The Premier Baron.

A Brief Sketch of the Author of the San Juan War. As Matters Were in Victoria in 1859--61.

By D.W.H.

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"A thousand fantasies
Begin to throng into my memory,
Of calling shapes and beckoning shadows dire,
And airy tongues that syllable men's names,
On sands, and shores, and desert wilderneses.
—Milton.

In the fall of 1858 there arrived at Victoria a tall, dark, haughty looking Irishman, with a military bearing, who gave evidence, in the absence of one of his eyes, of hard usage on some battlefield. The gentleman's name was Capt. De Courcey, and he claimed to have seen service in the Crimean war, then Britain's latest unpleasantness. He brought high recommendations as to character and fitness, which he presented to Governor Douglas, and it was not long before he was enrolled on the commission of the peace, and was sent to San Juan Island as magistrate. That island had long been a preserve of the Hudson Bay Company, who raised pigs, sheep and horned cattle thereon, while the company's servants took unto themselves wives and raised many children. A number of British and American farmers, attracted by the fertility of the soil, also settled there, and quite a community of both nationalities soon began to grow up. Previous to the advent of Capt. DeCourcey as justice of the peace the two races had mingled in perfect harmony, and neighborhood disputes that sometimes arose were settled in a manner satisfactory to all parties. I am not aware that Britain's right to sovereignty over San Juan and adjacent islands had been seriously questioned before 1859; but certainly no overt act was committed and no claim officially submitted by the United States previous to that year. Shortly after Capt. DeCourcey made his appearance on the island an American settler stole or confiscated or shot for trespass a fine Berkshire hog belonging to the Hudson Bay Company, and the captain-magistrate, on complaint being made, haled the offender before him, and either imprisoned or fined him. In disposing of the case, DeCourcey was unnecessarily severe in his strictures on the American settlers, and threatened that if necessary the whole power of the British nation would be invoked to punish them. One would have thought that a grave question of state was involved—that the rights of the government had been attacked and were imperiled, whereas the trouble was all over a pig, worth four or five dollars! But momentous events have often flowed from small circumstances. Not to travel too far from home for an example, my revered friend, Hon. Dr. Helmcken, will tell you that the great territory of Oregon was lost to the British crown because the salmon of the Columbia river will not rise to take the fly. The brother of the Earl of Aberdeen, the British Premier in 1846, commanded a war ship on the Oregon coast; the territory was then in dispute. One day the premier's brother started out for a day's fishing, out coax as he might he failed to induce a single salmon to take the fly. Disgusted he wrote home to his brother—"A country where the salmon will not rise to the fly is not worth a d——." And so it came about that Great Britain withdrew her claim and the whole of Oregon and Washington territory, which were hers by virtue of prior occupation, passed under American rule. Between a pig and a salmon Britain's interests were sadly undone on the Pacific coast. The American residents, regarding the treatment of their fellow countryman as an act of tyranny, and affecting to believe that the island was American territory, appealed to Gen. Harney, who was then in command of the U. S. forces on Puget Sound. Harney dispatched Capt. Pickett with a small force, and instructed him to land on the island by claim to it in the name of the American Government, and resist any attempt that might be made to dislodge him. Briefly stated, the contention of the Americans was this: That the line which defined the boundary between the British territory and that of the United States ran on the west side of San Juan and the other islands, known as the San Juan group. The British held that the line ran on the east side of the group, and that all the islands west of the line were British territory.

The news of the invasion of the island by an American force created much excitement when it reached Victoria, Washington and London. A fleet of warships was detached from the Chinese station, and ordered to proceed with all despatch to Esquimalt, and there await orders. At one time there were 12 British warships in Esquimalt harbor, and a thriving business was driven by Victoria merchants. The ship chandlery firm of Southgate & Mitchell got rich in two years through its trade with the navy, for there were no imperial supplies of any kind on the station. Mr. Thomas Harris, afterwards first mayor of Victoria, who had the naval contract for meat and vegetables, realized a fortune, and Mr. Mackenzie, of Craigflower, did nearly as well with the bread contract. It was a sight worth seeing to witness the heavily laden vans creaking along the old Esquimalt road with supplies of all sorts for the Navy, while officers and men streamed along the road in vast numbers as they trekked to and from this city.

Everyone here expected that there would be war. Governor Douglas, who was a man of strong feelings, and unimpeachable loyalty, was pronounced in denouncing the invasion as an outrage, and claimed the right, by virtue of his commission, as governor, to use force in expelling the invaders. Admiral Baynes, who was in command of the fleet, favored the adoption of temporizing measures and declined to allow the fleet and the men under him to retake the island without instructions from Downing street. In due course those instructions came, and were to the effect that until the two governments had had a conference matters were to remain in statu quo. Gen. Winfield Scott and Governor Douglas, representing their respective governments, as commissioners, met at Port Angeles, and there arranged for the joint occupation of the group until the dispute had been composed by arbitration. A British force was then landed, and the two garrisons maintained friendly relations until fifteen years later, Emperor William of Germany, acting as umpire, decided that the American contention was correct, and the group passed under the control of the Washington Government.

Long before the termination of the "war," in fact while affairs wore their most ominous aspect, DeCourcey was withdrawn from the island. It was felt that his life was not safe there, and he came to live again at Victoria, where he became exceedingly unpopular, because of his overbearing demeanor. He sometimes sat on the police court bench with Mr. Pemberton and administered a sort of Jedburgh justice upon Indian offenders and whiskey sellers. He seemed to delight in inflicting heavy penalties for light offences. The Colonist often rapped him over the knuckles and in the somewhat crude vernacular of the day referred to him as a "snob and a Bashi-Bazouk." The Bashi-Bazouks are irregular Turkish soldiers, who during the Crimean war committed awful atrocities on the peaceful inhabitants of villages on the Russian border, as they are doing now in Macedonia. It was said that DeCourcey commanded one of these companies of irregulars, and that he lost his eye while engaged in a village raid. This may have been a libel, because, as the story will show, DeCourcey, although a horrid martinet, was neither deficient in courage nor ability.

Among the officers of the fleet was another Capt. DeCourcey. He belonged to the English branch of the family—the DeCourcey of whom I am writing being of the Irish branch. Now it so happened that at that time there was no love lost between the two nationalities of the distinguished line, and one day the brace of DeCourceys met on Government street in front of the Colonial hotel. Approaching the English DeCourcey, the Irish DeCourcey said:

"Am I addressing Capt. DeCourcey of H. M. S.——?"

"You are," was the reply short and sharp.

"I, too, am a DeCourcey," said the Irishman.

The Englishman raised a monocle, screwed it into his eye, surveyed his distant relative from boot to hat with a malignant look and ejaculating, "The h— you are," walked away.

I never took stock in this story until one day I saw the two men pass each other on the street without speaking, and I then accepted as a fact what I regarded at first as a bit of inane gossip.

About this time a scandal was created at a tea meeting through the wicked act of a number of graceless young men. The Colonial, then the leading hostelry stood on Government street about where the Senate saloon and the restaurant adjoining now are. The dining rom had been secured for tea meeting purposes by one of the religious denominations represented here, and the kitchen was taken possession of by the ladies who prepared the tea and coffee for the regalement of the guests. The noted John Butt, who has appeared in these papers as an all round vagabond and bad man, was bribed to offer his services to the ladies as assistant in the kitchen. While officiating about the range the wretch contrived to introduce into the tea kettle the contents of two or three bottles of Hennessy brandy. The effect upon some of the tea drinkers—many of them rigid temperance workers—may be imagined—and I will not describe it. The next morning the scandalous affair was the talk of the town. Everyone denounced the act as a mean outrage, and DeCourcey, in the dual capacity of gentleman and J. P., was most pronounced in his denunciation of the perpetrators.

"I would give a pound to know the rascal," said he to a group of friends on the street.

"Captain, if I tell you his name, will you give me the pound?" asked Butt, who was passing at the moment, and overheard the offer.

"Yes, willingly," replied DeCourcey.

"Well," said Butt, "I did it. Give me the pound."

In an instant DeCourcey had him by the collar, turned him quickly around, and administered one after the other in quick succession a series of the most awful kicks. You might have heard them across Government street so loud and resounding were they.. The captain had been generously provided with big feet and wore heavy brogans. Butt writhed and howled in agony, and when he was at last released with a final kick that raised him off his feet and deposited him in the street, he ran off as fast as his condition would admit. He never called on the captain for the pound; if he had I fear he would not have got it, for DeCourcey was desperately hard up. But if he did not get a pound, he at least got a pounding.

One bright morning in May, 1861, I stood in front of the Colonist office, then published on Government street in the building now occupied by the C. P. R. Co. On the opposite side, near Fort street, I saw a well-known barrister (afterwards a judge of the Supreme Court and still alive). Two young men next appeared in view. They were strolling slowly along and as they neared the lawyer that gentleman stepped in front of them and barred their further progress. Some words were exchanged by the barrister and one of the young men, and then the barrister's arm shot out and down went the young man to the ground in a disorganized tangle. The other young man put up his hands in an aggressive attitude, when he, too, went sprawling on top of his companion. Both sprang to their feet and both went down again. By this time Mr. Gilbert Malcolm Sproat (who is still with us I am pleased to say) and I had reached the spot, and Capt. DeCourcey and Mr. Pemberton, the police magistrate, who were on their way to hold court, also ran up. The young men, who proved to be Sir Barrett-Leonard, Bart., and Dr. Rumsey, a medical practitioner, were assisted to their feet, their hats were recovered and they adjourned to Searby's drug store, where their wounds and bruises were dressed. The cause of the difficulty was some silly tittle-tattle of the doctor which the barrister had reason to think affected the reputation of a friend of his. The baronet's only fault was being found in bad company and interfering in a quarrel in which he had no concern.

With the outbreak of the American war DeCourcey saw his opportunity. He immediately got together his effects and left for the States. Arriving at Washington he presented his credentials and was made a colonel. His first engagement was at the siege of Vicksburg, a Southern stronghold, which was beleagured by Grant. DeCourcey showed so much bravery on that occasion that he was made a brigadier-general. His men, before going into action, hated him. He was so tyrannical and exact that they made up their minds to kill him at the first chance. But, as one of them told me, "The fellow was so brave and careless of his own safety and comfort that we could not harm him. With some of our generals it was "Go on, boys!" With Decourcey it was "Come on, boys!" for he was always first. He bullied and damned us, but he would not let us go where he would not go himself."

After the fall of Vicksburg DeCourcey was sent with his brigade to a Confederate fortress at a place called Cumberland Gap. He was instructed to invest the fortress, and to delay further action until the arrival of the commander-in-chief. Upon reaching the Gap DeCourcey detected the weak spot in the enemy's works, and at once assaulted the place with the result that it soon fell into his hands with many prisoners and all munitions of war.

The next day upon the arrival of the commander-in-chief DeCourcey was cashiered and dismissed the army for disobedience of orders and presumption. Was there ever a greater act of ingratitude done by a jealous superior officer? DeCourcey did what Nelson did with impunity—won a great victory by disobeying orders. Nelson was loaded down with many honors. DeCourcey was dismissed in ignominy. Different nations have different ways of recognizing ability and pluck.

It may be mentioned as an extraordinary circumstance that the Southern commander at Cumberland Gap was Pickett, the captain who invaded San Juan island, and set DeCourcey's authority at naught. At the outbreak of the war Pickett resigned from the Union army and joined the Southerners. He was made a general and was one of the bravest of the brave among the Southerners. Pickett was not captured at the Gap, being absent at Richmond, when DeCourcey took the place. Pickett when I knew him was about 35 years of age, of medium height, a handsome dashing fellow, with yellow hair which he wore very long, after the fashion of the Vi-Kings, whom he very much resembled. He rose to great distinction in the Southern army, and died at Richmond after the war was over.

DeCourcey went back home. It was understood while here that he was a distant connection of Lord Kingsale, the Premier Baron of Ireland, but so remote were his chances of attaining to the peerage that it never entered the head of any one to speak of his high possibilities. But fate often decides things in a way that is foreign to our anticipations and expectations. One after another the immediate heirs to the Kingsale peerage died off, and cleared the path for Captain DeCourcey. Then one day the old Earl died, and our whilom disagreeable Victorian, the former Bashi-Bazouk, the originator of the San Juan "war," and the American general, being next in line, succeeded to the title and estate. The peerage is one of the most ancient in Great Britain, dating back to the twelfth century. The present Lord Kingsale is the thirty-third of his line. He is priviliged to remain with his hat on in the presence of his sovereign. It was King John who conferred this honor on the DeCourceys, because of an act of bravery performed by Sir John DeCourcey in defending his sovereign.

History relates that when William Prince of Orange ascended the English throne in 1689 he was surprised at observing among the assembled peers a tall, gaunt man, poorly dressed and wearing his hat. His Majesty indignantly demanded to know why the person presumed to wear his beaver in the presence of royalty; and one of the courtiers probably replied that the man was the Earl of Kingsale, and that he remained uncovered because of a right conferred by a previous monarch. King William denounced the right as an absurdity, and in effect declared his unbelief in the genuineness of the claim. The Earl was compelled to withdraw, and was not again permitted to come into the presence of the King until he had produced the necessary authority for the strange custom over the hand and seal of King John. When King George IV. visited Ireland some seventy-five years ago, he demanded to be told the name of the person who of all the company present dared to remain uncovered in his presence. Perhaps he asked the Lord Chamberlain, "Who is that guy?" for George was never very choice in his language, and reveled in slang. He was told, whereupon he, is said to have remarked:

"Humph! well if he is an Earl he need not forget that he is a gentleman, and refuse to take off his hat in the presence of ladies."

Our DeCourcey, after he became an Earl, when presented to Queen Victoria, wore his hat. I believe at the recent coronation of King Edward the present Earl of Kingsale remained uncovered in Westminster Abbey during the ceremony. The DeCourceys are poor but they are proud, and have always resisted every effort to buy the hats off their heads with a pension. Members of the family have engaged in trade to eke out their slender income Like Lord Lyvden, who was here the other day, the DeCourceys have often been forced to accept menial employment to obtain the means of living. I met a member of the DeCourcey family who was employed as a cook in a mining camp near Okanagan in 1896. Until quite recently another member of the family was a waiter on a Mediterranean steamship, and another rooted a cornet on the flagship Zealous, when that vessel was on this station 25 years ago Lord Lyvden has been a billiard marker, a waiter, a steward, a sailor and a barkeeper. A Victorian who drank with him at the Driard bar tells me that Lyvden can mix the finest cocktail he ever tasted. "There is one thing," his lordship said, "that I never let a man do—mix a cocktail for me. I do it myself." Lord Hill was an hostler in New Zealand, and was sleeping in a hay loft when called home to Ireland to accept the title and the estates. Lord Robert Cecil (afterwards Marquis of Salisbury and Premier of Great Britain) mined for gold at Ballarat in Australia, where his cabin may still be seen. Lord Blaquire's nephew was a conductor on a Victoria street car ten years ago, and a boy named Harrison, born at Victoria of poor parents, is now a baronet in England. The ups and downs of life are wonderful, and the most forcible examples are furnished from the annals of the peerage.

A Mr. D'Ewes was colonial postmaster from 1859 to 1861. He was a happy go lucky, hail fellow well met sort of person, very polite and pleasant in his manners, and as jolly a companion as you would care to meet. The post office was a frame structure, and stood on the site of what is known as the "old post office" on Government street. There were 40 lock boxes and one delivery window. The revenue was considerable, rates of postage being very high, as much as a shilling being charged on a letter to England and the States, and newspapers paid four cents each. No one ever knew what was taken in at the colonial post office under D'Ewes. He kept no accounts, so there was never any audit, and Mr. Robert Ker's duties, so far as the post office went, were as light as a feather shaken from a linnet's wing One day D'Ewes applied for leave of absence. He was overworked and was ill, and wanted a trip to California. He got his leave and went away. Then Mr. Ker got possession of the office, and it was speedily found that the postmaster was a serious defaulter. For how much no one ever knew, but as he had taken everything that came in for two years and paid little or nothing out, he must have got away with several thousand dollars. His books—well, he kept no books. The condition of things at the post office recalled to old William Leigh, afterwards town clerk for many years, a reminiscence of Capt. "Billy" Mitchell, who for some years was in command of the Hudson Bay Company's pioneer steamer Beaver, and traded with the Indians on the Northwest coast of the colony. The company despatched a sailing packet once each year for London with furs, oils and skins. The annual accounts were also despatched by the same medium. This, of course, was before the discovery of gold in California had opened a shorter and easier passage to England by way of Panama. Governor Douglas on one occasion was much vexed with Mitchell because of his dilatoriness in handing in the Beaver's accounts. After several unsuccessful applications, the governor went down to the boat in person.

"Capt. Mitchell," he began, "you must hand in your accounts by tomorrow noon."

"My accounts," replied Billy, "I have none.

"Surely, Capt. Mitchell," returned the governor, "you kept accounts of your expenditures and receipts."

"Yes, sir, I did."

"Well, where are they?"

"To tell you the truth, governor, I kept them in the Bible, and the infernal rats have eaten the book from Genesis to Revelations."

D'Ewes was never heard of after leaving Victoria. If he is alive now he must have reached the century mark, as he was at least fifty years of age in 1859.

Capt. DeCourcey, or rather Baron Kingsale, died in Italy, where he resided for economical reasons, thirteen years ago, and his remains were brought to Ireland and interred in the family vault. His grandnephew, who is next in succession to the present Earl, is a tea merchant in London and his coming of age will shortly be celebrated with becoming honors.

Note.—My chapter on "ghosts" has caused much comment. I am the recipient of several letters and suggestions from various portions of the province. Some of my correspondents affect to think that I incline towards Infidelity. Others that I am a Spiritualist; and I have been openly attacked as preaching to embrace either theosophy or materialism. I am thankful no one has classed me as a Zionist; though that may be yet to come. Let me assure my readers that I am not about to cut loose from old and accepted dogmas and pin my faith to any of the new doctrines or beliefs. Old things in the matter of religion, in the faith of which thousands of my dearest friends have lived and died, are good enough for me, and I would be one of the last to try and shake any man's faith in the Bible. I merely told what I saw and heard. I attempted no explanation, because I was unable to explain the phenomena. Whether they came from Heaven, or bore the Hell-mark of Satanic influence or of human trickery, I do not know. They are simply beyond my powers of comprehension, and I give them up as a conundrum or a problem that I cannot solve. Wiser heads than mine have cracked under the strain of investigation. I may add that I am preparing another chapter on "Ghosts," and I court the widest and most searching criticism of the incidents that will be depicted.

D. W. H.

Steam Pinnace Was Wrecked

A Collision Between a Tugboat and One of the Grafton's Launches.

Steamer Meteor Loses Her Propellor and Is Helpless in Behring Sea.

(From Tuesday's Daily.)

The steam pinnace of the flagship lies in the dock yard at Esquimalt with her stern gone, and the tug Lorne has a scar on her bow where she bumped into the steam pinnace of H. M. S. Grafton and caused great commotion on Esquimalt harbor a few days ago.

The tug Lorne was bound into the Esquimalt marine ways to be hauled out for repairs; the steam pinnace was going back with a party of officers and seamen who were returning from shore leave to the warship. The steam pinnace had landed the officers at the landing reserved for the naval upper classes on the starboard side and was backing around the stern of the flagship to land the stokers and able seamen, petty officers, et al., at the port landing when the collision took place.

The officers of the big tug had no warning of the coming of the steam pinnace, and, all unconscious that the launch was about to get across their bows, they were takin~ the Lorne in to Bullen's ways. The tug was passing between a buoy and the stern of the warship which lay at anchor at her usual mooring when the steam pinnace backed out and before the tug could be stopped or her course changed, the steam pinnace with her load of seamen, was in front.

The wheel on the tug was thrown hard over and every effort made to save the steam launch, which had been backed out in front of the vessel, but, despite all that could be done the Lorne landed against the stern of the launch, and carried away that part of the vessel. There was great commotion among the sailors, who had scrambled well forward out of the way of the blow, and for a time it was feared that the cutter would founder and the seamen would have to swim. The steam pinnace was almost alongside the warship, though, and quickly the launch was hauled alongside and hooks lowered to prevent it from filling. It was hauled on board and afterwards towed in to the naval yard for repairs.

A large number of the officers and crew of the flagship were lined up on the deck of the Grafton and witnessed the collision, concerning which there will be an enquiry on board the flagship. The officers of the tug Lorne at once rang for "full speed astern" and when the tug's way could be stopped, returned to the wrecked pinnace to see if any assistance was required. They got a polite, "No, thank you," and the tug steamed on to the ways, where she has been hauled out for repairs.

ENTERPRISE RETURNS.

Brought 532 Pelts From the Behring Sea.

Sealing schooner Enterprise has returned from the Behring Sea, with a catch of 532 pelts. The Enterprise, which is owned by Capt. W. Clarke, formerly a local shipbuilder, and now resident at Ballard, Wash, is to be outfitted and made ready for a voyage to the sealing grounds off the Falkland Islands. The Enterprise was seventeen days in coming from the sea and she brings no later advices of the sealing schooners than were received by the schooners Allie I. Alger, Dora Steward, and others that returned from the Northern sea before her.

WRECK RECOVERED.

Indians of Beecher Bay Find the Wishkah.

The wreck of the schooner Wishkah, a new vessel belonging to Aberdeen, which turned turtle and was lost in the heavy gale of Monday last, was picked up by Indians on Sunday floating in the Straits and has been towed to Beecher bay in the vicinity of Victoria, where the wreck has been secured. The Wishkah was believed to have foundered after she turned turtle, as an unsuccessful search was made for the derelict, seen some time after she turned over, by the U. S. revenue cutter Grant. The schooner was bound from Aberdeen to Seattle and there were two men on board, and she was about fourteen miles from Port Crescent when she was caught in the heavy gale of a week ago. The schooner Ella Jane was nearby and when she turned over in the blow, sailors of the fishing schooner picked up the two men belonging to the Wishkah, and nothing was heard of the vessel until it was learned that the Indians of Beecher bay had recovered her and towed her to the village.

HAD LARGE LIST.

City of Puebla Had Every Berth Taken When She Sailed South.

Steamer City of Pusbla, which sailed from the Ocean docks on Sunday night for San Francisco, had every berth taken—the steamer having the largest complement of passengers that she has taken south for a long time. Among her passengers were the Vancouver lacrosse team and eighteen of their supporters, including Mr. W. W. Benton, sporting editor of the Vancouver Ledger, who is accompanying the team on their southern trip. The Vancouver lacrosse players came to Victoria by the steamer Princess Victoria on Sunday, and after a short stay here, embarked on the San Francisco liner at 8 p. m. The Shamrock lacrosse team is also going south, and with the Vancouver team they will play a series of matches in the Bay City. Three matches will be played by the Vancouver team during a stay of two weeks in San Francisco, one with the Shamrocks and two with the California lacrosse team.

CAPTAIN IS SUSPENDED.

Naval Court Penalizes Master of Bark Gifford.

The naval court, sitting at the British consulate to investigate the circumstances attendine the stranding and loss of the British bark Gifford, of Glasgow, September 26th, at Mussel rock, San Francisco, has filed findings, suspending the master's certificate of David Michie for a period of six months and censuring the members of the crew for insubordination. It is recommended that Capt. Michie be given a certificate as first mate during the term of his suspension.

Lady de Trafford is one of the lovellest women in society. Added to the beauty of her sad, dark eyes, her dark hair and well-cut features and clear, pale skin, she has great personal charm and sweetness of voice and manner, which makes her very popular with women as well as with men (says the Lady.) A member of the Roman Catholic Church, she was married when quite young to Sir Humphrey de Trafford, who belongs to one of the oldest Catholic families in England. Lady de Trafford is seldom absent from the great race meetings.

Clamoring For Resident Judge.

Mainland Papers Urging Claims Of Next Appointee to the Supreme Court Bench.

An Interesting Fight on Between Interior and Lower Coast Towns.

(From Tuesday's Daily.)

The Vancouver papers are full of arguments intended to show reasons why a Supreme Court judge should be appointed to reside on the mainland. The News-Advertiser says:

"With the rumor that the designation will shortly occur of one of the members of the Supreme Court of British Columbia, the matter of an arrangement being made to have the new occupant of the bench reside in Vancouver or at some other convenient point on the mainland again becomes a subject of direct and immediate interest. The reasons for making this demand on those in authority, whether at Ottawa or Victoria have been so long and so frequently set forth that it is scarcely necessary at this time to reiterate them. They are based on business grounds and have in view the convenience of the legal profession and of litigants on the mainland. The geographical situation and the conditions of communication and travel frequently impose great obstacles in the transaction of urgent legal business with the result of great inconvenience and sometimes of serious pecuniary loss to creditors and others. With the growth of population on the lower mainland, and the rapid increase in trade and commerce, the occasions when the possibility of immediate application to a Judge of the Supreme Court is a matter of great importance are becoming more numerous and the grounds on which the appointment of a resident judge is demanded become still stronger with each succeeding year. A comparison of the number of cases in the Supreme Court entered in Victoria and Vancouver show that the latter place is becoming the centre of legal business as it has already become that of the trade and commerce of the province. While the Federal Government has the appointment of the judges, the provincial government has the power of defining the judicial districts and of making all necessary regulations for the proper and convenient administration of justice throughout the province. According to a report of a statement of the views on this question made recently by the Minister of Justice at Ottawa, it will seemingly be the fault of the Provincial Government if a resident judge is not appointed for the lower mainland when the next vacancy occurs on the bench of the Provincial Supreme Court. We have no doubt that the Provincial Government will press the necessity of such appointment on the Federal authorities, so that the matter may be settled in the way that we have indicated public interests require that it should be. Whatever may be alleged in opposition to requiring any of the present occupants of the bench to reside outside of Victoria, because it was not one of the conditions of their appointment, no such excuse would be available in the case of a new appointee, and we trust, therefore, that the occasion will be seized to remove the grievance which has hitherto existed, by attention to the request for the appointment of a resident judge on the lower mainland."

The World says: "Two names have thus far been mentioned in connection with the vacancy, of prominent barristers whose ability and standing in the profession qualify them to ornament the British Columbia bench—Mr. F. C. Wade, K. C., and Mr. L. P. Duff, K. C., both of whom are at present engaged as Canadian counsel before the Alaskan Boundary Commission. Objection has been raised to the former on the score that British Columbia is capable of producing its own judges and entitled to do so; while strengthening Mr. Duff's candidature is the fact that he has openly stated that if assured the appointment in question he will forthwith remove to this city and erect a home here. Naturally Vancouver would prefer that the new judge should be chosen from among the local members of the bar. The trouble in this connection appears to arise out of no reluctance on the part of the Government to recognize a Vancouver nomination but rather from the fact that the barristers tentatively suggested for appointment have forthwith flatly declined to so much as consider an appointment, these including Mr. Joseph Martin, Mr. D. G. Macdonell, and Mr. E. P. Davis. From which it is evident that the practice of the law in Vancouver is not without its substantial rewards."

The Province says: "The action of the Rossland Board of Trade and Bar Association in requesting the federal Government to make the appointment to the vacancy which now exists on the Supreme Court bench of this province conditional on residence in the upper country is certainly not mistimed. It is patently absurd that that immense district should be without a resident Supreme Court judge. It should have had one long ago. Under the present circumstances, however, it is difficult to see how the request can be granted. Vancouver, at which there is more litigation than at any other point in the province, is still without a resident judge, and is very little better situated than Nelson or Rossland. The claims of this city, therefore, are paramount, and must be satisfied before those of any other district are considered. Steps should be taken without delay by the proper bodies here to represent to the Government the actual condition of things, and urge that nothing be allowed to stand in the way of this city being given her proper consideration in this matter."

CHEAP RAILWAY FARES.

The North-Eastern Railway Company stands alone, says Engineering, in having reduced its passenger train mileage. This it has been able to do owing to its monopoly in its district; but our personal observation is that many of its trains are most uncomfortably crowded, notably the Newcastle and Leeds express. On the other hand, this company encourages passenger traffic by very liberal arrangements as to week-end and excursion fares. Week-end tickets at single fare for the double journey are issued between all stations on the system more than 42 miles apart. We believe we are correct in saying that on this line the average passenger fare is only 3-5d. per mile. Foreigners in discussing English railways generally assume that the average fare is 1d. per mile, and the English companies are therefore credited with charging the highest fares in Europe. If the North-Eastern Railway figures are to be taken as typical, they are really about the lowest; but as no other company prepares passenger mile statistics, it is impossible to find out the true state of the case. It is, however, probable, that the North-Eastern Railway figure will be approached pretty closely by the other lines. On the Great Eastern Railway, for example, workmen are carried 20 miles for 2d., and on the London Central Railway the workmen's tickets are one-eighth of the total. On the Metropolitan District line about one-quarter the passengers travel with workmen's tickets.

The Swedish post office last year delivered over 41,000,000 post cards.

NOTICE.

CHARLES DAY & CO., London,
ARE THE SOLE EXPORT BOTTLING AGENTS FOR
JOHN JAMESON & SON'S WHISKEY
And on each LABEL must be found the following Notice and Signature:
"In order that Consumers may feel assured of genuineness, we would request attention to this our Special Export Label, and to our Trade Mark and Name on all Corks, Capsules and Cases, also to age mark.
"John Jameson & Son" Ltd.

VANCOUVER AGENCY

The Branch Office of THE COLONIST for the Mainland has been Removed to

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Where Subscriptions May be Paid and Orders For Printing and Advertising Left. Subscribers and Others Are Cordially Invited to Call at the Above Address and Avail Themselves of the Facilities of the Office.

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Have anti-friction wheel fasteners, no nuts to fall off. Wheels can be taken off instantly for oiling. Whitney patent foot brake, quickly adjusted by slight pressure of the foot on lever.

All are fitted with rubber tire wheels and enameled gears. Extra parts if required, supplied from our stock at once. Illustrated sheet showing 28 latest styles with prices and full descriptions from $4.50 to $28.00, mailed free on request.

Reclining Go-Cart, No. E 9, price $14.00 Complete with cushions, parasol top, rubber tire wheels, foot brake and enameled gears, either oak, green or maroon.

WEILER BROS
Complete Furnishers,
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Come and See Us

We take this opportunity of inviting our numerous friends to call on us during their visit to the Capital City. Exhibition week, October 6-10th. We will not talk shop unless you feel so disposed—we fully realize it is holiday time. Our object being to make your visit a pleasant one.

Dixi H. Ross & Co
111 Government St.

$1.00... Per Year

The subscription price of the Semi-Weekly Colonist has been reduced to $1 per year to all countries in the Postal Union.

RICH WATERLOO ORE.

High Average and Specimens Show $14,000 Per Ton.

Grand Forks, B. C., Oct. 10.—G. A. MacLeod and Dr. Armstrong, of this city, have despatched a pack train with supplies to their Waterloo claim, situated at the head waters of the north fork of Kettle River, a hundred miles north of this city. It is the intention of the owners, as a result of their recent inspection of the Waterloo, to push development work at once and make shipments by pack trains during the next few months. The lead on the Waterloo, which is a silver-lead proposition, is twenty feet wide of shipping ore. The average values in a four-foot pay streak are one thousand dollars per ton, principally in silver, with 5 per cent. copper and a little lead. Despite the remoteness of the property from transportation, little doubt is entertained of the ability of the owners to mine the ore and ship it out by pack horses at a very substantial margin of profit. Many specimens of the ore gave assay returns exceeding fourteen thousand dollars in silver per ton.

STORM STILL RAGING.

Block Island, R. I., Oct. 10.—A severe northeast storm has been raging here since Wednesday. The tug Iykens is reported lost; also a barge off Montauk Point on Friday, but the crew is said to have been rescued. A Reading tug, anchored off here, is also thought to have lost her tow.

NORTHWEST GALE RAGES.

Lewes, Del., Oct. 10.—A northwest gale has been in progress here since morning, and houses have been flooded and their occupants driven to higher ground.

The Berlin Society for the Protection of Animals addressed the question, "How did you like it?" to the guests who participated in the horseflesh banquet which it gave recently in Berlin. Over 300 replies have come in and all make a strong chorus of praise.

It is a criminal offence in Hungary to lend money at usurious rates, and a Pressburg money lender was sentenced to 12 months' imprisonment for that offence recently.