground being adapted for afternoon tea and the upper floor being fitted up as a dressing room for gentlemen.

To please others is to be happy, and so the committee of the club will gratify the wishes of the ladies by having ladies' doubles, each pair to be nominated by a member of the club. The entrance fee is $2 for each pair, and the name of the nominator must be sent to the secretary of the club on or before August 2. No event unless six entries are received. The club handicap singles begin the week previous to the tournament, and members who intend to take part in this should also send in their entries at once.

On Thursday evening, August 10, during the tournament week, the club propose to give a ball at the Mount Baker hotel, Oak Bay, where to-night the Victoria Cricket club will entertain their guests. The facilities for enjoyment are unsurpassed, and the committee are making ample arrangements for the convenient carrying of guests to and from the ball, and for their entertainment during the evening. It is safe to predict that their efforts will be crowned with success.

WRESTLING.

NANAIMO'S TOURNAMENT.

NANAIMO, July 19.—(Special)—A wrestling tournament took place in the opera house last night. Unfortunately there was not a good turn out, though there was a very fair exhibition of wrestling. J. Stewart, of Northfield, carried off the first prize, $75; W. Pearson, Nanaimo, second, $50; and P. Hanson, Northfield, third, $25.

THE RIFLE.

HURRY ALONG THE ENTRIES.

Those who intend competing in the Provincial Rifle Association matches next week are reminded that entries should be made with Captain Dorman by noon on Saturday the 22nd instant.

HERE AND THERE.

An exciting game of football will be played at Port Townsend on Saturday The Townsendites have been practising for some time, and will have a game between two of the Puget Sound clubs.

The Scottish games at Vancouver will take place at Brockton Point of August 12, amateur's only being allowed to take part. There will be sprinting at the different distances, throwing the hammer and shot, hurdle race, bicycle races, throwing the lacrosse ball, throwing the cricket ball, sack race, three-legged race, tug-of-war, quoits, catching the greasy pig, bagpipes, vaulting, etc.

On Friday evening the firemen of Vancouver will compete for the coupling prizes. Three teams will contest.

MUST HAVE IT.

CHICAGO, July 19.—There is likely to be considerable trouble among the savages and Oriental tribes on the midway plaisance before the close of the fair as the result of their sudden and inordinate love for liquor. Already it has been found necessary to send several of the savages home because of their inclination to run amuck after drinking. The colony of savage Dahomeyans, who never knew the taste of beer until their arrival in Chicago, have developed a capacity for the amber fluid equal to that of the German workers in a brewery. Lately it has been found necessary to put two or three cases of beer in sight on the platform before they commenced their dances and other performances, and as soon as the programme is ended the semi-naked heathens make a dash for the supplies, and dexterously forcing in the corks insert the neck of the bottle between their teeth and keep it there until the contents are entirely exhausted

BIRTHS.

LAUNDY—On Thursday, 13th inst., the wife of T. H Laundy, of a son.

DIED

TITE—In this city, on the 17th inst., of cholera infantum Violet Catherine, only daughter of C. H. and Mrs. Tite, aged seven months.

BARNSWELL—In this city on the 17th instant, Percival Charles, fourth son of James and Mary Barnswell, aged 8 years

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MEDICAL DEPARTMENT
UNIVERSITY OF CALIFORNIA
The Regular COURSE OF LECTURES will begin Thursday, June 1st, at 9 a.m., at the college Building, Stockton St., nea Chestnut, San Francisco. R. A. McLEAN, M.D., Dean,
638 Merchant St., cor. Montgomery, San Francisco.
College catalogue may be had on application at the office of this paper. my12 wky

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