The Colonist.

FRIDAY, JUNE 13, 1890.

PUBLISHED EVERY FRIDAY MORNING.

BY

W. H. ELLIS, A. G. SEMPLE, } ELLIS & CO.

THE COLONIST BUILDING, GOVERNMENT ST.

TERMS:

THE DAILY COLONIST

PUBLISHED EVERY DAY EXCEPT MONDAY

Per Year (Postage free to any part of Canada)..... $10 00
Parts of a year at the same rate.
Per week (if delivered)..... 25

THE WEEKLY COLONIST.

Per Year (Postage Free to any part of the Dominion or United States..... $ 2 00
Six Months..... 1 25
Three Months..... 75

Subscriptions in all cases are payable strictly IN ADVANCE.

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A SLANDER EXPOSED.

The old saying that one story is good until the other is told was well exemplified on Tuesday evening in the case of the example which Mr. John Grant had given of Mr. Davie's alleged chicanery. No doubt many of Mr. Grant's hearers believed that the Attorney-General had played the man Dutton a shabby trick. "It will be interesting to hear how Mr. Davie will get out of the scrape that Grant has put him in," was the remark made by one of the audience in telling the story over again. It never seemed to occur to him that the story was a fabrication, or to use the word which Mr. Grant has made almost classic, "a lie." He did not suspect that the Mayor of Victoria would be guilty of the meanness of saying what was not true merely to win a clap from his hearers, and to obtain a momentary triumph over an opponent in his absence. Yet this is precisely what Mr. Grant did. It turns out that Mr. Davie never saw or spoke to Mr. Dutton and that he had nothing more to do with the man's application for registration than had Mr. Grant himself. It was further seen that Mr. Davie allowed his office to be used for the object of getting the names of persons on the voters' list, not for a party purpose but with the intention of getting as many names as possible on the list so that when the redistribution scheme came to be considered Victoria would be in a position to make a good show. Instead of deserving blame for what he had done in the matter of facilitating the registration of voters, Mr. Davie merits praise. It turns out, too, that the man's name was placed on the list through the kindness of one of Mr. Davie's clerks in spite of the mistakes that Dutton himself had made. This is an instance of Mr. Grant's accuracy and his regard for the truth. We see that Mr. Grant had not the manliness to make the "amende honorable" in last night's Times.

THE MEETING FIEND.

A man's behavior at a public meeting is about as good a test of his intelligence and his breeding as can be selected. If he is an ignorant and an intolerant boor, he will, whenever he hears anything that he does not agree with, express his disapprobation in the many ways that his class have invented to interrupt speakers and to prevent a free expression of opinion. There is no tyrant like this yelling and howling ignoramus. Sometimes he is really proud of his achievements. It can be seen by his self-satisfied air and the triumphant expression of his countenance that he fancies he is doing what is uncommonly clever in making noises as discordant as a donkey's bray, and generally advertising himself as a man who has neither good sense nor good manners.

At political meetings men are not supposed to be under much restraint; but for that very reason a really intelligent man who has learned how to behave himself in all companies is careful to be quiet and courteous. As a rule the ignorant and brainless men in an audience become conspicuous by the noise they make. It sometimes does happen that a man of some intelligence makes himself a nuisance in a public meeting. This is owing to his being abnormally excitable or to some infirmity of temper which renders him rather an object of pity than of censure. Such men being unable to restrain themselves, should never attend public meetings.

PRACTICAL EDUCATION.

The Indians of British Columbia are lucky. Their children are the only children in the province who are to get an education based on the principles of common sense. The Indian children are not to get a literary education only, they are not to get a smattering of the three R's and hardly a smattering of half a dozen "ologies" and then left to pick up the knowledge and the skill by which they are to earn their bread as best they may; but they are to be taught from the first how to use their hands. The eye and the hand of the young Siwash is to be educated as well as what is commonly called the brain. The boys are to be taught not only to read and to write, but to plough and to sow, to reap and to mow, and to be industrious farmers' boys. They are also to learn how to handle carpenters, and blacksmiths' tools, and the girls are to learn how to cook and to sew and to do house work generally. This is something like an education. When those youngsters leave school they will be on a fair way to become useful citizens. They will have been taught that they must work for their living, and that to work with their hands is honorable and pleasant as well. Most white children leave school with the notion that manual labor of all kinds is not "genteel," and is to be shunned and shirked when it is at all possible. And the poor creatures, when they are compelled by necessity to work, are so clumsy and find it so painful and so "degrading" that their hearts are broken. What is wanted in this and all other countries, is a system of education like that provided for the Indians, which will be a real preparation for their life's work.

OUR CRITICS.

Some of the critics of THE COLONIST sneer at us because they say we do not know much about the "single tax" which we condemn. If the truth were known, the fault that they really have to find with us is that we know a great deal too much about "single tax" as set forth in the works of Henry George, to be humbugged by their fine promises and deceptive representations. In finding fault with us they really find fault with their teacher, Henry George, for as our readers must have observed, we have explained Henry George's system by quotations from Henry George's own works, and not one of our critics has ventured to show that we have either misquoted or misrepresented their great authority. Is it not a little singular that the assertion that Henry George's scheme of taxation means robbery, is a revelation to many who have obtained their knowledge of "single tax" from its advocates in this city and elsewhere? They have not been told that the object of George's system is not to tax their land but to take it from them altogether.

To make the land common property is the end and aim of Henry George's system. It is not to "cinch" the men who are holding land for a higher price, but to take the land from all who own it, whether they use it or allow it to remain idle. The mechanic's lot is no more sacred in Henry George's eyes than the aristocrat's estate. The "single-tax" advocates know this well, but they say nothing about it. They talk about the rich man's lots on Johnson and other streets, but they don't say one word about the poor man's lot, on which he has built his cottage and which he hopes to leave as a snug piece of property to his wife or his children. It is not known by those who, in a general kind of way, favor "single-tax," that Henry George would treat that lot as if it were stolen property. He would take it from the man who had paid for it with his hard earnings and give it to the State, and he would transform the freeholder into a tenant of the State, who would have no more power to sell that lot than he would have to sell a piece of the moon. Whether we know much or little about "single tax," we know this, and we know that before a man can really become a disciple of Henry George he must make up his mind to consent to the robbing of all the owners of land in the country, great and small. This is enough of Henry George's theory for any really honest man, and it is because really honest men have not been told what Henry George's theory means and what it leads to that they have been induced to show it any sort of favor. There is no blinking the fact, the advocate of Henry George's theory, no matter who he is, is simply an apostle of plunder.

HENRY GEORGE'S INCONSISTENCY.

The following illustration of Henry George's liberality and consistency is taken from "Colonies and India" of May 21st.

The Australian Star has the following trenchant criticism of the George movement in Sydney:—"The ushers who were employed assisting to dispense Mr. George's anti-poverty mixture in Sydney were remunerated at the liberal rate of 6d. per hour. Mr. George's own income in the meantime was equal to that of a New York Boodle alderman, while the philanthropic syndicate which runs his show expects, according to the prospectus of the venture, to net 8 per cent. on the investment. It is presumably in order to get this satisfactory return, which is fully one-third above the average interest yield of capital in ordinary city investments, and, at the same time, to allow the modern philanthropist himself to cut in to the tune of his £800, that these workers were squeezed down to the price paid to London dock laborers. This is a nice foretaste for them of the sort of labor millennium which the single taxers are anxious to introduce. It might have been thought that rather than degrade Australian citizens by forcing them to work for 6d. per hour, the high-toned philanthropists who have speculated in Mr. George's political patent medicine would have contented themselves with 5 per cent. and allowed the men to earn a fair wage. Or, seeing that Mr. George has been introduced to us by Mr. Plumb as on the same plane as that occupied by the great Gallean, it might reasonably have been supposed that he would have been willing to take a hundred or so less in order that his colaborers in the vineyard might have a shilling or two more. Instead of that, however, they carried out the free-trade doctrine in all its brutality, and bought their labor in the cheapest market without regard to the higher morality or equity of the matter at all. That was no business of these philanthropists; they found men whose necessities compelled them to accept work at 6d. an hour, and they advantaged themselves thereby. Such is the gospel of salvation which they offer to labor, and their precept was, in this instance at all events, as good as their preaching."

NEW YORK, June 10.—President Oakes of the Northern Pacific, denies the report of the purchase of the Seattle, Lake Shore & Eastern railroad, but says the trade has been made for the formation of a belt line which will encircle Seattle and Lake Washington. There will be fifty miles of railroad built and operated jointly by the Seattle and the Northern Pacific. The rumor of the acquisition of the Seattle road grew out of the fact that the Northern Pacific will build twenty-two miles in order to perfect the belt line.

From THE DAILY COLONIST, June 11.

LOCAL AND PROVINCIAL.

Vancouver City Politics.

Mr. Gilbert S. McConnell, one of the candidates for election in Vancouver city, has withdrawn from the contest.

The Army.

Staff Captain Grayson has been gazetted, in the "War Cry," to the command of the Salvation Army in British Columbia. She is the first lady who has ever taken charge of the British Columbia district.

Walla Walla Passengers.

The Victoria passengers on the Walla Walla are: J. C. McClure, Mrs. D. White, P. Johnson, Grace D. Worn, H. Delmar and wife, Miss McIntyre, J. M. Wright, N. W. Wright and wife.

The Wilson G. Hunt.

On Sunday, Mr. Robert Menaugh found among the ashes of the "Wilson G. Hunt," near her mast a copper medal, which had manifestly been plated with gold or silver. It bore the date 1833 or 1853, was in the shape of a calendar, at the foot being J. B. Hyde, Fulton street, New York."

A Cargo of Rails Lost.

The steamer J. C. Brittain, Captain Brennan, which left Port Townsend last Monday with a cargo of iron bars for the Seattle & Northern railway, and was to deliver them at Anacortes, lost her cargo while trying to make Deception pass. The tide was running at a greater rate than usual, and the entire load of iron pitched over and slid into the water. The cargo consisted of 600 bars of iron, about 200 tons, and was valued at about $9,000.

Sunday's Fires.

In connection with Sunday night's fire it may be stated that every circumstance now points to the fact that it must have originated in the upper story, where a half filled coal oil can was afterwards found, and worked down, instead of in the room below as first supposed. The cause cannot yet, however, be fixed as incendiarism. Mr. Sehl's loss by the morning fire was adjusted yesterday by the insurance company, who paid to him $500 in full of of all damages

Obituary.

Last evening, Mrs. Mary Ann Bell died at the residence of her husband, No. 84 Dallas Road, after a long illness. The deceased lady was well known in Victoria, having resided here many years. She was 64 years of age, and a native of Yorkshire, England. The funeral takes place to-morrow.

Mrs. Emma Lydia Jenkins died at St. Joseph's Hospital early yesterday morning. The deceased lady was aged about 32 years, and she leaves a bereaved husband and seven small children to morn her loss. The eldest child is only 12 years of age, and the youngest is but two weeks old. The funeral takes place under the auspices of Court Northern Light, A.O.F.

A Logger's Mishap.

By the steamer Rithabow, arriving from the Bute Inlet camps yesterday, was received news of a peculiar accident which occurred on Thursday last at Algensen's camp, mouth of Bute Inlet. A logger named John Morrison, while at work, was forced to make a jump to avoid a rolling log, and in so doing, approached suddenly one of the oxen, a young animal that had only recently been broken to the yoke. Whether from fear or natural viciousness, is unknown, but the animal at once attacked the unfortunate man, impaling him. The horn entered his abdomen, inflicting a terrible wound. When help arrived the logger was very weak from loss of blood, and when the Rainbow left she was lying down, he was too ill to be moved and not expected to live. He had been but a short time in British Columbia, and hailed from near Goderich, Ont., where his parents reside.

A Heavy Undertaking.

What will be, when completed, the largest and most correct wall map of Victoria ever issued, is now in the hands of Mr. J. Keen. From a glance at the plan, now almost finished, it can readily be seen that the work is a heavy undertaking, the size being forty by sixty inches, on a scale of six hundred feet to the inch, the same as the city maps already published. It will, though, cover a very much larger area, as the extreme points indicated are Esquimalt and Ross Bay. There will be fifteen square miles of territory covered, five miles from east to west and three from north to south, embracing all the suburban property about Victoria.

The map is being executed for Messrs. Hibben & Co., its issue to be 5,600. Mr. Brownlee has taken charge of its publication in the East, where he will push it with his usual energy, and so advertise Victoria's advantages and beauties. It will be on sale probably about the middle of August.

COMMERCIAL TRAVELERS

Will Contribute $50 Instead of $10 in Future to the City Revenue.

For months past the treatment of commercial travelers from other parts, has been a source of constant anxiety to the municipal authorities of Victoria. A corporation by-law provided that each traveler should contribute his small proportion to the civic revenue in return for the privilege of soliciting orders among the business people who had themselves to pay their trade licenses. Only $10 was the amount collected from each festive drummer, but at the paying of this small tribute the spirit of the drummer rebelled. Several declined to pay, and informed the veteran collector of finance, Mr. W. K. Bull, that with the Commercial Travelers' Association at their back, they were prepared to fight the issue involved through all the bewildering mazes of the courts. Mr. Bull at once reported this challenge to the council, and they, after taking legal advice, decided not to press matters with the travelers, as the constitutional right of the city to impose the tax was a matter of various opinion. The collector was instructed to collect the tax, wherever it could be done without recourse to the courts, but not to risk the possibility of defeat by a lawsuit. He followed out his instructions to the letter, but at last was "blocked" in his amiable course by Mr. Bryce, a commercial gentleman, who not only defied him, but left him no other course than to take the matter into the police court. This was done, and basing his judgment upon the by-law, the magistrate ruled in favor of the corporation and compelled the payment of his license by the traveler. Mr. Bryce was far from satisfied, and having retained as counsel Messrs. Yates & Jay, he forthwith appealed from the police court judgment to the Supreme court. A hearing of the case was given by the chief justice a few days ago, and on Saturday he delivered judgment, quashing the conviction in the lower court, but sustaining the principle of the impost.

In awarding judgment his lordship observed that in his opinion the legislature had the power to impose a license tax of the nature of the one in question upon wholesale and retail traders, and probably has also the power to impose a discriminating tax,—i. e., a different tax—upon different classes of traders; but that the legislature has not granted the city power to impose a discriminating tax upon certain classes—the Act merely defining certain traders (commercial travelers) to be within the meaning of the term wholesale and retail traders. At present the city by-law, in pursuance of the Act, requires a license fee from wholesale and retail traders of $50 for every six months, and a fee of $10 every six months from commercial travellers. This latter part, his Lordship held, was not authorized by the Act, and, inasmuch as the conviction was made under this section, it should be quashed.

The result of this decision is that the latter part of the section will have to be repealed and commercial travellers taxed $50 every six months instead of $10 as formerly, unless the council deem it proper to reduce the fee of $50. In any event travelers will have to pay the same tax as is imposed upon local dealers by virtue of the existing Municipal Acts. The by-law erred, as his Lordship expressed it, upon the side of excessive leniency to the travelers.

"THE MYSTERY."

Successful Trial Trip of Messrs. Spencer & Earle's New Steamer.

Yesterday afternoon the steamer "Mystery," the property of Messrs. Spencer & Earle, of the Alert Bay Cannery, made her trial trip from Spratt's wharf, the course taken being round Race Rocks and back to the starting point. The vessel was built by Mr. W. J. Stephens, of the Clyde shipyards, her engines and machinery being furnished by the Albion Iron Works. The "Mystery" is 84 feet over all, has 16 feet beam and a depth of hold of 8 feet 3 inches. She is built of Douglas pine and oak, with galvanized iron fastenings, and is, in every respect, first class, having been constructed under the closest supervision, and by day work instead of by contract. In model and finish she very much resembles the Lorne, and is claimed to be the finest boat of her size ever built in Victoria. Her internal fittings are all A No. 1, her cabin appointments, finish, ventilation and conveniences, being especially worthy of mention. She has every accommodation for her crew, her "galley" and pilot house being in every respect well fitted. Her cabin is finished in oak and native cedar, and all her equipments are

OF THE LATEST DESIGN.

Her hull is strengthened with hanging knees of fir placed at intervals all round her frame work, and in every respect she is extra strongly built. She starts tomorrow for the Alert Bay canneries, where her owners will employ her during the season, and will afterwards be used as a tug in, from and to the harbor of Victoria. Her marine boilers, of which she has two, are 7 feet 6 inches long. Her working apparatus are of steel throughout, and her boilers carry 120 pounds to the square inch, working pressure. Her high pressure engines have 12 inches stroke, and those of low pressure 24 inches. She has air, feed and bilge pumps connected with her main engine; also one Worthington independent circulating pump, her engines being calculated to develop 200 indicated horse power. Her motor is a propeller, and as completed she will cost from $18,000 to $20,000.

Among those who took part in the trip in addition to Mr. Earle, M.P., and Mr. Spencer, the owners, were Messrs. Robert Ward, R. P. Rithet, Captain Irving, L. McQuade, Walter Chambers, Dixie Ross, James Mann, W. J. Noble, W. Walker, T. E. Woods, B. Milligan, John Robertson, W. Stevens, F. Sylvester, H. Keenan, Robert Maynaugh, Captain Beynan, of the Mystery, etc., etc. The guests having assembled in the cabin, in a few preliminary and

WELL CHOSEN REMARKS

which were highly flattering to the owners and builders of the steamer, Mr. Robert Ward proposed the toast "The Mystery and her worthy owners" the guests joining "For they are jolly good fellows." After the refreshments had been disposed of, some little time was devoted to conversation, in the course of which some rattling good sea and other stories were told. The admirable qualities of the "Mystery" were dilated upon at considerable length, Captain Spencer telling in good style, the mystery of the steamer's name. It had been a mystery to many why she had been built, and it was also a mystery to them what she would do when she was built. It was further a mystery whether or not she would answer the expectations of her builders, while it was still a mystery whether she would be a paying investment, and whether or not she would prove to be what was intended for her, the best boat of her class owned in British Columbia. One of the guests declared that she sat the water like a duck and went through it like a gun. Here arose some discussion as to the respective merits of the steamers "Mystery" and "Standard," one gentleman offering to bet a hat, and that a $50 Panama hat or one still more costly, upon the former, which was at once taken up. The life, times, exploits and family connections of the now notorious "McGinty" next came up, in which subject

A LIVELY INTEREST

seemed to be taken. While the laugh went round, the Race Rocks appeared in sight, on which everyone went on deck, and the "Whitelaw," which was busily at work, having "dipped her flag," the compliment was returned. After a very pleasant run of 57 minutes, the boat was headed for home and in 59 minutes came abreast of the outer wharf. It being determined to "do" the measured mile and ascertain the mystery that attended the vessel in so far as her speed was concerned, two essays were made, and the average arrived at was that on her trial trip, without having been specially prepared, and with her engines not having been brought to their bearings, the Mystery had made 10¾ miles per hour. Every one agreed that this was by no means what she was capable of doing, 12 to 13 miles being estimated as her capability when once everything gets into working order. The owners, the builders and the Albion Iron Works company are to be congratulated on the work done on this occasion, the time made having been very good and all without a single hitch in any particular.

Indian Improvement.

"Potlach" is a word that carries with it a heathenish signification, and was at one time an orgie of the wildest and most depraved kind. Since their contact with civilization, however, the Indian potlach has become gradually more tolerable, the old scenes have disappeared one after the other, and the occasion has become now almost as dignified as a country fair. In fact, it has assumed all the characteristics of an industrial mart, where each family disposes of its particular wares. Thus those who make mats find a market for them, and as the prices range according to quality, the makers are incited to greater and greater efforts so as to excel their ordinary skill and thus secure the highest price possible. Other productions are governed by the same rules, and the Indians are thereby immersed in the fever of trade instead of passion and revelry.

An Illinois Town Wrecked.

JOLIET, Ill., June 10.—A funnel-shaped cloud passed through the village of Channahon at 9 o'clock to-night, doing immense damage, killing and injuring, it is understood, quite a number of people. Channahon is a town of about 1,000 persons, nine miles south of Joliet, with no railroad or telegraph facilities. A large strip of country was devastated. Reports indicate that the list of killed is large. Surgeons have been sent from here to relieve their sufferings. From the meagre information at hand, it seems that most of the damage was in the country around Channahon and that most of the casualties occurred outside of the town. Although the place is not far from here, there is little hope of getting anything from there, owing to the bad condition of the roads. While it is believed the reports so far received are exaggerated, the belief is prevalent that a great disaster has occurred. At 2 a. m. nothing had been heard from parties who left here for Channahon.

PLACED UNDER SEIZURE.

The Steamer North Star Tied Up at the Custom House.

Her Offence Alleged to be Violation of the Revenue and Coasting Laws.

The erratic little steamer North Star, which is generally to be found at any time between sunrise and sunset, tied up at the slip above the railway bridge, shifted yesterday morning to the Custom house wharf, where she now remains. Her change of quarters was not voluntary, but resulted from her seizure by Inspector Young, under charges of violating sections 27, 28, 29, and 193 of the Customs Act of Canada which section read as follows:

SECTION 27.—"The master shall at the time of making his report, if required by the an officer of customs, produce to him the bills of lading of cargo, or true copies thereof, and shall make and subscribe an affidavit referring to his report and declaring that all the statements made therein are true; and shall further answer all such questions concerning the vessel and her cargo, and the officers and the voyage as are demanded of him by such officer, and shall if required make the substance of such answers part of his report. 36 V., c. 12, s. 23."

SECTION 28—If any goods are unladen from any vessel before such report is made, or if the master fails to make such report or makes an untrue report, or does not truly answer the questions demanded of him as provided in the next preceding section, he shall incur a penalty of $400, and the vessel may be detained until such is paid, and unless payment be made within 30 days the vessel may be sold to pay such payment and the expenses of such detention.

SECTION 29—If any vessel departs from any port or place in Canada without a clearance, or if the master delivers a false content or does not truly answer the questions demanded of him, or if, having received a clearance, such vessel adds to her cargo or takes another vessel in tow, or performs any work without having mentioned in the report outwards the intention so to do the master shall incur a penalty of $400, and the vessel shall be detained in any port in Canada until said penalty is paid, and after 30 day's detention the said vessel may be sold to satisfy such penalty.

SECTION 193—If any goods are unladen from any vessel or vehicle, or put out of the custody of the master or person in charge of the same, before the report is made as required by this Act, or if such master or person fails to make such report or to produce such goods, or makes an untrue report, or does not truly answer the questions demanded of him, he shall for each offence incur a penalty of $400—and if any such goods are not so reported and produced, or if the marks and numbers or any other description of other packages does not agree with the report made, such goods or packages shall be seized and forfeited, and the vessel shall be seized and detained until payment of the said penalty be made, or in default sold upon the expiration of 30 days.

Capt. Angel Caffee, more commonly known as "Frenchy," and Fred. Jones, are the recognized owners of the North Star, against which the charge of violating the revenue and coasting laws of Canada has been laid. Particulars of the charge were yesterday forwarded to Ottawa, for investigation and decision.

The little steamer, which was formerly a sailing sloop, owned and used by a hard working fisherman, registers only four tons, and was provided with her steaming gear only about six months ago. Since then it is alleged she has been almos constantly engaged in conveying Chinamen from British Columbia ports to Washington, at a highly remunerative tariff of fares. Her carrying capacity is stated at about thirty, and her speed about seven miles an hour. The programme has been, it is alleged, to run out of Victoria at night, land her contraband cargo at some quiet place previously picked out on the American shore, and at once shoot back into her own, and for her, less dangerous waters. The Chinese smuggled out are, according to the Port Townsend Leader, disposed of to Mongolian contractors, who pay $20 or $25 apiece for them. The buyers have agents at hand wherever a landing can be made, who secrete the human freight for a day or two and then ship them to Seattle, Portland or Californian points.

Not content with defrauding the American revenue, for which she would be in no way amenable to Canadian law, the North Star is now accused of working a "double trick," bringing back American goods and landing them at points along the coast near Victoria. It is also alleged that she has neglected to clear at the custom house before leaving on some of her nocturnal trips.

On Sunday morning a run was made into Oak Bay, and, before the landing, trouble arose on board. One of the men says that it arose over Joe, the landing guide, quarrelling with Caffee, the captain, over the danger they were running. Caffee said there was nothing to fear on Canadian ground, and would run in, contrary to Joe's wishes. On reaching shore a fight ensued, terminated by the Chinaman firing on the captain with a revolver. The captain took to his heels, and this internal dissention hastened the trouble with the Customs.

PORT CRESCENT GOSSIP.

(From the Port Crescent Star.)

Work has been commenced on the office for the Improvement Co.

The Lake Crescent Transportation company will be incorporated in about ten days.

As soon as the wharf is completed out to deep water, work will be commenced on the breakwater.

Every boat brings a crowd of new arrivals. All who want work are given it by the improvement company.

Mr. J. W. Bryden, of Victoria, arrived here last Saturday, and has taken a position in the office of the Port Crescent Improvement company.

Work will probably commence next week on the laying of two and one-half miles of water pipe, for the purpose of supplying the new hotel with water.

The lights of the clearing fires present a fine sight to vessels passing this place at night, and also gives an impression of what will soon be, viz., electric lights.

The new hotel is just about completed, and Mr. Haddock, the contractor, will turn the building over to the Improvement company Saturday night.

We understand that the town proprietors have expressed themselves as being willing to give a corner lot to the first child born in Port Crescent.

There is a splendid opening here for some one to put up a first class saw mill. In another month there will be a big demand for lumber, and there will be a good market for years to come.

E. A. Hart, of Victoria, B. C., is here in the interest of several banks, and will open up an office for the purpose of doing a banking business.

The wharf is fast creeping out into the bay and by Saturday night the first "el" will be reached, a distance of 896 feet from the shore. The planking is being put down nearly as fast as the piles are being driven, so that now boats can land their freight and passengers on the wharf.

Work on the road from the bay up to the townsite is being pushed with great rapidity. The work of cribbing is keeping pace with the shovelers, and is being built with a view to strength and durability, the best of timbers being used. The company now have three dump cars in use on the grade, which permits of the dirt being handled more rapidly. The working force is being increased daily and everything possible is being done to aid in its early completion.

A Maniac's Terrible Leap.

BALTIMORE, Md., June 9.—Harry Evans, of Washington, D. C., an insane man in charge of an officer on his way to the insane asylum at Albany, N. Y., jumped through a car window of the fast express train on the Baltimore & Ohio road yesterday. It was thought he had met with a horrible death and the train was stopped, but no trace of the man could be found. To-day he was found wandering around Canton in almost an uninjured condition.

From THE DAILY COLONIST, June 12.

LOCAL AND PROVINCIAL.

Contract Awarded.

The contract for the bridge over the Souris river has been awarded to Mr. Robert Pinkerton, of Alberni.

The U. S. Revenue Cutters.

The revenue cutter Richard Rush is at Seattle awaiting orders to proceed north, which it is expected will arrive in a day or two. The Wolcott, which is now at San Francisco, will also go to Behring's Sea this year.

Port Angeles Property.

A resident of this city having purchased a desirable tract of land close to the townsite reserve of Port Angeles, has had it platted, and it is now placed upon the market at prices which will enable persons with small capital to secure property in the new town. Mr. Geo. A. Perrin is the agent for the lots.

It's all Right.

Considerable speculation has been indulged in in regard to the condition of the coal which formed the cargo of the wrecked Barnard Castle, and which Capt. Whitelaw has undertaken to regain. The divers yesterday brought up several large pieces of the coal, which is in as good condition as on the day that the collier came to grief. Capt. Whitelaw believes that he will be able to bring up every ton, and place it on the market-none the worse for its submersion.

Demand for Coal.

The Nanaimo Free Press says: At present there are eight vessels in the harbor and at Departure Bay loading and awaiting for cargoes from the new Vancouver Coal company's mines. This is the largest number of vessels that has been in the harbor for the New W. C. Co.'s coal for the last eighteen months, and still there are more vessels en route. It is rumored that No. 3, Chase River, will shortly open up again to meet the present rushing demand.

Meeting at Victoria West.

Last evening Hon. Messrs. Pooley and Higgins addressed the electors of Victoria West at the school-house, Mr. Fairall in the chair. The meeting was well attended and both speakers received an attentive hearing, their remarks being frequently applauded. The tone of the meeting was decidedly in favor of the government candidates. At the invitation of Messrs. Pooley and Higgins, Mr. Helgesen also addressed the electors, and a vote of thanks to the chairman brought the proceedings to a close.

Licenses Transferred.

The board of licensing commissioners sat at noon yesterday, and granted the following transfers:

John Boyd to Messrs. Tolmie & Stewart.
Chas. McCluskey to Felix Lesloula.
Chas. Brewster to Sarah Jane Thompson. Application dated too late. Temporary permit to be granted and application extended to next sitting of the court.

Connor & Switzer to Switzer & McCluskey.

J. C. Devlin to A. J. Rowbotham—Temporary permit granted. Application to stand over as it was dated too late.

Posted as Missing.

Yesterday the German bark J. H. Hustede, Capt. Ralens, which left here with a salmon cargo, the most valuable ever sent out of Victoria, on the 22nd of October, was posted as "missing," nothing having been heard of since she left port. The impression this she has gone to her long home is now general, and news of her safety would be very surprising. She was a handsome boat, built in 1888, owned by J. H. Hustede and carrying a crew of 21 men, the majority of whom were signed in Victoria, and is insured for about $365,000, but the underwriters will probably not pay the policy-holders until actual proof of the ship's loss is produced or she has been out 12 months.

Victoria's Attractions.

J. H. Brownlee yesterday morning's Islander for his home at Brandon. He has been working very hard and energetically in connection with the souvenir number of the Dominion Illustrated, which, judging from the number he has in his grip carefully selected, will be of considerable excellence. It will be published in Montreal on the 21st inst., and will reach Victoria in due course. Mr. Brownlee was charmed all along with Victoria's beauty and practical utility as a commercial centre, and it was the realization of these features that induced him to throw such spirit into the work of presenting them to Eastern Canada. He will return to Victoria about the end of the present month.

Train Collision.

A Columbia & Puget Sound coal train of thirty loaded cars from Black Diamond ran into a Northern Pacific freight train from Tacoma at Average, a station about four and five and a-half miles south of Seattle at 9 o'clock Tuesday night. Both trains were on the run to Seattle and both were badly damaged. Happily no one was injured, though some of the passengers were badly shaken up. The Northern Pacific freight train was composed of about thirty cars, loaded with railroad iron, lumber and live stock, and was cutting in cars at the switch when the Columbia & Puget Sound coal train dashed into it at the rear. A flagman had been sent back about one-fourth of a mile to warn the coal train, but it was under such a headway that a collision could not be avoided.

A Suggestion.

The Active's boiler is completed and was yesterday put on rollers to be taken down to Spratt's wharf. The task of getting it down was a long and tedious one, not unacompanied by some risk. This trouble suggested the thought that there might be some easier method of getting these huge boilers down from the works. A prominent citizen speaking to a reporter yesterday, threw out the suggestion that it would be feasible to construct a tunnel from the works to the wharf. On the floor of this tunnel could be laid rails over which a huge truck might be run. This would obviate much of the slow and risky manœuvres that are required to take down a boiler for a boat of the Active's dimensions.

Perils of Steamer Racing.

Passengers on the Premier and State of Washington state that there was an exciting race between these vessels running down from Tacoma Tuesday evening, and that a grave disaster came near resulting in consequence. A passenger of the Premier stated that on the State of Washington coal oil was thrown into the furnaces, and at one time the oil, which had spread about the lower deck, caught fire and blazed up vigorously. Mattresses and blankets were used to smother the flames, which was done before they got beyond control. A passenger of the State confirmed the statement of the race, and said that the vessels ran along so closely together as to endanger both of them. The Premier left Tacoma ten minutes ahead of the State of Washington, and the latter overtook and passed the former at Alki point, after a sharply contested race.—Post-Intelligencer.

Capt. Coffee's Story.

In connection with the seizure of the North Star, Capt. Coffee, her master and part owner, tells a story very different from that of the custom's authorities. He denied in toto the several charges laid against him, and says that when he left port it was his firm intention to go to Prevost island for which he cleared. His machinery met with a slight mishap however, and he was forced to run into Ross bay to make good the damages. In support of his assertion that Prevost island was his destination of the trip in question, he proposes to produce a well known and responsible resident of that island who had chartered the steamer to bring him to Victoria. The captain denies flatly ever having smuggled anything into Victoria, and says that the American playing cards seized on the wharf near his landing were not brought over by him, but by a sailing sloop recognized as a smuggler. Mr. J. P. Walls has been retained by him, and he intends to fight out his case with the custom authorities.

A ROUSING MEETING!

The Victoria Crowded to the Doors to Hear the Views of the Government Candidates.

Stirring Speeches by Hon. Mr. Turner, Mr. Duck, Capt. Irving and Mr. Dalby.

Capt. John Irving Scores a Point in Relation to Mr. Richards' Great Des Moines Scheme.

The Meeting one of the Most Enthusiastic Ever Held in the City of Victoria.

The Views of the Four Candidates Endorsed—Bright Outlook for Victory To-morrow.

The interest which the electorate of Victoria feels in the parliamentary contest that will be terminated to-morrow by the triumphant return of the government party, was clearly manifested by the large attendance and the enthusiasm displayed at last night's meeting in The Victoria.

By eight o'clock the attendance had swelled to such a number that not only was the body of the house filled, but the galleries had to be opened to accommodate the inrush of electors.

From beginning to end the meeting was clearly in sympathy with the government candidates, whose speeches, bristling with facts and undeniable argument, left an impression upon the mind of every elector present that will defy contradiction.

The chair was taken at 8:15 o'clock by Col. Prior, who, in calling the meeting to order, said he anticipated an easy time in filling the position. He asked the audience to give every speaker fair play. It was useless for him to explain the purpose of the meeting; it was well-known. He would first call on

HON. MR. TURNER

to address the meeting. That hon. gentleman on coming forward was received with a tumultuous outburst of applause. He made it a rule, he said, never to speak unless he had something to say, and he thought it would have been well for the opposition candidates if they had followed his rule during the present campaign. It must have been noticed by all who had taken any interest in the present contest, that the Opposition were making more than ordinary effort to get into power—not that they expected to this year at all, but they were trying to creep into power. Their principal charge against the government was that it was dishonest. There was nothing in it. They made no specific charge, and so it was much harder to meet their attack. He did not think the opposition meant the appropriation of funds, but rather a want of uprightness or honesty in the statement of facts, which was really worse. They had not proved their charge, but he intended before he took his seat to show that the opposition had themselves been guilty of this dishonesty. He would not only make this charge, but he intended to prove his. (Applause.) To begin at the beginning, Hon. Mr. Beaven at the first meeting held in this city stated that he was glad their's was a public meeting, intending to insinuate and lead those present to believe that they afforded greater liberty of discussion than the government had. At the same time Mr. Beaven knew that after he, Mr. Grant, Dr. Milne and Mr. Richards had spoken there would be no time for anyone else to be heard. Mr. Beaven had found fault with and tried to twist Mr. Davie's speech in regard to the Redistribution bill, in which it was stated that an addition to the number of seats was necessary. He could not twist this word "addition" as he wished to, to mean "no addition but a change." Mr. Beaven had made a comparison of the number of voters required for each seat in the various provinces of the Dominion. British Columbia was quoted as having one member to every 406 electors, the fewest in Canada. He based his statement, he said, on the latest voters' list, but he did not make allowance for the applicant to vote which he knew would have a vote at this election, the truth was that now in British Columbia 500 voters were required to elect each representative. The Redistribution Bill now gave 14 members to the agricultural interests, 9 to the mining and 10 to the commercial and city interests. It was intended to be a fair measure, fair to every section and every industry. Population, area and wealth were all considered. Alberni could not properly be represented by a member for Cowichan, so one member was given here. One member each was given Nanaimo and The Islands, and no one could fairly find fault with this. Nor could fault be found with the award of seats on the Mainland. If the argument of the opposition was accepted, would it be fair to take their advice and disfranchise old Cariboo, which though sparse in population, was now growing richer and more important than ever, thanks to the construction of railroads to develop this rich district. He did not think anyone could honestly find fault with the distribution of seats. Next dealing his attention to Dr. Milne, he (Hon. Mr. Turner) referred to that gentleman's opposition to the Railway Aid bill, which was found absolutely necessary to secure the construction of roads necessary to develop the rich gold districts of British Columbia. Strange to say, the opposition did not oppose this bill when it was before the House, but as soon as it was passed they began to endeavor to deceive people as to its arue contents. The 5 per cent. impost had been fully explained as being not on the total output, but upon profits. Dr. Milne had endeavored to deceive the people in this respect. For an out turn of $40,000 in this royalty, $1,000,000 was saved the miners in the decreased cost of transportation. (Applause.) In bringing the ore market, railways again would save the miner immense amounts, and the railways would cause the opening of any number of new mines. The operation of this bill would put the miner—the gold digger—on the ground, in half the time he could get there now. It would give him his grub cheaper, and prove beneficial to him in every way, while developing the great country that even the opposition when in power had pronounced so rich in quartz wealth. Did the opposition, however, ever