The Colonist.

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NON-RESIDENT REPRESENTATIVES.

The non-resident cry is nearly always a partisan one. The party opposed to the non-resident candidate is pretty sure to work the objection of non-residence during the canvass for all it is worth. It is not worth a very great deal, for when it suits the interests of the same objectors to bring out a non-resident candidate, they do so without a scruple, and then they do not hesitate to laugh at their own arguments in favor of home representation. The truth appears to be that no party or no individual seems to believe that the objections to a non-resident are at all forcible when the candidate they desire to see returned does not live in the county or district, but the same men profess to attach great weight to those objections when the candidate they oppose is a non-resident. It is amusing to see how often the exigencies of party compel men to whom party is everything, to talk first on one side, and then on the other, on this non-resident question. From all this we infer that the mere fact of residence in the district does not weigh much with electors when the candidate is in other respects acceptable to the majority of the electors. And in practise it does not seem to make a very great deal of difference whether a member of the Legislature is or is not a resident of the district which he represents.

It is evident to every thinking and observant man that an able non-resident member is better fitted to serve both his constituents and the province than a resident who is not able. A member who is sent to represent the district in which he resides, if he does not possess ability and intelligence will be certain to place himself under the guidance of some man, not a resident of his district, who possesses knowledge and experience and who knows how to use his talents and opportunities. The man who is sent to the Legislature principally because he lives in the town or district he has been elected to represent, finds when he is in his place in the House that the mere fact of his being a resident of a certain part of the country does not help him to come to an intelligent conclusion on ninety-nine hundredths of the question she is required to discuss and decide upon. What he needs when he is actually doing the work for which he has been elected, are a knowledge of many subjects about which he perhaps has never thought, and ability to think and to express his thoughts. This knowledge and this ability do not come to any man simply by breathing the air of any particular locality. Without these he is in the Legislature like a fish out of water. He must depend upon some one who knows more than he does for instruction how to vote. He cannot take part in the discussion of general topics, and if he does venture to speak, the chances are a hundred to one that before the debate is over he will wish that he had held his tongue. But the capable man, whether he is a resident or not, will soon be able to take an active and independent part in the work of legislation; while the man who is elected merely because he is a resident of the district will never be able to act independently in the legislature and will not acquire sufficient knowledge of legislative procedure to make a good use of the local information that he possesses. But the man of ability, no matter where he comes from, will soon obtain a knowledge of the needs of his district and will be able effectively to advance its peculiar interests as well as to take a useful part in the general business of the legislature.

What a constituency should look for in a candidate is intelligence, ability and honesty. He should be a man who can do their work and whom they can trust. If such a man is available it matters little whether he lives in the district or not. The accident of residence will not make him either a better or a worse representative. But if he does not possess these qualities, the constituency would be foolish to elect him simply on the ground that he lives among them. Some of the best members that ever sat in the legislatures of this and the other provinces did not live in the district for which they were elected, and some of the worst representatives were local men. We are very far from saying that all resident representatives make poor legislators, or that all non-resident members turn out to be good men. The idea which we wish to convey is that experience has proved that residence or non-residence does not count for much one way or the other. What the people require in those whom they choose to serve them are ability and integrity. The man who possesses these will serve them well, no matter where he lives, and if a candidate does not possess them, he should be rejected, whether he lives in or out of the district. Non-residence is no disqualification; neither does residence qualify a man to be the people's representative.

We were led into this train of thought by a very peculiar article that appeared in the organ of the opposition of Monday evening. Every one knows that the guiding spirit of that paper is Mr. John Grant, member for Cassiar. Mr. Grant is a resident of Victoria and he represents the mainland constituency of Cassiar in the Legislative Assembly. In the face of this fact our contemporary says: "We regard a residential qualification as inseparable from honest and consistent representation. Here we have Mr. Grant condemned by what may be called his own newspaper. It says in effect that Mr. John Grant does not represent, and cannot represent, Cassiar honestly and consistently. What does the organ think of the practical application of its own sermon on "non-resident members?" Of course it does not believe what it says. The article making residence an essential qualification for membership was written with a purpose. If Mr. Grant, or any member of the Grit party, was running for Cassiar it would unsay all it has said about the necessity of a member being a resident of the district for which he is elected.

Mr. Humphreys represents Comox in the Provincial Legislature. He is a non-resident member, yet the Times includes him in its sweeping condemnation of non-resident members! It lays down the law that a residential qualification is inseparable from honest and consistent representation. Will the Hon. Mr. Humphreys thank the Times, the organ of his party, for declaring him to be neither an honest nor a consistent representative of the electors of Comox? If we had said this, the Times would have been indignant. It would have accused us of unfairness and malignity, and goodness knows what besides.

We must confess that we did not expect to see the Times go back on its party so far as openly to stigmatize two of its leading members as being in their representative capacity neither honest nor consistent. These gentlemen must be blame us if, after this, we take them at the estimate of their own organ. It has painted their pictures. Are they good likenesses?

NOT AN UNFRIENDLY ACT.

It is astonishing to see how touchy our Californian neighbours are. Some of them are ready to take offence at anything that is said or done on this side of the line. The San Francisco Call declares that subsidising a line of mail steamers to China and Japan by Great Britain, and requiring them to be so fitted up that they may, when occasion requires, be converted into armed cruisers, is an unfriendly act. It says—"A nation commits an unfriendly act when it tries to destroy the commerce upon which its neighbour lives." This may be construed to mean that all commercial competition is, in a national sense, "unfriendly." It is strictly correct to say that every competing trader tries to destroy the commerce on which its rival lives; or, more strictly speaking, to divert it into its own channels. If this is true, every commercial nation in the world is unfriendly to every other commercial nation, for they are all trying to get as large a share of the world's commerce as they possibly can. If it suits the British Government to encourage fast communication between America and Asia for military and postal purposes, it is hard to see how any rational American citizen can construe the policy to be an unfriendly one to the Government of the Republic. Great Britain has immense interests in the east. The shortest means of communication with the Indian Empire is by a canal, that can be easily made unnavigable. Is it then any wonder that she hastens to avail herself of an alternative route, an important part of which is through her own territory? Is there a sane man in the United States who can honestly say, in taking measures to establish such a route, she is doing what American citizens have reason to regard as unfriendly? If commercial advantage is to be one of the incidental results of the establishment of the line of rapid communication, have United States citizens any right to complain? It seems to us the merest drivel to talk of the duty of the President's considering "measures retaliation." What reason has the President for retaliating? The action of the British Government in the matter has no reference whatever to the United States, and we are quite certain that no American statesman who possesses either principle or independence would dream of taking offence at what Great Britain is doing. It is more than likely that the Call itself means nothing more by its captiousness than to pander to the unreasoning hatred of Great Britain which is the ruling passion of some of its supporters. With them, any utterance unfriendly to Great Britain, no matter how nonsensical it may be, is relished. It is, very likely, to please this element that the Call declares that the agreement of the Canadian Pacific Railway Company with the Imperial Government to carry the mails between British Columbia and China is stigmatized as "war in peace time." It is surprising how a newspaper that makes the slightest pretensions to respectability could bring itself to publish such reasonless rant.

THE POWER OF PUBLIC OPINION.

The power of public opinion in Great Britain is seen from the commutation of the sentence of Mrs. Maybrick. After a long trial the woman was convicted of the murder of her husband. The judge who presided was convinced of her guilt. His charge to the jury was of such a nature that it was evident that he at any rate was satisfied that there was no reasonable doubt that she murdered her husband. The jury brought in a verdict of guilty without a recommendation to mercy. But the public did not believe that she was guilty. They considered that the judge was prejudiced and that the jury was stupid and unintelligent. The sentence of death had hardly been pronounced when an agitation was set on foot to have it commuted. The agitation was not confined to the ignorant and impulsive. Men of all grades of intelligence and every temperament took part in it. Petition after petition poured in upon the Home Secretary. It was at first said that the Government had determined to let the law take its course. But the pressure brought to bear on the Home Office was so strong that it was found impossible to resist it. The Home Secretary was in a manner forced to give way. He was obliged to admit that there was a doubt as to whether Mr. Maybrick died of arsenic poisoning, and whether, if he had so died, the poison had been administered by his wife. Whether he would have been able to see this, or to admit it, if the agitation in favor of Mrs. Maybrick had not been so violent and so general is very doubtful. If the public had remained acquiescent it is morally certain that Mrs. Maybrick would have been hanged.

During the agitation it was lamented that there is no appeal from the judge's decision—no tribunal in which that decision could be reviewed. It was said with a great deal of force that if property had been at stake the judge's decision would not have been final. The case would have been taken from court to court and other and perhaps wiser judges would have had the opportunity of correcting any error that Mr. Justice Stephen might have committed. But when character and life itself were the issue there was no appeal from the verdict of the jury and the sentence of the judge. This appeared to many to be a cruel anomaly, and the necessity of providing a court of appeal for criminal cases was discussed, and it is confidently predicted that one of the results of the agitation in the Maybrick case will be the establishment of such a court. If a court of criminal appeals is established in the Mother Country, her dependencies will not be long in following her example, and it may be that a very important legal reform will be one of the results of the Maybrick agitation.

"DISHONORABLE TACTICS."

In an article with the above heading in last evening's Times our contemporary, although insinuating a great deal, does not inform its readers directly, who is the party guilty of the conduct imputed.

Regarding the statement made by Mr. Mills, from the audience at Philharmonic Hall, that Mr. Bole had told him he would accept the portfolio of attorney-general, if offered, we implicitly believe what Mr. Mills said, especially in view of the fact that Mr. Bole himself has given the statement no denial, and that Mr. Mills could have had no object in making a misstatement.

We are further in a position to state that Mr. Mills informed two of the leading lights of the Opposition of what Mr. Bole had told him before ever the election for the city was on hand.

Whether Mr. Davie was correct or not in his surmise that Mr. Bole would have accepted a portfolio under the Robson Government, we leave to be decided, irrespective of the Mills incident, by those who have watched Mr. Bole's course in the House, and by those who know him personally, and we can leave them also to decide how much credit is to be attached to the denial which the Times gives in Mr. Bole's name, but which Mr. Bole does not attempt to give himself.

THE AMERICANS AGAINST THE AMERICAN CLAIM.

The untenableness of the United States claim to the sovereignty of Behring's Sea is insisted upon with great force and indeed demonstrated by some of the ablest and the most eminent of American journalists. No British writer could show more clearly the groundlessness and the inconsistency of the American pretension than does the editor of Harper's Weekly in the following article:

"When Russia held all the surrounding land she made a claim of authority over the Behring Sea, which the United States denied and refused to acknowledge. Our demonstration of the case was complete, and Russia did not insist upon the claim. Moreover, we have always asserted the right to fish in the Gulf of St. Lawrence, although it is entirely surrounded by British territory, and the channel between Newfoundland and Cape Breton is only fifty miles broad. As the United States have denied that the Behring Sea is enclosed, no other great power except Russia has asserted it. In 1870, however, the treaty with Russia by which we acquired Alaska defined our water boundary by a line starting from the Arctic ocean and running through Behring strait to the north of St. Lawrence island, then south, westerly midway between Alton and Copper islands. In 1881 the Treasury Department instructed our naval officers that all the waters within that boundary are considered to be the waters of Alaska territory. Mr. Cleveland's Administration in 1885 adopted this view, and many arrests of British sealers were made. A strong protest followed from the British Government, and the vessels were released. In consequence of the release, a great number of British sealers appeared in the sea. Congress then took up the subject, and prohibited the catching of seals within the dominion of the United States in Behring sea, except by the Alaska Commercial Company. But Congress distinctly refused to claim that the waters of Alaska territory comprised the whole Behring sea eastward of the line mentioned in the treaty. The law assumed jurisdiction, but did not define its limits.

"The seizure of the sealers now raises the question, Do the United States claim dominion over the Behring sea east of the line mentioned? If they do, they derive their title solely from Russia. But they have long ago demonstrated that Russia could have no such title. The United States, however, have not claimed, but, on the contrary, by the action of Congress, have declined to claim a jurisdiction which the common consent of nations, the United States included, has denied. Morever, the object for which this carefully qualified jurisdiction is asserted is common both to Great Britain and to the United States. It is the protection of the seal fishery, which would soon be exterminated if the ravages which the seizures are intended to prevent should continue. The situation, therefore, is obviously one for the calmest deliberation. The Canadians certainly cannot be allowed to destroy the seal fisheries. But they are not to be restrained by a claim of authority which cannot be maintained. It must be remembered constantly, however, that this claim is not made. We have not yet defined our dominion in the Alaska waters, and we are not likely to make a claim there which would imperil our rights and interests elsewhere. This is evidently the general American view, as expressed by the press on all sides, and a prompt and reasonable adjustment of the question by negotiation would be most honorable to the administration."

Canadians do not want to destroy the seal fishery of the North Pacific Ocean. They know its value too well. They will cheerfully submit to any international arrangement that may be agreed to for the preservation of the fur seals, and aid in securing the enforcement of international regulations. They have no desire whatever to hunt in the territorial waters of the United States, and they do not complain when seal-hunters are punished for what is really trespassing. What they wish to see is the same rules as regards territorial waters in force on both sides of the continent. They want to be as free to fish in Behring's Sea as American fishermen are in the Gulf of St. Lawrence. They desire no privilege on this side of the continent that is denied to American fishermen on the other side. But they do look upon it as most inconsistent in the American Government to be exacting with respect to the three-mile limit on the eastern side of the continent and to claim the whole Sea on the western side. As Harper's Weekly aptly suggests, the Gulf of St. Lawrence can be much more properly considered a closed sea than Behring's Sea, yet the Americans protest very emphatically to the three-mile limit in that gulf being measured from a line drawn from headland to headland, while they will not allow British ships to pursue their lawful avocation sixty or a hundred miles from land in Behring's Sea. They refuse to allow the rule which they make for the waters that wash the shores of Alaska to apply to the waters that wash the coast of the Dominion of Canada. It is no wonder that fair-minded and clear-headed United States citizens are disgusted with such a disregard of principle—such glaring inconsistency.

A SOUND OPINION.

Principal Grant, than whom there is not a clearer-headed man in the Dominion or one more truly and intelligently patriotic, is very far from denouncing wholesale the 188 who upheld the government in its refusal to disallow the Jesuits' Estates Act or looking upon the 13 who opposed Sir John Macdonald's policy with regard to that measure as disinterested, self-sacrificing patriots. In the course of an interview with a representative of the Montreal Witness, in answer to the question, "Why then did they (the 188) vote against disallowance?" he said:

"Chiefly for two reasons, either one of which if heartily believed, it must be acknowledged, was sufficient for them. Some considered the Act "intra vires" of the province, and in such cases their theory of provincial rights forced them to leave it alone. No matter how bad they might consider the measure or how offensive its preamble, you can see how this would be, particularly with members from the smaller provinces. These could not be expected to cut a rod that might be applied next time to their own backs. Ontario, too, though big enough to take care of itself, has also been particularly zealous of its provincial rights. Other members who believe that "intra vires" acts may be vetoed, if opposed to the general interests of Canada, might surely believe also that to veto this bad act would be still more against the general interest. Sometimes you may be shut up to Hobson's choice—bad to leave this act on the statute book, you say, but worse to veto it. Therefore, on grounds of prudence, let it alone. 'This is the argument from expediency,' you may say; that word does not frighten me. Surely it is better to do what is expedient than what is inexpedient. It seems to me, therefore, a great mistake to breathe out indiscriminate slaughter against the one hundred and eighty-eight. It's worse than a mistake; it's wrong. Some of those men voted more conscientiously than some of the thirteen. Not a few of them, certainly, deserve better of the country than two or three of the thirteen who might be named. The people must distinguish between the true and the false. A people who cannot so distinguish are blinded by passion, and, in so far, are unfitted for free institutions. They are not better than the Montreal constituency who rejected Sir George Cartier, notwithstanding his long services, simply because he would not veto the New Brunswick school act, that the hierarchy considered opposed to the interests of the Roman Catholic minority in that province. Equal rights men must beware of being swung into the ignoble position of being merely a party of punishment."

This is the language of a broad-minded and truly tolerant man, who can put himself in another's place and gives those with whom he may not agree the credit for honesty, sincerity and regard for the general welfare which is their due.

The Rev. Principal Grant sees that men who have what they consider a prudent regard for provincial rights and prerogatives, could not conscientiously vote for the nullification of a law which the province of Quebec had, under the constitution, a perfect right to enact, and which was passed with wonderfully little opposition either in or out of the Provincial Legislature. Many of the 188, no doubt, believed that if they voted for the disallowance of this bad law, constitutionally enacted, a precedent would be created for the disallowance of what they and those who think as they do, regard as good and necessary provincial laws enacted in the same way. The Rev. Principal could put himself in the place of men to whom the choice of two evils was submitted and he disdained to join in the condemnation of those who chose what they believed to be the least. His opinion as being that of an able and conscientious Canadian is entitled to the respect of all who desire to take a prudent and patriotic course on this anti-Jesuit question.

Boiler Explosion.

PITTSBURG, Aug. 28.—A special from Scranton, Pa., to the Times says: "The rolling mill and nail factory at Tonawanda, Bradford County, operated by Boalkey, Good, Charles & Co., was partially wrecked this afternoon by the explosion of a boiler, the disaster resulting in the instant death of five men, the fatal injury of twenty others, and the slight injury of a dozen workmen."

From the DAILY COLONIST Aug. 29.

LOCAL AND PROVINCIAL.

Sale of Stock.

Attention is drawn to an advertisement in another column of the sale of thoroughbred Jersey and Ayrshire stock. These animals have a good pedigree and are valuable. The sale, by Mr. Miller, of this pure blooded drove will give farmers a chance to put new strains into their herds.

John B. Stetson & Co.,

Of Philadelphia. A large shipment of the above firm's celebrated fine felt hats, in all the latest shapes, just received by CAMERON, the cash clothier, 55 Johnson street. Also some fine lines in underwear, umbrellas, Mackintosh coats, comfort quilts, blankets.

Naval.

H.M.S. Acorn arrived at San Francisco on Wednesday morning, and after a brief stay will sail for Esquimalt. The Acorn is a composite sloop of 970 tons, 1380 horse-power, carrying eight guns. Her commander is William E. B. Atkinson.

Incoming Passengers.

The steamship Mexico sailed from San Francisco yesterday with the following Victoria passengers on board: W. Jones, W. T. Davis, J. Lenz, J. G. Morris, Miss M. Peers, C. Adams, G. Fitch, Mrs. E. Cameron, R. C. Rudge, H. W. Gundby, M. E. Rumsey and wife.

In Chinook.

At the last meeting of the Nanaimo Council it was decided to have the Indians removed outside the city limits, and one of the aldermen moved that the natives be served with written notices.

The clerk said the Indians could not read the notices.

Ald. Peck—Write them in Chinook!

The motion carried.

The Kalapore Cup.

Lieut.-Col. Bacon, commandant of the Wimbledon team, reached Ottawa last Tuesday week, bringing with him the Kalapore cup. Col. Bacon is delighted with the success of his men, for not only did they win the Kalapore cup, but were successful in scooping in more money prizes than has fallen to the lot of any Canadian team which has previously gone to Wimbledon.

ew Books.

"Picked Up in the Streets" is the suggestive title of a novel by Mrs. A. L. Wister. The subject is a romance from the German of H. Schubert, and is published by J. Theo. Robinson, of Montreal. No. 176 of the Home Series, Canadian edition, entitled "The Last of the Van Slacks," has also been received. The author is Edward S. Van Zile, and the book is published by the enterprising Toronto firm, William Bryce.

The Police Slotter.

Hon. A. N. Richards, P. M., presiding in the City Police Court yesterday morning, dismissed the case against two sailors of the barque Titania, who were charged with the larceny of $40 from an Indian woman living on Chatham street. No evidence was offered that would justify a committal for trial. A helpless drunk was brought up for trial, but remanded until he was sufficiently sobered to stand alone.

Victoria Peaches.

Mrs. Allan Francis has raised in her garden off Pandora Avenue some very fine peaches. The fruit is well formed, of excellent flavor, and has ripened well. This is another evidence in favor of the mildness of the climate of Victoria. The climate where such delicious peaches come to maturity must be genial. They could not grow and ripen in a locality where the frost was severe and the spring and summer weather chilly and ungenial.

Robbed Up Serenely.

The man Daley, who was reported to have been drowned a few weeks ago while crossing to Brownsville, N. W., with a friend, has turned up none the worse for his narrow escape. It appears Daley remained some seconds under the water, and during that time drifted down stream a considerable distance. When he rose to the surface he struck out for the shore, which he reached safe and sound, while his friend remained in the middle of the river in a terrible state of agony, vainly pulling hither and thither, waiting to see Daley's head "bob up serenely."

A Question of Ownership.

The pretty little yabht Ada, the pride and joy of the departed superintendent of provincial police, is still hauled up on the ways at the James Bay bridge. Her sails, cushions and miscellaneous fittings are piled all around. The Ada has not yet been sold, nor can she be until the question of ownership is decided by process of law. One of Mr. Roycraft's creditors claims that he has a preferential claim on the yacht, having advanced money to him, taking the boat as security. He holds a document signed by "H. B. Roycraft" containing an acknowledgment to this effect.

An Excited Convert.

A peculiar incident occurred at the Revere House yesterday morning. Rev. Mr. Dowie occupies the front room on the ground floor, and just before 7 a. m. a man rushed through the gate, and not taking the trouble to open the window, jumped clean through it, breaking glass and sash. The reverend gentleman had not yet risen, and was considerably startled. His eccentric visitor was on a harmless mission, however, and begged the clergyman to pray for him, as he wanted salvation. This done, the visitor withdrew, and later on the clergyman sought a glazier for the purpose of having the damage to the window repaired. The name of the excited individual could not be learned.

Justice Tempered With Mercy.

The case of A. B. Benesch, the young man charged with obtaining money under false pretences from Mons. L. Marbeuf, was decided in the Speedy Trials Court yesterday, Hon. Mr. Justice Crease presiding. Mr. Thornton Fell, who represented the accused, pleaded "guilty" and entreated the clemency of the court. His Lordship, before pronouncing sentence, gave the culprit a little sound, fatherly advice, which apparently was understood will have a beneficial effect upon Benesch's future conduct. He was committed to the common jail for a period of four months.

One Opinion of "Sports."

Prof. J. H. Faulkner, middle-weight wrestler and a well-known sporting man generally, was charged in the police court yesterday with assaulting Geo. Irvine, the sprinter. The details of the affair, and the circumstances attending it, were given in the sporting column yesterday. M. Conlin, Jno. West, Jno. Street, W. Short, Tom. Watson and the defendant gave evidence of the assault and of the way the "snide" race was arranged. His Honor, after listening to the evidence, remarked: "You're a bad lot. I think the best thing to do would be to send you all to jail." Concluding that Faulkner had already paid dearly enough for his share in the transaction, he dismissed the case without costs.

A QUICK TRIP.

The Corona Arrives from Alaska a Day Ahead.

Capt. Carroll, in command of the steamship Corona, arrived at the outer wharf from Alaska at 6 o'clock last evening, from Sitka, Alaska. The Corona had a very quick trip down, arriving a day ahead of time. The captain reports a general stagnation of news North. Very little was being said in regard to sealing matters in Alaska, and it was not known whether or not any British schooners had been taken to Unalaska, when the Corona sailed. The Bear nor the Rush had not been seen in port for several months. Alaska people were waiting to hear news of what was transpiring in sealing matters, from the British Columbia and California papers. Upwards of 100 tourists were brought down by the Corona, and are now "doing" Victoria. They will sail for the Sound at 10 o'clock this morning.

LITTLE LOCALS.

About twenty young couples enjoyed a private dance given in Philharmonic Hall last evening.

The new Rock Bay bridge is to be formally opened for traffic on Monday or Tuesday next.

A big panther is causing considerable annoyance to the flocks in the neighborhood of Cadboro Bay.

The Blue Ribbon Club held a well attended meeting last evening in the hall, Pandora street.

A meeting of the general committee re. banquet to Hon. Edgar Dewdney, is called for 11 o'clock this morning.

The mushroom season is approaching, and these delicacies promise to be more than usually plentiful this year.

The officers of "C" Battery R. C. A. will be "at home" to their friends this afternoon and evening at Camp Macaulay.

The body of Capt. Julien, of the tug Leonora, who was drowned near Vancouver last week, has not yet been recovered.

The Baptists of Nanaimo intend to erect a new church and have secured a valuable piece of property on Haliburton street.

Otto Wellman, who attempted suicide on board the Umatilla on Monday nights, is recovering famously at the Royal Hospital.

Mr. John Parker received yesterday per steamer Islander, a steam boiler and cooking tank from the east, for use in his sausage factory.

The run of spring salmon in the Fraser continues good, but the majority of the fish are white. In weight the fish average 50 pounds.

The Nanaimo hose team have borrowed a hose reel from the Vancouver fire department to enable them to take part in the Tacoma tournament.

Mayor Grant, pursuant to the request of the Sealers' Association, has called a public meeting to be held in The Victoria on Saturday evening next to discuss the question of recent seizures of British vessels sealing in Behring's Sea.

Nothing further has turned up to throw light on the mysterious death of Charlie McLean, the Swede, who was found dead on Sunday morning at Hastings mill.

An expressman had a narrow escape from drowning while the Corona was making fast at the outer wharf last evening. He was jerked from the dock by the tightening stern line.

An unfortunate woman named Millie Morgan, residing in Vancouver, attempted suicide on Tuesday evening by taking a large dose of rat poison. Medical aid was procured in time to save the girl's life.

At the regular meeting of Dominion Lodge No. 2, I. O. O. F., held last evening, Mr. H. L. Munn was installed as Noble Grand, vice D. E. Kerr, resigned; and Mr. M. Cahill, Vice-Grand, vice H. A. Munn, resigned.

At Westminster, Wednesday morning, the Wellington Canning Co., was fined $2.50 for violating the fisheries act. The Beaver Packing Co., on two similar charges, was fined $2.50 on the first and $5 on the second charge.

A Chinaman at Westminster, employed by the McLaren-Ross Lumber Co., was waylaid by three men near Sapperton a few days ago, knocked down and robbed of all the money he possessed—$14.40. The thieves have not yet been captured.

The Davidson Brothers, street acrobats, who were in Victoria about six weeks ago, were arrested in Vancouver, W. T., on Saturday last, and sentenced to 24 hours, imprisonment for not fulfilling their contract with their audience, who paid them about $5 to see a balloon ascension.

The corporation debentures issued under authority of the Waterworks, Park and Fire By-Laws, recently passed, are to be purchased by Mr. A. W. Jones. His tender was 101.76; or a premium of $1.76 above the par value of the debentures. Messrs. Robt. Ward & Co. offered 101.75.

THE "LORNE" A SUCCESS.

Messrs. Dunsmuir's New Boat on Her Working Test Trip.

The handsome new tug Lorne, built in this city for the Messrs. Dunsmuir, made a successful working test trip yesterday afternoon, leaving Spratt's wharf at 5 o'clock with the following party on board: Messrs. James and Alex. Dunsmuir, the owners; Mr. Joseph Hunter, Superintendent of the E. & N. Railway; Mr. H. K. Prior; Mr. W. F. Bullen, Manager of the Albion Iron Works; Mr. W. A. Russell, Steamboat Inspector, and Messrs. Shannon, Kessler and Collister of the Albion Works, who took a prominent part in the designing and building of the new boat.

Capt. Christensen was in command, and Mr. Hickey took charge of the engine room. It was not proposed to make the trip a trial of speed, but simply a "shop test" to determine how the engines worked and the boat behaved in the water, in order that any possible defect could be remedied before the Lorne was completed and formally handed over to her owners.

With the ship's flag flying at the peak, and the Union Jack trailing out at the stern, the Lorne cast away from her dock and steamed quickly out, passing the bridge and rounding in the harbor, the object of admiration for a large crowd who had gathered along the docks. At the start the steam gauge showed a pressure of 140 lbs.; the engines worked easily, and the new boat cut cleanly through the water, passing the outer wharf in five minutes.

After running out into the straits, her prow was pointed towards Esquimalt, and more steam was put on, the speed being increased to 82 revolutions per minute, producing a speed of between 12 and 13 knots.

She ran easily, without the usual pounding of new machinery, and threw the water from her bows like an "ocean greyhound." Not the slightest difficulty was experienced in keeping up steam, and it was found that she could make more than she could use. As a coal burner, she proves a very economical boat, using, it is estimated, only about 12 or 13 tons a day towing, or 15 tons going at full speed. The Alexander consumed double the quantity of coal, and could not do anything like the amount of work which it is estimated the new boat will be able to.

Having made a quick run to the entrance of Esquimalt harbor, the Lorne wheeled about and returned to the city. As she passed the Corona, just tying up at the outer wharf, she was saluted with three whistles and replied with a similar number from her hoarse throat. The North Pacific and Pilot were also passed in the inner harbor, and saluted in the same manner.

Gliding up to her dock, the Lorne was made fast at exactly six o'clock. She will remain at Spratt's, until the little housework remaining to be done is completed, and will then make her regular trial trip to show her speed, which it is expected will be about 15 or 16 knots an hour. The trial will probably be made about the end of the present week.

THE BOAT HERSELF.

The Lorne was built on Laing's ways in this city, and is a handsome, staunch and first-class boat in every particular. Her dimensions are 154 feet 8 inches over all, depth of hold 14 feet 3 inches, beam moulded 25 feet 10 inches.

She is copper fastened and coppered with extra heavy metal. Her planks are 5-inch, and the ceiling is 7-inch; frames are 7x10 inches, double, 24 inches between centers, and everything about her has been made in high, first-class style.

Her lines are graceful, and she has good bearings, and as a sea boat cannot but be comfortable and worthy. The propellor, which is of bronze, is four-bladed, 12 feet in diameter, and weighs 8,000 lbs., and the blades are finished smooth. It is the style known as a built wheel, the blades being affixed by bolts to a centre boss, so that in the event of one breaking it can be renewed without throwing away the wheel. It is also arranged to have a variable pitch, with a mean of 15 feet 6 inches, and should, when turned 100 revolutions per minute, propel the boat at least 14 good nautical knots an hour, and there is every reason to believe that as high as 15 knots will be attained.

The new boat is fitted with steam capstans and windlasses, and every other modern appliance for utilizing steam to do the work and lessen the labor of man.

Below deck, aft, there is a comfortable cabin, well ventilated and lighted, from which are entered four neat and well arranged staterooms, and two large lockers. Forward of the coal bunkers is the forecastle quarters for the crew, cleanly and comfortably arranged. On the main deck are the engine rooms and galleys fitted with steam cooking apparatus. Forward of these are the stoke holes, mess rooms and closets. Directly under the wheel room is a comfortable cabin for the mate and another for the chief engineer.

The upper deck has two handsomely arranged two rooms the full width of the house. The one just back of the wheelhouse is for the use of the captain; the other the Messrs. Dunsmuir's private room. Both these staterooms are finished in cedar and pine, and are as comfortable as rooms on board ship can very well be made.

IN THE ENGINE ROOM.

The engines, which are the finest marines ever turned out in Canada, fully justify the high standard of excellence which they have been expected to exemplify. They are of the tri-compound or triple expansion type, inverted cylinders, direct acting; the diameters of cylinders, of which there are 3, are 18, 28 and 48 inches respectively, with a 36-inch stroke. By this arrangement the steam does its work three times, hence the name triple expansion, it first entering the high-pressure cylinder at a pressure of 150 pounds to the square inch, and after doing its work there passing into the intermediate cylinder, and from there on to the low pressure, and lastly is exhausted into the condenser, where, after being transformed into water again, it is taken by the air and feed pumps and forced back to the boilers, to be again formed into that elastic vapor, steam, and again do its work in the cylinders.

The crank-shaft is of steel 10½ inches in diameter, in three interchangeable pieces, with solid forged couplings; the main shafting is 9⅜ inches in diameter and is turned and finished in first-class style; the connecting rods are of the type known as T ended, double-eyed at top, and fitted with massive brasses, and finished all over in a beautiful manner; the valve of the high-pressure cylinder is of the piston type, those of the intermediate cylinder and low-pressure one being of single and double ported D style respectively. These valves will be wrought by a well designed and finished valve gear, the links being fitted in such a way that the throw of each valve can be altered independently of the others; the eccentric straps are brass-lined, and the rods, links arms and rock-shaft bright finished.

The air feed and bilge pumps are actuated by a lever wrought by intermediate engine, the circulating pump being an independent centrifugal one, capable of throwing

A THOUSAND GALLONS

of water per minute. This circulating water passes through a condenser which forms the main back frame of the engine, and is fitted with 1,400 square feet of cooling surface. The front of the engine is sustained by three strong cast-iron columns, and better castings could not be turned out of sand. The cylinders are also splendid specimens of the founder's art, but they are to be covered with non-conducting substance lagged with mahoganay and finished off with brass bands, forming a very tasty and neat completion.

The starting and reversing gear is to be operated from the top platform. The reversing engines are double action, and works with a worm and wheel by which there is no shock or jar. Efficient turning gear is fitted by which the engines can be turned by hand when steam is off the main boilers. In every particular the greatest care has been observed, and all details have been fully attended to, the whole work being a splendid sample of what can be done at the Albion Iron Works.

THE BOILERS.

The boilers to develope steam for the engines are two in number, of the cylindrical multitubular type, 18 feet in length by 8 feet 6 inches in diameter, with two corrugated steel Fox furnaces to each. The furnaces are 42 inches in diameter by 7 feet in length. Each boiler contains 222 3-inch tubes, and a total heating surface of 2,782 square feet is given, which will be ample to guarantee all the steam required at full power. The plates used in the construction of the boilers are of steel, and of a sufficient thickness to enable the Government test for 150 pounds to the inch working pressure to be applied. All fittings about the boilers are first-class, and what is better, everything has been made right on the works from stock, and to the practical eye the two boilers are first-class specimens of work, there being a good finish at the laps and the butts, while the flanging is neatly done.

Everything about the boat is of high grade, and the Lorne will, without doubt, be the finest tow boat in the waters of the North Pacific. Her cost will be in the neighborhood of $65,000.

OBITUARY.

Death of Mrs. E. H. Fletcher.

Mrs. Aline Mary, the beloved wife of Mr. E. H. Fletcher, postoffice inspector, died at her residence, No. 6 Blanchard street, yesterday of heart disease. The deceased lady had only been ill for a short period, and the news of her death will be learned with sorrow by her friends. The late Mrs. Fletcher was a native of Ottawa, Ont., and has resided in Victoria for about six years. The funeral will take place to-morrow morning at 9 o'clock from the residence, Blanchard street, and at 9:30 from St. Andrew's Cathedral, View street.

Death of Mr. George Frye.

Yesterday afternoon Mr. George Frye, chief clerk in the customs house, died somewhat suddenly at his residence, Queen's avenue. Mr. Frye was a native of England, and was aged 67 years. He came to this province about 30 years ago, and since then has been almost continuously employed in the customs department of this city. He was a faithful servant of the government, and was always to be found at his post. A few days ago he was taken ill, but recovered sufficiently to again attend to his duties, and his death was entirely unexpected. He leaves a wife and three children to mourn his demise. The late Mr. Frye was a member of the Legion of Honor and of the Knights of Pythias, and the funeral will take place under the auspices of the latter society on Monday afternoon at 2 o'clock from his late residence, and at 2:30 from the Reformed Episcopal Church.

Children Cry for Pitcher's Castoria

THE NORTHERN RAILROAD.

TO THE EDITOR:—The bustle and turmoil of the election being over, it may be expedient to write a few lines about the extension of the Nanaimo and Esquimalt Railway to the north of Vancouver Island. This extension must be considered as independent of the proposed Canadian Western—a separate project. Whether the Canadian Western be built or not, this Nanaimo extension ought to be built and running at a very early period, and not to be dependent upon the success or failure of the Canadian Western. Although the latter will find the former to be probably necessary to the completion of its scheme, still, we must not allow it to be considered as dependent thereon, but as a distinct enterprise; the failure of one must not militate against the other.

Perhaps some few may read of, and fewer think over the Nanaimo extension, but pray beg both to take a map and see the relationship Vancouver Island holds to Queen Charlotte's Island, Port Simpson, the vast archipelago of islets, intervening between it and the mainland. They must notice, and indeed cannot ignore, the propinquity of Alaska. It will be observed that Vancouver Island is

ABOUT HALF