The Colonist.

FRIDAY, APRIL 7, 1893.

IGNORANT INSOLENCE.

The News-Advertiser shows its ignorance as well as its utter want of principle by speaking of Lord Thurlow, the chairman of the British Pacific railway company, as "a well-known guinea pig." This, of course, was a random shot, for it is evident that the News-Advertiser knows as much about Lord Thurlow as it does about the Emperor of Morocco. If its editor had read the following items of news in London Truth of February 23, it would not be so ready to stigmatize so highly esteemed a nobleman as "a guinea pig":

"Lord Thurlow is to be Lord High Commissioner of this year's General Assembly of the Church of Scotland, which meets in May."

The nobleman selected to fill that high position in the highest Church Court in Scotland does not belong to the class from which mercantile and railway companies obtain their "guinea pigs."

If the editor of the Advertiser had consulted Burke's peerage, he would hardly have offered a gratuitous insult to a man of high birth, who has occupied elevated positions in both Church and State. This is what he would have found in that record of Great Britain's nobility:

Thurlow; Baron of Thurlow, County of Suffolk, Privy Councillor, a Lord in waiting to the Queen from 1880 to 1885, and Paymaster-General to April, 1886: Lord High Commissioner to the General Assembly of the established church of Scotland to July, 1886, (re-appointed, 1893); married 18th of October, 1864, Lady Elma Bruce, only daughter of the eighth Earl of Elgin and Kincardine, etc., Governor-General of Canada.

NOT A BUBBLE AND NOT BURSTED.

We cannot say that we are surprised at the tone adopted by the two Vancouver dailies with respect to the British Pacific Railway. They hasten to pronounce that scheme a failure, and they seem delighted to have an excuse for making the declaration. As the British Pacific Railway would, if means could be found to construct it, be of incalculable benefit to this Province, it does seem singular to see British Columbian journalists rejoicing that the efforts which have been made to form a company to build it have, as they believe or affect to believe, failed. So far from receiving such news with a feeling of relief and satisfaction, intelligent and public-spirited British Columbians should be grieved and disappointed to find that the efforts of the promoters to set the undertaking on a firm basis have not proved successful. But the secret of the premature chuckling of the Vancouver dailies is that they believe that the construction of the British Pacific will benefit Victoria, and so great is their hatred of this city and so bitter is their jealousy of its progress and prosperity, that they cannot conceal their pleasure when they hear that an enterprise calculated to benefit it has fallen through. But they have commenced their rejoicing too soon. They should have waited a little before they showed the cloven foot so plainly. The British Pacific Railway scheme has not failed, and the announcement made by Mr. Davie, read with intelligence, will not bear the construction put upon it by our Vancouver contemporaries. This is what the Premier said:

I may at once set hon. members' minds at rest and tell them that no bill giving a guarantee will be brought down this session, and that no such bill is in contemplation by the Government this session. I may say that, although communications have been had about giving a guarantee, *no decision has been come to*, and no assurances have been given further than *that if the promoters will form a syndicate or company of unquestioned strength which is prepared to build the road the Government will then be prepared to take into their consideration any proposition which may be made for a guarantee.*

This is very far indeed from being an announcement that the enterprise is a failure. All that the Premier says is that it has not yet arrived at that stage which would warrant the Government in entertaining proposals for a guarantee. Our contemporaries, now that they have had time to reflect, may see that they have been just a little too fast, that they have jumped before they came to the stile. They have, however, shown the spirit by which they are actuated, and let those who favor the construction of the British Pacific know what is to be expected from them in the future.

It is amusing to note the expressions used by the News-Advertiser with respect to the new enterprise. They are almost literally the same as were applied to the Pacific Railway scheme by its opponents when it was first mooted. It was, according to them, "one of the wildest and most impracticable schemes that the craziest promoter ever promulgated." It was "an insane project." Its projectors were "fit candidates for a lunatic asylum." And the denouncers of that great enterprise could not understand how "sober business men" could for a moment entertain the absurd propositions of the political schemers. Almost every opprobrous term in the English language was applied to both the scheme and its promoters, yet the syndicate that undertook to carry out this mad, impracticable scheme, obtained from the Parliament of the Dominion an immense grant of the best lands in the Northwest, a subsidy of twenty-five millions cash, and long sections of completed road, besides favors innumerable of other kinds.

Does the News-Advertiser believe that the Dominion Government did right in going on with the Pacific Railway in spite of the fierce outcry and the lugubrious predictions made by the politicians and the newspapers that opposed its construction? The analogy goes even further than this. Our contemporary evidently believes that it is scathingly sarcastic when it sneers at "Yankee schemers." The very same objection was raised to the Canadian Pacific syndicate, but that syndicate had the discernment to put their great enterprise under the management of "Yankee" railroad men; and if the "Yankees" who are promoting the British Pacific possess the ability and the energy of the "Yankees" who have so successfully conducted the business of the Canadian Pacific, and if their efforts produce such beneficial results, British Columbians will have good cause to regard them as their best friends.

The narrowness, the lack of intelligence and the want of public spirit displayed by our Vancouver contemporaries in this British Pacific Railway business must cause every sensible British Columbian to blush for the journalism of the Terminal City.

MUCH ADO ABOUT NOTHING.

As was to be expected, the Vancouver newspapers are making a great fuss about the postponement of the Redistribution Bill. They do not attempt to show that the slightest harm is done to any interest or locality in the Province by the delay, yet they set up a dismal howl as if it was certain to cause the immediate ruin of the Province. Nothing is more common than for Government, for one cause or another, to postpone measures promised in the Speech from the Throne, and when the public welfare is not injured by the postponement, very little indeed is said by the Opposition.

The World is peculiarly inconsistent and unreasonable in its outcry against the Government. "Whilst acknowledging," it says, "that no great injury can be inflicted on the country by such a decision, seeing that an immediate dissolution was not to take place, we cannot help regretting that the measure as foreshadowed in what was a capital Speech from the Throne has not been carried out."

What is there to be regretful about? If there was to be no dissolution, who was to be benefited by the mere passing and printing of a Redistribution Act? It would until the general elections be a dead letter on the Statute Book, doing neither good nor harm. If the World were consistent it would congratulate the country that the Redistribution Bill has been left over until there had been ample time to make inquiries and to perfect the measure. Such a bill should not be a crude piece of legislation requiring continual amendment. It should be so framed as to meet the requirements of the country for the next twelve or sixteen years without material change. To help to raise a prejudice against the Government because it has determined to defer a measure until next session that must be inoperative for eighteen months or so, is not the part of a friend, and the World professes to be friendly to the present administration.

The News-Advertiser should have found some better excuse for abandoning the attitude of neutrality which it has for some time maintained, than the postponement by the Government of a measure the immediate enactment of which could not have done the slightest amount of good.

Having really nothing to say our contemporary says nothing, but it takes a whole column of words to say it in. The Advertiser speaks of the "fatal mistake involved in the course adopted by the Government." What was the mistake and wherein was it fatal? Our contemporary's article is as good a specimen of bathos as we have seen for a long while. It assumes an air of solemnity and in an impressive style rolls out a number of fine sounding words about nothing, and that really mean nothing. "In the name of the prophet—figs."

Our contemporary's efforts to make the people believe that they are injured by the postponement of legislation that is not needed, that cannot be of any use until after the next session of the Legislature, and that can be much better done a year hence than now, will be labor in vain. The electors of the Province have too much sense to pay any attention to a grievance which a few politicians have manufactured literally out of nothing.

PLAIN TALK.

Some of the American newspapers speak in the plainest terms of the way in which the United States is acting towards China. They do not scruple to declare that recent legislation is a flagrant breach of faith with China and is calculated to bring discredit on the Government of the United States. The New York Times says that "the people of the United States have acquiesced in a policy which they knew to be not only barbarous but in violation of express treaties." It is refreshing to read the hearty denunciation of wrong-doing which the articles of this able paper contain. It condemns the course which the United States Government pursued towards the Indians, who are weak and ignorant and not able to take their own part. It then goes on to say:

The Chinese officials, on the other hand, are quite as skilled in dialectics as the officials of the United States, are as keenly aware of their rights, and as much disposed to insist upon the same. Seeing that their immemorial policy has been a policy of seclusion and exclusion, into which Europe and America have been attempting to break, with only a moderate measure of success, there is no danger that they will undertake to resent, by an aggressive war, the injuries and insults that we have heaped upon them by legislation. It is certain, nevertheless, that any European power of the first class would find itself forced, in like circumstances, by the public opinion of Europe, to adopt that mode of redress or abdicate its position, because we have repeatedly offered China what would be recognized between civilized nations as ample causes of war. The Chinese statesmen confine themselves to protests accompanied by explanations that appeal to our national self-respect, which they have a perfect right to say they have thus far found is not to be appealed to with success.

The Times shows very clearly what the policy which the United States is pursuing is likely to lead to. While doing this it does not hesitate to call a spade a spade. It says:

It is noteworthy that the demand for closer and more profitable commercial relations with China comes from the same part of the country in which the treatment of Chinamen is most grievous. It is probably true that a more enlarged commercial policy would considerably increase our direct trade with the East, but it is unlikely that the Chinese Government will invite closer relations of any kind with people with whom their intercourse has been so unsatisfactory or be inclined to make further treaties with people whom they have a right to accuse of flagrant violations of treaties already made. The Chinese populace have some reason for the opinion they are reported to hold, that of all "foreign devils" the American foreign devil is the most objectionable.

It is not likely that the Chinese in their dealings with the United States will do as Great Britain has been doing for the last quarter of a century or so—return good for evil. There is indeed very little of the Quaker spirit in China. The Chinese as a nation are not in a military sense formidable, but they know what retaliation means, and there can be no doubt that when they get a chance to make Uncle Sam feel in that very tender spot—his pocket—that they are not as meek and as inoffensive as they look, they will eagerly embrace the opportunity.

THE CHOLERA.

As spring advances, the progress of the cholera in Europe will be watched with more and more anxiety. There is ample evidence to show that it has not died out in Europe. The germs have survived the cold of winter in Russia, in Germany and in France. There have been many cases in different parts of Russia, and there are the best reasons for knowing that the water of the Elbe is still contaminated by the cholera microbe. Will the disease revive in Europe as the weather becomes warmer until it assumes the proportions of a plague, or will it after a little while disappear altogether? There are persons whose opinions are entitled to respect who advance both theories. But, so far, the whole matter is in doubt. All that remains to be done on both sides of the Atlantic is to take every precaution to keep the disease out of the country, and to make it harmless if it happens to be imported. Those precautions, even if the cholera does not come, can do no harm. On the contrary, they will do much to make life in the cities in which they are taken pleasanter. Cleanliness is the very best preventive of the cholera, and cleanliness is most conducive to health and comfort if the cholera should never come.

A PROMISING PROJECT.

The letter of a "British Columbian" in another column is well worth a careful perusal. It is evidently the production of a thoughtful man, who has given the subject a careful study. The topic on which he writes should be one of the deepest interest to every man and woman who has the welfare of British Columbia at heart. The construction of a railway through the northern section of the Province is necessary to its development, and, it must be admitted, the sooner it is done the better.

We confess that we have no sympathy whatever with those who look upon the promoters of the British Pacific railroad with suspicion and who are disposed to throw cold water on the project. The road, it must be admitted, is needed, and the men who are exerting themselves to give it to the Province are doing its inhabitants, present and prospective, a very great service. If they have not the means, or cannot find the means to carry out the enterprise, it is most unfortunate for them as well as for ourselves. As long as they are willing to exert themselves to give the Province a work which is calculated to do it so much good every true British Columbian, so far from sneering at them and belittling them, should do all in his power to aid and encourage them. They are at least entitled to our respect and our good word. It is only a fool or an ignorant boor who abuses and ill-treats those who are endeavoring to do him a service.

The promoters of the British Pacific cannot possibly do the people of this Province an injury while they are endeavoring to form a company to build the railroad. On the contrary, every step they take in that direction is beneficial to British Columbia. When they have formed their company and when they believe that sufficient money is raised and available to go on with the work, it is then for the Government of the Province and its representatives in the Legislative Assembly to inquire into its ability to do the work it is willing to undertake. If they find that the scheme is not on a sound basis, that—to use the language of its contemners—it is a "wild-cat project," no harm will be done to anyone except those who have spent their money and lost their time in working it up. But if they come to the conclusion that the company is composed of good men, that it is solvent and able to fulfil any engagement it may make, it will be for them to consider how far they ought to aid the enterprise.

We think that it will be generally admitted that if the Provincial Government were in a position to undertake the work it would be perfectly justified in going on with it; that, in fact, it would not be doing its duty if it did not make a beginning without any unnecessary loss of time. But the Government is not in that happy position. If, however, it cannot do everything it would like, is it not its duty to do all that lies within its power to further an enterprise which cannot fail to do very much to promote the prosperity of the Province? For instance, who can tell what will be the result of the development of the mineral resources of the Cariboo district alone? The world is badly in need of gold, and who can form any idea of the stores of that precious metal which lie hidden in the mountains of that rich region. Let a feasible scheme of opening up that mining region and the fine pastoral, agricultural and timber lands that lie between it and the coast be devised, and an enterprising Government and Legislature would not, we think, be slow in proving their faith in the country by their works. "British Columbian" shows that it is reasonable that they should do this, and he also shows that they can do it with very little risk.

ANOTHER CRISIS.

France is going through another political crisis. Political crises have been very common of late in that country, but though frequent they do not appear to be dangerous. The country passes through each of them and comes out as well—or rather as ill—as ever. A new shuffle is made of the political cards, and the new government, differing very little in its *personnel* from the one it succeeded, manages the affairs of the nation as best it can until matters come again to a crisis. The late governments of France have not been strong. They have had but a slight hold on the country, and Parliament seems to have looked upon them as a series of makeshifts.

The Panama scandal has been a terribly disturbing element in the political world of France. Ministers were suspected of complicity with the boodlers, and more than one had to resign his position on account of their connection with the Panama company. The hands of the members of the Government which was last in power were, it is said, clean. They were, however, accused of weakness in dealing with the scandals. But it was not the Panama scandal that was the immediate cause of its downfall. There was a dispute between the Chamber of Deputies and the Senate about the budget. The Senate had made changes in it which the committee that had it in charge in the Chamber refused to adopt. Its chairman, M. Lockroy, announced that the committee was determined to send it back to the Senate in its original form. M. Tirard, minister of finance, maintained that one of the changes relating to the liquor laws must be agreed to. The matter was put to vote and the Government was defeated by a majority of five. The ministry then resigned. They were persuaded by the President to retain their seats until something had been done to appoint their successors. In making the announcement of what had been done in the Chamber of Deputies, the Minister of Finance asked for supplies for two months. This the Chamber refused, consenting to vote only one month's supply. This was taken by the Government and the country as a pretty emphatic notice to quit. The fact seems to be that the country is sick and tired of the present Chamber of Deputies and wants a new one. The consent of the Senate is required to a dissolution, and the Senate it seems is unwilling to dissolve, on the plea that to do so would be unconstitutional. It may be that the new Government, which is not a mere change of portfolios with the addition of a new man or two, may live longer than its predecessors, but it is quite likely that it will soon be upset by some new combination of factions, and there will be another crisis. France, however, is spite of the delicate constitutions of its governments, seems to be prospering, and it also, wonderful to relate, appears to be fairly well governed.

AN IMPORTANT CASE.

A very interesting and a most important labor case is now before the United States courts. The question involved seems to be the right of men employed on railways and other concerns in which the interests and the convenience of the public are concerned, to leave their work when they please and for any cause that may seem to them sufficient. The question has been raised by the managers of the Toledo, Ann Arbor, and Northern Michigan railway company. They complained to the Circuit court of the United States for Northern Ohio that the interstate freight delivered by it to other railroads was not forwarded, and that the obstruction was caused by the refusal of engineers and other workmen upon connecting roads to move trains or cars carrying such freight. They declared that this refusal was in obedience to orders from the Brotherhood of Engineers and other organizations of workingmen who were dissatisfied with the wages paid by the Ann Arbor company, and who wished to establish this boycott to compel it to yield to the demands of its men. After the case was heard and the complainants had given proof of the facts contained in their allegations, the court directed the Chief of the Brotherhood to countermand the order in question and has forbidden the engineers and brakemen of other railroads to obey such orders.

The decision has been received by the heads of the labor organizations with consternation. They say that if it is upheld by the superior courts those organizations have received a deadly wound. They will then be powerless for good and the sooner they dissolve the better. It may be that they take an extreme view of the matter. Labor combinations would have a wide sphere in which to work, even if they were prevented from hampering business and incommoding the public to an indefinite extent. The Ohio court recognises that the public has rights in such circumstances which the labor organizations must not be allowed to override or ignore. This has been long a recognized principle in the United States. As far back as 1821, Chief Justice Gibson, of Pennsylvania, held that "a combination is criminal whenever the act to be done has a necessary tendency to prejudice the public or to oppress individuals by unjustly subjecting them to the power of confederates, and giving effect to the purposes of the latter, whether of extortion or mischief." This rule, it is said, has never been questioned in America. Harper's Weekly commenting upon it says:

It is true that for many reasons this rule has rarely been applied by the courts to trades-unions, at least in this country. In most cases the proof is difficult. Public opinion is inclined to support working-men in all fair efforts to improve their condition, and commonly looks with toleration even on their excesses, knowing that economical laws will in the end correct most of them. Employers, too, find their profit, as well as their comfort, in agreeing with their workmen whenever it is possible, rather than in resolute opposition. But when combinations of men, whether laborers or not, are formed and governed for the one purpose of promoting private interests by disturbing the public peace, by blocking the ways of commerce, by holding in terror over their employers and the community their power to do mischief, the familiar law of conspiracy is applicable, and must be invoked against them. If the chief officers of the great brotherhoods of locomotive drivers and attendants are right in their reputed avowals that these are the real purposes of their unions, and that unless they have the right to carry out these ends their occupation is gone and they may as well dissolve, then the sooner the law of conspiracy is applied to them the better for the safety of the community.

It is well that this case is being tried in the United States, where the people are sovereign, and where the labor organizations exercise so strong an influence over so wide a field. The decision of the higher court in this matter is being waited for with great interest by all concerned—the labor combinations, the employers and the public.

THE PROPOSED GUARANTEES.

TO THE EDITOR:—Assuming that the parties who are willing to undertake the construction of what is known as the Canada Western railway, or British Pacific as it has lately been called, are men of the financial standing claimed for them—and of this fact the Government can easily get every necessary assurance—it seems to me that a failure to comply with a reasonable request for a guarantee of interest would be exceedingly unwise. The proposition presents itself to me somewhat in this way. If we, who are to have the direct benefit of the road and who are presumed to know what development our Province is capable of, are not willing to guarantee a portion of the interest on a portion of the capital to be invested, how can we expect capitalists in Europe to take the risk of building the road? We say to them: "Here is a land subsidy of 20,000 acres per mile which we will give you to build the road; it will be immensely valuable immediately the road is constructed, and will far more than repay you what the road will cost." In reply they say: "If you believe what you say we will give you an opportunity to show your good faith. Under the laws you have passed we may issue bonds against the road and the land for a large sum of money. Instead of going to the limit we will issue bonds altogether to not more than half what you say the lands are worth, and if you will guarantee a part of the interest upon a part of these bonds, we will give you as security a mortgage on all our property subject only to the comparatively small issue of bonds." If we say that we will not do this, do we not advertise to the world that we are asking capitalists to do what we would not do ourselves?

Does a guarantee of interest imply that the Province will have to pay it? I do not think so; but if it did and we could get the proposed railway built in that way only it would pay us to do so, for we would have the road and the lands would revest in the Province subject only to the partial guarantee which we are asked to give. But I do not think the Province will be called upon to pay interest. The financial men behind the road intend to put at least $5,000,000 of their own into it. This they have already subscribed. We know that to build the road, at least another $5,000,000 will be required. That is to say, $10,000,000 over and above the amount to be realized on the bonds will be invested in the road. The men who put this money into the project will be forced by self interest to develope the earning capacity of their property. Their profit will come from the development of this property, but before they can derive a dollar's profit the interest upon the bonds must be paid. It is said to be their intention to develope the property as the construction of the road progresses. I would suppose this to be the case without being told, because the whole project is essentially one of development.

If I were asked why a guarantee should be wanted if the property will be able to pay the interest, I would answer that a bank does not ask a man to get an endorser upon his note because it believes he will not pay it, but because that is the right way of doing business. I can easily understand financial men saying: "This looks like a good thing. We believe it is a good thing, but before we recommend it to our customers as an investment we would like those who know all about the proposition and who represent it as a good thing, that is, the people of British Columbia, to show their good faith by assuming with us a part of the risk."

Will the project pay its promoters? If it does not, then it ought not to be built. If we, the people of British Columbia, do not believe the road will pay, we ought not to ask any one to build it, and the offer of a land subsidy was a farce. Nay more, we ought not to say anything more about the future greatness of our Province, but advertise to the world that we have now more people here than we need, and that we have no more resources to be developed. My own belief, based upon a tolerably close investigation of the matter, is that the road will be an exceedingly profitable enterprise for all concerned; but if we have to do without it until we can go to England and convince personally the men whose money we want to see invested here of the truth of those things which it has taken us years to learn, most of us will be in our graves before the first sod on the road will be turned. As I want to see the road built while I can get some benefit out of it, I for one favor any reasonable guarantee, provided the men behind the enterprise are, as I believe them to be, able to carry it through and set on foot the industries which the utilization of the resources of the country to be intersected will require.

BRITISH COLUMBIAN.

Try Victoria Lager.

SPORTS AND PASTIMES.

The Tug-of-War Tournament at the Market Hall a Great Financial Success.

Mainlanders Defeat the Island in the Rugby Match—Corbett and Mitchell.

There was a good attendance at the Market hall last evening where an entertainment, musical and physical, under the distinguished patronage of the Lieut.-Governor and Mrs. Dewdney, His Worship the Mayor and Mrs. Beaven, was given. The music was supplied by the V. A. C. band, and the other part of the programme by the firemen and two tug-of-war teams, one from H.M.S. Nymphe and a second made up of members of St. Mark's church.

The tug-of-war was looked forward to with considerable interest. It was rumored that the victorious Scotch team from Vancouver was coming over, and that in the event of their arrival Chief Deasy's brawny men would have to look well to their laurels; but the Scots did not come, nor did the "C" battery team show up as was expected, nor yet the teamsters. In order to keep the programme its proper length a "scratch" or second firemen's team was made up, and the boys in it showed themselves to be worthy of good honors. They first vanquished the Nymphe team in two pulls, of three minutes and three and a half respectively. Then they tried their muscle on the St. Mark's team, with the same result—time, 4½ minutes.

After that Chief Deasy marched the No. 1 team downstairs, and it was expected the boys in red would have a walk away. They didn't. It took them eight minutes to draw the rope their way, so that when No. 2 team lowered the flag it was in an honorable defeat. Hon. Col. Baker acted as starter and referee very acceptably.

Next came the firemen's drill. The extension ladder was driven into the hall, the ladder run up and mounted, and then came what to the small boy portion of the spectators was perhaps the most interesting—the jumping from the ladder into the rescue sheet held at the sides by any number of volunteers. An exhibition was also given of how to come down a pole with alacrity and despatch. The firemen showed practice, training and expertness.

The finale was a fire alarm and the horses were quickly harnessed to the engines and hose reels, and amidst the glare and smoke of a calcium light they dashed out of the building. The band played God Save the Queen, and the spectators went home very much pleased. The affair was a success in every way, the financial aspect being particularly pleasing, and the members of St. Mark's church, under whose auspices it was held, will have a handsome sum to add to its funds.

FOOTBALL.

"MAINLAND V. ISLAND."

VANCOUVER, April 3.—(Special) — The finest match of the season took place on the football grounds here this evening between Rugby teams representing the Mainland and the Island. Every player was a star, and the game was keenly enjoyed by the spectators.

The Mainland was represented by: Full back, Akroyd, Vancouver; three-quarters, Senkler, Vancouver, Lafevre and Rev. P. Woods, Westminster; halves, R. Roselle and Capt. Laurenson, Vancouver; forwards, Coles, Graham, Curtis, Quigley, Vancouver; Moresby, Allison, Forin, Hamer and Roberts, Westminster.

The Island team were: Full back, Riley, of Nanaimo; three-quarters, Quinn and Woodburn, Nanaimo, and Ackland, Victoria; half-backs, Dr. Watt and Van Millingen, Victoria, and Capt. Jos. Neens, Nanaimo; forwards, Daffie, Edmonds, Wilson, Lester, Nanaimo; Jones, Fraser, Hibben and Sullivan, Victoria. Dr. Johnstone was referee.

During the game the Island men were obliged to touch down eight times in self-defence, mostly through Senkler and Woods' magnificent plays, which at the critical moment lacked support. The game was an open one throughout, and good to look at. The acquisition of Westminster's splendid forwards weakened the wonderful Nanaimo-forward combination, and evened things up considerably.

At every scrimmage the scrum was scarcely packed before the ball was violently gyrating between the backs. Senkler played one of his old time Osgoode Hall games, and was the pet of the hour. Woods, of Westminster, also did marvellous work, playing for every ounce of strength there was in him. Akroyd's kicks along the touch line were wildly cheered, and Laurenson's name was in everybody's mouth. He worked like a tiger, and always did the right thing in the right place.

The Mainland forwards all did well, particularly Coles and Moresby (son of Governor Moresby). Coles is a very slight built athlete, and the boys sized him up as not of much account, but he has since turned out good as the best of 'em, and of wonderful promise.

"Played Moresby!" "Played Graham!" "Played!" "Played Roselle!" "Played Allison!" "Played Homer!" "Played Roberts!" were all familiar cries afield.

In the first half neither team scored, but the ball was constantly in the Island twenty five, where Riley and Quinn, of Nanaimo, played a marvellous defence game, showing good stuff in them. "Go it Dublin!" was heard very often from behind the ropes. That was for Ackland, of Victoria. Woodburn Neens, Dr. Watt and Van Millingen "were fairly in it," but, to be honest, such footballers as Senkler, Woods and Ackroyd were rather too swift company for them, though the Victoria backs, Fraser, Hibben, Sullivan and Jones, and the Hornets, Daffie, Edmonds, Wilson and Lester, saved them from a far worse defeat than they received. No better forward play than the Island put up was ever witnessed on the coast.

The rest is soon told. After ten minutes' play in the second half the ball was heeled out of the scrum and seized by Laurenson, who passed to Senkler, who passed the entire squad of Islanders, closely followed by Laurenson. As he neared touch Full Back Riley, of Nanaimo, firmly blocked his way. Senkler stooped, coolly turned on his heel, and passed to Laurenson, who, "like an adder darting from his coil, or a mountain cat who guards her young," bounded over the touch line and pinned the leather to the earth. Not improved.

After 30 minutes' play, the same combination again worked what appeared almost a miracle. The leather was thrown from touch line, in centre field, and was caught by Senkler, who plunged like a mad bull through the crowd of half exhausted Islanders. One after another tried to tackle him, but he thrust them aside, until he had made the long run from centre to goal touch line. Here Riley collared him, but the impetuous Senkler had again brought both over the line. But Senkler was the only one who fell on the ball. Not improved.

Shortly after time was called, the score standing two tries to nil in favor of the Mainland.

SENIORS V. JUNIORS.

The juniors who returned from their Mainland tour on Sunday do not feel discouraged by their defeat—for they were not defeated by juniors. The Westminster team pitted against them contained no fewer than eight seniors, while Vancouver did not forget to include several Rugby veterans among their players. Such is true sport!

VICTORIA V. NANAIMO.

A game of Association between the Victoria and Nanaimo juniors is on the programme for next Saturday. An interesting game may be looked for.

THE RING.

CORBETT AND MITCHELL.

NEW YORK, April 2.—At last the Coney Island Athletic Club has made a bold bid for the great fight between Charles Mitchell and James J. Corbett. Judge Newton, representing the Coney Island Club, met Corbett and succeeded in getting the Californian to attach his signature to an agreement to fight Mitchell in the Coney Island arena for a purse of $40,000. The agreement signed by Corbett is as follows:

"I do hereby agree to box Charles Mitchell before the Coney Island Athletic Club according to the articles of agreement now signed by Mitchell and myself; the man who is declared winner by the referee of the club to receive the sum of $40,000.

"JAMES J. CORBETT."

The proper articles will be signed later in the event of Mitchell accepting the offer of the Coney Island Athletic Club. Abe Hummel, Mitchell's adviser in America, cabled his client to-night advising him to accept the offer.

NEW YORK, April 3.—It was rumored today in Brooklyn that efforts would be made to prevent Mitchell and Corbett from fighting for the Coney Island club, and Sheriff Courtney said in regard to the matter: "I will do my duty and prevent any violation of the law in the arena at Coney Island.

THE OAR.

OXFORD MAY ROW ON THIS SIDE.

NEW YORK, April 3.—The recent reports that the Oxford University boat club had decided to send a crew over to meet the winner of the Yale-Harvard race seem to be rather overdrawn. Last week it was said that a cablegram had been received by the Yale men from Oxford to the effect that the crew was making arrangements to sail for this country. A prominent Yale alumnus said to-day that the message was quite to the contrary and the Oxford boat club was having great difficulty in getting a crew together. Several members of the champion eight want to row in the Henley regatta, and so nothing definite had been done. He thought, however, that if an English crew could row here it would be this season.

BASEBALL.

THE MANITOBA ASSOCIATION.

WINNIPEG, April 4.—A meeting of baseball enthusiasts from all over the Province was held here to-day, and it was resolved to form an association similar to the Canadian Lacrosse Association, the Province to be divided up into districts with one central body, with a council of ten, which will arrange the districts.

THE TURF.

VANCOUVER JOCKEY CLUB.

VANCOUVER, April 4.—The Jockey Club Association met this afternoon. The election of officers resulted as follows: President, F. C. Cotton; vice-president, F. C. Cope; 2nd vice-president, D. Oppenheimer; secretary, W. Campbell; committee, W. Templeton, E. E. Penzer, J. A. Fullerton, T. Dunn, C. A. McKinnon. The spring meeting will be held on the 23rd and 24th May.

HERE AND THERE.

There was no meeting of the Wanderers last evening, the business being informally tabled until next week.

The many lacrosse friends of R. J. Frost will be pleased to learn that he has decided to remain in the city, having secured a position with Jackson & Mylius.

A meeting was held at Okanagan Mission on the 22nd for organizing a cricket club. The following officers were elected: B. Lequime, president; C. Mair, vice-president; J. Atwood, secretary and Mr. Crowley, assistant secretary.

Members of the Plumpers Pass Rifle Association will not forget the meeting arranged for on Saturday afternoon next, the 8th inst. Firing will commence at 1 o'clock.

COAL SHIPMENTS.

The following are the foreign shipments of coal by the different colliery companies on Vancouver Island for the month of March, 1893.

NEW VANCOUVER COAL CO.

	Tons.
1—Bark Wilna, San Pedro	2,353
1—Str. Pioneer, Port Townsend	35
4—Str. Wanderer, Port Townsend	34
5—Str. Haytian Republic, Portland	120
6—Str. Mogul, Port Townsend	44
7—Str. Romulus, San Diego	4,107
7—Bark Coryphene, San Francisco	26
9—Str. Sea Lion, Port Townsend	22
9—Str. Tacoma, Port Townsend	28
10—Str. Tyee, Port Townsend	103
10—Ship Kennebec, San Pedro	3,295
13—Str. Mogul, Port Townsend	35
13—Str. Sea Lion, Port Townsend	43
14—Str. Montserrat, San Francisco	1,495
16—Str. Bawnmore, San Francisco	2,967
18—Str. Grandholm, San Francisco	1,626
20—Bark Genl. Fairchild, San Francisco	2,375
20—Str. Mogul, Port Townsend	27
21—Str. Tacoma, Port Townsend	46
21—Str. Pioneer, Port Townsend	36
22—Ship Occidental, Onalaska	2,413
23—Bark Carrollton, San Pedro	2,364
23—Str. Mogul, Port Townsend	29
24—Ship Louis Walsh, San Francisco	2,276
26—Str. Pioneer, Port Townsend	21
27—Str. Tacoma, Port Townsend	35
28—Str. Montserrat, San Francisco	1,430
30—SS. Romulus, San Diego	3,988
30—SS. Haytian Republic, Portland	125
Total	32,607

WELLINGTON.

1—Ship Big Bonanza, San Pedro	2,316
6—SS. City of Topeka, Sitka	300
6—SS. Haytian Republic, Roche Harbor	400
7—SS. Wellington, San Francisco	2,600
8—SS. Costa Rica, San Francisco	2,480
10—Discovery, Port Townsend	30
16—Ship Sergeant, San Francisco	2,500
20—SS. Wellington, San Francisco	2,600
20—Bark Gatherer, San Francisco	2,340
20—SS. Topeka, Sitka	350
25—Ship Alex. McNeil, San Francisco	1,780
27—SS Costa Rica, San Francisco	2,500
27—SS. Crescent City, Mary Island	100
30—SS. Chilcat, Mary Island	33
30—Haytian Republic, Blaine	3 0
30—SS. Walla Walla, Seattle	1,200
31—City of Topeka, Port Townsend	335
Total	22,130

EAST WELLINGTON SHIPPING CO.

7—Ship Guardian, San Francisco	1556
19—SS. Empire, San Francisco	954
30—SS. Empire, San Francisco	935
Total	3,445

UNION SHIPPING CO.

1—SS. San Mateo, San Pedro	4,200
17—SS. Walla Walla, Seattle	1,038
17—SS. Umatilla, Seattle	1,263
17—SS. Jeanie, San Francisco	1,187
Total	7,688