The Colonist.

MONDAY, AUGUST 8, 1898.

A CRUSADE FOR VICTORIA.

The Colonist is very glad that correspondents are availing themselves of its invitation to discuss in its columns the great question of the hour, locally, namely: How shall Victoria be given an impetus on the road to prosperity? We hope to hear from others. Let there be a strong series of letters sent in for publication. These will set people talking, and, what is far better, will set them thinking. Editorially the Colonist will do what it can to help the good work along, but the best that can be done in this way has its limitations, and frequent editorial treatment of a subject grows monotonous to the writer, and that is certain to make it monotonous to the reader. If many minds contribute to the elucidation of the subject, a variety of facts are certain to be brought out and a variety of views will be expressed. After a time public attention will be centred upon one or more points, and then something can be done. The Colonist is glad to be able to say that it is sensible of a growing interest in this great subject. Many callers express their hearty approval of the crusade upon which the paper has entered, and this also is highly encouraging. Again asking correspondents to use the columns of the paper freely on the discussion of this matter, we commend the letters, printed this morning to attentive perusal.

CONDITIONS AT DAWSON.

Reuter's correspondent sends word from Dawson City that there is danger of serious disturbance there because of the manner in which the laws are administered. Presumably Mr. Sifton exercised his best judgment in selecting men for the responsible posts there, but he made a bad choice, if reports are at all to be relied upon. We have an unsigned Dawson City letter giving some details of wrongs inflicted on the miners. It shows a dreadful state of things, and while we cannot print it, we are bound to believe it is not exaggerated.

In regard to the royalty there is a great deal of complaint but we do not know that we should go the whole way with those who demand its abolition. A royalty of 10 per cent. on the gross output, seems, in view of the difficulties surrounding the mining in the North, entirely too much. The government was led to fix this amount because of the fabulous richness of the earlier reported discoveries, and it seemed reasonable enough that a man, who was getting out a million of gold a year, with comparatively small expense, should pay the government 10 per cent. of it. But very many of the claims are not rich enough to make it possible for the owner to pay the high rate of wages and high costs of living, and after handing over 10 per cent. of the gross output to the government, clear enough to pay for the risk and hardship. It is a pretty good claim that will pay the owner 20 per cent. over and above all expenses, and if he has to divide this with the government, he is paying pretty dearly for the privilege of working in Canada. A royalty on the net output would be wholly reasonable, but it does not seem right that the cost of mining should be increased 10 per cent., for that is what the present royalty amounts to.

We are satisfied, however, that the royalty is by no means the greatest grievance of the miners. Indeed the burden of the complaints received by the Colonist are against the general administration of the district. There is a hope that when Mr. Ogilvie gets on the ground he will bring about a change. More than this is wanted. It will not be sufficient to recall the officials whose conduct is complained of, but if it shall appear that they have been illegally feathering their own nests, they should be compelled to disgorge and be given a term in the penitentiary.

In view of the certainty existing of either a great shortage of provisions next year or a large exodus of people, the inaction of the Dominion government in regard to the Stikine-Teslin railway calls for strong condemnation. The Toronto Mail prints the following in an interview with William Mackenzie, of Mackenzie, Mann & Co., who has lately returned from England:

I am even a firmer believer in our railway scheme than I was last winter. Everything which has occurred in that country this summer goes to strengthen my belief. Experience this summer has gone to prove that the navigation of the Stikine river is a very easy matter. Boats have gone up and down the stream all the season. Another month would have seen our line completed, and in operation had the contract gone through, and what are the conditions as we now see them? I understand that the boats which were built for the Yukon trade actually have to be laid up for lack of traffic.

Undoubtedly if the railway had been built, we would have had a very much better showing on the Yukon than there is to-day. Matters would have been completely altered. Goods would have gone in in large quantities; trading posts would have been established; there would have been no danger of starvation, and what is more Canada would have retained the Yukon trade. It is true that the Senate blocked the first scheme; but this was no excuse for the failure to propose another. The reason for the first was the emergency, and this was as great after the Senate rejected the contract as it was before. Events have proved that the emergency was not exaggerated. It is impossible to defend the action of the Dominion government in this matter.

GREAT BRITAIN AND RUSSIA.

The telegrams regarding the relations between Great Britain and Russian in the Orient are very disquieting, and the fact that the stock market reflects the general uneasiness is not the least ominous sign. As was pointed out in the Colonist a few days ago, the Oriental status is clearly only of a temporary nature, and at any day a crisis may be reached, when war can only be avoided by a backdown on one side or the other. This very unfortunate condition of affairs is inevitable, because the policies, represented by Great Britain are on the one side and Russia on the other, are antagonistic. There is a line of action which would avoid all danger, namely, an agreement on the part of Russia not to endeavor to control the policy of China and to be content with the territorial rights recently acquired at Port Arthur. Less than this will hardly satisfy British public opinion.

An unfavorable feature of the case is that Li Hung Chang is in power at Peking, and he is understood to be very friendly to Russia. He perhaps realizes that if the "open door" policy prevails, China will be in danger of disintegration, and hopes that under Russian protection the empire as it now exists can be maintained. A favorable feature is that the Siberian railway is not yet completed and winter is not very far away. Russia is hardly in a position to carry on a successful campaign in the Orient Therefore it is possible that, when the Czar's government sees that Lord Salisbury is in earnest and will not consent to any more concessions, it may decide upon acquiescing for the present in the British view of the case. This will only delay the inevitable collision, and there are some reasons why it would be better to have the question of Oriental supremacy settled at once. It is just possible that the efforts of Russia to face a crisis at the present moment may be for the purpose of preventing Great Britain from espousing the cause of the United States too earnestly in regard to the Philippines. We may depend upon it that continental Europe will curb the Anglo-Saxon advance, if it can discover a means of doing so.

HYPNOTISM IN THE COURTS.

Hypnotism has formed the crux of some recent legislation in England, and nearly £40,000 depended upon the result. Mrs. Howard died, leaving the residue of her estate to the physician, Dr. Kingsbury. Her son contended that this bequest was due to hypnotic suggestion; but the jury decided that it was not, and the will, therefore, stood. This is the first conspicuous case in which hypnotic influence has been used as a ground for attacking a will, the allegation of the contestant being that the physician had hypnotically suggested to Mrs. Howard that she should make him her heir. This leads the London Times to discuss the subject of hypnotism at considerable length, and the conclusion at which it has arrived is that "we want to know the substratum of the phenomena." The reality of hypnotism the Times no longer considers open to question, but it rightly maintains that, so long as nothing more is known about it, except that some people can hypnotize a certain per centage of other people, its practice is "more germane to the arts of the mountebank than to the skill of the physician." This view of the case ought to commend itself to all sensible people; but it follows that there should be an exhaustive examination into the whole subject.

MR. TURNER AND THE LONDON PRESS.

The London Times says the rule in Great Britain now is for no minister of the crown to accept a place on a board of directors, but admits that "until recently there has been a laxity in this respect." It seems to us that this admission takes all the point out of what the Times or any other London paper may have to say about colonial ministers and company directorates. In nine cases out of ten the members of the British ministry are not business men. In almost every case in the colonies the ministers are in business, and do not retire from it when they accept a cabinet office. Yet, according to the leading newspaper of the world, until recently British cabinet ministers served as directors on the boards of incorporated companies. Surely in view of this, it cannot be a very grave thing for a colonial minister to accept a directorate, any more than it would be for him to act in any other capacity as a business man. The Colonial Gold Fields Gazette, of London, after receiving what the Times has had to say on the subject, expresses itself as follows: "In the interests of the many industries of the province we should like to see Mr. Turner again installed at the head of affairs, with a majority sufficient to enable him to complete the great work, which he has so well begun." The Gazette, after speaking of the charges made against Mr. Turner on the score of large expenditures, said:

In connection with these charges it is as well to bear in mind that British Columbia is passing through a transition stage, and that the old settlers not unnaturally regard with feelings of jealousy any efforts which may be made to encourage the investment of capital in the development of the mineral resources of the country. Those who settled in the province before the mines of Kootenay had been discovered are apt to claim first consideration at the hands of the government, and it will probably be found that the accusations referred to above have been formulated in the coastal and Island constituencies as a protest against the expenditure of money in public works in the mining districts. For our part it seems to us that the Turner government has followed a wise and statesmanlike policy in fostering the development of what is undoubtedly destined to become, if it is not already, the leading industry of the country. We say most emphatically that if the result of the recent election implies that the future government is to pursue a policy of retrenchment and parsimony, a very serious blow will have been struck at the mining industry. However rich and extensive the mineral wealth of British Columbia may be, English capitalists and investors can hardly be expected to risk their money in enterprises which are at the mercy of an unsympathetic government. It remains to be seen what the outcome of a vote of want of confidence in the Turner government will be, but we believe we are expressing the feeling of a large body of English investors in British Columbian mining companies when we say that we should like to see Mr. Turner given the opportunity of completing that policy of public works which he has so successfully inaugurated.

The British army at the close of the year 1897 number 219,280 men of all ranks, divided as follows: Household cavalry, 1,312; cavalry of the line, 18,049; horse artillery, 3,723; field artillery, 11,263; mountain artillery, 1,446; garrison artillery, 17,545; royal engineers, 7,801; foot guards, 6,120; infantry of the line, 135,467; colonial corps, 5,412; army service corps, 3,500; army ordnance corps, 1,310! medical staff corps, 2,607; army pay corps, 578. The effective rank and file on January 1 numbered 194,705.

An attempt is being made in New Brunswick to run local politics on Dominion lines, but a somewhat intimate knowledge of the men who are moving in the matter leads us to doubt the success of the movement. New Brunswick local politics are controlled to a large degree by influences quite apart from federal issues. A strong element of the Conservative party holds aloof from the movement.

The electric cars ought to run later than eleven o'clock these fine summer nights. To the residents on Cadboro Bay road, Oak Bay and that vicinity, the stoppage of the car service at eleven, except in case of theatrical performances, is a very great inconvenience. The service ought to last until midnight, but if that is asking too much of the company, why cannot a reduced service be put on from 10:30 to 11:30?

The city council will make no mistake if it passes a by-law imposing upon the occupiers of property the duty of keeping the sides of the streets tidy. We do not believe there will be a word of objection. One of the largest property owners in the city, whose property must have a street frontage of nearly a mile, has expressed to the Colonist his hearty approval of such a by-law. This being so, surely the man with a frontage of thirty feet will not object.

To keep Cuba and the Philippines in order and properly to garrison Porto Rico and Hawaii will call for many more soldiers than the United States has been accustomed to keep enrolled. It is difficult to see how the new responsibilities of the republic in this regard can be met with much less than a quarter of a million men.

The withdrawal of the American forces from Cuba may have the effect of rendering Spain less amenable to reason that she would otherwise be. It shows that the conquest of Cuba is a very serious matter indeed, and yet Spain is asked to give the island up, almost without a struggle.

There has been no fiasco in recent years quite as complete as that of the alleged Copper River gold mines. And yet it does not follow that good mines may not be found on Copper river. The probabilities are, however, that they will, if they exist, be reached from the Yukon and not from the ocean.

There is a growing agitation in the United States for lower railroad fares. To properly adjust a passenger tariff so that the travel will be stimulated and yet the earnings be kept at a living figure is one of the problems of the railroad world. We incline to the idea that lower rates all round would mean increased earnings.

Travel to the northern gold fields is increasing, and while a great rush does not seem probable, appearances indicate that several thousand people will go into the Yukon valley before the season ends. Possibly the number will be great enough to offset those who are coming out.

If Hon. Mr. Turner had the least regard for the feelings of the Columbian he would not only resign, but would go and hide himself somewhere. Our contemporary is fairly bursting with wrath. We commend to the Columbians perusal the first clause of the first verse of the second Psalm.

The city engineer defines his position in regard to the waterworks in a letter to Mr. Tom Kains, printed in this morning's Colonist.

If anything is to be done in regard to re-submitting the $15,000 water by-law, no time ought to be lost, so that we can have some good water this year.

Sir Wilfrid Laurier has gone to see Mr. Sifton on Yukon affairs. He has not moved in the matter an hour too soon.

The condition of the City of Nelson as outlined in a Colonist telegram of yesterday is very fortunate. A city that has to pay no taxes, except for interest and sinking fund on a small loan, may look forward to being out of debt altogether and furnishing its citizens with all the water they need for domestic purposes free of charge.

From the Daily Colonist August 7, 1898.

START THIS MORNING.

Big Four of the James Bay Athletic Club Ready for the Great Race at Winnipeg.

In All Things But the Climate, They Are on Equal Terms With Their Opponents.

Early this morning the senior four-oared crew of the James Bay Athletic Association, champions of the Pacific Northwest, start on their journey to Winnipeg, where their friends confidently expect they will win greater honors, and even perhaps bring the championship of America to Victoria. There is no reason why they should not, although their opponents are men of world-wide reputation. First come the famous Argonauts of Toronto, who but a few days ago won the championship of all-America, and the hardly-less famous Winnipegers, who have lowered the colors of some of the best crews on this continent and had to be reckoned as worthy opponents of the crews of the big British clubs, which took part in the Henley regatta last season.

VICTORIA'S "BIG FOUR."

What makes Victorians think their crew can win against such crews as those mentioned? Well, in the first place the four stalwart young men, who wear the blue and white, have been rowing boats ever since their hands were big enough to hold an oar, three of them on Victoria harbor and Arm, which offer advantages for those fond of water sports, such as cannot be surpassed anywhere. But some will say others who have had these advantages and were ambitious to be rowing champions, have found on meeting the scullers of the East, that they were not fast enough. The answer to this is that the time made by the fastest eastern crews and the time made by the Bays is known, and there is but a fraction of a second difference.

In every way the Victorians are on equality with the Argonauts and Winnipegs and in some respects they have a slight advantage. Their boat is the best that could be obtained; they have been rowing together for a number of years and have confidence in one another, a great point in any athletic event and last but not least their ages and weights compare favorably with the weights and ages of the men against whom they are going to compete.

Dan O'Sullivan, the stroke, is but 27 years of age, weighs 160 pounds and his height is 5.10¼; D. T. Jones, number 2, is the youngest member of the crew, being but 23 years of age, weighs 162 pounds and is exactly the same height as O'Sullivan; W. J. Scott, number 3, is 26 years of age, weighs 165 pounds and stands 5 feet 9¾ inches; Fred Widdowson, the oldest and lightest of the four, is 30 years of age, weighs 150 pounds and stands 5 feet 10 inches.

A fear was expressed by some that the crew, used to rowing on salt water, would not be at home on a river. Those who expressed this opinion forget about the performance of the crew on the Willamette at the Portland regatta. They won there and rowed just as well as they did on Esquimalt harbor and Burrard Inlet.

As a matter of fact the only disadvantage that the Bays will have to contend against is the climate, the weather being intensely warm at this time of the year in Winnipeg. However, the big races are to be rowed in the evening, after the heat of the day has passed and besides the men will have just one week to get used to the change, they being due to arrive in Winnipeg on Wednesday next early in the afternoon and the regatta not commencing until the following Wednesday.

Mr. James H. Lawson, Jr., will accompany the crew as manager; Thomas Watson as trainer and Bob Johnston, who has been coaching them during the past couple of weeks, may join them in the capital of the Prairie Province. They go East over the Great Northern railway, their boat going in the same car, hung from the ceiling. The day of the race will be an anxious one in Victoria, but of this city all are confident—the boys will do their best to pass the blue and white streamer under the wire in advance of the colors of their opponents.

LACROSSE.

Vancouver in Hard Luck.

Vancouver, Aug 6.—(Special.). To-day's lacrosse match in the senior championship series took place at Westminster between the Vancouver and Westminster teams, and resulted in a victory for Westminster by 3 goals to 1. Owing to the hot weather the game did not commence till after four. Westminster won easily, and the time of the games was short. The result was owing mainly to chapter of accidents occuring to Vancouver men. F. Miller had his knee put out again, and Quann was laid up. At no time could Vancouver play in form.

THE WHEEL.

A Loophole of Escape.

When Ernest W. Bradley and some half a dozen other amateurs entertained the throng by racing at the Caledonia park in connection with the Foresters' demonstration of a fortnight ago, it was generally supposed that they took the consequences upon themselves of being suspended by the C. W. A.—for the races in question were not sanctioned, nor had the promoters of the meet so much as made application for official recognition of the wheeling events.

It now appears, however, that there is a rational loophole of escape for the supposed victims of official red-tapeism, Chief Consul Prescott taking the very common sense view that inasmuch as the Caledonian grounds do not possess a cinder track, the races that may be held there do not come under the jurisdiction of the C. W. A., which makes no attempt to control road or field events.

In the view of the case taken by Mr. Prescott he apparently has the endorsation of the highest authority, for Mr. A. E. Walton, chairman of the Dominion Racing Board, has thus expressed himself in a letter to the chief consul in connection with a precisely parallel case—the suspension of Spain and Kendall, by then Chief Consul Fullerton, in the fall of 1896:

"The cases of Spain and Kendall are very peculiar, and there is no doubt but that they were improperly suspended and transferred in the first place, as the C. W. A. does not govern racing on the road, no matter if it is considered a track by promoters of such races. A road is a road, and a track a track. I therefore do not see how it was possible for Mr. Fullerton to act officially as he did."

The cases referred to were run on a road or between path in a stubble field, and Spain and Kendall having appealed against their punishment, the recommendation of the Racing Board on the subject will be heard at the annual meeting of the National Association next Good Friday.

Hunter on the Black List.

Notification has been received by the resident officials of the C. W. A. that W. Hunter, the Provincial champion, and the hope and pride of the Wellington cyclists, has been suspended by the C. A. C. C. for asking hotel and travelling expenses, and threatening not to compete at a meet for which he had entered in Seattle unless these were paid. The British Columbia authorities have not yet taken definite action as to the recognition of the suspension, which is for one year, but a report on the case in detail, with all correspondence in connection, has been made to the Racing Board by the chief consul. Hunter certainly seems to have seriously jeopardized his amateur standing, and the probability is that the C. W. A. will stand by the decision of the governing Coast racing body. Otherwise it will be impossible for any Puget Sound amateur to compete at any race meet in this province during the next twelve months.

The Membership Growing.

Since Mr. J. W. Prescott, of Vancouver, assumed the direction of affairs in the Pacific division, the popularity of the C. W. A. in the West has been growing by leaps and bounds, while numerically it is also advancing steadily. The membership in British Columbia is now 425, or 100 more than in 1897, while this will be still further added to before the close of the year. Five new clubs have been formed and affiliated, and one, the Victoria Wheelmen, has disappeared—or rather been divided among the J. B. A. A.'s and the C. C. C. C.'s—leaving a net gain of four clubs. Vancouver's club gives a membership of two hundred alone, and the ten clubs of the province certainly should be productive of five or six hundred votes before 1898 is at a close. In the Dominion association everything is now in preparation for the annual meet, to be held at Winnipeg on the 5th and 6th September, and which if present expectations are realized will be attended by a numerous Far West deputation.

OTTAWA RIFLE TEAM.

Seven of the First Eight Have Accepted—One Vacancy Yet to Fill.

The team to represent this province at the matches at Ottawa and Toronto will probably be completed to-day or to-morrow. Seven acceptances have been received, all but one of the first eight in the recent competition for the honor, taking the places they had won. The exception is Mr. W. H. Wall, of Nanaimo, who did well at Ottawa two years ago, but did not care to go this year. The first waiting man, Gunner R. J. Butler, of this city, also declined the place refused by Mr. Wall, and it has been tendered to the competitor next in order, Lieut. J. Duff Stuart, of Vancouver. In the event of his refusal Gunner J. L. Beckwith, of this city, will be called upon and accept, this making the eight. The team so far, in the order of winning places, consists of Corpl. W. J. Sloan, Westminster; Sergt. W. H. Bailey, Sergt. W. H. Lettice, Victoria; Gunner T. Cunningham; Gunner Geo. Turnbull, Gunner Ralph Wilson, Westminster; Bombr. Bodley, Victoria.

Gunner Wilson being a member of the council of the provincial association, and also having had considerable experience as a member of Ottawa teams, has been appointed team captain.

The Toronto matches open on the 23rd of August, and the Ottawa meeting on the 29th, if the new range is ready, which a few days ago seemed doubtful. Last evening, however, the following was received:

"Ottawa, Aug. 5.—Newspaper representatives visited the rifle range at Rockcliffe to-day and were delighted with the accommodation which is being provided for the cracks. The range will be ready by the 29th, when the D. R. A. matches commence. Forty targets will be furnished this year, but increased after the matches to 55."

The proposition has been made in the State of Washington to call the legislature together in special session for the purpose of passing a law under which the state volunteers serving at Manila and elsewhere may be allowed to vote at the state elections to be held this fall.

KING OF THE COAST.

L. A. Campbell of This City Establishes a New Record for the Hundred Miles.

With Worse Than Indifferent Roads He Covers the Long Distance in Six and a Half Hours.

There is joy and jubilation among the wheelmen of Victoria to-day, while a special, commendable and non-puncturable pride inflates the bosoms of the Capital City Cycling Club—for L. A. Campbell has once again demonstrated his leadership of the long distance road-riders of the province, and has carried the green and gold of the Western suburb club to the saluting base of record distinction.

Six hours and thirty-five minutes on a dusty road is Campbell's last and best performance, giving to Victoria the honor of a record that stands for British Columbia, the Pacific North West, the Dominion of Canada as far east as Ontario—and the Pacific coast. It was a splendid test of speed, courage and endurance, gallantly ridden; and few of the aspirants in British Columbia for century record distinction will have the heart to challenge the mark placed yesterday by the local long distance king.

Campbell's former best performance was 6:59, made last season, but in view of an alleged dispute as to the timing, the local officers of the C.R.C. refused to recognize it as a record, and P. R. Daniels' 7:26 was written down as a "best performance" for British Columbia. Appeal was lodged in Campbell's behalf with the executive of the C.R.C., but pending its decision, Campbell himself adopted a yet more effective method of demonstrating his superiority over all comers at the long distance.

There was another century trial arranged for the 6th August, and he was the first to enter for it. This time he saw to it that he was fresh to stand the work; and as he was out for whirlwind riding, his friends were confident that there would be a very sick-looking has-been record labelled Daniels before the moonlight came. And that was just what happened.

The course was the newly adopted Saanich peninsula triangle, with the start from the Royal Oak—a measured and certified 100 miles, with the finish near Breed's cross-roads, not far from Sidney. In order to avoid inconvenience to or from teams or pedestrians, Campbell was selected for an early start, and although Referee and Starter A. J. Dallain—who as District Centurion of the C.R.C. had charge of the record trial—was on the ground by 4:30, it was an hour and a quarter after this before Campbell and his solitary companion in the ride for honors started out.

This companion was T. O. Griffin of the C. F. . . service, who was left behind, however, almost as soon as the starting order was given. Assisting Mr. Dallain in the judging and timing were Messrs. H. B. Young, of the J. B. A. A. cycling branch; L. Tait, president of the C.C.C.C.; and C. A. Chambers, secretary of the club under whose colors Campbell rides.

The greater part of the distance was ridden without pace, although at Emory's cross-roads the Messrs. Tait lent assistance with a tandem, and for the final ten miles Chambers was on hand to carry his club-mate home at a steady 3:20 clip that took minutes off the record. The whole century was ridden with magnificent steadiness, as the following detail report of the timers shows:

First 29 miles—1 hour, 41 minutes.
Next 29 miles—1 hour, 50 minutes.
Next 20 miles—1 hour, 38 minutes.
Next 11 miles—45 minutes.
Next 11miles—41 minutes.
Total: 100 miles—6 hours, 35 minutes.

From this it will be noticed that an average speed of better than four minutes was maintained all through the distance, without making deduction for the 17 minutes taken for rest and refreshment, or for the time lost through falls. Of the latter, the century rider was unlucky enough to get three, which sorely tried his condition and his grit. The first came just as he was about completing the half century, and was occasioned through some Siwash girls with a team and wagon refusing to concede riding room, and forcing the wheelman into the ditch, with a badly bruised shoulder as the result.

The second spill was yet more serious and was caused through one of the numerous stumps projecting a foot or more above the level of the road and in the centre of the driveway, about a mile from Breed's crossing. Striking this obstacle, Campbell's wheel went up in the air, and he himself turned a complete somersault, his side and leg being frightfully torn and bruised. The third tumble was near Wright's, and was less disastrous. The roads all through were dusty and rough—in no fair condition for a test of speed—which makes the performance even more commendable.

Campbell rode his first seventy miles without refreshment or a dismout, except the fall, and chocolate was his only stimulant. He drank nothing at this stage of the trip; and kola only for the grind at the finish. Naturally he showed the effect of the work and the falls when the ride was done; but after the attentions of his friends, rest and luncheon at Sidney, he appeared once more fresh and bright as a new dollar—and when he went down town for his mail in the evening, it was as usual on the reliable E. & D. that had carried him so steadily through the arduous day.

Griffin did not finish. He had completed 38 miles and was going well when a party of three cows challenged the right of way. Two took one side of the road, and the third a centre position. Griffin slowed up and was passing when the horned monarch of the highway placed a back kick fair on his sprocket wheel, demolishing it and sending the rider to grass. Of course, with his wheel gone, Griffin had to drive home, consoling himself with the hope of better luck some other day.

The cows didn't bother Campbell. He hadn't time to so much as pass the time of day with them, so intent was he on giving this new record to the Province and the Coast:

"The Century on Road—L. A. Campbell, C.C.C.C., Victoria, British Columbia. August 6, 1898—6:35 flat."

Swanson Wins the Match Event.

Nanaimo, Aug. 6.—(Special.)—A professional bicycle race for $100 a side between Sinie Swanson of Nanaimo and E. Marshall of Vancouver took place at Wellington to-night before a crowded grandstand. The race was in heats—one mile. The first trial was declared a dead heat; the succeeding two were won by Swanson, the best heat in 2:31. In the second Swanson won out by 20 yards, and in the third by fully 25.

THE VICTORIA INSTITUTE.

The annual meeting of the Victoria Institute was held towards the end of July this year in a public hall in London, the Institute house in Adelphia Terrace not being large enough. The chair was taken by Sir George Stokes, Bart., the president. Among those about the platform were Lord Kelvin, Lord Lister, lately made peer, anl also elected president of the Royal Society, Sir Charles Gordon, K.C.B., and many other celebrities. A note from the Lord Chancellor, stating that he was unable to be present and speak as he had arranged, on account of a prolonged debate in the House of Lords, was read.

The proceedings were commenced by the honorary secretary, Captain Petrie, announcing that a complete list of the members of the institute had been submitted with the last volume, to the Queen, who had commanded that her thanks might be expressed for the same. He then prefaced the report by reminding visitors present that the institute was founded to associate men of cultured mind and calm judgment in the investigation of important questions of philosophy and science, more especially those questions which are alleged to bear on the great Truths of Holy Writ—so that hasty conclusions might no longer afford ground for unseemly attack, to the injury of religion and science.

The report showed that the progress of the institute had been maintained, and that many papers and communications of importance and public interest had been considered during the session, among their contributors being Sir Charles Gordon, K.C.B., Professors E. Hull, F.R.S., Lionel Beale, F.R.S., J. H. Gladstone, F.R.S., Etheridge F.R.S., Rupert Jones, F.R.S., also Professors Fradenbergh, Gresley, and Warren Upham, of the United States government survey, General Tulloch, C.B., C.M.G., Colonel Conder, R.E., Cavaliere Jervis of Turin, Rev. Dr. Lansdell, M.R.A.S., Mr. Pinches, Dr. Kidd, Dr. Schofield, and others.

Among the subjects taken up were: 1. Certain stupendous physical changes in the geological history of the British Isles; 2. The evidence of the high state of the arts and sciences in Egypt in the 18th dynasty, which was aply expressed by the words of Holy Writ, "learned in all the wisdom of the Egyptians"; 3. New results of excavations in the neighborhood of the Sphinx; 4. The common origin of the Babylonian versions of the story of the flood; 5. The star worshippers of the East; 6. The design of the human foot as ministering to the perfectly erect posture of man; 7. The education of the young; 8. Ancient civilizations; 9. The harmony of science and faith; and several others.

The president's address was upon the perception of color; he described the formation of the eye and those parts that contributed to the perception of color, and described the valuable results lately given to the world by the researches of the younger Helmholtz. At its conclusion, the Right Hon. Lord Kelvin, in moving a vote of thanks, dwelt upon the great importance of the study of the eye, and thev alue of such investigations and resetrches as those which Sir George Stokes had laid before them, especially in a day when the world did not always estimate at their proper value the marvels of creation, marvels which, as regards the eye, were wonderful in their beauty and perfection, and yet there were those who were blind to these overwhelming evidences of a Designer; but, he added, the "atheistic idea is so nonsensical." Lord Lister, in seconding the vote of thanks, dwelt upon the importance of the eye in regard to every branch of human knowledge, and hence of a due understanding of the formation and use of that organ. Lord Kelvin then conveyed the vote of thanks to the president, and pointed out the great advantage of possessing so valuable a portion of the results of the life study of one whom the institute was proud to call its president.

Sir G. Stokes having expressed his thanks for the resolution so kindly accorded, the meeting separated.

A PARSON'S LIQUOR BUSINESS.

The idea of a parson running a liquor business is somewhat averse to the conventional traditions of that industry, but according to an account received from England such a combination may prove a good thing for the community. The rector of a village in Warwickshire was made sole trustee of a beer shop under the will of his predecessor, who left it to the parish. At first the rector was sorely exercised as to whether he ought to keep the public house open, but feeling that if he closed the house another might be opened over which he would be unable to exercise any control, he came to the conclusion that it would be better for the parish if he ran it himself. Consequently for the last twenty-two years he has done so. The one thing that he strove for assiduously was to give his people wholesome beer; and he had the satisfaction of knowing that there was hardly such a thing as drunkenness known in his village. To manage the house he had one of his own servants—generally his coachman or his gardener. The manager was allowed the profits on mineral waters, and eatables, but not on beer. No spirits were sold. As a consequence of his refusal to serve spirits he was of opinion that spirit drinking among the women of his village had practically been abolished. The profits of the undertaking nearly all went to the parish in one shape or another. One of the features provided by the house every year was a harvest home feast, which every one of the parishioners, from high to low, entered into with the greatest zest. The house was kept open for six hours every Sunday. As a result of his experience, the clergyman has laid down the principle that managers should not have an interest in the sale of drink, and that the profits of such a concern, after all expenses have been paid, should be given to hospitals.