The Reward Of Bravery.

Humane Society's Medal Presented to William Cotsford Last Evening.

Short Speech by Col. Prior, Who Made the Presentation.

During the concert by Godfrey's band at the Drill hall last evening the Hon. E. G. Prior presented to Mr. William Cotsford the medal of the Royal Canadian Humane Society for conspicuous bravery, and four thousand people cheered the hero, which must have reminded him of the old days, when he had no peer as an oarsman on the Pacific Coast and was the idol of the British Columbians. The ceremony was a simple one, Col. Prior making the presentation in a short speech, as follows:

Ladies and Gentlemen: By the kindness and courtesy of the management of this magnificent band, I am allowed tonight to perform a pleasant duty, which has devolved upon me, the object of which will, I am satisfied, meet with the hearty approval of everybody present. I have been asked by the Royal Canadian Humane Association to present in the most public manner possible a medal which has been awarded by them to Mr. William Cotsford, for conspicuous bravery, in rescuing Mr. Donald Mackay from drowning. This association works in harmony with the Royal Humane Society of England. The Governor-General of Canada is the patron of this association, as Her Majesty the Queen is of the one in Great Britain. The president is Mr. Adam Brown of Hamilton, a gentleman whom I have known for many years, and who no doubt is equally well known to many in this hall to-night. He takes a very great interest in this Humane Association, as well as in many other societies having for their object the bettering and uplifting of his fellow men. He is the embodiment of everything that is kindly, manly and honorable, and I am glad to say that he has a worthy representative in this city in the person of his son, Mr. George McL. Brown. Of such men is this association composed."

After giving the particulars of the deed for which the medal was presented, Col. Prior continued:

"There must be good stuff in the Cotsford family, for a brother of the present hero performed a most gallant rescue from the Gorge some time ago. He did not get any medal, but I think he should have done so. There are other men, also, in this city who ought to have got this medal for noble deeds, and there are some, I am glad to say, who have got it.

"Although the performance of duty always brings its own reward, as in this case, Mr. Cotsford must feel that he is amply repaid by the gratitude of the man he rescued, and also that of his relatives. Still I think too much publicity and too much praise cannot be given to men, aye and women, too, who so unselfishly and so nobly risk their lives in saving their fellow creatures.

"It is deeds of this nature that show us that the British race have still the same pluck, still the same daring, still the same power of self-sacrifice, that enabled those who have gone before us to lay the foundation and build up the most magnificent Empire that the world has ever seen. And long may it be before the eyes of our girls will cease to grow brighter, and the hearts of our young men cease to beat faster, when they hear of such brave deeds as the one for which Mr. Cotsford gains this medal. Let all of us take a pride in acknowledging such men as our fellow citizens.

"Now, ladies and gentlemen, it only remains for me to present this medal, and to ask you to show your appreciation of a brave act by your hearty and unanimous applause."

As Col. Prior pinned the medal on Mr. Cotsford's coat, the rafters rang with the cheers of the crowd.

It was during the Queen's Birthday celebration that Mr. Cotsford saved Mr. Mackay's life. They were entering the harbor in Cotsford's yacht, having taken part in the yacht races. There was a strong wind blowing, and a high sea running. Mackay was fixing some of the rigging when he was washed overboard. Without a moment's hesitation Cotsford jumped into the water to rescue his companion, and kept him afloat until the other yachts could put about and take them aboard.

FAME'S PATHWAY.

Liliuokalani, former Queen of Hawaii, is keeping house in Washington, just as thousands of other widows with small incomes. She recently said to a caller: "I am a thorough American. I love the history of the country. It is the heir apparent of all that former nations have had to fight and perish for."

Prof. Pagenstecher, who is treating Queen Victoria for her eyes, is most careful to adjust his fees to the means of his patients, and though his normal charges for operations range from $100 to $500, he has been known to ask as little as two guineas from people of small means. He commands the best practice in Europe.

Former Corporation Counsel William H. Clark of New York, who lost a small fortune when his horse Banaster was left at the post in the last Surburban, has been hunting the tiger in the last gambling halls at Saratoga with no success. The latest reports are that he dropped $40,000 in two nights' play at the faro table. He is a philosophical gambler and takes his losings coolly. He is worth upwards of $1,000,000.

Lewis G. Tewksbury, the New York millionaire banker, graduated from the Manchester, N. H., High school at the age of 15 and went to work for 18 hours out of the 24 as an apothecary's clerk at a salary of $150 a year. When 17 he passed the examination before the state board of pharmacy, making an average of 98. He asked his employer what he would take for his store, offered two-thirds of the price asked and in two weeks had raised the money and bought the store.

Shelley read with close attention all the works he could find antagonizing Christianity. He thought he was an atheist, but was mistaken, as there is not a more spiritual writer in our language than he. He read the Bible with great care and some of his finest imagery is borrowed from its pages.

Captain Herbert W. Downing, a retired officer of the British navy, has just experienced about the worst calamity that can befall an explorer. After nine months spent in exploring the rivers Meta, Magdalena and Caqueta, in the republic of Colombia, South America, he lost the result of all his work by the wreck of the steamer in which he was ascending the Rio Plata.

(From Friday's Daily Colonist.)

LETTERS TO THE EDITOR.

UP-TO-DATE.

Sir: Being for many years a staunch believer in a railway ferry between Victoria and Port Angeles, I was much interested reading this morning's Colonist, in finding two paragraphs that so nicely fit in connection with the discussion that is now going on in relation to the question.

First, on page 4 you say: "It is important therefore for British Columbia merchants to keep on the alert and do business in the most modern methods."

Your advice is good, but I would go further. The city, as a whole, should adopt the most modern methods, especially in the way of rapid railway connection, which will be the means of centralizing either in our harbor or at the outer portion of the same the bulk of the shipping that enters the Straits.

The great wealth of Vancouver Island lies in her seaboard, her natural products of timber; minerals and fish are limitless.

We can, with other great advantages, secure the vast bulk of the shipping trade if we adopt "modern methods," the first link of which is a transcontinental connection via Port Angeles.

The next quotation from your paper is on page 8. Speaking of the great Russian railway (Trans-Siberian) "the crossing of Lake Baikal does not in reality interrupt the railway journey, for the train is taken on board an immense ferry boat in its entirety, and one reaches Irkutsk, as he will Port Arthur before 1902, in the same sleeping-car that he entered at Moscow."

When the Port Angeles ferry is in operation, a passenger may take his Pullman in Nanaimo, and land either in San Francisco, Minneapolis, New York or Halifax, and doubtless inside of 5 years thereafter board the train at Hardy Bay or Dawson, passing through Victoria and Port Angeles on his way east or south. Before these are accomplished, you will have the C. P. R. entering the city, and the Seymour Narrows route will be under way.

In the meantime, secure the Angeles connection. It will force the others, especially the C. P. R., without costing additional money.

We will then have adopted modern methods.

R. T. WILLIAMS.

UNDUE CRITICISM.

Sir: With much surprise we find in Thursday's Colonist a letter from not only a Victorian, but one who claims, but does not deserve to be, "A Native" of this city.

Our "Native" evidently has not considered the harm he may have done in so criticizing, and for his benefit, and a few others who may chance to follow his example, it will be well to point out to him his error.

He has acted as "the dog in the manger," as he has said nothing equal to or better than "Impartial Progression," and yet may have prevented some timid citizen from giving some good practical suggestion on the agitated subject. What does it matter in what language a person expresses himself in this great matter, as we are not looking for good prose in the railway scheme?

What we want is good practical suggestions, so that the ferry may be landed with the best possible advantage to Victoria, and any common-sensed Victorian will agree with this.

If our "Native" has nothing better to say than to criticize those who are trying their best to bring Victoria to the front, he had better keep quiet.

Our ever-willing Mr. Editor will gladly accept any sensible suggestion with a view of making Victoria prominent, and by this means it should be the duty of every Victorian to open to the public any scheme that will increase Victoria as a seaport.

FAIR PLAY.

CAR FERRY SERVICE.

Sir: In reply to your editorial note in to-day's issue as to whether in the event of a subsidy being granted to my clients by the city of Victoria for the establishment of a car ferry and swift passenger service between Port Angeles and Victoria, it is their intention to establish, in addition, a car-ferry service to Beecher or Pedder Bay, I wish to state that should the subsidy asked for be granted by this city, the company will accept as one of the conditions a clause prohibiting them from establishing a service of any kind with Beecher or Pedder Bay or any British port except Victoria. It is only in the event of the subsidy being rejected by the city that the precaution has been taken to insert in the notices their intention to apply for liberty to extend to either of the two southern ports named, where a large subsidy of land awaits their acceptance.

I may further point out, for the information of the mayor and aldermen and the public generally, that notices have been inserted in the three city papers of my clients' intention to apply to the Dominion parliament for a charter for the proposed ferry, as they recognize the fact that the provincial legislature has not the power under the B. N. A. act to legislate in that direction.

FRANK HIGGINS,
Solicitor for Applicants.

BEECHER BAY VS. VICTORIA.

Sir: In reply to the question that you ask in yesterday morning's paper in re guarantee that the ferry will come to Victoria, and not to Beecher Bay, that is a question that is very easily answered. If the bonus from the ratepayers of the city is granted to the railway company, that will preclude any chance of a connection with Beecher Bay; but, on the other hand, if the same is refused, naturally the company will be inclined to accept an offer or a land grant which would be just as valuable from the owners at Beecher Bay. The company have already stated that their objective point is Victoria.

Your correspondent will do well to read up the proceedings of the Committee of Fifty; also their proposal as laid before the council at its last Monday night's meeting; therein he will find what the company propose to do.

X.

Moore was a close student of Oriental books of travel. He was thus enabled to imitate so closely the style of eastern thought and to adapt himself to the peculiarities of eastern imagery that his Oriental tales read as though written by a Persian or Hindoo. Even during his own lifetime lines of "Lallah Rookh" were sung by the common people in the cities of Persia and India.—St. Louis Globe-Democrat.

The Season's Salmon Pack.

The Largest on Record with the Exception of Two Years Ago.

Most of the Canneries Have Filled All Their Cans--Ships Chartered.

Although the figures for some of the canneries can only be estimated at present, a pretty good idea of the British Columbia salmon pack for the season just closed can now be obtained. Mr. R. J. Ker, who looks after the cannery interests of Messrs. R. P. Rithet & Co., has prepared a statement showing the total pack to be 679,000 cases, which, with the exception of the big pack of 1897, reaching over a million cases, is the largest yet made, being nearly 200,000 more than last year. The Fraser, Skeena, Namu and Alert Bay are responsible for the increase, there having been a falling off on the other rivers. Rivers Inlet, for instance, is 30,000 cases short of last year, which, however, was an exceptional one, the 1898 pack there being 105,484 cases. The Naas is also 5,000 cases short this year. The Skeena canners were delayed a week through a strike of the fishermen, but even at that filled all their cans. The Fraser river profits will not be in proportion to the pack, as the canners had to pay an exceptionally high price for fish.

The Alaska pack is estimated at 1,000,000, the Puget Sound pack at half of that, and the Columbia river pack at 300,000. The Sound canneries are a comparatively new factor in the business, but their pack does not materially interfere with the market for British Columbia salmon, as a new market has been found in the United States for the Sound product.

To handle the output of the British Columbia canneries six vessels have already been chartered, as against a fleet of five last year. The ship owners are this year receiving a much better rate, the highest rate paid last season being 34s. 3d., and the lowest 32s.; while the highest this year is 40s., and the lowest 36s. 3d.

The statement prepared by Mr. Ker follows:

	1897. Cases.	1898. Cases.	1899. Cases.
Fraser River	860,549	268,203	463,600
Skeena River	65,905	80,000	106,000
Rivers Inlet	40,207	105,484	70,000
Naas River	20,847	20,000	15,000
Namu & Alert B.	12,959	8,189	11,000
Lowe Inlet	10,666	10,323	10,000
West Coast, V. I.	4,434	4,330	4,000
Total	1,105,477	496,529	679,600

AMERICAN RIVERS—1899.

	Cases.
Columbia	300,000
Puget Sound	500,000
Alaska	1,000,000

FRASER RIVER BY CANNERIES—1899.

British Col. C. Co.	9,300
Vic. Canning Co.	33,000
A. B. C. Co.	49,900
Fishermens'	7,100
Imperial	8,000
Anglo-Am. C. Co.	7,500
McDonald Bros.	7,500
Brunswick C. Co.	17,600
Currie & McWilliams	14,000
Can. Pac. C. Co.	11,500
Beaver	11,000
Richmond	10,300
Colonial	12,000
Pac. Coast Pkg. Co.	10,000
Hume & Co.	7,000
London	8,000
Federation	8,000
Star	10,000
Malcolm & Windsor	22,000
Scottish Canadian	19,000
English Bay	17,000
Albion Island C. Co.	20,000
Atlas	7,000
Cleve C. Co.	15,000
Westminster Pkg. Co.	9,000
Walker & Byrne	6,000
Boutilier & Co.	11,000
St. Mungo	11,000
Ewen & Co.	17,400
Welsh Bros	6,000
Alliance C. Co.	6,000
Terra Nova C. Co.	10,000
Fraser River C. Co.	9,000
Hickey Cannery	13,000
Acme C. Co.	7,500
Dinsmore Is. C. Co.	8,000
Churchill & McKay	4,000
Provincial	4,000
Total	463,600

STILL A MYSTERY.

Police Unable to Commence a Prosecution in Munn, Holland & Co. Robbery.

The city detectives have dropped the Munn, Holland & Co. robbery case, having come to the conclusion that it is impossible to secure sufficient evidence to convict the guilty party. Of the $180 stolen $130 was recovered by the detectives. It came through the post office, addressed to Mr. Dickson, the chief clerk in the firm's office. On the inside of the paper in which the bills were wrapped there was written in an evidently disguised hand: "Take warning; in future see that your doors are locked." The detectives were also successful in locating $22 more, which they also believe, with Mr. Munn, to be part of the stolen money. It came without explanation addressed to John Coates, who was at the time of the robbery junior clerk in the office. This money Mr. Coates, having quit the service of Munn, Holland & Co., handed over to Mr. S. Perry Mills, whose advice he had sought in the matter the day after the robbery. The money is still in the hands of Mr. Mills.

The police have come to the conclusion that the robbery was committed after daylight in the morning. The barbers from the shop next to Messrs. Munn, Holland & Co.'s passed through the back alleyway early in the morning and saw nothing of the cash-box and bill found there later.

Mr. Dickson was of considerable assistance to the detectives in following up the clues upon which they worked in securing the above results, with which the case seems likely to end.

PECULIAR AND PERTINENT.

Buckle, like Macaulay, was a reader of all sorts of literary matter that had a historic, social or political value. He seemed to have no choice of authors, and read with an eye to the probable worth of the matter in his subsequent work.

French railroad companies have been ordered by the courts to provide their passengers with season tickets without advertisements. The Western railroad had increased the number of advertisements until a season ticket was as thick as a pocketbook, and commuters refused to carry them.

In an old church in Ross, Herefordshire, England, there are two thriving elm trees, which naturally sprouted from the pavement of an adifice and stand one at each end of a pew. This pew was, many years ago, occupied by John Thyle, who spent a great deal of money planting elms in Ross, his native town.

Vermouth is composed of nutmeg, peruvian bark, mild wormwood, sweet flag, cardamon, centaury, elecampane root, gentian angelica root, wormwood grand, alcohol, water, tonca beans, coriander seeds, cinnamon, dittany, sage, basil, iris, raisins mint, marsh-mallow flowers, sweet marjoram and white wine.

According to an apparently authentic article in a French periodical not less than 20,000 aristocrats are at present confined in the prisons of Europe. Russia stands first with 12,000 blue-blooded law breakers, while Italy deserves to be accorded second position, her places of detention harboring thousands of nobles.

In March, 1898, William Hunt sent a money order in a properly directed letter to Meridian, Miss. The letter did not arrive at its destination at the proper time, so a duplicate money order was sent to the party. After a short time the matter was dismissed and it was supposed the letter had entirely disappeared. The other day, however, the letter and money order turned up at the Uniontown office, after a long journey over the country.

Milton's reading consisted largely of Homer, Virgil and the Bible. His style is formed from the last, and a large part of his imagery is drawn from the other two. Long passages in the "Paradise Lost" are simply translations from Homer or Virgil.

Virgil was a close student of Homer. Several long passages in the "Aeneid" are literal translations from the lines of the Iliad and Odyssey. He was also a reader of Theocritus, the Greek country poet, and many lines in the Bucolics and Georgics are translated or imitated from the Greek.

BIG REVENUES COLLECTED.

Klondike Receipts Count Largely in Last Month's Customs Returns For Victoria.

Victoria takes a high stand among the revenue-producing ports of the Dominion for August collections. The total for the month is an unusually heavy one, amounting to $129,829.50. The increase in the revenue has been due largely to the movement in Klondike freight during the last week or so, and to the arrival during the month of two merchant ships from Germany and England. The outport of Bennett, which now embraces the collections taken on the Chilcoot and White passes, Log Cabin and Atlin, was a heavy contributor to the revenue, furnishing $27,558.03 of the total given. At Victoria alone there was collected in duties $95,938.24, and in other revenues $6,333.23. Owing to the pressure of business in the custom house yesterday, it was impossible to get the complete returns for the month.

THE DREYFUS CASE.

From the Memphis Commercial-Appeal.

Judge—Did you say your name was Alfred or Alphonse Dreyfus? Be careful how you reply.

Dreyfus—Alfred Dreyfus is my name.

Judge—Ah, ha! Why did you say "Alfred Dreyfus is my name," instead of "My name is Alfred Dreyfus?"

Dreyfus—Really, mon, Colonel, I don't——

Judge—You hesitate; you look confused. I note the fact that you uncrossed your legs when I asked you this question. That is proof of an uneasy conscience. What have you to say?

Dreyfus—I can't——

Judge—He can't. This is a confession. He is guilty. (Sensation.)

Dreyfus—No, mon, Colonel, I am innocent.

Judge—Where were you on January 11, 1896?

Dreyfus—In jail.

Judge—Where were you on the night of March 3, 1897?

Dreyfus—In jail.

Judge—Where were you when the Suburban was run in 1898?

Dreyfus—In jail.

Judge (triumphantly)—Always in jail. Yet this canaille claims to be innocent. Once more, where were you on February 29, 1899?

Dreyfus—In jail.

Judge—Sacre bleu! You convict yourself. There was no February 29, 1899. We shall see. You wrote the bordereau.

Dreyfus—No, mon, Colonel, I am innocent.

Judge (sternly)—How long have you known William Patterson?

Dreyfus—I do not know Monsieur Patterson at all.

Judge—Are you not the man who struck him?

Dreyfus—I never heard of him.

Judge—He never heard of Billie Patterson, the man who was struck. He dissembles. Do you smoke cigarettes?

Dreyfus—Yes.

Judge—Is the tariff a tax?

Dreyfus—It is.

Judge—You are a traitor to France. France imposes a tariff, and you say it is a tax. Have you ever felt like 30 cents?

Dreyfus—Yes, mon, Colonel, I feel like 25 cents now.

Judge—Do you still deny that you wrote "Curfew Shall Not Ring Tonight?"

Dreyfus—But, mon, Colonel, I know nothing about "Curfew." I do not claim—

Judge—But you don't deny. Perhaps you also wrote "The Beautiful Snow?"

Dreyfus—Really, mon, Colonel, you do not allow me to explain.

Judge—You see, he cannot explain. Do you use Pear's soap?

Dreyfus—I do not.

Judge—The reporters will observe that he does not use soap. Do you believe in the free coinage of silver at 16 to 1, independent of any other nation on earth?

Dreyfus—I am afraid that —

Judge—He is agraid to speak. He is opposed to sound money. Whom do you consider the greater military genius, Mercier or Esterhazy?

Dreyfus—I canot say. Both of them, possibly.

Judge—Have you not been in correspondence with Jack Chinn and Deadhorse Jake since this trial began?

Dreyfus—I have not.

Judge—Do you deny that you received a cipher telegram from Hinky Dink yesterday morning?

Dreyfus—I do.

Judge—You change color. Your guilt is now established. You can explain nothing. You claim the authorship of poems which were written by Mlle. Ella Wheeler. You are always in jail, and you cannot even prove an alibi on the 29th of February. It is, therefore, established that you communicated secret documents to the German government, and that you wrote the bordereau.

Great applause in court, mingled with the polite invitation to "conspuez," with "bas" everything and everybody, and followed by a few cheerful assassinations on the outside.

Mrs. Leland Stanford is to devote a year in the interests of Leland Stanford, jr., University to the study of the modes of government of the leading American colleges.

The Provincial Gazette.

A Number of Appointments Made During the Past Week.

Labor Day Proclaimed a General Holiday—Other Official Notices.

Yesterday's Gazette contained still another batch of appointments to the provincial civil service, as follows:

Donald J. McDonald, of Kamloops, to be a justice of the peace for the counties of Victoria, Nanaimo, Vancouver, Westminster, Yale, Cariboo and Kootenay.

James W. Cross, M. D., of Revelstoke, to be a coroner for the province.

Charles Husband, of Halcyon Hot Springs, and John D. Boyd, of Boyd Landing, Big Bend, to be justices of the peace for the counties of Victoria, Nanaimo, Vancouver, Yale, Cariboo and Kootenay.

Frederick A. Meyer, of Vernon, to be a justice of the peace for the counties of Victoria, Nanaimo, Westminster, Yale, Cariboo and Kootenay.

Sydney A. Roberts, D. L. S., P. L. S.; A. S. Going, M. A. S., C. E., P. L. S.; and J. H. McGregor, P. L. S., to be members of the board of examiners under the provisions of the Provincial Land Surveyors act.

Joseph W. Burr, of Ashcroft, government agent, to be assistant commissioner of lands and works for the Yale land recording division.

Lewis Thompson, of Moyie, to be a notary public within and for the Mainland of British Columbia.

Henry Seton Tower Henderson, of the city of Victoria, to be a clerk in the provincial secretary's department, vice E. A. Carew-Gibson, resigned.

The resignation of Thomas F. Pirie, of Galena, of the office of justice of the peace, has been accepted.

FALL ASSIZES.

The dates of the fall assizes have been fixed as under:

Clinton, September 21; Richfield, September 26; Nanaimo, September 27; Victoria, October 4; Vancouver, October 10; New Westminster, October 17; Kamloops, October 17; Nelson, October 17; Vernon, October 24; Donald, October 31.

A special session of the Supreme court is also to be held at Nelson on October 24, and the judge there sitting will fix a date for a special session at Rossland.

COURTS OF REVISION.

Meetings of the courts for the revision of the voters' lists will be held as appended: For Nanaimo City, North Nanaimo and South Nanaimo electoral districts at Nanaimo on November 6, at 12 o'clock, noon; for New Westminster City electoral district and Dewdney, Richmond and Delta ridings of the same district, at New Westminster on November 6, at 10 o'clock a. m.; for Chilliwack riding of New Westminster district, at Chilliwack on November 6 at 10 o'clock; for Victoria City and Esquimalt districts at Victoria on November 6 at 10 a. m.

NEW COMPANIES.

There were but four new companies incorporated during the week, they being: The British Columbia Printing & Engraving Corporation, of Vancouver, capital $100,000; Iron Colt Mines, of Rossland, capital $1,000,000; Wynkoop-Stephens Trading Company, of Phoenix, capital $20,000; Monday Mine (re-incorporated), of Rossland, capital $1,250,000.

But one extra-provincial company was registered, it being the Montana Gold Mining Co., of Spokane, capital $1,000,000, local office Trail, E. S. Topping agent.

MISCELLANEOUS.

Labor Day, Monday, September 4, has been proclaimed a general holiday.

An order-in-council has been passed, permitting the killing of cock pheasants and quail, excepting "Bob Whites," on the Saanich peninsula from October 1 to December 31, inclusive.

Robert E. Strong, druggist, of Trail, has assigned to Thomas R. Morrow, of Rossland. The creditors meet at Rossland on September 5.

TURN THE RASCALS OUT.

Standard of Political Morality in Canada Now at Its Lowest.

From the Montreal Star.

The hackneyed story of the Irishman who, on landing at New York, was asked to which political party he belonged, replied: "If there is a government here, I'm agin the government," is generally quoted as a characteristic instance of national perversity. A little consideration will convince us that the Irishman's answer really embodied a profound and eminently sensible piece of political philosophy. The general tendency of sensible people ought to be, and as a matter of fact generally is, "agin the government." First of all, to prove the fact, let us look at the recent political history of such sensible people as those of the United Kingdom. When the Dominion of Canada came into existence in 1867, the Conservatives, under Lord Derby, were in power in England. In 1868 the Liberals had made Mr. Gladstone premier. Then we have in regular alternation, 1874, Disraeli, Conservative; 1880, Gladstone, Libral; 1885, Salisbury, Conservative; 1886, Gladstone, Liberal; 1886, Salisbury, Conservative; 1892, Gladstone-Rosebery, Liberal; 1895, Salisbury, Conservative.

The fact that throughout the whole of this period, with the exception of the last three years, and from 1873 to 1878, the Conservatives had been steadily in power in Canada, is due not to any lack of judgment on the part of the Canadian people, but rather to their appreciation of the altogether unexceptional circumstances which practically left them no alternative but to keep the Conservatives in power. These exceptional circumstances were, first, that Canada had in Sir John Macdonald a statesman of the first rank, who had the courage of his convictions, and in whose patriotism the whole country had confidence; and second, that the Liberal leaders clung with fatuous obstinacy to a series of tariff fads, the folly of which, always apparent to the electorate, they practically acknowledged themselves as soon as they got into power, by quietly dropping them. That the Conservative party was in power too long for its own good will not be denied by any representative Conservative. The party in power always attracts to its ranks the budget bugs and political parasites of every description, who have no use for a party in opposition because there is no money to be made out of it. Another bad effect of being too long in office is that it tends to beget a sense of irresponsibility towards the electorate. Ministers get the impression that they are, as Mr. Tarte bluntly expresses it, the masters of the country, instead of its servants.

The man who is generally "agin the government" is apt to be right, because it is from the government that nearly all political offenders naturally proceed. The opposition is necessarily on its best behaviour; it cannot boodle if it wants to.

If the Liberal party of Canada has got rid of the free trade and unrestricted reciprocity rubbish that kept it in the cold shades of opposition so long, there is no reason why the political parties should not alternate in office here as they do in England, with advantage to both parties and to the country. At any rate, both parties should be taught that they will be held to strict account by the electors; that the breaking of pledges and the squandering and plundering of public money will not be condoned. The most intelligent and public-spirited electors are not those who say, "we are Liberals, or we are Conservatives, as our fathers were," but those who bring their common sense to bear upon the affairs of their country; who judge public men by their acts; who compare their acts with their professions, and who feel that their own intelligence is insulted when a politician who has humbugged them once tries to humbug them again. Three years ago the Liberal papers were bawling, "Turn the rascals out." Let the electors act on both hints, and turn the rascals out every time, whether Liberals or Conservatives. The English electors not only give majorities against the government of the day in their general elections, but, curiously, no sooner have they put a new government in power than they begin to give majorities against it in the bye-elections, as though they repented their choice almost as soon as made. This is not a proof of inconsistency, but of their being consistently and persistently "agin the government." In this country bye-elections go almost invariably with the government. The difference is probably due to the fact that they have direct taxation in England, and the effect of direct taxation is to give the taxpayer a lively interest in the power which imposes and collects the taxes. The Canadian taxpayer is paying taxes every day in the week but Sunday, and does not realize the fact, because he pays his taxes through his grocer, his tailor or his dry goods merchant. If the chancellor of the exchequer were to increase his expenditure in the same proportion that the present Canadian government has done—from forty-three to sixty millions—his colleagues would not wait to be kicked out; they would go, and would not stand upon the order of their going.

Doubtless the tendency of the English elector to be "agin the government" has helped to give the Old Country a purer government than Canada can boast. Neither party in Canada can lay claim to a high moral standard, and the standard of political morality in Canada was never lower than it is today. The remedy is in the hands of the electors. Let them vote to "turn the rascals out," not only now, but every time until there is no stigma involved in association with Canadian politics; until in the public affairs of this country, as in the business relations of Canadians, one with another, truth and justice are firmly established among us.

MARINE GIANT.

Big Atlantic Liner Oceanic About Ready to Sail.

The greatest steamship the world has ever seen, the White Star liner Oceanic, is now preparing at Belfast for her maiden voyage from Liverpool to this port, says the New York Journal. Captain Cameron, formerly of the Majestic, has been given the command of the Oceanic, and is engaging his officers and crew.

Captain Cameron, when put in charge of the ship, spent three days in studying and walking about the gigantic vessel. He tested her telegraph system from the bridge, and measured with his eye the sixty feet from the bridge to the water. He looked through his chart rooms, tested the steering gear, both steam and hand, inspected the nautical library, and then turned his attention to the enormous set of engines that are to drive the Oceanic's twin screws.

The great engines were started for his benefit, and not a tremor shook the ship as they revolved. The vast system of machinery had been as carefully balanced as the works of a watch. There could be no jarring, for, following the Schlick plan, the vibrations opposed and destroyed one another.

After inspecting the main engines the captain looked at the furnaces, the big electric dynamos, the pumping machinery and at the engines for sending currents of air through the innumerable ventilators which spread through the vessel.

It took him two days to proceed thus far, and on the third he looked at the palatial saloon quarters, the grand saloon with its wonderful stairway, the social hall, the 600-foot promenade deck, the music room and the library with its thousands of volumes.

The magnificence of the main saloon astounded even the veteran captain. He entered an apartment eighty feet long, sixty-four feet in width and nine feet high, with a dome in the centre, through which the light came in tinted rays, giving the interior the appearance of a cathedral. He found that some of the single staterooms were thirteen by nine feet in size. Finally, after familiarizing himself with the ship, Captain Cameron began to select the 500 men who are to serve under him.

The graceful outlines of the Oceanic deceive the beholder regarding her great size. She has yacht-like lines, clean-cut bows and is cut away at the counters.

The vessel has three pole masts and two enormous funnels. If one of the funnels was placed horizontally on the ground tracks for two Broadway cars could be built in it, and the cars could run through it at the same time.

The Oceanic is 704 feet long, 68 feet 4½ inches wide and 49 feet deep. It will be a surprise to many to learn that she is one foot shallower than the American liner St. Paul. The ribs of the Oceanic are only 31½ inches apart throughout her length, and to them are riveted 17,000 steel plates, many of the plates in the 'midship section of the ship being twenty-eight feet long. Each plate weighs from two to three and one-quarter ton.

Put down in Broadway the Oceanic would extend for three and one-half blocks along the treet, or from a point opposite the post office to Chambers street.

The engines of the Oceanic have been a topic of much discusion. The White Star Company says the Oceanic is not built to establish a new ocean record, but that her mission will be to leave Liverpool on Wednesday and arrive here the following Wednesday, storm or calm.

The giant Oceanic thus compares with the famed Great Eastern:

Great Eastern—Length, 691 feet; draught, 15 feet; displacement, 11,844 tons; weight of hull, 8,000 tons.

Oceanic—Length, 704 feet; draught, 22 feet; displacement, 18,000 tons; weight of hull, 12,500 tons.

Home From Northern Ports

Boscowitz Arrives With Salmon Cargo and Many Passengers.

Victorian Inaugurates Her Regular Service to Victoria on Monday.

After a somewhat circuitous trip the steamer Barbara Boscowitz returned to port yesterday from Northern British Columbia ports, having called at Vancouver to land a part of the 6,000 cases of salmon she brought down as cargo. She was loaded with passengers, whites, Indians, Chinamen and Japanese. Two prospectors from Princess Royal Island were among the number. They had samples of ore, and were the richer for their trip by one or two claims which they located while on the island. Between Fort Rupert and Alert Bay on the return voyage the Boscowitz overtook a canoe in which was an Indian who had been shot in the fleshy part of the leg by the accidental discharge of a rifle. The injured man was taken aboard, and his journey for medical assistance shortened by several days. He was landed at Alert Bay, and there given in charge of a doctor for treatment. The steamer brings news of a big Klootchman's potlach at Alert Bay a week ago, in which no "bucks" were permitted to participate. Chinaware only was given away. While the steamer was in port the old Hudson's Bay gun was fired off, the first time in years. The gun, which is 96 years old, is reverently regarded by the Indians, and the occasion of its discharge is as interesting to the natives as a turn in provincial politics is to Victorians. The gun is one of several which have been distributed among the Indian villages throughout the provinces. Among other items of news brought by the Boscowitz is the death of an Indian woman at Wannoch cannery, from heart disease; and the grounding of the steamer Nell on the Sidney spit. The Nell was not in danger, and it was expected would float at high tide.

PIRATES GROW BOLD.

Take Possession of a Gunboat, Rifle and Cripple It.

According to a Hongkong paper received by the Empress, the Chinese gunboat Kuangkeng was pirated on the 29th ultimo whilst out cruising. The pirates numbered 200 or 300 men and boarded the gunboat in junks. After carrying off all valuable property and some arms, the pirates resorted to the device of damaging the engines so that the gunboat became disabled, and had to be towed into Canton for repairs.

RAILS TO STEVESTON.

Vancouver Pressing For Branch of C. P. R. to the Cannery Centre.

From Our Own Correspondent.

Vancouver, Aug. 31.—The members of the Vancouver board of trade conferred with Mr. D. McNicoll, assistant general manager of the Canadian Pacific railway, yesterday as to the development and exploitation of Richmond municipality and vicinity. In brief, the board of trade asked for the establishment of a railway from Vancouver to Steveston. Mr. Thomas Kidd, M. P. P., spoke in favor of the scheme. Mr. Kidd stated that he believed there were 6,0000 acres under cultivation in Richmond, and that such a road would open new markets. He said that the matter of keeping up the bridges was causing the municipality grave consideration. They had been in existence 10 or 12 years, and would require renewing soon. If a joint bridge could be decided upon by the C. P. R. in the same position, so as not to throw Sea Island out of the line of traffic, it would be a great saving of capital and a boon to the municipality.

Mr. McNicoll stated that the executive had the matter at present under consideration, but the members of the board must remember that they were at present doing a great deal of construction work, and although times were good they were also expensive, iron being very high. He thought that the bridge spoken of might be built higher up the North Arm, then skirt the shore back again to take in the Sea Island trade, but this would be an extra expense of $30,000. Two trains a day is all that could be expected. Mr. Kidd said that at first the municipality would be content with two trains a day, and the bridge built in the way prescribed.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

Is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere, or sent by mail.

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Small Pill. Small Dose. Small Price.