PREPARING FOR

What we have to say in refer the above in addition to what has already been said in the Colonist about the Grand Trunk Pacific from a provincial point of view is that no man who under stands the position in this province can say it is a good contract for the province. for which a business man would vote or that an honest politician could commend.

apologist for the iniquities of every public exploiter who has profited at the ex- this province. pense of the province of British Columhard to heat.

As a matter of incontestible fact, the the Dominion had made arrangements would mean?

But the organs of the McBride government were instructed to put a damper upon their enthusiasm. The political toria had begun to "see through a glass chance to work a deal of magnificent appear pointing to the omission from the Company of any stipulation requiring the immediate commencement of work on the printed for a specific purpose. That purpose was to justify the McBride government in making an offer of land to the Grand Trunk Pacific Company.

The Colonist asserts, but says it can not prove, that the contract was purposely made bad from the point of view of whose interests it was made might be able to approach the government of this province and penalize it for "better

The Times makes the assertion, and can prove that it is something more than a mere assertion, that the Grand Trunk Pacific Company was approached by emissaries of the McBride government with the suggestion of a handsome land grant. McBride and his company were the Pacific Ocean must be chosen along so anxious to pay the penalty alleged to have been purposely imposed by the Otto such ports. Such being the case, and have been purposely imposed by the Otto such ports. Such being the case, and quisite beauty of Mr. Kipling's telling, quisite beauty of Mr. Kipling's telling, After all, the Colonist was right. The wait for the railway company to make known the terms upon which it would consent to make the penal provisions in the portions of the contract affecting British Columbia inoperative. The company to make the reasonable of convey a sense of the derival action, would it have been reasonable of convey a sense of the derival action, would it have been reasonable upon the part of the government to insist upon work being commenced on all sist upon work being commenced on all secret unfolded that a large number of readers, we suspect, will finish the pages of the derival government should have inserted at the well-dust in the hospital a clause in the Grand Trunk Pacific Railway Company's contract prohibiting the promoters from accepting a bonus from this province. The ministers might recovery. ed by the federal government, the company that had received unlieard-of favors, the company that had everything to case it failed to live up to the terms of vague and obscure. And then, too, the gain and undertook no risks whatever in its contract. its task-this company was informed that British Columbia was prepared to con-

side the question of a land grant! Of course it was necessary to prepare an excuse for the unsolicited munificence But the fact will still remain that the work can be done. McBride sent his emissaries to offer the land bonus, that it contemplated the prosecution of surveys in British Columbia with all possible speed, and the construction of the line as soon as located. The donation of land proposed will not add one cent to the material benefits the people of British Columbia will receive

from the construction of the line Electors must form their own conclusions as to the purpose McBride and Green have in view in making such a tremendous

HISTORY OF A PLOT.

There is one thing particularly notice we have stated that it is not a good contract, and that locally considered it does commenced a short time age in not contain a single redeeming feature order to prepare the public mind for an Hays was approached with suggestions. To all save all unwritten things, No paper in the province, no public man | ment had decided to bestow a land grant upon the Grand Trunk Pacific Railway erity to point to a single detail in which Company. The Vancouver News-Adverthe contract is good for the province. No tiser has little to say about the matter. newspaper or public man can point to such a feature and maintain his position by facts and argument. Moreover, while we cannot prove the assertion to proval of the proposal to construct a be actually true, we believe, and every second transcontinental railway line. It presumption of fact in the case goes to had sufficient regard for the welfare of show, that the contract was purposely the province to refrain from hostile critimade bad in order that those in whose cism of any kind until the construction the province and penalize it for "better of the line was assured. Even yet it merely asserts that the company has been dealt with generously. Having The above is from the Colonist. As a made this assertion, it is not foolish sample of brazen effrontery we do not enough to make itself ridiculous in the think its equal can be found even in the minds of its readers by arguing that the columns of our contemporary itself, and endowment of the company should be in its long and varied career as an augmented by a handsome bonus, accom-

It is true the News-Advertiser has conbia the record of the Colonist would be tended that provision should have been for the centemplated sacrifice. The pubmade for the simultaneous commence- lie mind has refused to take it seriously. ment of the work of construction on all announcement that the government of parts of the line. It would have been unreasonable, we suppose, to expect with the Grand Trunk Pacific Railway | whole-hearted and complete commenda-Company for the construction of a new tion of the course of a government to transcontinental line was received with which the Vancouver newspaper is politiwords of approval in all parts of the cally opposed. We must not expect our province. Public men and public journals political opponents to admit too much. It on both sides of politics yied with each is their business to oppose and to supother in their expressions of approbation. plant their opponents of possible. But the Some Conservative newspapers, among News-Advertiser knows in its heart that them the most ably conducted and the there has been no discrimination against most influential of opposition journals in British Columbia in the bargain that has the province, forgot party politics for the been made with the railway company, time in the hopefulness inspired by All parts of the country have been treatthoughts of all that the opening up of the ed in exactly the same manner. Absoundeveloped portions of our northern lutely fair treatment is all that can be smiles of approval. And it is a British territory by another great trunk line expected of a federal government acting something to, which makes the fact all selecting a route for a railway through bosses who have charge of affairs in Vic- the mountainous regions of British Co- Britain never has done anything exactly

and not of any particular section of it. darkly." They thought they perceived a laying parallel lines of rails through a India has been mismanaged, Egypt dimensions. Inspired articles began to pany's original proposition contemplated merely a connection with the grain fields contract with the Grand Trunk Pacific of the Northwest. It saw there was upstart Jap is being encouraged, Chambusiness there waiting for it, and it wanted to get into the field with as little de-Pacific end of the line. These were all lay as possible. Mr. Hays foresaw the had made. He was eager to correct the of a new line through from coast to coast was the government's idea. And it insisted that its idea should be carried out. Having forced its views upon the com-British Columbia in order that those in pany, it would have been unreasonable

upon the part of the administration to insist upon what was all but impossible. The contract with the Grand Trunk Pacific Company calls for water conthe present inaccessible portions of British Columbia, the Northwest Territories, Manitoba, Ontario, Quebec and Nova Scotia. Steamship lines as well as land

lands of Canada depends to a large ex- for the display of brutal force with antent upon the prospect of increasing the other manner that can only be called unof the extraordinarily open-handed policy of this government. The contract as ratified by Parliament penalizes the province, we are told with due solemnity. There is no provision in it which says that the work of construction to the graph of the says that the work of construction to the graph of the says that the work of construction to the graph of the says that the work of construction to the graph of the same paradox runs more or less through the whole of English literature, and has often been the occasion of comment on the part of the occasion of comment on the part of the public expense! It is indeed an iconoclastic age. which says that the work of construction preparation for the great army of emishall begin on the Pacific end. There grants that is heading in the direction of Emile Boutmy's recent book on 'The is not a word in it about commencing Canada. It is therefore extremely prob- English People.' He discovers the preanywhere. That is left to the company's able that the Grand Trunk Pacific Rail- vailing tendency of the whole race in judgment. It has seven years from De- way will be begun on the prairies, 'the desire to exert strength'; at the cember next in which to complete its and that it will be at the service of the same time no man's sensibility has ever undertaking. There is not a practical agriculturists there a considerable time been less affected by direct impressions railway man on the continent who does before the connection from west to east of the outer world, and the poets of no not know as an absolute fact that the is complete. But, notwithstanding that other race have ever treated nature so not know as an absolute fact that the is complete. But, notwithstanding that other race have ever treated nature so is going to construct a railway through his luncheon he must go to the saloon. work of construction must be prosecuted fact, the work of construction will be spiritually and shown so subtly the the province they send ambassadors East. This is the greatest social movement at every available point in order that the commenced in the West as soon as surterms of the agreement may be carried veys can be made and a suitable termi- upon itself." This is praise indeed. out. McBride will say that he was com- nus selected. The mountain section of Britons will be pleased to read that they pelled to give a bonus to secure immedi- the Grand Trunk Pacific Railway can- still possess qualities worthy of the adafe commencement of work on this end not be completed within seven years miration of their superior neighbors on ers. It has been hampered and "in and in order that the people of British from the 1st of December next and the this side of the great waters, that the Columbia might receive all the benefits forfeit of five million dollars saved by fires of inspiration which burned in the approached the right parties in the first naturally flowing from the prosecution of driving the line through from the east heart or brain of Shakespeare and his the undertaking. No doubt the Grand of the mountains. That is a fact that is successors in the realms of literature Trunk people wifl sustain him in that. palaphle. It is the intention of the com- still flickers more or less feebly in some of government would have regarded it with Common gratifude for a princely gift of pany to commence active work in Brit- the sons of Britannia the Decadent. But pride and pointed it out to the electorate land will compel them to do that much. Ish Columbia as soon as the preliminary we fear Rudyard will catch it when the

announcement that the McBride government had decided to bestow a land grant
upon the Grand Trunk Pacific Railway

of a bonus from the province of British
Columbia. Of course it was necessary
The accomplished fact with flours and to trump up a reason for the proposed deal. It was a rather difficult matter to Look, to your knee your baby brings find an excuse likely to be acceptable to the people of British Columbia, who had The answer to your worryings: concluded that at last they were about to undergo the unique experience of securing a railway-and a railway of much greater value to them than works they had been willing to pay millions of dellars for-without the cost of a single cent to the treasury.

The people of British Columbia must draw their own conclusions as to the reason why all the governments they set up will persist in giving away millions in cash and more millions in the most valuable properties to railway companies. They cannot expect the companies to refuse that which is trust upon them. The Colonist has endeavored in its own "clumsy" way to prepare the public mind Its contemporaries have refused to take it seriously. The general opinion evidently is that McBride, shallow as he is and incapable as he is of estimating at its true value the strength of public senconsideration, will not dare to suggest to the Legislature the propriety of forcing a bonus upon the Grand Trunk Pa-

KIPLING IS HIMSELF AGAIN.

At last we have found comothing the New York Post can look upon with in the interests of Canada as a whole the more remarkable. In the opinion of the Post of the latter days (and we sus-All fair-minded critics must admit that pect the case was not different when Alexander Hamilton was at the helm) lumbia is quite a different matter from right. Ireland has been misgoverned. prairie country. The Grand Trunk Com- might have been treated differently with better results, the Transvaal was abused. Russia is at present being bullied, the berlain is toying with the heresy of protection and the people seem disposed to listen to him, but Rudyard Kipling, after mistake the original builders of the line lying fallow for many months, has produced something that is worthy of accepterrors of his predecessors. The driving ation at the hands of the most fastidious. "It was commonly said that no one could turn out stories at the prodigious rate of Kipling's earlier years without exhausting his vein, and some such feeling as this, no doubt, has kept his hand from the pen for many months. Now, in the August Scribner's, he publishes a tale, entitled simply "They," which shows unmistakably the results of this nections as well as for connections with recueillement. Not for a long while has he written anything so pure artistically and so aerial in sentiment. Aerial is the word, though it may not at first sound appropriate to the author's well-known lines are to be established. Harbors on qualities of forcible realism. But right so anxious to pay the penalty alleged to with the best and most economical routes moment's consideration. . . . No coarse sympathy for the ill-used Scot. there lies a paradox that is worth a tawa administration that they could not wait for the railway company to make wait for the railway company to make the post of the general ghost of the gener part of the agreement, it would in a state of mystification, and wonder pany that was so extravagantly endow-have been impossible to induce what it is all about; and this, perhaps, government of this province would not any responsible company to post five may justify our rough handling of a mi'lions of dollars in cash as a forfeit in theme which the author purposely leaves story brings up a question that may to the people of British Columbia, at The settlers of the Northwest are call- have puzzled not a few admirers of Kiping for transportation facilities. The ling, Why is it that we find united in continuance of the present rush to the fat | this typical British writer an instinct cosmopolitan critics behold the latest programme of the Grand Trunk Pacific | Whether the President of the Council work of his genius. Its theme Company was prepared months before in the British Columbia government is is one which excites the fre of all for-McBride sent his emissaries to offer the land bonus, that it contemplated the question of bonussing the Grand Trunk land bonus, that it contemplated the land bonus a ladder resting against

ment contemplated assisting the Grand the Empire, has written a striking poem Trunk Pacific Railway Company—the which is sure to cause much interest at company which had been held up as already highly favored in the matter of literary world. It is entitled, "Things ent-a change was made in the and the Man," and is of five stanzas, editorship of the Colonist. Mr. Cotton each ending with the italicised "Once on retired to Vancouver and was succeeded a time there was a man." The final by Mr. Gosnell, a gentleman who had stanza is an enthusiastic suggestion that held a confidential post under the govern- even in these days there is a man who is capable of great things. Following are

flings,

A bolt is fallen from the blue Awakened realm, full circle swings Where Dothan's dreamer dreams anew Of vast and farborn harv And unto him an empire clings That grips the purpose of his plan. My lords, how think you of these thin

PARADING DUNDONALD.

Lord Dundenald has been sent off with

great enthusiasm. Toronto and Ottawa

and Montreal took special pains to do

him honor. His Lordship was carried

around "shoulder high" and generally hustled about by the mob with as little ceremony as if he had been a common "pleb," instead of a patrician who object ed to the humiliation of submitting to here yesterday. Agriculture or of a country physician timent in such a matter as that under posing in the ridiculous role of Minister of Militia. Well, we suppose my lord About a dozen seats were lifted fro ed by a responsible head, with the people of Canada as the ultimate masters. The shaking up.
Wheat Cutting. late G. O. C. might have carried his campaign on behalf of the Conservative party to more triumphant heights if he had been willing or if he had not been recalled. Circulars had been issued from anonymous quarters urging Scottish so- ing \$300 in gold was given yesterday by cieties in all parts of Ontario to hold the manufacturers to C. B. McNaught demonstrations, guaranteeing Lord Dun-superintendent of the exhibition depart donald as the chief "attraction," and ment of the manufacturers at the Don offering security that the picnics would inion fair. He was also tendered a bannot cost the organizations a single cent. One fraternal order in particular was requested not to miss such golden opportunities for holding parades and listening was stipulated that "no regalia should at Kakaneeka Falls, near Fort Wilbe worn." The Tory campaign fund is evidently in a healthy state. The miserable Grits will of course say it is a pity it was not all exhausted in parading Lord Dundonald up and down the country as a stellar attraction now that Gamey has talked himself flat. We afternoon on a steep hill near P. party have hopes of inducing his Lord- driving a pair of bronchos in a De ship to come back to Canada for the purpose of contesting a constituency in the interest's of the cause he has espoused. and in the hope of injecting loyalty in went over with the vehicle and was the Union Jack." If the only loval party is disposed to try any such game, it had better conceal from Lord Dundonald the fact that Lon Scholes was cheered in Toronto on his return from Henley by a vastly greater multitude than roared its Liberal whip, died this morning

> consent to forego the ancient privileges opened by Bishop Potter in New handed down from its predecessors. A forego their annual trips to Europe at dit "statesmen" are not exempt from the inexorable laws which compel us to follow money and without price to the taxpay-

have known from experience that the

as an enterprising and patriotic institution.

juncted" at every turn. If it had only

in cash and a great estate in land our

WERE INTENDED FOR G. T. P. SURVEYORS

Party Will Be in Bad Plight if Goods Do Not Soon Reach Their Destination.

Fort William, Aug. 2.-Word has reached here that the supplies for the week, had been either lost or stolen. Unless the supplies are found the surveyors Action Deferred.

the National Lacrosse Association last night deferred action in the matter of team for having played with the Tecum-Lacrosse Association.

Excursionists Hurt.

Montreal, Aug. 2.—The executive of

St. Thomas, Ont., Aug. 2.-A peculiar in the Pero Marquette railway yards the decrees of a bucolic Minister of ing with a party of London excursionists for Port Stanley, the flooring in the second last coach gave way at the rear end, throwing the front end to the ceiling has had the reward he craved. And still their positions, throwing the occupants he is not the master of the administra-tion. The department of militia is still a department of government administer-system. Injuries to other passengers nsisted of a few bruises and a sev

Winnipeg. Aug 2.-Wheat cutting has

ommenced near Raymond, Southern Alberta.

Winnipeg, Aug. 2.-A purse contain

Deposits \$10,000.

Winnipeg, Aug. 2.—Mr. Jennison has deposited \$10,000 with the Fort William tunities for holding parades and listening council as guarantee that he will spend to patriotic speeches on like terms. It \$50,000 immediately in development work

Winnipeg, Aug. 2.-Chancellor Bur wash and Dr. John Burwash, of Victoria University. Toronto, with their wives and Miss Burwash, had a miraculunderstand the managers of the Tory Burns's ranch, Calgary. The party were when the team became unmanageable on the hill and carried the rig over a pre cipice. The ladies and Dr. John jumped and saved themselves. large doses within the hearts of the Can- under the horses' heels. He was badly adians who seem disposed to "let go of shaken up, and had nine stitches put in Dr. John had his shoulder his hand. dislocated in jumping.

Pioneer Dead. Watford, Ont. Aug. 2.-David Cal vert, a pioneer of Lambton county and of W. S. Calvert, M. P. paralytic stroke, aged 81 years.

Improving.

MODEL SALOON

New York, Aug. 2.-Bishop Henry O corporation to be subjected to taxation just like an ordinary farmer, a common workingman or a struggling merchant. workingman or a struggling merchant.

Nonsense! Outrageous! Produce a precedent for any such foolishness! We shall be expecting our ministers to attend to the work of their departments next or to In his address Bishop Potter said the

keynote had been struck by this attack of the situation. He said he believed in the old village tavern as a meeting place We are indeed creatures of habit. Even 'statesmen' are not exempt from the inexorable laws which compel us to follow want to go out to dinner or a social evenin the footsteps our fathers trod. British ing I can do so in any one of these clubs. Columbians have inherited the bonus But what of the man who lives in two habit. When they hear that a company rooms with five small children; he has is going to construct a railway through no club. To get his glass of beer with company with presents. One corporation ment every one of you must take into has attempted to construct lines without account if you would save the republic. The formal opening ended by the singing of the doxology.

SINGULAR OUTRAGE.

instance and asked for a handsome sum Traveller Returned Home to Find His Furniture Smashed to Pieces.

> Montreal, Aug. 2.-Leslie Buzzell, a commercial traveller, returned home this morning to make a startling discovery when he visited his residence on Glad stone avenue in Westmount, whose family is away for the summer. When Buz-zell tried the key in the front door it

piano, dishes broken, pictures smashed into pieces, clothing torn into shreds. Not an article in the place but had been damaged in some manner. The strangest part of the affair is that so far as can be ascertained nothing is missing from the

THE RATE WAR.

Steamship Fight Leads to Friction Be tween Hungarian and Austrian

Vienna Aug. 2.-The fight between the Cunard and German lines is said to have led to a conflict between the Hungarian and Austrian governments, which it is feared may seriously affect the commercial relations of the two halves of the monarchy. The Austro-American line recently has taken from American line recently has taken from the Fiume large shipments of corn and sugar, thereby materially damaging the business of the Adriatic line, which is allied with the Cunard line. The Adri-Grand Trunk Pacific surveyors, who left atic line thereupon asked the Hungarian Wabigoon for Trout Lake district last government to make representations to week had been either lost or stolen Unministry pointing out that the Austro-American line competition was contrary to the existing arrangements and that the Cunard line treaty disregarded the existing arrangements, and that, there-fore, the Hungarian government was solely responsible for the consequences. The Hungarian ministry of commerce has now resolved to introduce a special combined rail and ocean freight rate in ection with the Hungarian railroads and the Adriatic line which will give the latter a commercial monopoly of the Hungarian grain and sugar freights. The

> COOL WORK OF BAND OF TRAIN ROBBERS

Held Up Express and Relieved Passengers of Money and Valuables -Escaped With Booty.

Chicago, Aug. 2.-Highwaymen, all heavily armed, and two of them wearing masks, last night held up the passengers on the Illinois Central, Chicago & St. Louis express train known as the "Diamond Special," on the outskirts of Chicago, as it neared Matteson, Ill. The robbers secured all the money and value ables carried by the 30 passengers in the two Pullman sleepers, stopped the train

and escaped in the darkness.

The forward sleeper was entered first the occupants were aroused and with nothing on but their nightclothes were narched back to the Pullman car. Two of the passengers who were slow in re sponding to the command of the robbers were hit on the heat with a hatchet, and one was seriously injured. It was impossible last night to obtain the names

of the injured passengers. When the passengers in the two cars had been lined up in the rear Pullman, two of the robbers stood guard, one at each end of the car, with drawn re volvers. The third one, who is supposed to have been the leader, ordered the pas sengers who had been compelled to bring their clothes from the first car to throw he garments on the floor of the car. The passengers in the rear car were then commanded to return to their berths and leave their clothes in the same place. began to search the clothing for valu ables. When he had finished this search he made a close examination of the nas sengers for any money they might have secreted. When the search had been completed all the booty was placed flour sacks and the three robbers joined their companions, who had stood guard in the vestibule of the train.

Pulling the bell rope, the signal to the engineer to stop was given, and when he speed of the train had slackened sufficiently the robbers, after having locked the doors of the car, jumped out and fled

in the darkness. bers, and with so little confusion, that made by which the property should be the train crew was unaware of what was going on. It was not until the engineer, in response to the signal, brought his train to a standstill and seeing nothing rights to the property. of the remainder of the crew, walked back to the rear of the train to ascertain what was the matter, that he learned of solving of the injunction, apparently being

The robbers secured more than \$1,000 in money and valuables.

E. H. Groce, superintendent of telegraphs for the Illinois Central, who was tiff company, otherwise it would be disone of the men robbed, left the train at Kankakee and notified the Central railroad detectives in Chicago. The latter notified the central police, and detectives were sent out on a train to begin the search for the robbers. Supt. Groce's tory, as told at Kangakee, was as fol-

"The men must have boarded the train at Harvey, for we were but a few miles out when they appeared at the door of the last Pullman, and, cursing the brakeman and porter, ordered them into the smoking compartment. They went through the car and ordered all the men out. At first the men seemed to think the affair a joke, and did not hasten. One of the bandits then fired into a berth whose occupant was slower than the rest. He came scrambling out in a hurry, and the rest responded more readily to the orders after that.

years old, was partly awake. He too was slow, and when a bandit told him to get into the aisle the robber struck him with a hatchet. He was cut severe-

They drove all the men to the smoking compartment, and there two of them searched us while the others stood guard in the doors. They took \$100 from me and \$300 from a man near me. I guess

those were the largest individual amounts they obtained.
"They searched the women who were awake, but did not bother those who were in the berths where the curtains were drawn. In the second Pullman there were only five or six passengers. and they had an experience like the rest

THE TENNIS TOURNEY Number of Close Games Played This Morning at Belcher Street Courts.

(From Wednesday's Daily.) Some exceedingly interesting games. took place this morning in connection with the annual open tournament of the Victoria Lawn Tennis Club at Belcher street courts. The contest be-

tween Major Bethel, of Portland, and B. P. Schwengers, of the James Bay Athleric Association, attracted most at tention. Although the former won out by a good margin he was forced to put forth his best efforts. Another excep-A. Goss, of Portland, and R. H. Pooley In this case also the local man was beaten. The two sets were, however, well contested, and a number of parti cularly brilliant plays elicited hearty anfrom spectators. Word was received this morning to the

effect that J. Taylor and H. S. Russell the Seattle experts, would ! play here. This means that Seattle will not be represented in the internationa hampionship series.

This morning's results follow:
Mrs. Burton and Miss Bell beat Mrs Langton and Miss King 6-3, 6-3. Major Bethel beat B. P. Schwengers

A. F. R. Martin beat H. S. Powell W. A. Goss, of Portland, beat R. H. Pooley 6-3, 6-3, Miss King beat Miss Hobson 6-3, 7.5, Mrs. Burton beat Miss Hulbert 6-2,

LADYSMITH NOTES.

(Special Correspondence of the Times.) H. M. S. Flora arrived in the harbor resterday. A number of the blue jacket and marines were ashore in the evening The city council has decided to spend \$1,200 to \$1,500 on the streets at once. Most of the outlay will be in the upper part of the town, where the streets are n a very bad state. It is almost certain that electric lights will be installed before the winter sets

The residents of Chinatown have been given a month or two to enable them to remove to their new location outside the city boundary, on the Chemainus road.

INJUNCTION CONTINUED

Affairs Relating to Hydraulic Mining Properties in Cariboo Before Court.

An application was made before Mr. Jusce Martin Wednesday for the dissolving of an injunction restraining R. T. Ward rom working a river lease in Cariboo. The estraining order was made by Mr. Justice Drake a short time ago on an ex parti application made by the Horsefly Hydraulic company.

This morning Denis Murphy appeared on chalf of the defendant, R. T. Ward, to have the injunction dissolved. E. V. Bodwell opposed it for the Horsefly Company. Mr. Ward obtained a river lease for the tream running through a hydraulic prop erty held by the company. In the affidavits filed at the time the application was made t was stated that Mr. Ward represented to the gold commissioner that he was acting for the company, and that he was really the trustee.

This is denied by Mr. Ward, who in an affidavit filed sets forth that all he repre sented was that the company did not op-

Mr. Murphy held that the company had allowed their claims to apse by not renew-ing their miners' ilcenses. An irregularity was practiced in this respect by ante dating the license which was obtained June 27th, but was dated May 31st. He doubted even if the company's rights covered the river, as the map attached to the grant showed only the property on both sides of the stream and not the stream itself.

Mr. Bodwell pressed that if the injunction worked by an independent party, the profits being set aside until after the action

rights to the property.

After consulting with his client, Mr. Murphy decided not to press for the disthe robbers. No attempt was made to opposed to operating the property subject to be mail or express cars. Mr. Justice Martin allowed the injunction

THE PROPER COURSE.

To the Editor:-In reference to the letter appearing in last evening's Times regarding the life-saving appliances on the City of Nanaimo, it would seem to me to have been a wiser and more commendable course for Mr. Best, if he found such life-preserv ers as he describes, to have carried his complaint to the owners or the officers of the ship, and have ascertained whether the preserver in question/was typical of all or was but an isolated exception. By so doing, he would have accomplished the same purpose and have prevented any unnecessary alarm.

Being secretary of the Y. M. C. A., Mr.

Dunsmuir's kindness in loaning the stea he orders after that.

'S very much appreciated, and as a Christian, a gentleman and a true man, I consider any complaint should be made straight to headquarters. Half the trouble in the door kickers. W. B. FISHER.

LIFE PRESERVERS.

To the Editor:-The public would not be interested in a newspaper controversy between the secretary of the Y. M. C. A. and

Fisher's epistle. What the people of Victoria want to see is a certificate from the steamboat inspector containing the statement that all the defective life-preservers have been replaced by others which would be serviceable, in an

STRONG OPPOSITIO DEFEATS

> couver Island Board writers Retains I Identity.

At a well-attended m ouncil of the boar dof day the principal busine the adoption of the repo mmittee appointed to ous insurance companies roposed amalgamation Island and Mainland box ers of the sentiment of t regard to the matter. s appended. shows th owing to the strong oppo the insurance men and t aken by the board of t ally fallen through, an by the majority of the One of the first mat with was a commun that the car service to was not satisfactory. contended, should me when it was possible.

landed at the wharf an and to wait twenty min The subject was dis general opinion was t correct in many respec littee was, therefore. on the manager of Railway Company to anything could be done er service.
Another Victorian

in purchasing a railwa ne had been told it wo under such circumstanthe C. P. R. steamer from eity. This, he thought, ondition of affairs.

In the brief discus the reading of this commannounced that the Gre way had made arranger sengers from any point choice of the C. P. R. ship Company steamer Sound. A special ever, was appointed question and find out w rangements could be

Hon. R. Prefontai marine and fisheries, by inst., a committee was port upon what ma ought to his notice a a fitting reception for submitted the followin

The President and Cou Gentlemen:-Your con port that in accordance tions the following tele the general agents of the companies mentioned in

"Council Victoria Boa rotests against Vanco Underwriters amalgame board, and pledges its companies who are opp

The following cable w companies mentioned i "Council Victoria Bo rotests against Vanco

Underwriters amalgan board, and pledges sup opposing amalgamation The Victoria agents of resolution passed by

Board of Trade. The following replies by the secretary: The Liverpool, London Company, Liverpool, cal written agent protesting The London Assurance

> British Columbia is Landers, San Francisc The following messas 'Cannot decide unless lections are fully state A combination teles from San Francisco rea "Evidently your couproperly advised as to amalgamation. It will her a voice in matters ince. We support an we believe it for the

"Hartford, Commerc Connecticut, Aetma." To this telegram the sent by direction of th "Replying to your believes itself to be merits of amalgamati voice on matters over it, strongly insists the board shall remain as companies' local agents ception opposed to am Letters have been retoria agents next me effect that they oppo amalgamate when it the Board of Fire U they will continue to

Mr. P. R. Brown, a Messrs. Findlay, agents Northern Assu Messrs. Grant & C