FROM AUSTRALIA DIRECT.

The Pioneer Steamer of the New Line Welcomed by the Board of Trade.

Presentation of a Complimentary Address—The Great Prospects of the Line.

An Interesting Report of the Passage—Points Sighted and Touched on the Way.

THE steamship Miowera, Captain Stott, arrived at the outer wharf shortly after 9:30 o'clock last evening, and proceeds to Vancouver this morning, thus inaugurating the direct British Columbia and Australia service, and completing the chain of all British communication, stretching from the Motherland to the most distant colony of the Empire. That this great chain will unite, strengthen and develop the varied industries of the colonies through which it extends, as well as hold them closer to the parent land, in peace and in war, is the hope and the expectation of those instrumental in the forging of the last great link.

Although for several months at least the business of the Australian lines must be largely experimental it is pleasant to note that the first trans-oceanic trip has proved a more conspicuous success than the majority had dared to hope. The Miowera not only has a large passenger list but a very considerable freight, and she has by her pioneer performance on the route demonstrated one thing very clearly—the saving in time which the direct steamers accomplish in landing mails, passengers, and cargo in Canada and in England. The Alameda, one of the best and most reliable of the San Francisco boats, left Sydney on May 15, and calling at Auckland and Honolulu, reached San Francisco yesterday. The Miowera left Sydney on May 18, and calling at Brisbane and Honolulu, also reached port June 8. On Monday next Victorians will get their Sydney mail of the 15th ult., via California; to-day they will receive their Sydney correspondence up till the 18th—direct.

As soon as the stranger guest was reported to have passed Otter Point last night, the members of the B. C. Board of Trade were hastily communicated with and a small but interested party soon assembled at the dock. President T. B. Hall, Secretary F. Elworthy, Mr. J. H. Todd, Mr. W. H. Ellis and Mr. C. E. Renouf were on hand to represent the Board of Trade; Mr. J. A. Fullerton and Agent Allan Cameron voiced the welcome of the C.P.R; while Captain W. Shears and Dr. Macnaughton Jones introduced respectively the Customs and the quarantine staff of Canada. Shortly after the steamer was docked, her bill of health being irreproachable, she was boarded by the expectant Victorians and the address of welcome from the Board of Trade duly presented.

This document was handsomely and artistically illuminated, and carried a meaning as well. At the top, apart from the graceful scroll border, appeared the arms of Canada, while lower down were the arms of the Australian colonies. The expression of welcome was as below:

To James Huddart, Esq., managing owner of the Australasian, Sandwich Island and Canadian Steamship line:

We, the President and Members of the British Columbia Board of Trade, beg to congratulate you on the Miowera's safe arrival at the port of Victoria.

The arrival of the first steamship of an Australasian line is an event of more than ordinary importance, both to Canada and the Australasian Colonies. This initial trip will, we hope and believe, be the inauguration of a continuous direct postal, passenger and trade communication between the two countries which will be profitable to both, and which will not be without its influence in bringing about a close union between all parts of the British Empire. The establishment of a short route between Great Britain and the Australasian Colonies, the land section of which is wholly within British territory, cannot but be conducive to the furtherance of Imperial interests.

When the steamship line is supplemented, as it is certain to be, by an ocean cable between Canada and Australasia, the facilities for profitable intercourse between the two continents will be so greatly increased that the success of this enterprise, now so happily inaugurated, will be assured. The possibilities of a regular and direct trade with Australasia are so great that we look forward to the time when the freight and passenger traffic of the new line will be such as to make weekly trips a necessity.

We sincerely trust that no effort on the part of either Governments or individuals will be spared to promote the objects for which your line was established, and we assure you that we will consider it a pleasure to do all in our power to further the interests of the Australasian, Sandwich Island and Canadian Steamship line. Victoria welcomes most heartily its pioneer steamship, the Miowera.

Signed on behalf of the Board,

F. ELWORTHY, Secretary. T. B. HALL, President.

Victoria, June 8, 1893.

Mr. F. W. Ward, representing the owners, replied, first thanking the deputation sincerely for the surprise they had given him in making the presentation. He regretted that Mr. Huddart was not present himself to hear the kind expressions of goodwill, but he would come to Victoria by the next ship, and it was safe to say that he would be glad, indeed, to see the friends gathered here to-night, and they would be equally glad to see him. This was his (Mr. Ward's) first trip to British Columbia. Two years ago he had visited the Mother Country for the first time, and he would never forget his feelings the day he landed in London. There he felt really at home, for the Britisher wherever you find him, is the same, and the courage and enterprise which have made London the metropolis of the world, are building up the Australian colonies and, no doubt, are making this North America—whose two peoples are really one—one of the greatest countries and nations on the earth. The desire of the Australians was to help Canada, and they wanted the Canadians to help them. Their great country was dowered by nature very richly, but was one of the least self contained on earth. They produced commodities, which they must sell to other countries and as they produced also gold they could not take gold in change, but must take other products. It was impossible for Australians to wear the clothes made out of the wool of their sixty million sheep, and this they must exchange. He hoped that this new service would lead to a mutually profitable exchange with Canada; and he could give the assurance that the company would not be daunted by small beginnings. As a great travellers' highway he felt this would be one of the most popular routes. The tropics had been found on this trip just as little tropical as it was possible to be, and the horrors experienced by vessels traversing the Indian Ocean and the Red Sea had been altogether absent. The voyage had been pleasant and cool, broken by a glimpse of tropical life at Honolulu, quite the equivalent of what might have greeted the eyes of Columbus. He hoped that soon arrangements could be made to call at the Fiji Islands, and the Imperial Government were now being pressed for a subsidy with that end in view. This would add a day to the trip, but would add also to the trade. It would be a decided advantage to Canada to connect with a tropical country, and Fiji was now at that stage of development when she would grow very rapidly if brought into easy communication with the world. He felt also that Canada should share largely in the trade of the Hawaiian Islands, A very prosperous group, which yet were not any richer naturally than many other groups in the Pacific. He felt that the time was not far distant when there would be several lines of steamers plying to and from those islands in the Pacific. It was his intention to return to Victoria in a few days, and he hoped then to be able to meet the Board. Any information he had he would be most happy to supply, and it was his wish to find out all he could in Canada bearing upon the possibilities of trade with the Australasian colonies. He wished to spend the month before Mr. Huddart would come on the Pacific Slope, and to visit the Sound Cities to see if something could not be done to build up a trade with them via this route. (Applause.)

Mr. C. E. Renouf proposed the health of Captain Stott, "the pioneer captain of the route," and hoped the captain would make many more trips to Victoria, and have equally pleasant journeys across the Pacific.

Capt. Stott in reply simply thanked the deputation for their good wishes, which he hoped would be realized.

The deputation then spent some time in conversation with Capt. Stott, by whom they had been most hospitably received, and who will without doubt prove very popular with those who travel by or do business with his vessel.

The Miowera, though a vessel of only moderate dimensions and speed, is in the matter of arrangement and appointment of the most improved type. She stands very high out of the water and on that account presents rather an imposing appearance. The smokestack bears the Southern cross, the peculiar emblem of Australasia.

The Miowera's officers are: Captain Stott, Surgeon W. Finlay, Chief Officer Perry, Chief Engineer Robert Farrell, Purser J. Munro, Chief Steward F. Whillingham.

The passengers brought on the trip were: Cabin—Mr. F. W. Ward, Mr. Turton and wife, Mr. Denny, Mrs. Finlay and infant, Mr. Lemaire, wife, nurse and children, Miss J. Bauer, Miss A. Bauer, Mr. F. Bauer, Mrs. Bauer, Miss Johnson, Mr. Troost, Mr. McKenzie, Mr. D. McAdoo, Mr. Hopkins, Mr. Moir, Mr. T. Ingham, Mr. A. Brown, Mr. Moller and wife, Mr. J. McCandles, wife, nurse and two children, Mr. Bloomer and wife, Mr. T. Harvey, Mr. N. Morey. There were forty-four second-class passengers.

THE MIOWERA'S TRIP.

Some very interesting particulars as to the passage, and the incidents connected with the departure of the Miowera from Sydney, were obtained from Mr. F. W. Ward, the owner's representative, who was formerly the editor of a leading Australian daily. To the COLONIST reporter he said:

"A more encouraging send-off than the Miowera, as the pioneer of the Canadian-Australian line, experienced at both Sydney and Brisbane, could not have been desired. The ship had already made herself favorably known by her smart performances in the tourist traffic between Sydney and Melbourne, the capitals respectively of New South Wales and Victoria, and New Zealand, the wonderland of the South, and one of the great wonderlands of the world. The Grafton wharf, where the Miowera was berthed, is awkwardly situated, and quite away from any of the great streams of city traffic, but it is capacious, and its capacity was tested to its fullest extend by the multitude which assembled to send us away with cheerful hearts. Sir George Dibbs, premier; Hon. W. J. Lyne, minister of works; and Hon. T. M. Slattery, minister of mines and agriculture; were among the visitors, and wishes for the success of the enterprise then initiated were showered upon us.

"As the ship drew off into the stream, the crowd which packed the wharf from end to end gave three hearty cheers. A few special friends of Mr. Huddart accompanied us to the Heads, and on the way down the toast of success to the Sydney-Vancouver route was honored at the instance of Captain Trouton, one of the men whose connection with the development of Australasian maritime enterprise entitles him to everybody's respect. Mr. Huddart accompanied us to Brisbane, where we anchored on the morning of the 20th of May in Moreton bay, the deep ship port of the capital. Shortly afterward two or three river steamers brought the representative men of Brisbane to inspect the ship and wish us good luck; Sir Thomas M'Ilwraith, Premier, and two or three of his colleagues were among the company. A few hearty speeches closed the luncheon. our visitors disembarked, and then, to the music of their hearty cheers, we made our farewell to Australia. A few minutes after 4 p. m. we dropped the pilot outside the bay, and the ship's course was shaped for the long run of 6,626 knots across the Pacific to Vancouver via Honolulu.

"The direct track to Honolulu lay right across New Caledonia, the French prison in the Pacific, and of which French and Australian energy is trying to make something more than a ghastly penal settlement. We passed south of the island, or rather of the coral reefs which extend many miles from the visible island, sailed close by Walpole island, and thence shaped a virtually straight course for Honolulu. Walpole island is a lonely, uninhabited, flat, austere-looking rock, about 1½ miles long. We next passed close to Ancityum, the southernmost of the New Hebrides, a group peopled by a fierce race, most of whom are still addicted to cannibalism and other hideous practices. All the cannibal islands, however, are surely if slowly, yielding to the softening influences of Christianity and commerce. Kanakas are recruited from the New Hebrides and other groups in the South Western Pacific for the Queensland sugar plantations.

"On the afternoon of the fourth day we passed the Fiji Islands, now a British colony under the rule of Sir J. B. Thurston. Our course lay too far to the north for a view of this famous group, but it is possible that arrangements will be, or perhaps have been, made with the Imperial Government for the ships of this service to call at Suva, the capital of Fiji, in which case tourists' collections of pictures of travel will be enriched by the addition of some new views of nature and of human nature. On the following day we steamed close to Rotumah, a small group of half-a-dozen islands, only one of which is large enough to be a valuable possession, and which constitute part of the British colony of Fiji. Rotumah was discovered in the memorable search in the Pacific at the end of the last century for the mutineers of the Bounty. The main island is fertile, of volcanic origin, picturesque in appearance, and has a population of about 2 000 natives, who barter a good deal of copra for some of the luxuries of civilization.

"Between Rotumah and Honolulu we sighted no islands; our safety lay in keeping wide of them. In the course of time, as traffic and intercourse develop, they will be lighted, and indeed will become considerable contributors to the volume of trade. Honolulu was a welcome picture to sea-wearied eyes. Passengers had six hours ashore, and they made the best of them—all had a good time. After the sombre scenery of Australia, the tropical brightness and profusion of Hawaii was a delightful revelation of nature's wonder-work with sunshine and soil, and the mixed nationalities of the population presented to strangers a most interesting mosaic of human nature. The day was one of rich color, of quaint forms, of freshness and charm. It was a glimpse of a new world. It was a festival of the imagination. From Honolulu to Vancouver Island we had a lonely journey through what appears to be a generally unfrequented part of the Pacific. But right through we have had pleasant weather—wind, sea and temperature combined to minimize discomfort. At the end of the three weeks' voyage we are the happy possessors of memories we are grateful for, and we now turn our faces to the new continent with hope.

"We left Sydney on Thursday, May 18th, and Moreton bay, the deep-ship port of Brisbane on the 20th, so that we have completed our journey in 22 days from Sydney, and 20 days from Brisbrane. The time ordinarily occupied by the San Francisco service has been 25 days. The distances of the two services are as follows: Sydney to Auckland. 1,281 miles; Auckland to Honolulu, 3,810; Honolulu to San Francisco, 2,100; total, 7,191. Sydney to Brisbane, 502; Brisbane to Honolulu, 4,191; Honolulu to Vancouver, 2,435; total, 7,128. That is to say the San Francisco is 63 miles longer than the Vancouver service. The former now includes a call at Samoa, which adds little to the distance, but means a detention of a few hours. It is not unlikely that Fiji will be included in the Vancouver service, in which case 143 miles, and a detention of a few hours at Suva, the chief port and capital of the colony, will have to be added to the distance and time. Anyhow, it will be seen that we have begun by shortening the time-distance between Australia and North America. We have undertaken a 14-knot contract. This is the quickest mail service yet contracted for by Australia. The great weekly service conducted conjointly by the P. & O. and the Orient companies, and in which about eighteen ships, averaging 6,000 tons are employed, is for a lower speed, and averages, I think, not much more than thirteen knots. So that in engaging to do fourteen knots, we are ahead of any contract or average in our part of the world. Of course, this will have some effect upon future contracts for the other services. Many of the ships now running between Europe and Australia, ships of the P. & O. Co., the Orient Co., the Messageries Maritimes and the Nord-ostcher Lloyd, are capable of fourteen-knot speed and more. The French boats have made some remarkable passages. So have the "cracks" of the P. & O. and the Orient Co's. The other day the P. & O. Australia averaged 16·3 knots between Brindisi, where the mails are embarked, and Adelaide, where the mails are landed, and this enabled her to deliver her London mails in Sydney in 29 days, and to break the record of the road.

"I mention this feat because it sharply defines the superiority of the Vancouver route to London. I suppose I may accept the rumor prevalent in Australia, that early in 1895, or soon after, Canada will have an Atlantic service, which will allow London mails to reach Vancouver in ten days. This would, by the route we have travelled, land the mails in Sydney in a few hours less time than was occupied by the Australia's mails. But a direct eighteen-knot service to Sydney, calling only at Honolulu, would deliver London mails in about 26 days. The total distance one of the Suez Canal route mail ships has to travel before she drops anchor in the terminal port—Sydney—is over 12,000 miles; and I think I am right in saying that it is much easier to keep up an eighteen-knot speed on a distance of 7,000 miles, than on the greater part of a journey which altogether covers more than 12,000 miles. I may mention that the average of the P. & O. & Orient service in the delivery of mails between Sydney and London is a trifle over thirty four days, while the mail carrying ships occupy from forty to forty-seven days between the two terminal ports. I travelled from London to Sydney a year ago in the Oratava an Orient liner, and an extremely comfortable ship; and I was landed at my destination in forty-three days. Now, forty-three days is too long a space of time to spend in any ship. The Vancouver route is opened with twenty-two days from Sydney, or twenty days from Brisbane. I venture to say that three weeks will abundantly satisfy the oceanic cravings of human nature, and that no sentiment but one of gratitude will be evoked if the period should be shortened to eighteen or even sixteen days.

"This, however, is not the only superiority of the national route. I need not enlarge here on the comparison between this and the Suez Canal route in regard to the safe and regular carriage of British mails. Canada, in the great part she has taken in developing this highway in the British Empire, has always emphasized the danger which menaces the Suez Canal. It is a powerful argument and is winning appreciation in Great Britain and in Australasia. But, reverting to the traveller again for a moment, the Vancouver route has no tropical terror which can be put forward as the equivalent of the Indian Ocean and the Red Sea during several months of the year. Deaths from heat-appoplexy are practically unknown in our Pacific. Of course no sane person expects to escape discomfort in the tropics. A ship travelling through water which the sun keeps at a high average heat cannot be kept cooler than the water. And an atmosphere at once warm and moist is not a comfort or an exhilaration to people whose physical constitution is a heritage of centuries of residence in temperate latitudes. But I believe it will be found that this is the coolest of all the great sea roads from Europe to Australasia. The tropics must be crossed somewhere, and I think this route picks one of the best points of the equatorial belt. You may depend upon it that this will tell in the future upon the traveller's mind. At present a few go to Europe from our Southern communities by way of the Cape of Good Hope. A few Queenslanders go by way of Torres Straits, a very torrid road. But the bulk of travellers take the Suez route. It is the quickest and has the finest ships. It is the route with which this will come into competition.

"I dare say the terrible monetary crisis through which Australia, and especially the Eastern colonies, are passing, will, for some time to come, considerably reduce the volume of passenger traffic between England and the group of English-speaking communities in the far South, but, even so, it would be a large volume. You want to get a good share of it. Under ordinary circumstances, the Chicago exhibition would have lent much assistance to the inauguration of the new route. But the present outlook is that not ten Australians out of every hundred who intended to visit Chicago will be able to do so. We have every reason for thinking that we would have had a full ship this trip but for the extraordinary and unprecedented condition of things in Australia. What you and we have to do is to take all the opportunities which offer to popularise this route. From what I have seen and read and heard, I believe it can be popularised. In other words, it has conspicuous merits. These we must make known. By these we must win success. And success so won will rest on the solidest of foundations.

"I have referred to the postal advantages of this route and to the comparative ease and quickness with which the tropics can be passed through. Another great attraction to the tourist should be the interest of the journey through North America. I hope to find time to see some of the charms of British Columbia, and also to learn what are the fascinations of a few days or weeks spent in Alaska or in the states and territories on your south. I believe it will be possible to assure the leisured or wearied Australian that he can find pleasure and health on your Pacific Slope. Then there is the railway journey through your magnificent mountain scenery. And then there is the interest of Eastern Canada and the Eastern States. I do not think any Australian who can afford a lingering, inquiring tour through these two English-speaking nations should hesitate to take it. We all are brethren, or cousins—whichever of the relationships you like to claim. We are certain to experience the profound racial feeling of kinship amongst you, as you also would experience it amongst us. It will be good for us Southerners to have the feeling of race quickened by the contact of travel amongst the British of the North. For the most part our life is one of isolation. Broad spaces of salt water cut us off from our Empire and the world. Except by a few British communities like ours, the Southern hemisphere is peopled by colored, inferior, partly civilized races. With Europe, Asia, and one of the Americas in the North, you see how much we are out of that world which means history, population, wealth, power and culture. Geographically you are midway between us and Europe. And you are midway in another sense. On this Pacific slope you have much that is common with us. You are subduing and replenishing this part of the earth. Our great task is very much like yours. But as I go East I shall come upon an older America. I shall travel on roads paved with experience gained by a hardy and intelligent race who, for one or two centuries, have been engaged in the task of developing the resources of and building up civilization in a new country. We simple youth of the South, we children of a half-century, should be made wiser by coming amongst you. I do not doubt that we shall be—that you will be generous to teach and we shall be eager to learn. And as the instructiveness of your continent comes to be realized in our Island-continent the hold of this route of travel upon our people will be strengthened.

"And another bond between the two countries may grow out of swift, regular and frequent communication; and that is the mighty bond of reciprocal trade. Between Canada and Australia there are such differences of climate and production that commerce suggests itself. You annually spend many millions of dollars on the purchase of commodities which we produce in vast quantities. What I am specially here to find out is whether or not it is possible for the two countries to exchange commodities. You are quite right in making the best bargain that the opportunities of the world put in your way. Those Canadians and Australians who have interested themselves in establishing this line of communication believe that it can stimulate, make easy, and ultimately root itself in mutually profitable business. Upon this subject I hope to have a good deal to say during my stay in Canada."

ST. BARNABAS WELCOMES THE BISHOP.

The members of St. Barnabas church tendered a reception to Right Rev. Bishop Perrin in the Temperance hall last evening, when the appended address was presented by Rev. G. W. Taylor on behalf of the wardens and members of the church:

To the Right Rev. Father in God, William Willcox, Lord Bishop of British Columbia:

It is with sincere pleasure that we, the Rector, wardens, committee and members of the congregation of St. Barnabas church greet Your Lordship, on this your first visit to our parish, and tender you a hearty welcome to this portion of your diocese.

We are deeply thankful that the wise action of our Synod, in delegating to the Archbishop of Canterbury the choice of a chief pastor for us, has resulted so happily, and we look forward with much confidence to the progress the church will make under your leadership.

We trust that the vigorous policy of church extension which characterized the administration of our late Bishop, and to which our own parish owes its origin will be continued, and we can assure your Lordship that your efforts for the spread of Christ's Kingdom and the well-being of His church, will always command our sympathy and receive our willing help.

By the resignation of your reverend predecessor we were deprived of a very true friend, but we hope that time will prove to us that we have gained in your Lordship one equally able and willing to watch over our temporal and promote our eternal welfare.

In reply the Bishop made a short but fitting speech, and the remainder of the evening was passed in listening to vocal and instrumental music and in conversation.

BAZAAR AND CONCERT.

"All we lacked to make the bazaar and concert a complete success was a better attendance in the afternoon," remarked one of the promoters of the affair after the performance in the school room of Christ Church Cathedral last evening.

The bazaar and concert were originated for the purpose of securing money for the benefit of the mission fund, and also to aid in building an addition to the school room. That the object has been attained to a certain extent was evidenced by the large number who attended last evening. The programme for the concert as published in yesterday's COLONIST was faithfully fulfilled except for one change, the substitution of a duet, "The Swallow" by Mrs. Janion and Miss Rhodes, for Mr. Aspland's solo.

The rendition of the programme was all that could be desired, the music being exceptionally good. Tea was served from 5 until 7:30 o'clock, when there was a large attendance. The bazaar, of course, occupied nearly the whole afternoon, but this feature of the day's proceedings was not so attractive as following events, for the attendance was not so large and consequently it was not quite so successful. The articles offered for sale, however, are choice and varied.

It is the intention of the Ladies' Working party, under whose auspices the bazaar was given, to continue the bazaar and tea today, commencing the former at noon and the latter at 5 o'clock, as yesterday.

DISCUSSING ESTIMATES.

Attention Called to the High Salaries Paid to Victoria's Force of "The Finest."

The Sewerage Engineer's Contract With the City to Be Produced and Considered.

Mayor Beaven presided at a special meeting of the City Council last evening, at which there were present: Ald. Belyea, McKillican, Bragg, Styles, Henderson, Munn and McTavish.

A report from the Finance committee recommending the payment out of the Surface Drainage By-law funds of $42 to drain the water off the property of Hon. Amor De Cosmos, was received and adopted.

The Council then went into committee on the Estimates By-law.

ALD. BRAGG wanted an explanation of the item of $60 per month salary for Clerk of the Police court.

THE MAYOR suggested that this might be to carry out the recommendation of the committee appointed to inquire into the matter, and, no other explanation being forthcoming, the item carried.

ALD. BRAGG wanted to defend himself of an alleged insinuation of Ald. Belyea, that he was afraid to occupy his seat while the estimates were being passed, but the Mayor called him to order.

ALD. BRAGG insisted on saying what he had to say and didn't see why the Mayor should be "sitting on him." He wanted the Mayor, Ald. Belyea and the whole outfit to understand that he was not first "lootenant" to any one.

On the item, "Collection of water rates, $200 a month,"

ALD. BELYEA thought the collection of the rates was costing too much money. He thought the system was wrong, and was satisfied the work could be done for less money. For instance, when the new rates were published they might be made heavy, with a liberal discount for payment at the City Hall before a certain date. He drew attention to the fact that if the cost of collecting the revenue could be cut down 5 or 10 per cent. it would be just that much saved in the revenue itself.

ALD. BRAGG charged Ald. Belyea with supporting high salaries in the sanitary department while he wanted others cut down.

ALD. BELYEA did not want anything of the kind. So long as these collectors were employed they ought to be paid, but he thought the system could be changed with advantage.

The item passed.

The assistant engineer and surveyor wanted an increase in salary from $125 per month, but were only voted the same as last year.

A lively discussion took place on the item of $250 a month for the sanitary engineer.

Ald. BELYEA—Who is the sanitary engineer?

Ald. MUNN—It is Ald. Bragg (laughter.)

Ald. STYLES thought this was a queer question for Ald. Belyea to ask. Anyone knew the sanitary engineer was E. Mohun.

Ald. BELYEA replied that Mr. Mohun was not the sanitary engineer but the sewerage engineer.

Ald. MUNN wanted to know what the engineer was going to do for the money, as all the sewerage plans were ready and the work could not be gone on with.

ALD. HENDERSON thought if the Sewerage Engineer was to be kept on he ought to be paid out of sewerage funds, not out of the revenue.

THE MAYOR thought this was a pertinent question. If there was no work to be done there was no need of paying a man.

ALD. BRAGG said he had heard the statement alleged to have come from the Sanitary Engineer, that a contract had been entered into by a previous Council with him to keep him in the city's employ for a period of years.

THE MAYOR knew of no such contract.

ALD. BRAGG moved to amend the item by cutting it down to $1,500, which is $250 a month to June 30.

ALD. BELYEA thought the Council should go slow. It was true there was no sewerage work now, but the engineer was working on the surface drains. If the council decided to go on under the local improvement system they would need Mr. Mohun provided the people did not refuse to vote for it. All the preliminary work for this had been done by Mr. Mohun. So far as the contract Mr. Mohun had with the city was concerned, he was not going to say anything except that the laws could not be played with, and a contract entered into by the city would in all probability be found to be binding. Besides this, if Mr. Mohun was to be discharged this was not the business-like way to do about it. If the aldermen wanted to discharge Mr. Mohun, let them go directly about it, and not shut off the salary and let the Engineer work ahead and then find there was no money to pay him.

ALD. BRAGG wanted an investigation into Mr. Mohun's conduct before he could assent to continue his salary. There were some very peculiar features in connection with this whole matter, and he could not see why Ald. Belyea always supported him.

ALD. MUNN after disclaiming any personal feeling in the matter, recalled the fact that this was no new question, it having been raised by the Mayor last year when the $300,000 by-law was defeated. Now a second by-law was defeated. All this, he thought, showed a lack of executive ability either on the part of the Council or of Mr. Mohun—this jumping around from one proposition to the other, first the idea of continuing the work on the local improvement system, then on a general loan, and again on the local improvement system. This was entirely unsatisfactory. He agreed, however, with Ald. Belyea that the Engineer ought to be dealt with directly. The very fact that the item was in the estimates showed that the work was not being done, as, if it were, the Engineer's salary would be paid out of the money raised for sewerage purposes.

ALD. MCTAVISH thought this matter should be laid over until the Council found out more about that contract with Mr. Mohun. He understood Mr. Mohun had accepted the position in lieu of his five per cent. commission on the plans, and if so the Council might be running up against a stone wall if they undertook to discharge him. In order to have a copy of the agreement and get legal advice on it, he moved in amendment that the item stand over for further consideration.

ALD. STYLES expressed the opinion that the property owners would not consent to the sewerage work being continued on the local improvement system.

THE MAYOR said he had heard about the contract, but the statute did not permit any such contract to be made. The absurdity of the proposition was apparent.

ALD. MCTAVISH's amendment prevailed, and the item was laid over.

On the item $80 a month salary for engineer of rock crusher.

ALD. BELYEA wanted to know how many months the rock crusher had run since last November?

ALD. STYLES replied that he did not know; but the rock crusher and the steam roller had run twelve months last year.

ALD. BELYEA wanted to know how many months' work had been done this year?

ALD. HENDERSON answered that the rock crusher did not run steadily, the engineer being part of the time on the roller. When the engineer was not on the rock crusher, he was taking charge of a gang of men in the Centre ward.

ALD. MCTAVISH did not want to reflect on any office holder, but thought this was an office which could be done away with.

ALD. BELYEA wanted an answer to his question: How long had the rock crusher and the roller been running?

ALD. BRAGG replied that it wasn't the fault of the engineer that there wasn't enough work for the rock crusher. It was the fault of the Finance committee, which did not supply money enough.

ALD. HENDERSON didn't want the salary cut down. When the rock crusher was not running, the man would be put at other work so as to earn his money.

ALD. STYLES alleged that Ald. Belyea didn't know anything about street work.

ALD. BELYEA—It is past finding out—most of it.

ALD. MCKILLICAN did not think there was any private corporation in the world that would conduct its work like the street work was done. There were about six or eight or ten men working and three foremen walking round the streets looking after them.

The item passed, as also did those for two foremen at $75, Ald. Belyea remarking that he hoped the Street committee would take a hint that the Council would not stand any more such nonsense as three walking foremen for ten working men.

On the item of police salaries,

ALD. BELYEA pointed out that Victoria had a good police force, all of whom got good pay, in fact the salaries here were about 20 per cent. higher than in any other town on the Pacific Coast. The average salary per head for the police force, from the chief down, was nearly $1,200, and even after the estimates were passed if it became necessary to apply the pruning knife, here was a good place to begin.

On the vote of police sergeants' salaries,

ALD. BELYEA wanted to know if one sergeant could not be dispensed with. They were all good men, but why have so many?

ALD. MCKILLICAN thought the salaries should be cut down.

ALD. MUNN suggested that the item be laid over so that the Clerk could communicate with the Police Commissioners to see if the whole of the present force were absolutely necessary. The expenditure in this department had increased a great deal faster than in any other department.

The police items were laid over.

On the item for dog catcher,

ALD. BELYEA wanted to know what the "dog revenue" was.

THE MAYOR read the figures—$508.70 for last year, and $644 25 for pound fees.

ALD. MCKILLICAN, on the discussion of the waterworks item, hoped the Albion Iron Works contract would be provided for, so as to give better pressure on the high levels.

ALD. MCTAVISH moved to increase the park allowance to $1,000, which he thought was certainly as little as could be done with.

THE MAYOR did not see where this money—the extra $500—was to come from.

ALD. MUNN thought it could be pared off some other department, the police, for instance.

THE MAYOR objected to an increase in any of the amounts, on principle.

The item passed at $500, without the increase.

ALD. BELYEA objected to the item of $3,500 for keep of prisoners for the year. He pointed out that this meant fifteen prisoners all the time at $20 a month, which was too much. He moved to decrease the amount to $500 and to add an item of $500 for books and furniture for the Police Magistrate. This he claimed was necessary, the books being absolutely required, while the Magistrate's room was very shabby indeed.

ALD. MCTAVISH wanted that $500 for the park.

THE MAYOR pointed out the remarkable falling off in Police court fines. Last year up to June 1 the revenue was $3,904.70, while this year it was only $1,604.50. He thought, too, that the Magistrate should buy his own books, the same as a carpenter would buy his tools.

Ald. STYLES thought Ald. Belyea ought to have a little more feeling and not want to starve the poor prisoners to buy books.

THE MAYOR also wanted to point out the marked increase in prisoners confined. It was not that there was a less number of prisoners but more of them were punished by imprisonment and less by fines.

Ald. HENDERSON thought the Police committee should investigate the question of the cost of the prisoners keep.

The sum was decreased to $3000.

Ald. BELYEA then moved to add $500 for books and furniture for the Police court and the magistrates room.

Ald. MUNN thought it would be just as reasonable to supply the City Engineer with a text book on his profession.

After a lengthy discussion, the proposed item was voted down by three to four.

The committee rose, reported progress, and asked leave to sit again.

The Council adjourned at 11 o'clock.

EXAGGERATED STORIES.

The published reports of the unpleasant experiences of visitors to the World's Fair are not confirmed by all who have visited Chicago since the opening. In this class is Mr. W. J. Macaulay, who with Mrs. Macaulay returned a week ago after an extended visit in the East. Speaking to a COLONIST reporter, Mr. Macaulay said he had been ten days at the Fair, and then had not seen it all. He felt disappointed in the British Columbia show, which did not compare very favorably with that of some of the other colonies. New South Wales, in particular, has a splendid exhibit. He was particularly pleased with the art exhibit, which is of a very high order.

Mr. Macaulay says his experience of the restaurant on the World's Fair grounds was that one could obtain good meals there just about as cheaply as in a first-class restaurant in Victoria, and the attendance he found to be all that could be desired. It is not the fact that "the waiters have to be tipped before they will move." On his trip Mr. Macaulay visited Minneapolis, and the Journal thus mentioned the fact: "Mr. and Mrs. W. J. Macaulay, who have been visiting Geo. A. Brackett, C. M. Loring, Hon. L. Fletcher and other old friends in Minneapolis, returned to their home in Victoria, B. C., yesterday. Mr. and Mrs. Macaulay have many friends among the older residents of the city, from whom they always receive a hearty welcome—as hearty as that extended to them in the beautiful Macaulay mansion at Victoria.

THE ARBITRATION.

Counsel Christopher Robinson Contrasts American Sealing Solicitude With Carelessnes as to Bison.

Sir Charles Russell Repudiates United States Insinuations and Gives Some Startling Facts.

PARIS, June 8.—Christopher Robinson, of Toronto, in the concluding portion of his argument in the British case before the Behring Sea tribunal of arbitration, contrasted the apathy with which the Americans viewed the extermination of the buffalo with their anxiety to protect the seals, which anxiety Mr. Robinson attributed to the fact that rich monopolist companies were interested in the seals.

This statement of Mr. Robinson aroused discussion, Senator J. T. Morgan, United States arbitrator, contending that the destruction of buffaloes was necessary to the progress of civilization and analogous to the destruction of rabbits in Australia.

Mr. Robinson proceeded to argue that the slaughtering of seals on land was more barbarous than pelagic sealing, which Americans declared broke every law in the decalogue. American Agent Foster read a regulation by which the Americans proposed to protect seal herds.

In speaking on the questions of right and regulation, Sir Charles Russell said that Great Britain had been anxious from the first to deal comprehensively with the question of protecting the seals. She held, however, that the question of right must be settled before means of regulation could be considered. In the matter of regulations she would set no narrow limits. She was prepared to give the court full authority to proceed to the regulation of sealing, not alone in Behring Sea, but on both sea and land. Sir Charles repudiated the charge of insincerity made against Great Britain by the representatives of the United States, and retorted that if the American commissioners were really advocating the unselfish views of their Government, there would be nothing derogatory to the question of the Americans submitting as part of their great scheme the question of regulation on the islands, as well as on the high seas, to the impartial consideration of the court. After reading much evidence concerning seal life, Sir Charles closed his speech with a reference to the great mortality of pups on the islands in 1892, when there was no pelagic sealing. The history of the several fisheries for that year proved, he said, the groundlessness of the charge that the enormous mortality of pups was attributable entirely to pelagic sealing.

CHICAGO, June 8.—Wheat broke all the records to-day, selling down to 63 cents a bushel for the cash article, the lowest price ever touched on the Board of Trade. The decline was due to fear of further trouble among the elevator concerns of the Northwest. Another item in producing the weakness was the Missouri State crop report. The market quieted down after the break and recovered a little, but there was no great buoyancy, and after reacting about ⅜ per cent. the improvement stopped and the close was ⅛ lower for July and ⅜ lower for September than yesterday's final figures. In corn there was considerable trading, the market being quite active at times; but near the close dullness ruled. For oats there was a fair demand and a steady feeling; but no special features developed. The speculative market for home products continued dull, the volume of trading early being very light, especially in mess pork, there being scarcely enough business to make a market.

LONDON, June 8.—Despatches received last night from Buenos Ayres said the Argentine council has resigned.

Hood's Cures

Mr. Henry Eddy
Of Norwich, N. Y.

Death Was Near

After the Grip—Saved by Hood's Sarsaparilla

"Last January I had the grip very severely. Shortly after my recovery I was taken with a **terrible deathly sickness** in my stomach and **fearful cramps and spasms.** It was entirely different from a case of colic. My limbs felt like ice. My forehead was covered with great beads of **cold, clammy sweat.** I surely thought, and so did my friends, that

Death Was Very Near,

yes, even at the door. Thanks to prompt medical attention, I got over it, but I had many similar spells later, not so severe, until they became regular, just before, and about one hour after meals. It was a terrible feeling, and, failing to get relief, I **did my care how soon** the grim destroyer came to put an end to it. I had medical treatment from several physicians for many weeks, but I had not only got no better, but worse. One day my mother, who had used

Hood's Sarsaparilla Cures

Hood's Sarsaparilla, advised me to try it. I told her I knew it would do me no good, but she insisted so hard that, to please her, I finally began taking it. I had only taken a few doses when

I Began to Feel Better.

By the time that I had taken a bottle the trouble in my stomach had entirely left, and I am feeling in excellent health, have a good appetite, and **can eat anything** without suffering."
HENRY EDDY, Watchmaker, Norwich, N. Y.

Hood's Pills act easily, yet promptly and efficiently, on the liver and bowels. 25 cents.