Weekly Colonist

FRIDAY, JULY 8TH, 1887.

END OF A LIBEL SUIT.

Some four or five weeks ago an article appeared in the *Evening Times* which reflected severely on the conduct by the Crown of a criminal case that was tried at the recent assizes. Proceedings for criminal libel were instituted by the Crown against Mr. McLagan, managing editor of the *Times*. An early trial of the cause was expected, but in the meanwhile the defendant having become satisfied that the information upon which the article was based was incorrect, offered to make any reasonable explanation and withdraw the charge in as public a manner as it had been made and pay costs. This offer was accepted by the government in a spirit which reflects much credit upon them. Last evening the following explanation appeared in the editorial columns of the *Times*:

EXPLANATORY.

On the 19th of May last an article appeared in the *Times*, headed "Dynasty Judicial Utterances," which commented upon the administration of justice in this province, as exemplified by the Radford—John's trial. The article was based upon information received by us, which we believed at the time to be accurate. We are now satisfied, from enquiries, that our remarks, both as regard the Hon. John Robson and the Deputy Attorney-General, were wholly without foundation. We unequivocally withdraw the same, and regret that they found expression in our paper.

The above is a frank avowal of error into which the *Times* was led. The parties to the action emerge from it with credit.

"AN HONOR TO THE PACIFIC SLOPE."

Under this heading the Hamilton *Times* has a leading article which is as follows:

"Victoria, B.C., is to be congratulated on having among her citizens a rich man who does not want the earth. His name is Dunsmuir, and he owns coal mines and a railway. The terminus of the railway is at Esquimalt, and the Victorians wanted it to come into their city. The city council waited upon Mr. Dunsmuir, who said that he had already bought right of way and station grounds and had filed plans for a bridge which would accommodate the railway and also be a free traffic bridge. He told the aldermen that, if they had $20,000 to pay toward the railway extension or the bridge, he did not want it, and would not take it; they might donate it to the hospitals. One alderman suggested that Mr. Dunsmuir should be presented with the freedom of the city, but he replied that he was free enough of the city already. The following extract shows the spirit of the council:"

The vote of thanks and remarks of the councillors as published in THE COLONIST follow and the editorial thus closes:

"Are there any Dunsmuirs on this side of the Rockies? Smith and Stephen, with their hospitable donations, do not count in this category, for they grind out of the Manitobans by their monopoly rates a great deal more than they give to the Montrealers with such a flourish of trumpets. It is no trouble to collect illustrations of the meanness of very rich men, and British Columbia should be proud in the possession of one of the other sort."

LONG AND SHORT HAUL.

Judge Deady's recent decisions in the United States circuit court is a most important and far reaching one. Section four of the interstate commerce act provides:

"That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, *under substantially similar circumstances and conditions*, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included in the longer distance." In studying this provision the question has been "what are substantially similar circumstances and conditions?"

In the construction of this clause has been involved the whole effect of the law. Judge Deady holds substantially that any point on a line of railway or either terminus thereof where there is competition, to or from, in the carriage of persons or property is not under similar circumstances and conditions, as compared with a point or points where there is no competition. The effect of this decision is to destroy utterly the main provisions of the interstate law as to competitive points. This opinion is rendered in the term of an instruction to the receiver of the Oregon and California railroad, which is subject to a cheap ocean competition. Going further, Judge Deady authorizes the receiver to "make a less rate for a long haul than a short one in conjunction with connecting lines or otherwise, whenever, by reason of competition with other lines or means of transportation, the same is necessary to enable the Oregon & California road to retain or acquire business. This judgment means the almost entire abolition of the Interstate Commerce Law, the only points now remaining being the requirement that all rates shall be reasonable, the abolition of the pass system and some minor regulations. Judge Deady's decision will be hailed on this coast with much delight since it saves the trouble of further appeal to the Interstate Commission.

INDIAN AFFAIRS.

On the item in the estimates of $78,425 for the Indians of this province in reply to Sir Richard Cartwright, the premier said that last year there were no industrial schools, as the government was only commencing the system in British Columbia and asks a vote of $17,250. Sir John said that there are two industrial schools to be established. The Indians of British Columbia are of quite a different race from those in the Northwest and in the east. There is a good deal of Mongol blood in them and they are more industrious and self-reliant than the Indians farther east; they work in the mines and on the railways, and are a hard working people. They do not ask for anything but schools, and especially industrial schools, for some time. The government think it well to establish one industrial school on the Island of Vancouver and another on the mainland, after the fashion of the industrial schools which have been in successful operation for the last two or three years in the Northwest. He believed, and in fact was sure, that this experiment will be a very successful one, because they are a fine people with a promising future before them if their education is promoted. The one will cost $2,500 and will accommodate twenty-five pupils at a cost of $130 each per annum. On the mainland there will be two schools; the buildings will cost $5000 and the cost of teaching twenty-five pupils there will be $3,500. He fancied the Indians taught in the schools could be safely allowed to join their tribes. They would be secular.

In reply to Hon. Mr. Mills Sir John said in regard to Metlakahtla that the survey was made by Mr. O'Reilly some years ago. He believed it was made on the most liberal scale, and until late years no objection was made to that survey. There is a question which has arisen, with which the government have nothing in the world to do. It is a question as to the title to the two acres at Metlakahtla which are claimed by the Anglican church—he supposed the Bishop may be considered the representative of it—he does not know how the statute stands, but that title is recognized by the government of British Columbia; they say that the Church of England has a title to these two acres that are disputed by Mr. Duncan, who poses as the representative of the Indians at Metlakahtla. That is a question with which the government could not interfere. The Indians built the church, but there is at this moment a division amongst the Indians themselves. There is not an considerable minority of the Indians at Metlakahtla who are Anglicans and do not go with Mr. Duncan. Mr. Duncan and the majority, perhaps acting under the idea of right, have interfered with that property. Mr. Duncan went there originally as a lay reader of the Missionary Society. He has been a man of great merit, of great administrative talent, of great enthusiasm; and he has been of great service among the Indians there; but he is a man, he feared, who cannot brook control of any kind. For some theological reason or other, he severed himself from the church of which he was a lay reader, and has established a religion of his own, perhaps as good as the religion that he left; but, at all events, he started a religious system of his own, and he resists the claim of the church, of which he was once a member and an officer, to this property. While he was a member of the church, of course he would defend the rights of the church. Now he has taken a different course. He was afraid there was a little of human ambition mingling with his desire for the advantage of the Indians. The Canadian government neither admits nor denies the claim of the Church of England to these two acres. They have not anything to do with it. All they want to do is to have the Indians living quietly on their reserve, and they would try to protect the Indians, and at the same time to prevent them from breaking beyond their bounds, and, under mistaken advice, become disturbers of the public peace.

Then, with respect to the reservation in the vicinity of Victoria, that is a very valuable property, and the Indians make no use of it at all; they are living there in the immediate vicinity of a large town in which there is a seafaring population. The intention of the government and of the department is to get the full value for the land, and out of the sale of that land to purchase in the first place an *habitat* for these Indians at a considerable distance away from the seductions of a town and the degradation which results both for men and women, and to fund the balance of the money, as has been done in the older provinces, for the benefit of the Indians. Mr. Baker said he thought that the reserve should no longer be an Indian reserve. It could be better used for the terminal point of the Victoria and Esquimalt railway. He should be very glad to see that reserve turned to some good purpose, and a more suitable one found for the Indians more remote from the city of Victoria. He hoped the leader of the government would have in view the offer that had been made for that reserve in the past, and see that the Indians get a fair price for that reserve and that a suitable one is purchased in place of it.

OUR COMMERCIAL INTERESTS.

Dun, Wiman & Co., have issued their statement of the failures in Canada for the first six months of the present year, which, so far as this province is concerned, gives a most satisfactory showing. The statement is as follows:

Provinces	1st Quarter. No. Liabilities.	No.	2nd Quarter. No. Liabilities.	No.	3rd Quarter. No. Liabilities.	No.	4th Quarter. No. Liabilities.	No.	Total for 6 mos. No. Liabilities.	No.
Ontario	210	1,809,340	165	1,017,098	272	2,277,178				
Quebec	111	1,000,215	91	627,300	183	1,086,513				
New Brunswick	83	422,700	54	157,000	67	380,300				
Nova Scotia	10	53,000	2	3,000	12	88,000				
British Columbia	9	74,850	10	37,549	19	111,950				
Manitoba					2					
Total	386	$4,370,947	311	$2,041,947	555	$3,944,041	706	$10,461,762	1,261	$2,261,398
Newfoundland	8	$214,000	4	$17,200	12					

New Brunswick presents some lamentable figures, the total for the six months aggregating $4,995,515. This is due, however, to one of those financial panics which frequently sweep over one particular section of the country, in this instance quite abnormal, though, perhaps, unequalled in the commercial history of the Dominion. The failure of the great lumber firm of R. A. & J. Stewart drew down with it the Maritime Bank, and George McLeod, one of the largest lumbermen of the province, soon followed, owing to the failure of his English backers. As a result many minor, though comparatively extensive firms, were obliged to suspend, causing wide-spread disaster and general dismay. Ontario comes next on the list, and Quebec gives a large showing. Manitoba is fourth—a rather regrettable circumstance in view of her hopeful development, while British Columbia foots up $86,000, Nova Scotia and Prince Edward Island following closely on her heels, each figuring in small amounts, as will be seen. It will be noticed that the heaviest failures in this province took place in the first quarter of the year, the second only showing two failures of $1,500 each, Prince Edward Island comes next lowest in the second quarter with $24,000, just as eight times the amount—very gratifying to those whose interests lie here. Of these ten failures in the first quarter in this province, that of Malee and Brown makes a big hole in the entire sum being $38,000. The assets of this firm are, however, understood to be sufficiently large to prevent anything but the most trifling loss. This firm were operating on the mainland, being interested in the Harrison Hot Springs. The only serious failure on Vancouver Island was that of Kelly and Shearing, contractors of this city, whose liabilities were $14,000. This is now in process of settlement, outstanding contracts rendering the closing up of the matter impracticable. It will, it is believed, pay a good dividend, and the loss will be very light. Hirshberg & Sommes, of Vancouver, failed for $9,000; Kelly Bros., of New Westminster, for $8,000, and P. Gannon, of Vancouver, for $7,000. Various minor failures, each in small amounts, and necessarily entailing very little general loss make up the balance of $7,000. We are given to understand that in nearly all the cases mentioned assets sufficient to satisfy creditors will be forthcoming, averaging anywhere from 30 to 100 per cent. For the second quarter, as we have said, there were only two failures of $1,500, Messrs. Huson, of this city, and Thomas, of Denman Island, being the respective parties. Victorians have particular reasons to boast of the stability of their commercial houses, $15,500 being the aggregate amount for the six months, most of which will be met in due time. We have every reason to congratulate ourselves on this showing. It tells us that our merchants are doing a good, solid, steady business, not relying on a boom to be followed by a period of probable inflation, but on the usual and general business of the city. The figures indicate the fact that our business men are prospering and that they are working on a solid foundation. The province leads all in the safety of its credit, since no comparison can be drawn from the smaller and less progressive provinces of Nova Scotia and Prince Edward Island. It will be perhaps interesting to note the comparative statement of the Dominion as a whole for the first six months of the last four years. In 1884 there were 752 failures, aggregating $10,742,600; in 1885 some 690, amounting to $5,166,165; in 1886 there were 669 of $5,501,697, while in 1887 the failures were 709, reaching $10,461,735. It cannot be denied that this large increase in failures during the first six months of the present year as compared with the two past, is far from reassuring. Let us hope for better things during the latter half of the year.

THE CASCADE DIVISION.

The entry of the first train into Tacoma over the Cascade division of the Northern Pacific was not only an important advance in the facilities of the company and in the progress of the city, but is also of considerable interest to this city. Hitherto the railway in its through freight and passenger trade has been hampered in its operations to a considerable extent at the Pacific end of its line by having to pay to the Oregon Railway and Navigation Co. an excessive rate on that portion of the latter's line over which the Northern Pacific trains were hauled. The operation of the Cascade division will obviate this drawback in the future, and will enable the company to make any rate it may choose on through business to Portland, Victoria and other points. The enforcement of the Interstate Commerce Act has also been a barrier to the Northern in meeting the Canadian Pacific in its competition, but the opening of the direct line to Tacoma having swept away an important obstruction, it is to be presumed that the coast points will very soon feel a benefit in still lower passenger and freight rates than the very reasonable charges now in existence. The railway having reached Tacoma by a line directly under its own control, it is but natural to expect that they have not altogether attained to the goal of their ambition. The Northern has pursued a very wise policy in building branch lines here and there where there was the chance of securing or of creating a traffic, and the result has been the opening up to development of a rich agricultural and mineral country somewhat similar to that to be found south of the Canadian Pacific in this province between Lytton and Golden City. This large stretch now largely contributes to its traffic, and a like policy in this province would result in like benefit to the Canadian Pacific. It is well known that other transcontinental lines are seeking a terminus somewhere on Puget Sound or the Straits of Fuca, at Port Townsend, Port Angeles, Ship Harbor, Whatcom and other points are mentioned as likely *termini*. It is not to be expected that the Northern Pacific will allow a rival corporation to gain a better point of vantage to secure and handle through business than that possessed by it, and it may not be many years before we find a line of railway with its terminus many miles nearer Victoria than now, in which event this city would be in even a much better position than that held by it to-day. Victoria is the terminal point of travel over the Canadian and Northern Pacific railways, and so far as tourists are concerned it is the extreme northern point to which the large majority of travel that will soon begin over the overland route from San Francisco will come. Aside from these considerations the coming competition between three transcontinental lines should give our importers an advantage that will enable them to successfully compete with others for the trade of the province, and it only requires continued push and energy on their part for them to hold Victoria's prestige. Nature has done great things for us, circumstances have enhanced them—it only requires good management in order that we may continue to advance to a high state of prosperity.

CUSTOMS MATTERS.

TO THE EDITOR:—In my last I adverted to the excessive customs duties imposed by the recently amended tariff, and their generally oppressive character in view of our peculiar geographical position. I also pointed out the dangers incurred by spasmodic changes of tariff, and moreover, the aggravating obstructions and annoyances which beset our importers on this side in the course of their business with the customs department.

The recent visit of Inspectors Wolff and McMichael will have doubtless enabled those officers to represent to the department the feeling so widely existing amongst commercial men in this respect, and it is to be hoped that the department of trade and commerce recently established or about to be established by the government, to supersede the department of ministers of customs, will bring about changes so long and urgently required.

The Canadian *Journal of Commerce* has this to say on the subject:

"The vexatious and annoying disputes between mercantile houses and the customs authorities which disturbed the business world last year will have a better chance of being settled amicably by a minister charged with the care of commercial matters than if brought before a minister of customs, who would look upon it only from a customs point of view. If the new minister will only devise some means by which the present system of custom house work can be rendered less complicated and vexatious, and more swift and simple, he will fully justify the action of the government in establishing his office and will earn the gratitude of every merchant and importer."

MERCHANT.

Victoria, July 6th, 1887.

WHAT SOME PEOPLE SAY.

That the law and prophets are studied more than some think—especially the profits.

That "luxuries are high this year," said the small boy as he climbed for the preserves on the upper shelf.

That Bill Arp says: "I would give $500 if a ginger cake tasted as good now as it did when I was a boy."

That in the rowing regatta at Buffalo the professional scull race was won by Hanlan, beating Courtney, Bubear, Hamm and three local oarsmen.

That it is reported the American Express company unsuccessfully attempted to secure shares in the Dominion Express operating over the line of the Canadian Pacific railway.

From the Daily Colonist, July 8, 1887.

LOCAL AND PROVINCIAL.

Fraser River.

All fears of extremely high water have now vanished. The river did not rise within five feet of high water last year and is now receding, having fallen fifteen feet since June 20th.

The Water Pipes.

It is reported that the water mains in several places are burst. The matter should be looked into at once, as a scarcity of water at this time of the year will prove inconvenient in many ways.

Hymeneal.

Calgary *Tribune*: This morning Mr. Geo. Hope Johnston led to the alter Miss Amy Young, of Victoria. The bride was waited upon by her sister, and Mr. John Johnston attended his brother. Mr. Thos. Elwyn, assistant provincial secretary, of Victoria, the bride's uncle, gave her away. We extend our heartiest congratulations.

Railway Changes.

It is stated that a new divisional superintendent has been appointed on the Pacific division, which has been divided into three sections. The new division extends from North Bend to Revelstoke, the eastern division extending from the latter point to Banff, to which point the main division now runs. J. W. Leonard, formerly of the Credit Valley, has received the appointment.

Smugglers Caught.

A large fishing smack belonging to a well-known party in Port Townsend, was seized off Port Dungeness on Wednesday night with nine Chinamen aboard. The smack has been confiscated and the crew imprisoned. In all probability the celestials will be sent back here. The amount of smuggling into the United States which has been going on lately has evidently made the American authorities a little more watchful.

The Town of Illecillewaet.

A mountain mining town is building up on the narrow flat at Illecillewaet, in anticipation of a population resulting as a consequence of the developing of the mines at that point. G. B. Wright has about 150 men at work and ore is being got out in a lively manner. There is a probability that other mines in this neighborhood will be worked and a considerable town built up at the point.

Caught in the Act.

A young lad was seen early yesterday morning in the act of stealing a costly collar from the neck of a dog, the property of Mr. Chris. King. An alarm was given and Mr. King chased the boy a considerable distance, when he turned into a gate, evidently the entrance to his home. Mr. King does not care to prosecute, but only warns the lad against a repetition of the offense.

Attempted Murder.

At Vancouver, on Wednesday morning, a Celestial named Sing, a servant at Mr. T. W. Clarke's, was nearly murdered at night in his room by, it is believed, two fellow-countrymen, one of whom, Hop Kee, was arrested. He, however, claims to be innocent of the crime. It is though Sing will recover.

"The China Decorator."

The art of decorating china is fast becoming more and more popular. Many ladies admire the work they see, and say that they would be glad to take it up if they only knew how. Teachers in this art are not so common as teachers in the other arts; therefore it is that the new publication, the second number of which is before us, *The China Decorator*, is very timely. It is published in New York, and gives the most detailed descriptions how to do the work; and gives with the reading matter a set of plain and elaborate patterns.

Ought to Watch.

The San Francisco *Call*, noticing the arrival of the Canadian Pacific steamer Parthia, says: "The most significant item of news concerning her arrival is the announcement that at Hongkong and Yokohama the feeling is strong that the new Canadian line ought to be patronized. This is but natural, and the more lines they have the more cheaply will the merchants of those seaports get their freight carried. The Canadian line has started in to control or share in developing a trade that it will interest our merchants to watch."

An Attempt for Freedom.

Ah Kim the Chinaman who was arrested and charged with stealing an accordeon and who was remanded on Wednesday until to-day, attempted to break out of his cell yesterday morning by cutting his way through the brick wall. He was discovered, however, just in time, for in a few minutes more he would have accomplished his object. The cell in which Ah Kim was imprisoned was only constructed about three weeks ago and, with others, cost in the neighborhood of $800. The police committee should look into the matter at once with a view to remedying the defect.

The Great Interior.

Mr. Geo. Veith, of the firm of Veith & Borland, hotel and storekeepers, 150-Mile House, Cariboo road, has been in the city for several days purchasing supplies, and will take in with him over one hundred thousand pounds. The firm have an extensive store at Keithley creek, at which point Mr. Veith makes his headquarters. Mining matters have improved of late, and placer will likely pan out well this year. Mr. Veith considers the Horsefly country a promising district. Besides the hydraulic claim being prospected by Mr. T. Harper, there are several other five mile frontages up the river that promise well. It is thought that they are upon the old bed of Horsefly river. If this is satisfactorily ascertained, a ditch will be brought in ten miles and the work of securing the gold commenced.

"Same Funny Names."

Vancouver *News*: By the Victoria mail which arrived yesterday came a flood of maps, with an elaborate explanation and mysterious memorandum attached, all directed to the laudable object of proving that Port Moody was not a suitable place for the terminus of the Canadian Pacific railway. The map bore a statement that it was prepared for "A. DeCosmos, Esq." The explanation and the memorandum also bore the same funny name at the bottom of each. The receipt of these documents created a great sensation. Port Moody property found no buyers, whilst Vancouver real estate jumped up three hundred per cent. A reply to a telegram sent by a prominent real estate dealer in Ottawa, which stated that this map had been prepared and sent to the department several years ago, and had met with a large sale to junk dealers, had the effect of at once steadying the market, and things once more went on as before. A gentleman with such a philanthropic name should certainly be more careful and think of the consequences liable to ensue from such action as he is guilty of in sending out these maps without any explanation to the explanation and memorandum.

But we do not like to be too severe on a man because of his name, as this is a thing which our parents and not we are responsible for. And for this reason we will let Mr. A. DeCosmos off without any further trouble.

Counterfeit Note.

Mr. Keith, manager of the Bank of British Columbia at Vancouver, detected a counterfeit $2 Dominion bill on Monday. The counterfeit is a good one, but would not deceive an expert.

Transfer Racks.

The Victoria Transfer Co. has become an important institution in Victoria. The company this year added numerous improvements in the shape of good stock and vehicles, and can now supply almost any demand that may be made on them for hacks, carriages, buggies, or large omnibusses for picnic or other parties. Particular attention is called to their advertisement in this issue.

THE KOOTENAY DISTRICT.

The Indian Difficulty—Progress of the Quartz and Placer Mines—Excellent Crops—Increasing Population.

Col. Baker, M. P. P., who arrived on Wednesday evening, states that eighty of the mounted police were to leave Golden to-day under command of Major Steele for the south, as it was considered advisable to prove to the Indians that a force was available for any emergency. Dr. Powell is perfectly satisfied with the arrangement made with Chief Isidore for the preservation of peace.

Considerable excitement has been created by the discovery of a large coal seam nineteen feet in width, near Crow's Nest Pass. Three other seams four feet in width have also been located in the immediate neighborhood. The coal is semi-anthracite. A party of men are at work opening up these seams.

Kootenay district is fast advancing in prosperity. Three saw mills and a flour mill are being erected in upper Kootenay valley.

The rainfall has been good and crops look magnificent.

The loss of stock during the past severe winter was very light.

Mining industries are active in the various districts. G. B. Wright is taking out plenty of ore of a very rich character at Illecillewaet. Archie McMurdo has a splendid mine above the upper Columbia, well defined between walls of slate and granite. It assays high in gold and silver. He is erecting a small stamp mill to still further prove his ledge. A portion of the Spillamacheen mine, on the Upper Columbia, is being worked by capitalists. This mine is owned by John Jones. It can be traced for three and a half miles, and at one point is sixty feet in width. It is low grade ore so far as yet prospected, but great faith is held in it panning out well. It contains galena, copper, iron and sulphurets.

R. P. Galbraith's hydraulic mine, at Wild Horse, and Cochrane's mine, at Findlay creek, are being put in a working condition. The giants and piping are being placed in position, and it is expected that work will be under full swing in the course of a short time now.

At Perry creek shafts have been sunk on the old Black Hill Co.'s claim. Good results are expected from this ground, as it is considered the richest in Kootenay.

New settlers are constantly coming in and taking up land on the Columbia and Kootenay rivers, and the district's energetic and popular representative can only speak in the highest terms of its progress and prospects.

BEAR RIVER MINES.

Report to the Government by Capt. Fitzstubs.

In consequence of the many conflicting reports in reference to the Bear river mines, the provincial authorities considered it advisable to obtain reliable information in regard to the new find. Capt. Fitzstubs was accordingly dispatched to Bear river, and the following is a copy of the report handed in by that gentleman:

VICTORIA, B.C., 7th July, 1887.

The Honorable John Robson, Minister of Mines:

SIR,—In accordance with the instructions contained in your letter of the 14th ult., I left Victoria on that day per steamer Maude, and arrived at the mouth of Bear river, West Coast, V. I., on the 17th.

Bear river is variously estimated as being from twenty to thirty miles in length, and may be described as a mountain torrent, a succession of canyons, riffles and falls, being situated in the midst of and running through snow-capped precipitous peaks. The general formation of these for about eleven miles up the river is of trap rock above that of Granite. On a tributary about ten miles up some slate and quartz were found. This stream was prospected by some of the whites who went to Bear river at the same time as myself, but without successful results.

The Chinese on Bear river, forty-five in number, (the whites had all left before my arrival) state that after working for a long time at Alberni for less than an average of fifty cents per day per man, they were induced by the representations of an Indian to remove to Bear river. Arriving there in the month of October last year, they had but little opportunity for testing its richness ere it was time to make some preparation for remaining during winter by building cabins, etc. They also state that up to the present time they have obtained no prospects to justify their remaining, but that being there they intend to mine during this present season, having (generally) sufficient provisions to last for that period.

The nine white miners who went to Bear river by the same steamer as myself had up to the time of my leaving vix: 30th June, been busily employed prospecting on spots from five to fifteen miles up the river, but had not found more than a speck or two of gold to the pan, and these frequently requiring the aid of a magnify to detect.

My visits up the river for collection of revenue were made daily and during these I saw more than half of the whole of the number of Chinese residents wandering from place to place, carrying with them their rockers, prospecting seldom for two days in one place. They allowed the whites to prospect their ground and I was myself permitted everywhere to inspect the blanket on the slides of the rockers.

From all I saw on Bear river (12 days) and from all I learned from whites and Chinese, I am of opinion that no remunerative discoveries of gold have been made there hitherto, and from the absence of those indications which are usually deemed necessary by miners and experts for the formation of favorable opinions of gold bearing districts, I am of opinion that there will not be hereafter. All which I respectfully submit.—I have the honor to be, sir, your obedient servant.

N. FITZSTUBS.

COUNTY COURT.

(Before Sir M. B. Begbie, C. J.)

Joseph Sears against Wm. McKeon—Action for $21.50 for work performed on extension of Oriental hotel. Plaintiff had been employed by Mr. Teague, architect, to do certain work which the contractor had failed to do. There was a controversy between two contractors for different parts of the work, both contending that they were not liable to do this work and neither consenting to pay for same, consequently Mr. McKeon had to submit the matter for judicial determination. Judgment for plaintiff. Mr. Fell for plaintiff, no one appearing for defendant.

Domingo Bassannich against John Tolich—The plaintiff claimed $96 for fish sold defendant. Defendant contended that he did not agree to pay the price claimed and paid $30 into court.

His Lordship's versatility was convenient in this case, as the contract was comprised in a number of Italian letters. Judgment for plaintiff for $33 in addition to the $30 in court, with costs. Mr. Gannaway (Drake, Jackson & Helmcken) for plaintiff; Mr. Mills for defendant.

Court adjourned till Monday next at 11 a.m.

LOCAL BRIEFS.

Rear Admiral Sir Michael Culme-Seymour and the officers of H. M. squadron will hold another of their pleasing "At Homes" in the sail loft at the dock yard this evening.

Remember the raspberry fête which will be held in the spacious gardens of Lady Douglas to-morrow afternoon from 2 to 8 o'clock. An excellent orchestra will be in attendance.

The ladies and gentlemen who take part in the paper carnival are requested to meet at the skating rink, Yates street, on Monday evening, 11th inst., at eight o'clock for rehearsal.

"A subscriber" sends us a poem for publication and an enclosure. The former cannot be inserted for obvious reasons, and the latter will be returned on application.

The post offices at Banff, Alb., and Ashcroft, B. C., have been made money order offices.

CANADIAN PACIFIC RAILWAY COMPANY.

PACIFIC DIVISION TARIFF, TAKING EFFECT JULY 1st, 1887.

CLASSES PER 100 POUNDS.

Miles	From Vancouver, Port Moody and New Westminster to	1st Class N	1st Class O	2nd Class N	2nd Class O	3rd Class N	3rd Class O	4th Class N	4th Class O	5th Class N	5th Class O	6th Class N	6th Class O	7th Class N	7th Class O	8th Class N	8th Class O	9th Class N	9th Class O	10th Class N	10th Class O	Coal per ton 2000 lbs. N	Coal per ton 2000 lbs. O
4	Hastings	15	20	13	20	10	20	8	16	12	14	7	12	6	12	7	14	6	10	5	10	$1 00	$2 00
12	Fort Moody	18	36	15	30	12	24	9	18	8	16	8	15	7	14	8	16	7	13	6	11	1 30	2 30
16	Westminster Junction	21	42	18	36	14	28	11	22	10	20	9	17	8	16	9	18	8	16	7	12	1 45	2 40
24	Hammond	24	48	20	36	16	32	12	22	10	20	10	17	9	16	10	18	9	16	7	12	1 50	2 40
32	Warnock	29	48	24	40	20	32	15	24	14	22	12	19	10	18	12	20	11	18	8	13	1 65	2 60
42	Mission	32	58	28	48	22	36	17	26	16	24	14	22	11	20	13	22	12	21	9	15	1 75	3 00
52	Nicomen	37	68	31	56	25	44	19	34	17	32	16	27	13	23	14	26	14	24	10	17	1 90	3 40
61	Harrison	41	74	34	62	27	50	21	38	19	34	18	31	15	26	15	27	15	27	11	21	2 00	3 80
70	Aggassiz	43	82	36	68	29	54	22	42	20	36	19	35	14	26	16	30	17	30	12	22	2 05	4 20
80	Ruby Creek	47	90	39	76	31	60	24	46	22	42	19	37	15	28	16	31	18	32	12	22	2 15	4 60
88	Hope	51	94	43	78	34	62	26	48	24	44	20	38	15	30	17	32	19	35	13	24	2 25	4 80
102	Yale	57	106	48	88	39	70	29	52	26	48	22	41	17	32	18	34	21	38	15	27	2 45	5 40
114	Spuzzum	60	114	50	96	40	76	30	58	27	52	22	43	17	34	19	36	22	42	15	29	2 55	5 80
129	North Bend	66	126	55	106	45	84	33	62	30	56	25	46	19	36	21	40	25	46	16	31	2 85	6 20
140	Keefers	72	132	60	110	48	88	36	66	32	60	27	50	20	38	22	42	26	48	17	32	3 00	6 40
150	Cisco	78	138	64	116	51	92	38	70	34	62	28	50	21	38	23	42	28	50	18	32	3 05	6 40
166	Lytton	83	148	69	124	56	98	41	74	37	66	31	54	23	42	25	45	32	54	20	34	3 20	6 80
173	Drynoch	88	148	69	124	56	98	41	74	37	66	32	54	23	42	26	47	34	58	21	36	3 50	7 20
178	Spence's Bridge	90	156	74	130	60	104	44	78	40	70	34	58	25	44	28	50	37	64	27	46	3 70	7 40
190	Spatsum	90	166	75	130	60	104	45	78	40	70	34	58	25	44	28	50	37	64	27	46	3 80	7 50
205	Ashcroft	94	160	78	134	63	106	47	80	42	72	35	60	26	44	29	50	38	66	22	39	3 85	7 80
219	Pennys	96	176	82	144	65	114	49	86	44	76	37	64	27	46	28	50	37	64	22	39	4 00	8 00
225	Savonas	100	172	83	144	66	114	50	86	45	76	38	64	27	46	29	50	38	66	23	40	4 10	8 20
236	Cherry Creek	105	178	88	145	70	118	53	88	47	78	40	66	29	48	30	51	40	68	24	40	4 20	8 30
245	Tranquille	107	190	90	154	71	126	54	94	48	80	41	68	30	50	30	52	41	68	25	42	4 40	8 40
250	Kamloops	109	194	91	154	73	122	55	92	49	82	42	69	30	50	32	54	42	70	25	42	4 60	8 80
267	Ducks	113	198	94	166	75	126	57	94	51	84	43	70	31	52	32	54	43	70	25	42	4 70	9 20
283	Shuswap	118	198	94	164	80	126	60	94	54	84	45	70	31	52	33	56	45	73	27	44	4 80	9 40
299	Notch Hill	122	204	103	170	82	136	62	102	56	92	47	77	33	56	35	59	49	79	29	47	5 00	9 40
306	Tappen Siding	122	210	108	176	86	140	64	106	58	94	49	78	34	58	35	59	49	79	29	47	5 00	9 40
316	Salmon Arm	129	210	106	176	86	140	64	106	58	94	49	79	34	58	36	60	50	79	29	47	5 00	9 40
333	Sicamous	130	216	108	176	90	146	66	110	61	98	52	83	37	60	37	61	52	83	29	49	5 30	9 40
350	Craigellachie	135	218	114	182	90	146	68	110	61	98	52	83	37	60	37	63	53	86	31	50	5 40	10 00
362	Griffin Lake	139	230	116	192	95	152	70	116	63	102	53	88	37	62	38	64	55	87	32	51	5 50	10 20
370	Clanwilliam	143	230	119	192	95	152	72	116	65	102	54	88	38	64	39	65	57	90	32	52	5 70	10 50
379	Revelstoke	148	234	124	196	99	156	74	118	67	105	57	89	39	64	39	65	57	90	33	53	5 70	10 60
390	Twin Butte	153	242	127	202	102	162	76	122	69	110	57	90	39	64	39	66	57	90	33	53	5 70	10 60
400	Albert Canon	158	246	132	206	105	164	79	124	71	112	61	94	42	66	40	67	59	92	34	54	5 90	10 80
407	Illecillewaet	162	254	134	212	108	170	79	124	71	112	61	94	42	66	41	68