

# The Colonist.

FRIDAY, FEBRUARY 2, 1894.

## "A NEW IMPERIAL HIGHWAY."

British Columbia is in these days being well advertised in many ways and in publications of all grades. Its last advertisement—and it is an important one—is in the January number of the Westminster Review in the shape of an article from the pen of J. F. Hogan, M. P., and entitled "A New Imperial Highway." The new highway, which is considered of very great importance, is the line of steamships between the Dominion of Canada and Australia. This enterprise is described by Mr. Hogan as capable of conferring great benefits on the whole Empire. He says:

Now that this direct, substantial and permanent link of communication between Canada and Australia has been duly and successfully inaugurated, and that its mutually beneficial character, so far as these countries are concerned, and its far larger and wider possibilities of Imperial usefulness, are acknowledged and endorsed by all who take a patriotic and intelligent interest in the progress and development of Greater Britain, it seems strange that we should have had to wait until this comparatively late period of the day for the creation of such a desirable and manifestly important channel of inter-Imperial communication. But, as has so frequently been recorded of the inception of great and far-reaching enterprises, it was a case of the hour and the man.

After giving Mr. James Huddart credit for his enterprise and his courage, the reviewer dwells at some length on the commercial advantages to be derived by both Canada and Australia from the establishment of the line. He notices favorably the mission of the Hon. Mr. Bowell to the Antipodes, and expects that it will be followed by gratifying results. But the reviewer is chiefly impressed with the advantages which the Empire is to gain from the opening up of this new highway:

This enterprise, he says, is therefore essentially Imperial in its character, scope and operation, and very little pressure or argument should be necessary to induce the Imperial Government to extend to it all the official support and substantial recognition that it is in their power to bestow. There are two main aspects of the gravest and highest importance under which it is specially qualified to minister to Imperial requirements. In the first place it provides a new, speedy and wholly unimpeded postal route entirely under British management and control and traversing British territory from end to end. At present the mails to and from the Australian colonies are carried across Europe and through the Suez Canal. In the event of a Continental war the route would obviously be either extremely risky or no longer available, and the facility with which an enemy could effectually block the Suez Canal is a matter of universal notoriety. Under these circumstances the value of an alternative route that is not liable to any of the risks or dangers inseparable from international complications does not need to be demonstrated. Moreover, by the agency of this new Pacific service and its British and Canadian connections, it will be possible to deliver the Australian mails in London in twenty-eight or thirty days, a rapidity of transit that is rarely surpassed on the existing continental and Suez Canal route.

Seeing how useful the new route is to the Empire, Mr. Hogan expects that the Imperial Government will extend to it all the encouragement it needs to make it as effective as circumstances will permit. There can be no doubt that it will do this, and that when the time comes, it will do its part towards supplementing the steamship line by an ocean cable.

## ANOTHER "HABIT."

This is an age of "habits." We see the whiskey habit, the opium habit, the cigarette habit, the chloral habit, the pepper-mint habit, and dozens more denounced by those who consider them injurious, and now we see the "tea habit" denounced. The cup that cheers but does not inebriate is to be regarded with suspicion, as it tends to the formation of the "tea habit," which, we are told, is productive of evils whose name is legion. It is the London Hospital which sounds the alarm. It says:

"We are yielding with all the weakness of an inebriate to the diseases of nerve and stomach which excessive tea drinking brings in its train. We drink more tea than our parents; we take it oftener, stronger and of coarser quality. The results are less obvious than those of alcoholic intoxicants; but not less serious; and in truth the time may not be far distant when the earnest disciples of the new temperance will plead with us with tears in their eyes: 'Give up this accursed tea and take to cocoa or even to beer.'"

In there anything that we eat or drink that some one who claims to be an expert does not condemn as unwholesome? There are earnest men and women who would take from us the tender joint and the juicy steak, because they believe that flesh food injures us physically and morally. We have heard vegetables denounced as coarse and indigestible, not fit for human beings to eat. Wine and strong drink are tabooed and now even the fragrant and innocent cup of tea is denounced. We have, however, one comfort, and it is this: The critics of meat and drink do not agree among themselves. What one set condemns as deadly another pronounces as harmless if used in moderation. What controversies there are about alcohol and tobacco and opium, and how the controversialists abuse and deride each other! It is easy to say that the use of tea is harmful, but how are we to know that the disorder which the new set of temperance people put down to tea drinking is not caused by some article of diet or some habit which the denouncer of tea allows and encourages?

Have we not all seen aged men and women who have been tea-drinkers all their lives the very pictures of hale and healthy old age? These good souls have lost their taste for most kinds of food that they rel-

ished when young, but the cup of tea is still enjoyed and felt to be refreshing. Are they the victims of delusion? We don't think so. The Chinese are the most inveterate tea drinkers in the world, and where will you find a people so healthy and so hardy? This prejudice against the use of tea is, we are satisfied, one of the many facts that people in these days cherish and are proud of. "They say that tea is a slow poison," said a lady over eighty years old, while sipping her Bohas. "Perhaps it is, but I have found it to be a wonderfully slow one."

## AN APPRECIATIVE VISITOR.

It has always been our opinion that Victoria as a seaport has a great future before it. It is the harbor of the Sound which is nearest to the ocean. It is easy of access and has every accommodation which ships require. A little enterprise would make it the best distributing centre on this side of the continent. We find that a visitor to the coast, competent to form a sound opinion on the subject, has come to the same conclusion. The Toronto Empire of the 19th contains the following editorial paragraph: "An intelligent editorial article in Transport, an English review of railways and shipping, discusses the relative claims to future greatness of the twin ports of Puget Sound, Tacoma and Seattle. While both ports have great expectations, and while the editor of Transport is evidently well posted on their present development and prospects, and wishes to be impartial as between them, he maintains that 'it is to Victoria, however, that people must look for the great Pacific port of the future north of San Francisco.'"

We have not seen Transport, but we hope before very long to be able to reproduce its "intelligent editorial article" for the edification of our readers.

## THE ONTARIO PLEBISCITE.

A good deal has been said about the majority for prohibition in Ontario. But people are easily deceived in that matter. The election returns do not tell the whole truth relative to the state of public opinion in that Province respecting prohibition. They do not even give the reader a fair idea as to what the vote would probably be were the result will be something more practical and much more important than a mere expression of opinion or desire.

In the first place women had the privilege of voting when the plebiscite was taken. At an election for members of either the Provincial or the Dominion Legislature women cannot vote. Then the election returns do not show what proportion the votes polled for prohibition have to the whole electoral vote. This is, as the intelligent reader sees, a very important consideration. The majority for prohibition may be by the returns appear very large when it is actually a very small minority of the whole vote. This is shown by the election returns of thirty-two civic and county municipalities which have been analyzed. In the cities 26,110 ballots were cast for prohibition, giving the prohibitionists a majority of the votes polled of 5,513. But the total number of electors on the lists of those cities is 85,437. So the prohibition vote did not amount to nearly one-third of the electorate. It is easily seen that a vote which all told does not number more than one-third of the electorate cannot be counted upon as expressing the opinion of the majority. The whole vote polled for and against prohibition in the Ontario cities did not amount to much more than one-half the electors registered. The lists show that in those cities there are 85,437 electors. The whole vote polled was only 46,707. The vote polled in the same constituencies at the Provincial election was over 56,000, or ten thousand more. It is fair, too, to conclude that the prohibitionists polled pretty nearly their full vote. The majority of those who did not think it worth their while to go to the polls or to vote on the prohibition issue, would most likely have voted against prohibition.

The vote for prohibition in fifteen towns was 4,532 and the vote against it was 3,093; this makes 7,625 votes polled. But the possible vote was 15,882. Here, again, the electors who voted for prohibition did not number one-third of the whole—the percentage is 28.5. It will be observed that in the towns not one-half the electors on the lists polled their votes.

The reader sees how delusive are the bare figures of the plebiscite. There was apparently, as the election returns read, a large majority of the Ontario electors in favor of prohibition. But when the returns are examined, that majority is but a fraction of the whole electorate. It is, therefore, a little rash to conclude from the figures of the plebiscite that a majority of the electors of Ontario are in favor of prohibition. It is possible that at an election for members of Parliament, in which prohibition was the chief issue, a majority would be returned in its favor, but there is nothing in the figures we have examined to make a defeat at all improbable.

To ensure the enforcement of a prohibitory law, more than a mere majority in favor of the principle is required. Experience has shown that if such a law is to be effective, public opinion must be on its side. Now, it is well known that there are in every large community thousands who can be persuaded to vote for a prohibitory law without when it is enacted they will violate without scruple. These weak vessels require a good stiff public opinion on the side of the law and its administrators to prevent their undoing by their practice what they have helped to do by their votes. It is very remarkable that in places in which the Scott Act was passed by large and apparently enthusiastic majorities, the sympathies of the public were with the violators of the law and against those who insisted upon its rigid enforcement. Then there is a kind of gentle coercion brought to bear upon electors during a prohibitionist campaign which is yielded to by many who have no idea of ob-

servating a prohibitory law if one is enacted. The figures we have adduced and the facts that we have hinted at go to show that it is not safe to form very sanguine hopes for the immediate success of prohibition on the result of the Ontario plebiscite.

## FAIR WEATHER FRIENDS.

The Rev. Mr. Maxwell, when he finds how eager his late friends and co-agitators are to repudiate his statements, must see how hollow are the professions of regard and esteem of demagogues and trading politicians. Not one of those who applauded his speeches when they were delivered has the courage to defend him when the accuracy of the statements he made is called in question. It is quite probable that the men who were last year most eager to calumniate the members of the Government and to poison his mind against them, are now the loudest in their assertions that they had taken no part in spreading the slanders. The Rev. gentleman has now good reason to know that the saying of the French cynic, "The absent is always in the wrong," is only too true.

## RECONCILED.

We are not surprised to find that the people of Germany are delighted to see their Emperor and Bismarck good friends again. The people have always admired Bismarck and they have learned to love and respect their young Emperor. It is therefore no wonder that they were pained that the disagreement between the two greatest men in the Empire, both of whom stand so high in their esteem, should be so bitter and should last so long, and that they are rejoiced to see that it has at last come to an end. There is no doubt that there are many in Germany who believe that the old statesman who has done so much for Germany may yet do good service to the state if he is allowed the opportunity. Europe is in a critical condition, and there is no telling when the experience and the wisdom of the venerable ex-Chancellor will be of the greatest use to both the Emperor and the people. At any rate, it must be satisfactory to know that when the time of Bismarck's departure comes, he will be at peace with the grandson of the Emperor whose faithful servant he was and for whom he did so much. It is almost certain that the good understanding that now exists between the Emperor William and Prince Bismarck will not be again interrupted.

## STOCKS IN NEW YORK.

NEW YORK, Jan. 27.—The total sales of stocks this morning, footed up the insignificant total of 54,000 shares. At times the market was almost at a standstill, and had it not been for the little slump in New England from 1 1/2 to 10 1/2; speculation would have been utterly devoid of feature. Boston was a seller, and room operators were on a still hunt for stop orders. It was again rumored that the holders of the second mortgage bonds would start proceedings to foreclose the property. The general market was in the main strong. At the opening, under the influence of London buying prices rose 1/4 to 3/4 cent. Louisville and Nashville leading. Subsequently Lake Shore, St. Paul, Union Pacific and New England sold off. There was no special pressure to sell except in the case of New England. Chicago Gas was sold at one time on a rumor of a cut in gas rates. The story grew out of an unfounded report that the Equitable Gas Co. of this city had reduced prices. The further gain in the bank again removed the market for a time, but no important change is indicated. The House gets through with the Wilson bill and the Income Tax bill. Lackawanna opened at 162 bid and 167 asked, against sales at 168 last yesterday. Then the stock moved up to 168 1/2, a net gain for the day of 1/2 cent. The market closed strong except for New England, which was heavy. Closing bids: Atchison, Topeka & Santa Fe, 11 1/2; Burlington & Quincy, 7 3/4; Canadian Southern, 50; Canadian Pacific, 70 1/2; Central Pacific, 14; Chicago, Columbus & Cincinnati, 35 1/2; Delaware, Lackawanna & Western, 168 1/2; Erie, 15; Great Northern, 124; Great Northern, preferred, 102 1/2; Lake Shore, 126; Louisville & Nashville, 46; Missouri Pacific, 23 1/2; New York Central, 100 1/2; New England, 10 1/2; North American, 7 1/2; Northwestern Pacific, 4 1/2; do., preferred, 16 1/2; North-western, 103 1/2; Oregon Navigation, 20; Pacific Improvement, 13 1/2; Pacific Mail, 17 1/2; Reading, 19 1/2; Rock Island, 67 1/2; Southern Pacific, 22 1/2; St. Paul, 59; Texas Pacific, 33 1/2; Union Pacific, 19 1/2; Western Union, 84 1/2; Union Pacific firsts of 1896, 102 1/2; Central Pacific firsts of 1896, 102 1/2 bid. Bar Silver, 66 1/2, per ounce. Money on call, 1 to 1 1/2; foreign exchange sterling, 4 85/100 for 60 days, 4 87/100 on demand.

STOCKTON, Cal., Jan. 27.—An attempt was made here last night to scuttle the Union Transportation Company's steamer Captain Webster, a passenger boat, between here and San Francisco. Fifty holes were bored in the starboard side, and when discovered there were four feet of water in the hold. There is no clue to the perpetrators.

JACKSONVILLE, Fla., Jan. 26.—A special cablegram from Key West, Fla., says: There is great excitement here over the attempted assassination last night of Emanuel Fremder, a Spanish cigar-maker, lately from Cuba.

WASHINGTON, Jan. 26.—The Treasury department lost to-day in cash as compared with yesterday \$1,300,000, making the net balance stand at the close of today's business \$90,021,443, as follows: Gold, \$66,922,331; currency, \$23,099,117; less \$7,294,798 for interest, making the true net balance in round figures \$82,700,000. This is the lowest net balance in the treasury in recent years, and the gold balance to-day stands lower than it ever has since specie payments were resumed in 1879.

BELLEVILLE, Jan. 26.—In the observance of his birthday the Emperor has granted an amnesty to all military prisoners who were sentenced to less than three weeks' confinement, and whose offenses did not include the ill-treatment of their subordinates.

Catarra in the Head. It is undoubtedly a disease of the blood, and as such only a reliable blood purifier can effect perfect and permanent cure. Hood's Sarsaparilla is the best blood purifier, and it has cured many very severe cases of catarrh. Catarrh sometimes leads to consumption. Take Hood's Sarsaparilla before it is too late.

## MARINE MISHAPS.

The Receiver of Wrecks Takes Charge of the "Norway"—"Puebla" Aground.

Movements of the Oriental Liners—An Ocean Fleet for Victoria.

Capt. H. R. Foot left on the steamer Spinster last evening for Jordan river, his object being to inspect the wreck of the lumber schooner Norway, which is now in the official charge of Collector A. R. Milne as receiver of wrecks, and which will probably be brought to this city if it can be towed. The Fanny Dutard, with which the Norway was in collision, is now being repaired at Port Blakely, and is to sail shortly. In coming in from Roche Harbor a few days ago the Spinster narrowly escaped being swamped. She got into a very choppy sea and for an hour or so labored heavily. Part of the cargo she had on board, consisting principally of hay, had to be thrown overboard, but no loss otherwise or damage was sustained.

A LONG TRIP ENDED. Mr. Mortimer, who went down to Nootka Sound a month or so ago to secure some samples of marble from his company's proposed quarries there, returned home yesterday on the steam schooner Mischieff, which had been chartered for the trip. The samples obtained are of two colors, one a pure white and the other a dark blue, both apparently of excellent quality. The Mischieff experienced some very rough weather on the coast, which detained her several days. Off Quatsno Sound she sighted three schooners, but was too far distant to speak them. She was driven into Barclay Sound on one occasion for shelter, and consequently contradicts the report given by the Indians a short time ago that the wreck of a bark lay there. When passing Friendly Cove a big potlatch was in progress, at which were congregated about five hundred Indians. The Mischieff reports having passed the little schooner formerly known as the "North Star," which was brought over here from the Sound last year, at one of the inlets on the coast.

A FLEET FOR VICTORIA. R. P. Rithet & Co., Ltd., have at present three vessels under charter on their way to Victoria from Liverpool with merchandise. They are the bark Archer, 178 tons; ship Almsdale, 110 days out, and the ship Benmore, thirty-five days out. Other vessels en route to this port, exclusive of those from Southern ports, are the bark Gutenberg, 170 days out from Glasgow, consigned to James Crawford; bark Thermopylae, thirty days out from Hongkong, with a paddy cargo for the Rice Mills (owners); bark Astoria, seventy-seven days out from Liverpool, consigned to Turner, Boston & Co., Ltd.; ship Borrowdale, thirty-five days out from Liverpool, consigned to Robert Ward & Co., Ltd.; ship Eaton Hall, from London, consigned to Robert Ward & Co., Ltd.; bark Northway, fifty-three days from Cardiff, and schooner Norma from Penryn Island. Besides these there are three on their way to Vancouver—two from Hongkong with sugar for the B. C. Sugar Refinery, and one with merchandise consigned to Evans, Coleman & Evans.

THE NEW SCHEDULE IN EFFECT. The changes which the Pacific Coast Company recently made in their schedule for the steamers running to Victoria comes into effect to-day, when the Walls Walla sails for San Francisco. She leaves a day earlier than on the old time table, and at 10 a. m. instead of 11 a. m. Those who are booked for cabin passage are: G. Leiser and wife, R. J. Bentley and wife, Miss A. Carr, Miss A. Williams, Miss O. Drake, Mrs. J. G. Dunoon and two children, Mrs. Cook, R. J. Crump, F. B. Fagan, D. Alton, D. R. McCrimmon, A. E. McCrimmon, M. Malcolm and wife, M. Begg, C. Pearce, F. Worthington, E. J. Hough, and J. McConnell and wife.

ON A MUD BANK. The steamer City of Puebla, which left here on Wednesday with upwards of 180 Midwinter Fair passengers and 1,560 tons of freight for San Francisco, went ashore off Powell wharf on arriving, in a dense fog, early yesterday morning. Directly touched, the engines were reversed, but failed to release the ship. The passengers were then landed by the use of the ship's boats. There will be no difficulty in floating the steamer at high water, and very slight repairs are all that are necessitated. The Queen will probably take the Puebla's place on the next trip, but according to yesterday's arrangement, not in consequence of yesterday's mishap.

THE NEW C. P. R. STEAMER. By the last English mail word was received that according to the terms of their contract, Messrs. Denny & Son, of Dumbarton, have to deliver the steamer they are building for the C. P. R. by June next. As has been already mentioned, she is to be a paddle steamer, or "side-wheeler," as vessels of this class are termed, and will be furnished with triple diagonal engines, capable of driving her at an average speed of 18 knots per hour. It is said that the saloon and other interior furnishings will be exceptionally handsome.—Vancouver News-Advertiser.

WASHINGTON, Jan. 27.—A dispatch received by Secretary Herbert to-day from the United States Minister in Nicaragua reported serious trouble in the country. As a result of a conference between Graham and Herbert, Rear-Admiral Stanton has been ordered to proceed immediately in the Kearsarge from Port au Prince, Hayti, to Greytown, Nicaragua. It is rumored the trouble may endanger the Nicaragua canal.

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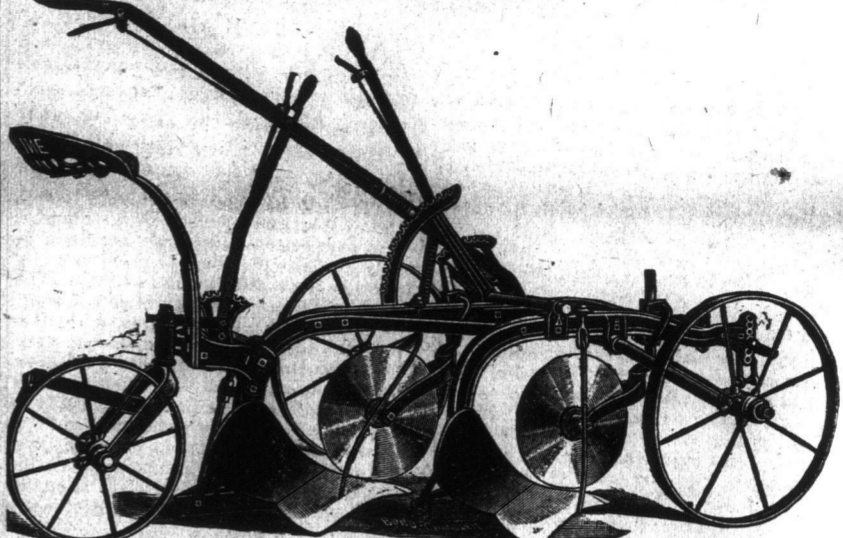


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**FORMAL OP**  
Inauguration of Call Midwinter Fair—In Its Best Imposing Procession dresses—The M Enthusiasm Ma

SAN FRANCISCO, Jan. Markham having proclaimed of the opening of the In winter Exposition—a public ness throughout the State and thousands of people from the interior and other State. Oregon, Washington and British Columbia a large number of visitors. is an fête in honor of the buildings at the exposition with bunting, banners, enthusiasm of the people everywhere, and along the houses were liberally decorated.

The procession, of which H. Dickinson, of the National grand marshal, commenced at 10 o'clock, and was larger and more active than any ever held society and club of import force. The Native Sons were represented, and were prominent along with the rest. The troops, interspersed here and there, made a splendid procession, made a splendid The Native Daughters of the Veterans of the Mexican Army men, the naval battalion sentatives of all the consoci position, were also in line. procession was brought up by training Director-General and other officials of the exposition, Markham and other state. Ellert and municipal officer, commanding the department, Commandant Howison, navy yard, the various county commissioners of the many others.

The scene at the gates of was one long to be remembered crowds seemed to be in fever in, and rushed for the grand the ceremonies were to take accommodating 7,000 people in an immense space. Midwinter Fair bands that were in attendance, and put in good humor by rendering selections before the opening mened.

The first speaker was James president of the day, who congratulated the people of San Francisco and what had they to do with it would yet be accomplished. ed by Bishop W. F. Nichol prayer, the vast concourse re until he had concluded. T chorus "America" rendered dred voices, the audience j singing.

Governor Markham came spoke as follows: "Mr. P and gentlemen—I am very pleasant task that has been of extending words of welcome to thousands assembled here. I had the pleasure to command during the progress of the that I had at my command that would convey to the str midst the depth and warmth the people of our State your appreciation of their presence with us at this exposition. I may not adequately express point, I may with just pride to say that the words California are synonymous. No ple are so prodigal in their ours; and knowing them to be welcome; in their own minds all, and especially those of a cordial welcome, a hearty freedom of our entire State. M. H. de Young, director exposition, gave a brief sketch and commencement of the model to the exposition, and paid to the people who have made their donations, and predicted the enterprise.

At the conclusion of his rector-General declared the ex and Mrs. de Young preside which set the machinery of the motion, and the shouts of cheering, the waving of thousand banners, the salutes of the the battery of artillery array of "The Star-Spangled Ban bands. The vast audience, wly enthusiastic, gave vent to their feelings in a most spontaneous and before being witnessed in Golden and it was some time before stored for the concluding exer General W. H. L. Barnes, the day, was the next spoke of his address being the general presentation of the medals. The exercises concluded "Red, White and Blue" an played by all the bands and grand chorus, after which the tered all over the grounds.

The heavy rains of January our detriment to the reception of the exhibition, but upon the efforts of the exhibi ery has been redoubled, and that the latter days of prep a most remarkable transfer Exposition has opened in a mplete state than any prev display. All the main buildi pleted, and the exhibits not constitute a very small mi whole. All the roads and were in such bad condition rains and heavy teaming, ha amized and placed in a satisfi tion. The grand court, upon main building faces, contains palms, flowers and shrubs, has been laid a cement wall wide. The entire distance court is about three-quarters the centre rises a great electric height of 272 feet, which, wh thousands of electric lights, scene of beauty which will be seen.

**IMPERIAL DEFEN**  
LONDON, Jan. 27.—Hon. minister of defence for Victo the last steamer from Melb authorized to press upon the erment the necessity of incre defences of the Empire and of laying a cable which shall be control. The visit of Ho this time, lends great weight for subsidies to steamships for