The Colonist.

FRIDAY, MAY 8, 1891.

THE SUNDAY CLOSING LAWS.

The Parliament of Great Britain has of late years enacted a Sunday closing law for Ireland annually. The law was confessedly an experiment. Those who were opposed to it asserted with such confidence that it could not be enforced and that it would create greater evils than it was intended to cure, that British statesmen would not run the risk of making the law permanent. But it has worked well. It is found that a Sunday law can be enforced in the rural districts and small towns of Ireland, and that it has not caused places to be opened in which topers can get their Sunday drams on the sly to any great extent. "Shebeens" exist in Ireland as they have always existed, but their number does not seem to have been increased by the operation of the Sunday closing law.

So much good has the law done to the parts of the country over which it extended, that its friends and some who not very long ago were not its friends, are trying to have it made permanent and its sphere extended. It is now proposed to apply it to all the towns in Ireland, large and small. There is some opposition to the proposal, but it is not strong, and there is no prospect of its becoming stronger. The operation of the law has created a strong feeling in its favor, and it is argued that, since it has done good in part of the country, there is reason to believe that it will be equally beneficial to the whole of it.

The success of the Sunday closing law in Ireland should be a great encouragement to the friends of Mr. Robson's law to regulate the liquor traffic in this province, the main feature of which is its provision for closing places where liquor is sold on the Lord's Day. There are many in the province who admit that the law is a good one, but they declare that it cannot be enforced. They say, as was said by the opponents of a similar law in Ireland, it is opposed to the habits of the people, and, not having public opinion and the public conscience on its side, it will be a mere dead letter. Our conviction is that those who maintain that the Sunday closing law of this province is not in conformity with public opinion and does not approve itself to the public conscience, are very much mistaken. We believe that nine men out of ten and nine hundred and ninety-nine women out of a thousand in all parts of the province would gladly see all saloons and other places where liquor is sold closed during the whole of Sunday, and this because in their hearts they believe that it is wrong to keep them open on that day. This is why we favored Mr. Robson's bill and why we believe that, now that it has become law, there will be very little trouble in enforcing it in both town and country. We believe, too, that a majority of the liquor dealers themselves regard the law with favor, and they will, if they are wise, combine to have it stringently enforced. They need a day of rest quite as much as other people, and those of them who are determined to observe the law should adopt means to prevent its being violated with impunity. This they can easily do. We are quite sure that almost every one in the community, whether he is a moderate drinker or a total abstainer, will be pleased to see the Sunday liquor law rigidly enforced. It is a deep reproach to Victoria to have its bars and saloons open all day Sunday. And the custom, besides doing a great deal of harm, causes strangers to believe that the moral condition of the town is worse than it really is. We confidently expect that the Robson Sunday closing law, like the one that has been in operation in Ireland, will work well and will be productive of many benefits to the community.

NOT INCONSISTENT.

The Times thinks that people will have some difficulty in reconciling the present attitude of the COLONIST with that which it took during the recent election campaign. We cannot see that there is any difficulty about the matter. We supported the Dominion Government as well as we were able when it appealed to the people in March last, because we were convinced that the stand which it took was the right one, and because we believed that the policy advocated by the Opposition was not calculated to promote the prosperity of the Dominion or to preserve the independence and the self-respect of its Government. But because we agree with the Government in principle, and consider the course which it is pursuing the right one, we do not feel ourselves bound to approve of every act of every departmental official.

The time when a party newspaper was required to defend and justify everything that the public men on its side see fit to say or to do has gone by. Such blind indiscriminating partizanship detracted from the usefulness of a newspaper and weakened its influence. Canadian journals have of late years become more independent. They do not hesitate to criticise their friends when they do wrong and to commend their opponents when they do right.

The COLONIST has not hesitated to press the claims of British Columbia on the Government, and to protest emphatically when, in its opinion, its claims were disregarded. Among other things it has represented that the salmon fishery of the province is much too important an interest to be regulated by men who are not well acquainted with all the conditions under which it is prosecuted. We have urged that a commission of practical and unprejudiced men be appointed to enquire into everything connected with that fishery, in order that regulations might be drawn up adapted to its requirements. We did not think that a departmental official who had never been on the coast before, who conferred with no one, who made his investigations almost furtively, and who remained here only a few days could collect the information which we know the Department of Marine and Fisheries needed for its guidance.

The report which the official made is just such a one as might, under the circumstances, be expected. We gave our opinion of that report freely. We did not say a word that was inconsistent with what we said before the election with respect to unrestricted reciprocity with the United States and the consequences of its adoption by Canada. We do not think there is anything in our article on Mr. Wilmot's report that favors discrimination in trade against Great Britain, or a single sentence that can be construed into advocacy of annexation. Condemning Mr. Wilmot's methods cannot be considered a condemnation of Sir John Macdonald's policy, and disapproving of the course which the Department of Marine and Fisheries has pursued, and is pursuing, with respect to the Fraser River Fishery is not taking back anything that we said in favor of the continuance of British connection. Loyalty to Sir John Macdonald's Government does not require a belief in the infallibility of departmental officials.

MR. COLBY RETIRES.

Mr. Colby, having failed to get elected for Stanstead, has resigned his seat in the Cabinet. The loss to Parliament of such a man as Mr. Colby is a matter of general regret. The people of Canada want such men as he is in the House of Commons. He is not a politician, in the ordinary sense of the term, and this is perhaps why he failed to secure his election. He is a large-minded man, of much ability and great intelligence. He was not by any means a strong partizan. He was uniformly courteous to his opponents and when he spoke, which was not very often, he confined himself strictly to the subject under discussion. Whether those who heard him agreed with him or not they could not help admiring and respecting him. It could be seen that he had studied his subject carefully, and that he had no other object than to convince his hearers that he was right and had reason on his side. It can easily be understood that Mr. Colby had no enemies in the House, and that he was as well liked and as highly esteemed by those from whom he differed in opinion as by the men whose cause he advocated. Calm and gentle as he was, it could easily be seen that he was a man of much determination and had a strong will. He was steadfast, too, in his opinions. He was not one of those who could be blown about by every wind of doctrine. He will be greatly missed by his party, and the men of sense among his opponents will be sorry that he is no longer in the seat he filled so well.

A MATTER OF MANNERS.

The explanation made by the person who represents the United States in Vancouver is ludicrous in the extreme. He is certainly not a better Republican than, say, Mr. Lincoln, Minister to London, Mr. Chauncey Depew, or Mr. Carnegie. These United States citizens, and many others, equally eminent and equally loyal to their country and its institutions, stand up when the health of Queen Victoria is drunk and God Save the Queen sung, without having the slightest suspicion that they are doing anything that a good Republican ought not to do. The truth is that these Americans know what is required of a gentleman on such occasions, and the man who considers that he represents a Republican Government in Vancouver city does not.

We are not a little amused to see that a contemporary in this city considers that it is, in some incomprehensible way, an infringement on an American citizen's liberty to expect him to honor the toast to the Queen of Great Britain when it is proposed at a public banquet, in a British colony. The question is not one of freedom, but one of good manners. There are a thousand things which a man is free to do and which, in a coarse sense, are not morally wrong, that no decent man dreams of doing. There is for instance, no law that we know of, that prevents a man keeping his hat on his head and his cigar in his mouth when he enters a lady's drawing room. Yet where is the man who is so lost to all sense of decency or so barbarously ignorant, as to use his freedom in such an extraordinary way as this? No one considers that his liberty is restricted in any way injurious to him and to the community in which he lives, when he is required to conform to the usages of good society, and to treat those with whom he comes in contact with respect and courtesy. There is an unwritten law in such matters which cannot be violated with impunity. It is this law which Mr. Ewing has violated. He has shown that he does not know what are the requirements of good society, and we would not be at all surprised to learn that society in Vancouver decided that he is not fit to associate with gentlemen.

A NEW COURT OF REVISION.

The finding of the New Orleans Grand Jury will be read with surprise in many places. It is believed that the law is not held in very high respect in the United States, and that its administration is not as pure or as efficient as it might be, but it was hardly expected that a United States Grand Jury would condemn the court of law and commend a mob for reviewing and reversing its decisions. The finding of the New Orleans Grand Jury has gone a long way towards making Judge Lynch one of the recognized institutions of the Republic.

The Italians were accused of the murder of the Chief of Police. They were arraigned before one of the courts of the State of Louisiana. After a long trial, they were acquitted. The citizens, a greater part of whom had not heard the evidence, and if they had, were not, in their then frame of mind, competent to consider it, deciding that the verdict of the jury was unjust and that the decision of the judge was not sound, found the Italians guilty behind their backs, and without giving them a chance to say a word in their own defence proceeded to execute them forthwith.

The New Orleans Grand Jury has not a word to say against this wicked, lawless and merciless proceeding. It condemns the jury and the court that tried and acquitted the accused Italians, but does not, even in the mildest manner, protest against the mob constituting itself a court of revision and usurping the functions of the State officers of justice. The curious thing about its most extraordinary presentment is, that although it attributes what it, also without enquiry, denounces as a failure of justice, to the court and jury, it does not suggest that the judge, the jury and the officers of the court should be made the objects of the virtuous vengeance of Judge Lynch. In this the Grand Jury was not consistent. It is evident that if justice has not been done, the Italians are not to blame. They were in the hands of the court, and altogether at its mercy. The court was quite as competent to find them guilty as it was to acquit them. Judging by the feeling of the community, the jury would be predisposed to condemn the men. Everyone in New Orleans was crying for their blood, and it might be supposed that the jury would not be favorably disposed towards them. In this country, under such circumstances the counsel for the prisoners would apply for a change of venue, arguing, and justly, too, that they could not expect to be fairly tried in the midst of a community so savagely prejudiced against them. But they were tried in New Orleans, where they were condemned by nine persons out of ten before a word was said in their defence. The verdict rendered under these most unfavorable circumstances was "not guilty." If this verdict was contrary to the evidence, if the jury was corrupted and the judge bribed, who was to blame and who ought to be made the objects of the vengeance of the community enraged at what they regarded as a flagrant failure of justice? Not the Italian prisoners, certainly, who were merely doing what they could to save their lives, but the men who, for a few dollars, violated the trust that was reposed in them and disregarded the duty they owed the community. The men who, for money, basely betrayed their trust, and not the miserable men who were struggling for dear life, deserved punishment. But the Grand Jury, while it justified the mob which murdered the acquitted prisoners, who were in the custody of the state, because it was large and "respectable" says very little indeed in condemnation of the men who, if there was a failure of justice, were really the guilty parties.

If this New Orleans case is to be considered a precedent, there is no telling to what it may lead. If a mob is justified in revising the decision of a court in a criminal case what is to hinder its revising the decisions of courts in civil cases also? If a mob is big enough and respectable enough it can set aside the verdict of any jury or the decision of any court. The day may come in the United States, when the most important part of a trial, in which the sympathies of the people are enlisted, will take place on the street. The mob will decide whether the finding of the jury is just or not, and will, after a few minutes deliberation, come to a decision and will, as it did in New Orleans, proceed at once to carry out its verdict. Justice in the State of Louisiana is paralysed, but we do not think that it was becoming in a Grand Jury of the State to proclaim that fact to all the world, and to justify the men who brought about so lamentable a result.

THE PUEBLA-ETON COLLISION.

Opening of the Inquiry in the Admiralty Court.

Yesterday, in the Vice-Admiralty Court of British Columbia, before Sir Matthew B. Begbie, C. J., assisted by Commander Wood and Lieut. P. C. Musgrave, of H.M.S Nymphe, nautical assessors, the case of Galbraith vs. the S.S. City of Puebla was opened. This is an action instituted by the plaintiffs, the owners of the S.S. Eton, against the owners of the S.S. City of Puebla to recover $20,000, alleged to be the amount of damages sustained by the S.S. Eton in consequence of a collision between the two vessels, on January 22nd last, in Nanaimo harbor. Mr. Bodwell and Mr. Irving appeared for the plaintiff, and the Attorney-General, Q.C., and Mr. Helmcken for the City of Puebla. The evidence of Pilot Sabiston, Captain Newcomb, Second Engineer Cass, and Messrs. Freeman and Sage was taken, their evidence in chief and cross-examination being very voluminous. The court adjourned at 6 p.m. till 9:30 a.m. to-day.

Inauguration of the New Barracks.

The old Pandora Street Methodist church building was crowded, last night, the occasion being its inauguration as the Salvation Army barracks. The exercises consisted of prayer, praise and "experiences." Among others who attended were officers from New Westminster, Vancouver and Nanaimo, among whom was colored Sister Walker from the terminal city. The proceedings were conducted with extreme heartiness and enthusiasm, some of the Salvation songs—solos, duetts and chorusses—being very well sung. Eminently characteristic addresses were delivered by members, and also by Rev. Joseph Hall and Rev. Cove dale Watson, the latter of whom forcibly dwelt upon the hallowed associations between Methodism and the building. He remarked upon the satisfaction it afforded him to know that the edifice would, in the future, be devoted to the uses of the Salvation Army, whose objects were of so high and holy a description. Both gentlemen expressed their deep sympathy with the work, with whose success they were, in the highest degree, gratified. The proceedings this evening, are expected to be of very great interest.

James Auld is lying dangerously ill at his residence on Bay street.

PLENTY OF ENTRIES.

The Spring Races of the Jockey Club Sure to be Interesting.

If the weather maker will give three or four hours of sunshine, to-day, and a clear sky to-morrow and Saturday, the Spring meeting of the Jockey Club will yet be a big success. Fortunately, the Victoria track has a good bottom, and the little surface mud soon disappears. Owing to the unavoidable postponement of the races Van Bokkelin's horses have had to go, being booked for several events on the kite track at Kent, and two or three other good animals that were to have taken part in the races here, are out of condition. Ito has gone home, and Buster is afflicted with a touch of epizootic. Without these, however, there are plenty left to make good sport. The entries, as filled out yesterday, are as follows:

NO. 1.—TROTTING, 2:40 CLASS.

Thomas Reid's Bell Watts, black m, colors black.
W S. Chambers' Maud C., b m., colors blue.
G. M. Rouse's Patsey, ch. g., colors grey.

NO. 2.—RUNNING HALF-MILE AND REPEAT.

M. R. Florence's Nellie Kenney, brn. f., colors red, white and blue.
J. G Cameron's Rifton, b. g., colors orange, blue sleeves and cap.
L. W. Mann's Cyclone, dark bay stallion, colors red and blue.

NO. 3.—ROADSTERS (GENTLEMAN DRIVERS.).

Joseph Mennier's Dart, b g., colors black and white.
Joe McDonald's Frank Moscow, ch. g., colors red.
Reid & McKeon's Canadian Boy, b. g., colors blue and white.
W. S. Chamber's Corporal, d. bay g., colors blue.

NO. 4.—½ MILE DASH (GENTLEMAN RIDERS.

C. St. A. Pearse's Ruby, ch. m, colors blue and orange.
Fred Rudge's Maud, r. m, colors black.
M. B. Wilkinson's Lumpy, l. b. gelding, colors white.

SECOND DAY.

NO. 6, RUNNING MILE HEATS.

J. G. Cameron's Rifton, b.g., orange, blue sleeves and cap.
L. W. Mann's Cyclone, d.b. stallion, red and blue.

NO. 7, POLO PONY RACE, ½ MILE DASH, (OWNERS TO RIDE.)

C. St. A. Pearse's Old Plug, ch.g., blue and orange.
C. W. Ward's Robert the Devil, b.g., red, primrose sleeves and red cap.
A. D. Lewis' Moral Reform, b.g., white and red.
B. Powell's Prince, buckskin g., black and white.
J. J. McEnnery's Barney, c.g., scarlet.
G. Hadwen's Buckety, blk. g., blue, primrose sleeves.

NO. 8 RACE—QUEEN'S PLATE.

J. Gilmore's Brady, g.g., white and blue.
T. Kilford's Polly, b.m., red and blue.
W. S. Chambers' shoeing, b g., maroon.
W. J. Taylor's Prince Club, brn. g., orange and black.
Dr. Duncan's Gertie, b.m., crimson.

At a meeting of the Executive committee of the Jockey Club, last night, it was decided that, this time, all races go, wet or shine. As the free for all race, No. 5, was not filled, it was decided to re-open the entry books, which will close at 11 o'clock this, Thursday, evening. The club offer a purse of $100 for a running race, free for all, one-quarter of a mile and repeat, entrance ten per cent. of the purse. The entries will close at 7 p.m. on Friday, to-morrow, and the race will be run on Saturday, at catch weights.

THE NEW CANNING CO.

The Anglo-British Columbia Packing Co. and its Officers.

The Anglo-British Columbia Packing Co. is the name of the company which has been floated in London by Messrs. Bell-Irving & Paterson, of Vancouver, and which has acquired control of the eight salmon canneries, six on the Fraser and two on the Skeena River. The capital stock is £200,000, in 20,000 shares of £10 each, divided into 10,000 preference shares and 10,000 ordinary shares. The present issue will be £100,000, in 5,000 preference and 5,000 ordinary shares.

Following are the canneries taken over by the new company: The British Columbia Packing Co., Mr. E. A. Wadham's cannery, British America Packing Co., Canoe Pass Canning Co., and the Gerry Point Canning Co. The total cost of the purchase of these canneries and their interests was $330,000, the supplies on hand being extra, and charged out of the working capital.

The canneries were taken over as going concerns, and this price includes all their lands, buildings, wharves, machinery and plant, as well as the fishing boats, and also all the registered trade marks and brands of the canneries. The directors in England are Mr. J. Whittall, 9 Fenchurch Avenue, London, E. C. (chairman), Mr. J. Bell-Irving, Mount Annan, Annan, N.B., Mr. H. P. McEwen, 31 Lombard street, E.C. The bankers of the company are the Hong Kong and Shanghai Banking Corporation in London, and in this Province, the Bank of British Columbia. Messrs. Davidson & Morriss, of 40 and 42 Queen Victoria street, London, E.C., are the solicitors, and Messrs. J. Whittall & Co., 8 Fenchurch Avenue, London, the Managers and Commercial Agents in England. Messrs. Bell-Irving & Paterson, of Vancouver, and New Westminster, will be the agents in this Province. Messrs. M. M. English, E. A. Wadham, Peter Birrell, D. Drysdale and H. Bell-Irving will constitute the local committee, all of these gentlemen being shareholders in the company.

The following have been appointed managers of the various canneries: British Columbia Packing Co., Mr. Peter Birrell; The Gerry Point Canning Co., and E. A. Wadham's cannery, Mr. E. A. Wadham; British America Packing Co., and the Canoe Pass Canning Co., Mr. D. Drysdale; Britannia and Phœnix canneries, Mr. M. M. English; the two canneries on Skeena River, Mr. G. Holmes.

THE CRUISE OF THE LANCEFIELD.

Saving a Vessel in Distress—The Captain's Infant Daughter—H. M. S. Warspite at Callao.

The British bark, Lancefield, Capt. Burns, which was bound here for orders, and has been chartered to load wheat and flour at Tacoma for England, has arrived at Port Townsend. She has had many notable adventures since she left New York, a little more than a year ago, with a cargo of case oil for Hong Kong. According to the Leader, her passage across the Atlantic was a speedy one, and, in fact, was prosperous to the end, but in the Indian ocean she fell in with a vessel whose voyage had been in strong contrast to her own. The stranger vessel, which proved to be the French bark Guiding Star, bound from Mauritius to Hobart Town with a cargo of sugar, had signals of distress flying, and when Captain Burns went on board he found her crew without officers, and helpless from sickness. The captain, mate, steward, and one of the crew had died of the Mauritius fever, and of those remaining every man was stricken down with disease. The Guiding Star had been drifting under signals of distress for forty-eight days, and when the Lancefield reached her, the first vessel to approach, her stores were nearly exhausted, there being no medicine and no coal on board.

Captain Burns would have been glad to take the sick seamen on board his own vessel if he could have made room for them, but instead he sent his mate, John McNutt, with two men to take charge of the barkentine, and under his management she was brought safe to Anjer, Java. When Capt Burns reached Batavia with the Lancefield, he put in his claim for services in succoring the Guiding Star, and through Lloyd's agent received £1,000 for saving the vessel. The Guiding Star, meanwhile, had taken on a pilot at Anjer, and sailed for Batavia, but was wrecked and lost with her cargo in the Straits of Sunda.

At Hong Kong Captain Burns discharged his cargo of oil, and secured a general cargo, principally tea, for Callao. On the voyage, and while off the southwest coast of Australia, on December 4th, a happy event occurred, it being the birth of a daughter to Captain and Mrs. Burns, the captain's wife having accompanied him on his long cruise. A typhoon and a hurricane, both terrible, revolving storms, were met on the passage, but the Lancefield went through them without serious damage.

The British flagship Warspite, with Admiral Hotham on board, was found at Callao whence the Lancefield arrived. The Warspite had just come in from Iquique, with 150 Chilian refugees aboard, and found orders awaiting he to proceed to Behring's Sea, but before she could get away they were countermanded and she was sent back to Iquique. At Callao, little was known of the progress of the Chilian war, all news reaching them by way of London, direct communication having been cut off by the army.

On the passage from Callao to Port Townsend, Chief Mate John McNutt died, March 22, of inflammation of the stomach, and was buried at sea the following day. McNutt was a Nova Scotian, 54 years old, and had a sister living at Victoria.

Captain Burns is a popular and fortunate master, and it is safe to say that only two things are prized by him above his ship, and those are his little daughter Louise, and his wife.

VICTORIA MARKET REPORT.

FLOUR—Portland roller	$ 6.7
Salem	6.7
Snowflake	6.7
Hungarian	7.00 @ 7.25
Victoria	5.50
Wheat, per ton	40.00 @ 45.00
Oats, new, per ton	45.00 @ 47.50
Barley, per ton	40 00
Middlings, per ton	28.00 @ 30.00
Bran, per ton	25.00 @ 27 00
Ground Feed, per ton	35.00 @ 40.00
Oil Cake, per ton	35.00 @ 40.00
Corn, whole	45.00
" cracked	50.00
Cornmeal, per 100 lbs. Canadian	2.50
Oatmeal " Saanich	4.50
Beans, large white, per 100 lbs	5.00
" small " "	5.00
" Bayo " "	5.75
Potatoes (Bonaparte), per ton	35.00
Potatoes (Island), per ton	25.00
Potatoes, New, per lb	2½ @ 3
Onions	6 25
Hay, baled, per ton	20.00 @ 22.00
Straw, per bale	1.25
Strawberries, per lb	12½
Cherries, per lb	25
Tomatoes, per lb	12½
Cucumbers, per lb	12½
Apples, Newtown pippins, per bx	1.50
Apples per lb	3, 4 and 5
Plums, per lb	
Oranges, per case	2.75 @ 5.00
Lemons, California, per case	5.50 @ 6.50
" Sicily, per case	8.00 @ 9.00
Rhubarb, per lb	4
Asparagus, per lb	12½
Celery, per doz	50
Peas, green, per lb	25
Beans, " "	25
Cauliflowers, each	10, 15 @ 25
Eggs, Island, per dozen	30
" Imported "	25
Butter, roll, Island, per lb	32½ @ 37½
" fresh, per lb	40
" California, per roll	60 @ 65
Cheese, Canadian, per lb., retail	20 @ 25
" California "	20
Hams, American "	18 @ 20
Bacon, American, per lb	16 to 20
" Rolled " "	14½ @ 16
Shoulders, per lb	12½ 13½
Lard "	11½ @ 15
Meats—Beef "	12½ @ 18
Sides "	10 @ 12½
Mutton, per lb	12½ @ 20
Lamb, forequarter	1.25 @ 1.50
" hindquarter	1.50 @ 1.75
Pork, fresh "	10
Veal, dressed, per lb	15 @ 18
Tallow " "	5 @ 6
Chickens, each	1.00 @ 1.50
Teal per brace	40
Quail, per doz	2 00
Beef, cattle	4½ @ 5½
Sheep "	6 @ 7½
Hogs "	8 @ 8½
Calves "	7½ @ 8
Hides, "	6 @ 8
Skins, sheep, each	25 @ 50
" Calf "	
Fish—Salmon, Spring, per lb., scarce	12½
" Smoked Salmon	15
" Cohoe	00
" Cod	8
" Black Cod	12½
" Salt "	12½
" Halibut	12½
" Miscellaneous	10
" Sturgeon	10
" Kippered Salmon	20
" Flounders, 3 lbs for	" 5
" Smelts	25
" Fresh herrings, per 3 pounds	25
" Smoked Herrings	12½
" Labrador " per doz	50
" Trout	12½
" Bloaters	12½
" Oolachans, per lb	12½

ONE DOLLAR'S DIFFERENCE.

The Pilot's Fine $643, and the Lorne's $644 Capt. Lawrence Will Give Bonds.

The Port Townsend Leader publishes the following upon the seizure of the tug Pilot: "The British tug Pilot, Captain Lawrence, doubting the propriety of the United States Government fining her sister, the Lorne, has done likewise, and lost money. Last Sunday the Pilot towed the American bark Valley Forge into Port Angeles. The Valley Forge was bound from San Francisco to load coal at Nanaimo. Before Deputy Collector Bradford could act, the Pilot had made her escape. She returned yesterday morning for the purpose of towing the Valley Forge over to Nanaimo, and now she is tied up for a violation of the statute prohibiting a British tug from towing an American vessel engaged in the coastwise trade. Captain Lawrence refuses to pay the fine imposed. He says he will wait until his vessel is turned over to the United States Marshal. He will then give bonds and take his case into the circuit court, where the question at issue will be forever determined. The fine imposed upon the Pilot amounts to $643, being 50 cents per ton of the Valley Forge's net tonnage.

Captain Lawrence claims to have picked the bark up in British and not American waters. Captain Bennett, of the Valley Forge, is reported to have said that Captain Lawrence requested him to sail in close to Vance Island before he agreed to hook on, because the British skipper was not certain he was in foreign waters.

The tug Lorne towed the Valley Forge to Nanaimo last night."

A Common Origin.

ALL skin diseases of whatsoever name or nature are caused by impure blood. Burdock Blood Bitters is a natural foe to impure blood, removing all foul humors, from a common pimple to the worst scrofulous sore.

Joseph W. Wey, of Toronto, is a guest at the Driard.

B. C. MEDICAL COUNCIL.

Conclusion of the Examinations—The Successful Doctors—Officers for the Ensuing Year.

The examination of candidates for license to practice as physicians and surgeons was concluded last night after two days' sitting, the following gentlemen being successful: Dr. C. A. Tunstall, Kamloops; Dr. E. C. Arthur, Nelson; Dr. J. Clarke, Ashcroft; Dr. H. D. Leitch, Victoria; Dr. G. W. Boggs, New Westminster; Dr. V. Ardagh, Metlakatla; Dr. W. B. Campbell, Donald; and Dr. W. Herald, Victoria. The officers for the ensuing year were elected as follows: Dr. S. J. Tunstall, Kamloops, president; Dr. W. A. De Wolf Smith, New Westminster, vice-president; Dr. J. M. Lepeare, Vancouver, treasurer; Dr. G. L. Milne, Victoria, registrar and secretary.

WHAT THEY SAY ABOUT "TRUTH."

Toronto TRUTH has many thousands of testimonials in its possession speaking in the very highest terms of the prizes won. We wish we could give them all, but we have only space for a couple of recent ones.

WON THE PIANO.—Miss Bella Archer, daughter of our Reeve, Mr. J. W. Archer, has been successful in winning the $600 prize piano offered by S. Frank Wilson, Toronto, in a Bible competition. Miss Bella has been very successful in former competitions of this kind, and is entitled to the hearty congratulations of her friends.—Collingwood Enterprise, Jan. 15th, 1891.

ST. THOMAS, Feb. 16th, 1891.

I take much pleasure and delight in acknowledging receipt of the handsome square piano offered as first prize in "TRUTH'S Bible Competition, No. 21." I also thank you exceedingly for the promptitude with which you answered my letter by forwarding it to me on the following day. I had really not expected it for some weeks. Several persons of musical talent have already examined it and all pronounce it a first-class, genuine piano, both in tone and finish, and say it is in every respect what you claim it to be. I will be pleased at any time to exhibit it to anyone who may wish to know the fairness and honesty of the competition. I have no doubt but that you will receive many of my friends' names as subscribers to your valuable paper, which is well worth the money as a household friend. Again thanking you for your valuable reward.—MRS. GEO. SHAW

mr13-eoat&eowkly

The Weather for April, 1891.

ESQUIMALT, B. C., May 2nd.

Atmospheric Pressure—The mean atmospheric pressure reduced to sea level was 29.913 inches. The greatest pressure (30.501) occurred at 1 p. m. of the 2nd, and the least (29.433) at 1 p. m. of the 6th, giving a monthly range of 1.068 inches.

Temperature—The mean temperature was 44.76, being 3.26 lower than the average, and 1.22 lower than in 1890. The highest temperature (62.2) occurred on the 4th, and the lowest (37.0) on the 1st, giving a monthly range of 30.2. The warmest day was the 26th, mean temperature 51.75, and the coldest days were the 2nd and 28th, mean temperature 44.4.

Humidity—The mean humidity was 82.

Cloudiness—The mean amount of cloud was 7.07. There were 5 cloudy days and 25 partially cloudy.

Total Precipitation—Rain fell on 19 days to a depth of 2.72 inches, being 1.68 inches above the average, and 1.36 inches more than in 1890.

Wind—The total miles in wind was 6,103, being an average velocity without regard to direction of 8.48 miles per hour. Most windy day the 9th, 512 miles, mean velocity of 21.3 miles per hour. Least windy day the 12th, 48 miles, mean velocity of 2.0 miles per hour. Great at velocity in one hour 45 miles, from 5 to 6 p. m. of the 4th.

Frost—On 24th.

Dense Fog—On 12th, 19th 21st.

Rainbow—On 27th.

Humming Birds—First noted on 12th.

E. BAYNES REED,
Observer.

BIRTH.

COLLISTER—On the 2nd May, to the wife of W. H. Collister, twin sons—son and daughter.

RAYMUR—At Victoria West, on the 3rd inst., the wife of Jas. L. Raymur, of a son.

DEATH.

CULLUM—In this city, on the 1st instant, of pneumonia, Eliza Mary, the beloved wife of Thomas L. Cullum, aged 47 years.

WOLSEY—In Marthaville, near Petrolia, Ont., on April 19, Mrs. Thomas Wolsey, mother of Mrs. A. J. Smith and Mrs. Alex. Donaldson, of this city, aged 76 years.

FISHER—At Fernhill, Esquimalt, on the 4th inst., William Fisher, a native of Wynscales, Cumberland, England, aged 80 years.

MCDONALD—At St. Joseph's Hospital, on the 6th inst., of consumption, Jennie McDonald, aged 14 years.

Stop that CHRONIC COUGH NOW!

For if you do not it may become consumptive. For *Consumption, Scrofula, General Debility* and *Wasting Diseases*, there is nothing like

SCOTT'S EMULSION

Of Pure Cod Liver Oil and HYPOPHOSPHITES Of Lime and Soda.

It is almost as palatable as milk. Far better than other so-called Emulsions. A wonderful flesh producer.

SCOTT'S EMULSION

is put up in a salmon color wrapper. Be sure and get the genuine. Sold by all Dealers at 50c. and $1.00.

SCOTT & BOWNE, Belleville.

ap3-12mo-eod

REMOVAL.

JNO. TEAGUE, ARCHITECT.

Has removed to new offices corner of Broad Street and Trounce Avenue. feb20tf

Nelson, West Kootenay, B. C.

Parties wishing information, or wanting to buy or sell real estate and mining properties in the above vicinity, apply or write to HAMBER, THYNNE & HENSHAW. Offices: 346 Water Street, Vancouver, B. C. West Baker Street, Nelson, B. C. ap28

SHIPS AND STEAMERS.

The Third and Last

Of the marvelously CHEAP EXCURSIONS Around the World for $600.00

R. M. S. EMPRESS OF CHINA

Sails from Liverpool June 15, 1891

Passengers will have an opportunity of seeing England, Egypt, Ceylon, China, Japan and Canada.

Tickets include meals and berths on rail and steamers.

R. M. S. EMPRESS OF INDIA, Sails from Vancouver, May 9th,

For Hong Kong and intermediate ports.

For pamphlets and full information regarding steamers apply to

ALLAN CAMERON, Agent, Government St., Victoria.

D. E. BROWN, Asst. Gen'l Pass. Ag't, Vancouver. fc22

PACIFIC COAST S. S. CO.

DESPATCH A STEAMER EVERY FIVE days for San Francisco, carrying Her Majesty's mails, from Outer Wharf at 11 a.m.

City of Puebla, - - - May 9

R. P. RITHET & CO., Agents.

mar26

BRITISH COLUMBIA STEAMSHIP CO.

The fine iron steamship 'WEST INDIAN' 1805 tons register, S. F. SCOTT, - - MASTER, Having commenced her regular fortnightly trips between Victoria and San Francisco, will leave the latter port for Victoria on FRIDAY, MAY 15.

For freight and passage apply to ROBT. WARD & CO., 76 Wharf Street, Victoria, Or to GILBERT CLEMENTS, Esq., 318 Front Street, San Francisco. ap7

ESQUIMALT AND NANAIMO RAILWAY

Steamer ISABEL, J. E. BUTLER, Master.

On and after November 19th, 1889, UNTIL FURTHER NOTICE, The Steamer ISABEL will sail as follows, CALLING AT WAY PORTS:

Leave Victoria for Nanaimo, Tuesdays, 5.00 a.m.
" Nanaimo " Comox, Wed'days, 7.00 "
" Comox " Nanaimo, Fridays, 7.00 "
" Nanaimo " Victoria, Saturdays, 7.00 "

For freight or passage apply on board. feb8

CONSIGNEES' NOTICE.

British Bark "JULIE" CAPT. RIBER. From Liverpool.

This vessel will discharge cargo at our wharf THIS DAY, MAY 6, and following days.

Consignees are requested to present bills of lading at the office of the undersigned, pay freight, and receive delivery orders for their goods.

All goods remaining on the wharf after 5 o'clock each day, and while on the wharf, will be at the risk of the consignees thereof, respectively, and may be stored at their expense.

TURNER, BEETON & CO., Consignees of Vessel. m6

BARK "JULIE," CAPT. RIBER. From Liverpool.

NEITHER CAPT. RIBER nor the undersigned will be responsible for any debts contracted by the crew of the above vessel.

TURNER, BEETON & CO., Consignees. m6

CANADIAN PACIFIC NAVIGATION COMPANY, (Limited.)

Time Table No. 13, takes effect July 17, 1890.

Vancouver Route:

Victoria to Vancouver—Daily, except Monday at 8 o'clock, a.m.
Vancouver to Victoria—Daily, except Monday, at 14:30 o'clock or on arrival of C. P. R. No. 1 train.

New Westminster Route:

LEAVE VICTORIA for New Westminster Ladner's Land'g and Lulu Island—Sunday at 8 o'clock, Wednesdays and Fridays at 7 o'clock. (Sunday's steamer to New Westminster connects with C. P. R train No. 2 going east Monday.)
For Plumper Pass—Wednesdays and Fridays at 7 o'clock.
For Moresby Island—Friday at 7 o'clock.
LEAVE NEW WESTMINSTER for Victoria—Monday at 14:30 o'clock; Thursday Saturday at 7 o'clock.
For Plumper Pass—Saturday at 7 o'clock.

Fraser River Route:

Steamers leave New Westminster for CHILLIWHACK and Way Landings every Tuesday, Thursday and Saturday at 7 o'clock.

Northern Route:

Steamships of this Co. will leave or Fort Simpson and intermediate ports on the FIRST and FIFTEENTH of each month. When sufficient inducements offer will extend trips to West Coast points and Queen Charlotte Islands.

Barclay Sound Route:

Steamer MAUDE leaves Victoria for Alberni and Sound ports on or about April 7th.

Bute Inlet Route:

Steamer RAINBOW leaves every Tuesday at 7 a.m. for Cowichan, New Westminster, Burrard Inlet, Bute Inlet and way ports.

The Company reserves the right of changing this Time Table at any time without notification. Steamers leave by Standard time.

JOHN IRVING, Manager.
G. A. CARLETON, General Agent. ly2

NOTICE.

ALL PARTIES having accounts or holding notes against the West Bay Saw Mill Co. or the firm of Richard on & Heathorn, will please render same itemized, immediately to Richardson & Heathorn, Box 107, Victoria, B. C.

ap18 RICHARDSON & HEATHORN.

IF JOHN D. CAMERON, formerly of Algoma, Canada, will send his address to John Hodgins, 53 Yonge Street Arcade, Toronto, Canada, he will hear of something to his advantage. ap30-8t

HOOPER & GODDARD ARCHITECTS.

Office over SPENCER'S ARCADE, Government Street. tf

WASHINGTON'S WELCOME

President Harrison Receives Ovation at Tacoma and Seattle.

Miserable Weather Somewhat Interferes with the Demonstrations in His Honor.

The Chief Magistrate Delighted with His Reception at Both Cities.

A Great Day in Seattle—The President Welcomed with Salvos of Artillery.

Mr. Harrison's Speech in Reply to Judge Burke's Address of Welcome.

Trip to Lake Washington by Cable Cars—The Scene at University Grounds.

TACOMA, May 6