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CLOTHIERS AND HATTERS.

Special to THE COLONIST.

NYE ABOUT ROADS.

He Thinks Something Ought to be
Done to Make Them
Better.Efforts to Rear a New and Attractive
Mule and How They
Succeeded.

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Every friend of good government and civilization will welcome with a thrill of delight the news that we are going to have better roads in this otherwise well-groomed republic. For over a century we have vied with each other to see which state and which city would excel in its parks, its living wild beasts, its jails, its schools and its churches. Ever since the invention of the locomotive, mechanics and farmers have fallen over each other in their efforts to see who could be first to franchise, grant, bond, mortgage and otherwise give land, right of way, easement, conveyance and general hospitality to railroads, yet in the meantime driving into town on three wheels with the tarred axle of the fourth one riding on a tamarac pole.

Every industry has preceded the civilizing influence of practical roadbuilding. The time has come for emancipation. We have really overdone the building of railroads, and constructed them through space, hoping that agriculture would overtake the buffet car, but it cannot, because its wagon roads are impassable except to Scraphim.

Another reason is the same that has been fatal to most all farmer movements, though started with the most holy and honest motives, viz., that we farmers cannot, like the residents of cities, see each other every twenty-four hours and plot against other trades. When we have done over nineteen hours of work and another hour's wholesome thought interchange with our calf kindergarten, and then mutton-tallow our bunion, we must needs rest in order to be up and ready for the next day's work. The reason we crowd into the cities to live is because we can get from one store to another without getting tired.

It is now proposed to make a road department in the exposition at Chicago, wherein may be seen all manner of road, roadbuilding material, tools, machinery, etc., from a right of way with a rut in the center of it to a sprinkling cart that will wait for the man with the fresh duck vest and the linen trousers and newly polished boots before it will quit.

As originally designed, the roadmaking machinery and material, as well as cross sections of roads, were to be so scattered over the ground, being in fourteen groups, that the visitor must look through five immense buildings, covering 79 3-10 acres of ground, in order to see what the world is doing in the way of making roads.

We have very often home grown products. I know as a farmer, which would yield something if we could take a profitable load to our nearest town, but where we can only draw 500 pounds and take off a wheel on route we find that we had better lose the goods than try to market them under such circumstances. Referring to home grown horses, I will add that we need, if we could afford it, a strain of the better class of blood, such as the Percheron, the Norman, and well-known English families dating back to William the Conqueror.

I was never more mortified than last week. I had endeavored on my stud farm at Buck Shoals to rear a new and attractive mule, and in May we were blessed with a little bunny mule of the clay bank variety, sired by a Kentucky papa and dammed on the place.

For years I have not been cursed by pride. Since the artist has been practicing on me with a view to some day illustrating a book called "Life Among the Lowly," or "Eighty Years on the Door of Mephistopheles," I can truly say that I am not proud, but a week ago I went to town with the mother of the new mule Marguerite, as I deemed it time to wean her. So we left Marguerite moored to the well curb and I drove on to Asheville to market a bunch of fat pine.

The day was beautiful. The odor of clover and the sweet, seductive smell of the azalea seemed to lift me off the seat. A small black hornet also assisted in the great work.

"Oh, joy! oh, joy!" I said; "what a glorious day. Is it not indeed a plumb honey?" as we say in Hooper township. The air was impregnated with ozone, and now and then we could hear the neigh of my paltry neighing.

She neighed for her absent child, with a mother's neigh. The fact that bitter things had been said about her and social ostracism had come with the little stranger did not steel her warm mother heart toward the little one. True, she could not remember any of her folk who ran so freely to ears as Marguerite did, but she recked not.

When I had marketed my fat pine

kindling wood at the Kenilworth inn and bought hay with the money, for I have to buy hay in order to feed my stock on the farm, so that they can cultivate my farm, so that I can look forward to the time when I can buy more hay to feed my team, so that they will feed strong and well enough to cultivate the soil, so that I will be cheered on to buy more hay for the same purpose.

As I stood at the porte cochere of the hotel, looking down into the eyes of a bright young girl from Tuxedo, who is here for her father's asthma, though he is not here yet, I heard, borne across the beautiful bosom of the Swanano, the mellow braid of Marguerite. She came with a flushed snort, and Sheridan some twenty odd miles away was nowhere. There was a rattle of tiny hoofs on the gravel drive, a little glad cry of recognition from the mamma, and the clay bank mule Marguerite was monkeying with what is called the maternal font.

The reader can readily understand how the mule Marguerite, by connecting her self with my palmy, had hurt me socially at Kenilworth inn, and how the young lady who came here to try the balsam and the healing of the North Carolina mountains for her father's asthma excused herself to get a heavier wrap, thereby intimating that there was a coolness between us, also that I needed a heavier rap. Anyway, I have never seen her since.

To return to our national roads, it is a wonder that we have, as Americans, so long submitted to the savage and dangerous ruts over which we haul our empty, wobbly, worn wagons. The reason is, doubtless, that we generally select our choicest and dearest as to superintend the building and repair of our roads, and in many cities our streets also. He works on the roads in summer and sits on the jury in winter. He is generally a man who is selected because he has never been outside of the country. He is noted for his gravity, gloom and the opacity of his mind.

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Still, somehow the foreign peasant in several European countries, far inferior to ours otherwise, has a road over which he hauls a cartload as compared with the silly little convention jack which we see so often here.

I am patriotic, I had almost said to a degree. I shot away two solid hours of fireworks here this year, sent to me by the manager of Pain, the international pyrotechnician and fuller of Sebastopol, who has discovered, no doubt, that the reason we crowd into the cities to live is because we can get from one store to another without getting tired.

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le of champagne, ever fixing and the life of the party all the way over.

When we got to Sandy Hook he broke off suddenly in the midst of a joke and said softly to a passenger whom he led aside behind the smokestack:

"I am gay, as you see; I gay to the sea. I spread joy among the passengers wherever I go. I am a ray of sunshine—here, there and everywhere. People cluster about me to get a hearty laugh and the contagion of my merry atmosphere and enjoy my inexhaustible fund of anecdote, but my heart is really sad on the inside."

"I am going home to bury my young wife. She died in Chicago and will be buried in Brooklyn. Have you any idea what it costs to bring a remains from Chicago to New York over the Pennsylvania road?"

Again returning to the matter of wagon roads, let every one who reads this letter resolve that he or she will not change his or her mind as to the equality of every respect to our boundless enterprise in other respects, in-as-much as being at the everlasting trial of barbarism. They are the first for the prevention of really animals, and then beat our dumb beasts through swamps and muck holes, over roads that it would bother a peri with eleven foot wings to go over lightly.

Let every one with an idea on roads go to Chicago with it, taking along a change of umbrellas and a scrip containing the price of two weeks' board and credit at the home bank.

Mr. Pope also suggests that cross sections of wagon roads be shown at the exposition.

I am collecting a few in North Carolina, and am getting cans made to put them in.

I have not decided yet whether to filter them or not.

HOW MINES ARE SALTED.

An amusing story is told by the famous geologist, Clarence King, of an investigation which he made of an alleged silver mine in Utah. He undertook the task at the instance of certain capitalists who proposed to buy the property, which was represented to be of enormous value. Appearances were certainly very much in his favor. On the way down the shaft the walls on every hand gleamed brightly with shining ore in the light thrown by the lamps, and the sides of the drift were equally beautiful to the eyes of the observing expert. However, while examining the rock more critically he noticed by chance a coarse thread hanging out of it. Ordinarily threads do not grow in rock, and the finding of this one led to the discovery of the whole swindle, for the fact was developed that the owner of the mine had taken a great quantity of galena, reduced it to powder, made it with water into a plaster and carefully stuccoed the entire walls of shaft and drift with the plaster. The plaster was carried for this purpose in gunny sacks, a thread from one got mixed up with it.

Perhaps even funnier was the salting of a mine in Colorado which was bought by an ex-Senator Tabor by order from some friends of his in Denver. The Senator, who was a man of no small reputation, did the job, performing it so successfully that \$40,000 was paid over for the property without any question. He was so elated over the transaction as to be unable to keep the secret, communicating to a number of intimates, who in this manner the news reached Denver, and the people who had employed Tabor as their agent in the matter refused to receive the mine. So Tabor, finding it left upon his hands, determined to make the best of the situation and proceeded to dig further. His plan was to sink the rock ten feet further and came upon a body of ore which proved to be one of the richest ever found in the State.

The gullibility of persons who buy mines has passed into a proverb. It is said that such properties have actually been sold for less than the cost of the salt and sold to investors, who did not realize that the precious metal was not found in nature with the stamp of the mint upon it. Undoubtedly the most scientific method of accomplishing this sort of swindle is to apply the silver in the shape of a nitrate solution. He pierces the rock ten feet further and came upon a body of ore which proved to be one of the richest ever found in the State.

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Electric Storm in the East.
New York, July 22.—Severe thunderstorms, with wind and rain, visited this State and portions of New England and Pennsylvania this evening. Scattered were the flashes of lightning that the heavens were illuminated almost to the brightness of day. Almost a total prostration of telegraphic communication followed in the wake of the furious elements, and at midnight the wires are but slowly regaining their normal condition. No casualties have yet been reported.

Wanted.—Hymn Books.
The inmates of the Jubilee Hospital quarantine station will be very thankful to any kind Christian friends who will supply them with cheap hymn books, for use to-day.

Vaccination.
Dr. Wade was on hand yesterday, at the departure of the Nanaimo train, and operated upon some severely excruciated who had secured their ticket without having previously had an injection of the smallpox preventative. Among those vaccinated were several gentlemen, a barrow load of bricks which was wheeling along the basement wall ran off, pulling the man with it. A drop of 18 or 20 feet upon the lead to put in the "said he," or the "oh, his replied," just as the book did. He could play the tumbler on a horse and a voluntary on the mouth organ. He was like a bot-

than the exception, while in the spring, when the frost is coming out of the ground and the new milk cow is a burden in the land, the rich, deep, black country road of Iowa and Illinois could not be passed even by a two-thirds mule.

We may laugh over it if we choose. Some people have a wonderful control over themselves in their grief. Once there was a young man on board our steamer, coming from Queenstown home, who was the life of the party. When others were ill and had gastritis quite a considerably, he was always our bit of sunshine. He could tell stories—funny stories—tell them, too, so that they sounded like reading from a leather bound volume, never failing to put in the "said he," or the "oh, his replied," just as the book did. He could play the tumbler on a horse and a voluntary on the mouth organ. He was like a bot-

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OUR OTTAWA LETTER.

Last Session Not a Fruitful One for
British Columbia—Mara
for Governor.Chinese Restriction—West India Trade
More of Erasmus Wiman's Po-
litical Manoeuvring.

(From our Own Correspondent.)

OTTAWA, July 10.—The guns have boomed from Nepesin Point, the Cavalry has trotted out of the Eastern gate of the Parliament grounds, escorting the Governor-General back to Rideau Hall, and at the time of writing, everything is deserted about the Parliament Buildings. Parliament is prorogued. For the last three or four days the exodus has been going on. The Manitoba, North West and B. C. contingent left last evening, all the Eastern men have fled and this afternoon, there was but a corporal's guard in the Commons when the summons of Black Rod was received. The members who were here are chiefly residents of Eastern Ontario and Western Quebec, and who, by taking the train this afternoon can reach their homes before midnight. Everybody is heartily thankful that the session is over. Three or four weeks ago when the Redoubtation Bill was introduced, it was not expected that members would be freed from their parliamentary labors by the 9th of July, as there were threats of prolonged obstruction on the part of the Opposition. The obstruction has "fizzled out" and despite the kicking which the Opposition made over the express desire of the Government to put the Redoubtation Code through the measure has become law. So far as British Columbia is concerned the session has not been very fruitful. The representatives from your province have been assiduous in attending to their duties, and it is deemed in the public interest to do so, to suspend certain provisions of the Act insofar as they provide for the payment of duty or otherwise on goods, molasses, and so on, is generally commended. As your readers are aware, during the past two or three years, under the guiding hand of Mr. Blaine, the United States Government has entered into a series of reciprocity treaties with the countries of Central and South America and with Spain, the latter treaty, of course, bearing more directly upon trade with Cuba and Porto Rico. With these latter islands Canada for some years past has been doing an excellent trade, fish and lumber finding a ready market there. According to the announcements made by the United States Government, Spain has two tariffs, a minimum one and a maximum one. Pending the trade negotiations now in progress between Great Britain and Spain, Canada obtains the benefit of the minimum tariff in the two West Indian Islands mentioned, but this tariff, it is said, is somewhat higher than the one now in force with the United States under the Reciprocity Treaty. It will thus be seen that Canada is entering those islands at a disadvantage as compared with those of our neighbors. Sugar, molasses and tobacco are the staple products of the West Indies, and by the power which Parliament has given to the Governor-in-Council, this week, the duties on these articles may be suspended when imported from any country which has entered into a reciprocity treaty with the United States, but have made no distinction as regards Canada and Canadian products of the same kind as are scheduled in their arrangement with the United States. This is tantamount to most favored nation treatment in our case, and therefore the British West Indies will obtain in our market similar treatment. This will be a still greater factor in bringing Spain to terms.

MR. WIMAN'S MANOEUVRING.
Whether it be true or not that Mr. Erasmus Wiman has largely instrumental in securing the defeat of Sir Charles Tupper's motion in favor of preferential trade within the Empire, at the recent Imperial Trade conference, Canada has been somewhat conspicuous in London to attend the conference, Mr. Wiman was entirely disinterested. His own organs claim that he takes great credit to himself for the defeat of the motion. They say he said and spoke in the motion. They say he exercised great influence among the delegates. It is intimated that he conveyed to some of the delegates the information that the United States were just on the point of offering Great Britain reciprocity of trade, and it is said that this Wimanite falsehood turned the votes of three or four British Chambers of Commerce. Despite these falsehoods, industriously circulated, 35 out of the 90 Boards of Trade represented, voted for Sir Charles Tupper's resolution, and of the majority three, at least Hamilton, Brantford, Oak, and Woodville. Mr. Wiman is deemed to be the opinion of the electors in those towns. Mr. Wiman may just as well try to stem the current of public opinion in favor of Imperial free trade as Mr. Pavington tried to sweep back the waves of the Atlantic with her broom. Erasmus has been caught in the act of serving Canada a dirty trick, and the electors of the Dominion will not forgive him.

Mr. Bowell, upon whom fell the duty of taking charge of the bill in the absence, through illness, of the Minister of Customs, explained that this provision meant that a Chinaman leaves Hongkong, or any port in China, he will have to deposit with the Steamship Companies a fee of \$50, in order to indemnify the steamship companies against pecuniary loss, in case he should not be the person who left China upon the certificate. This fee is paid over to the controller before the Chinaman is allowed to land in Canada, but immediately upon his identification having been established, the fee will be handed back to him. If he be not the person represented in the certificate, or if he be a Chinaman who has not been in Canada before, the \$50 will be retained by the controller. During the course of the discussion Mr. Mills (Bothwell) expressed the opinion that the law had been violated by the steamships in bringing over more Chinese on a single trip than the Act allowed them. Mr. Gordon intimated that 531 Chinese were brought over in April on one steamer, and Mr. Mills held that this was five or six times as many as the steamer could carry without a violation of the law.

Chinese Immigration has been well to the fore in both Houses this week. Mr. Gordon's Bill to further restrict Chinese immigration has undergone considerable modification. The Government would not permit the clause limiting steamships to the carriage of one Chinaman for each 100 tons of the vessel, but let it as it appears in the old Act, namely to one Chinese immigrant for every 50 tons of the vessel's tonnage. In his amendment Mr. Gordon proposed that there had been so much complaint of injury, an important change is made. Section 13 of the old Act, has been repealed and the following substituted therefor: "Every Chinese person who is about to embark on a vessel for the purpose of returning thereto shall give notice of such intention to the controller at the port or place whence he proposes to sail or depart, in which notice he shall state the foreign port or place which such persons wishes to visit, and the route he intends taking both going and returning, and such notice shall be accompanied by a fee of \$1, and the controller shall thereupon enter to a register to be kept for the purpose, the name, the real name, occupation and description of the said person, and such other information regarding him as is deemed necessary under such regulations as are made for the purpose by the Governor in Council."

The person whose name and description is so registered shall be entitled on his return, which shall be within six months after such registration, and on proof of his identity to the satisfaction of the controller, as to which the decision of the controller shall be final, to receive from the controller the amount of the entrance duty paid by him on his return."

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Chinese Immigration has been well to the fore in both Houses this week. Mr. Gordon's Bill to further restrict Chinese immigration has undergone considerable modification. The Government would not permit the clause limiting steamships to the carriage of one Chinaman for each 100 tons of the vessel, but let it as it appears in the old Act, namely to one Chinese immigrant for every 50 tons of the vessel's tonnage. In his amendment Mr. Gordon proposed that there had been so much complaint of injury, an important change is made. Section 13 of the old Act, has been repealed and the following substituted therefor: "Every Chinese person who is about to embark on a vessel for the purpose of returning thereto shall give notice of such intention to the controller at the port or place whence he proposes to sail or depart, in which notice he shall state the foreign port or place which such persons wishes to visit, and the route he intends taking both going and returning, and such notice shall be accompanied by a fee of \$1, and the controller shall thereupon enter to a register to be kept for the purpose, the name, the real name, occupation and description of the said person, and such other information regarding him as is deemed necessary under such regulations as are made for the purpose by the Governor in Council."

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