Weekly Colonist.

FRIDAY, JANUARY 16, 1885.

TALMAGE AND EVOLUTION.

The great American sensational preacher—Rev. Mr. Talmage—who draws a congregation of 5,000 twice every Sunday to hear him—has sat down heavily on the evolutionists. In a recent sermon he said:—"I don't argue that the Bible is a genuine book, but I do say that Thomas Paine and Voltaire no more thoroughly disbelieved in the Bible than do those men upon the witness stand: Haeckel and Mill and Huxley and Spencer, and I ask them:—Do you believe in the Bible? 'No,' and so say they all. Do you believe the story of Adam and Eve in the garden? 'No,' and so say they all. Do you believe in the miracles of Jesus? 'No,' and so say they all. Do you believe that Jesus Christ came to save the nations? 'No,' and so say they all. Do you believe in the regenerating power of the Holy Ghost? 'No,' and so say they all. Spencer, in the only address he made in this country, in the very first sentence, ascribes his physical ailments to fate, and in the authorized report of that address it is spelled with a big F. Tyndal, in his famous prayer test, defied the whole of Christianity. All the leading scientists who believe in evolution are infidels. I say nothing against infidelity; that is not the question. I put over against the Bible account of the creation, the evolutionists' account. Against the whole story that it was not a perfect kangaroo, that it was a perfect man. As Herbert Spencer was not present when the world was created and as the Word was, I prefer taking the Lord's account. The evolutionists say we all sprang from a primal germ, but who made the primal germ? They say 'we don't know.' There is not one of them that will say God made it. Here comes Huxley with his pail of protoplasm, but he don't tell us who made protoplasm. Species never develop into any other species; they never cross over, and if there be an attempt at it, it is a hybrid, and that is always sterile. It never develops. There has been no change. Against the evolutionists I have named I put Agassiz, Hugh Miller, Faraday, Dawson—all Christians. It is said that the fittest survive. Do they? Garfield in the tomb, and Guiteau survives until the following June; the martyrs die and their persecutors live on; 500,000 brave Northern men marching out to meet 500,000 brave Southern men; 100,000 slain in the trenches. Do they die because they were not as fit to survive as we who stayed at home? (Laughter.) The fittest do not survive; the brightest child in the household dies, the dullest lives on." In all communities some of the best men die, and some of the meanest and most contemptible men live on to old age. There has been no natural progress. Where is the finest horse in any of our parks that is worthy of being compared with Job's description of a horse? Pigeons are not as wise as they used to be twenty-five years ago, and as to the human race, as far as men's natural progress is concerned, it started with men ten feet high, and now the average height is five feet six inches. It started with men who lived two or three hundred years; now thirty years is the average duration of life. If there has been any natural evolution it is not upward, it is always downward. Give natural evolution play, it will evolve into two hemispheres of crime, two hemispheres of brothels. When you can evolve fall pippins from a basket of decayed crab-apples you can evolve goodness from the human heart. If a pair of apes had man for a descendant, why would not every pair of apes have the same descendants? (Great laughter.) The evolutionists tell us that the apes used to climb trees, but they lost their prehensile power and had to live on the earth and so became men." Failures in monkeys, successes at men. (Laughter.) The evolutionist hatches out many mysteries, why not admit the one great mystery and acknowledge God? It would have been just as great a miracle for God to have made a man out of an orang-outang as to have made man out and out; one job is just as big as the other. I don't care where I came from, my anxiety is where I am going to; the preface to my cradle is not half as important to me as the appendix to my grave, and here is the evolution I believe in: not natural evolution, but the evolution out of sin into holiness; out of mortality into immortality; out of earth into heaven."

AMERICAN RAILWAYS.

The year just closed has not on the whole been an unprosperous one for railways in the United States, though some of them have got into difficulties. In regard to railway construction the returns show that though the year 1884 was behind the previous twelvemonth, and indeed, behind the several preceding years, yet considering the condition of the country the new mileage added last year was enough. The total length of track laid was a little under 4,000 miles, not including side tracks or second tracks. The following table from the Railway Age shows the comparative railway mileage for ten years:

Years.	Miles built.	Total mileage.	Years.	Miles built.	Total mileage.
1875	1,712	74,096	1880	7,174	93,467
1876	2,712	76,808	1881	9,789	103,742
1877	2,887	79,089	1882	11,566	114,838
1878	2,687	81,776	1883	6,876	121,027
1879	4,741	86,497	1884	4,370	125,462

The construction of 1884 was distributed as follows among the different sections of the country:

	No. lines.	Miles.
New England States	8	75
Eastern Middle States	24	252
Middle Western States	25	564
Pacific Belt	19	390
Southern States (east of Miss. R.)	50	1,003
Missouri Belt	37	828
Kansas Belt	22	580
Colorado Belt	7	98
Totals in 42 (of the 47) States	186	3,870
and Territories		

It will be seen that the railway mileage was increased during the year in every state except the little finished commonwealths of New Hampshire and Rhode Island, and the inhospitable mountain land of Nevada, and in every territory except the Indian country, which is still strangely sealed by legislation against the inroads of civilization, and Wyoming, whose mountain wastes offer few inducements to the railway builder. The record of railway foreclosure sales during 1884 shows a smaller number than any year since 1876. Such sales were all of little importance, only one road having a mileage of over seventy-one miles. The total number of railways sold under foreclosure in 1884 was eighteen; the stock and debts amounted to $23,504,000, not including the accrued interest or floating indebtedness. The average yearly mileage subjected to foreclosure sales from 1876 to 1884, inclusive, was 2,893, and the corresponding yearly average of the total stock and debt was $166,620,667. On the other hand, however, the record of last year's receiverships is not encouraging. Thirty-seven railways having a mileage of 11,000 miles, with a bonded debt of $407,000,000 (not including other debts and past due interest), and an apparent capital stock investment of over $307,000,000, have failed, and have been taken possession of by the courts for the benefit of the creditors. These figures represent nearly 9 per cent of the entire present railway mileage of the United States, nearly 12 per cent of the total bonded debt and nearly 9 per cent of the whole capital stock.

DAKOTA'S DISTRESS.

Sad stories of ruin and desolation come from Dakota. The low price of wheat has pinched the farmers, and as a result the business men in the towns are unable to make sales and to meet their liabilities. One farmer had an entire section in wheat and got from it an average of twenty bushels to the acre. That made 12,800 bushels. Some of the car loads graded No. 1 and some No. 2 in Duluth. He netted about forty-seven cents a bushel, or, in round figures, $6,000 for his crop. But it had cost him $8 an acre to make the crop, or $5,120. Then he had some commissions to pay, so that he actually came out behind, counting nothing of his own time or for interest on the value of the land. But his is a happy case compared to that of the farmer who has had to borrow. Twelve per cent. is the legal rate of interest in Dakota, and as much as eighteen is charged. The settlers cannot meet their interest this year, and the state is receiving a severe set-back in consequence. Meanwhile farmers near the boundary are glad to pay the fifteen cents Canadian duty upon wheat to get their produce on to the Canadian market.

LABOR AND CAPITAL.

In a late number of the Fortnightly Review appears an article on "The Future of Industry" by Mr. Charles Warner, discussing the condition of English working men. The writer says of the history of labor in Great Britain: "It presents a marvellous record of human energy, perseverance and skill, but in its moral and economical aspect it is unsatisfactory and discouraging." He goes on to say that the English laborer has worked, so to speak, in chains, and that he has enjoyed but a small portion of the fruit of his labor. Up to 1824 the workman in England was absolutely at the mercy of his employer. He was prohibited by penal laws from combining for the purpose of raising wages, while his master was perfectly free to unite with others of his class for the purpose of lowering them. It was not until 1871 that combinations of laborers were completely recognized by the law of the land. The war between capital and labor has been going on in Great Britain for many years with various success. There have been thousands of strikes and much money has been lost to both the employers and employed. The loss to workmen by strikes in ten years has been computed to be £26,812,800, or about $134,000,000. The loss to the capitalist has not been nearly so great in the same time, it being reckoned at somewhat less than $20,000,000. Mr. Warner looks upon the $150,000,000 as clear loss to both employers and employed, as it has been followed by no advantage whatever. He thinks that the damage done by these contests has been both moral and material, and that they have not brought the contending parties any closer together or any nearer to a permanent arrangement than they were before they began. This writer then looks about for some remedy for this unfortunate state of things. He believes that co-operation has been eminently successful in England. In 1862 there were in England and Wales only 450 co-operative societies for distribution, with a membership of 71,502; in 1883 there were 1,241 societies, numbering 667,463 members. But with co-operative societies for the purpose of production it has been very different. Such societies never had a very vigorous existence, and of late years they have come to a complete standstill. Mr. Warner therefore does not see in the co-operation of workmen a cure for the difficulties that exist between capital and labor. But he does see a cure for those evils in an alliance or partnership between capital and labor. In this partnership he sees hope for the future of industry. He would have the capitalist and the workmen partners on equitable terms in all manufacturing concerns. He would eliminate from such establishments the idea of master and servant, of employers and employed. Each man would work for himself, receiving a *pro rata* share of the earnings of the concern. If there was a gain he would share in the profits, and if there was a loss he would have to bear his share of the deficiency. This scheme is based upon the principle of partnership between the man who has money to invest and the men who have labor to dispose of. He believes that when the principle is generally recognized and acted upon there will be an end to all antagonism between capital and labor, that the capitalist will get a fair interest on his money and a fair share of the profits that are made, and that the workman having a direct interest in the well-being of the establishment, and knowing that he is working not for others but for himself, will labor not only with greater cheerfulness and content but with increased energy. The changes which he suggests would, he believes, "establish the future of industry on an enduring basis, would increase the prosperity of the country and add a beneficent page to the history of civilization."

A REDEEMED TOWN.

The return of Mr. Rithet as mayor and a majority of councilmen who are pledged to cleanse and drain the city, revise the assessment roll and institute a thorough and sweeping reform in every department of the municipal government, furnishes cause for congratulation and thankfulness. It was absolutely impossible that the state of things under the present mayor and council could have continued for another twelvemonth without destroying the good name of the city as a health resort and plunging its finances into disorder if not bankruptcy. The town is redeemed. The ratepayers have put forth their strength and placed capable and public spirited men in all the positions. We cast no reflections upon the defeated candidates when we say that the verdict of the popular jury is a just and fortunate one. Mr. Rithet's majority over Mr. Fell is 99. His plurality over both Mr. Fell and Mr. Carey is 21. The successful candidates may well be proud of the vote which has placed them in positions of trust and responsibility where they can advance the interests of their fellow-citizens by inaugurating a thorough policy of reform. It would be a graceful act if the ratepayers who hold the city seal should present it to the mayor and councillors elect, so that it may be used when the ceremony of swearing in takes place on Monday next.

LONDON GOSSIP.

An Interesting Budget from the Metropolis of the World.

A London cable letter says: The sale of Syston Park Library began yesterday and will continue through the next week. It contains numerous rare books, many in bad condition, including the first folio of Shakspeare, the tallest copy known, but with a fabricated title. A Mazarin Bible, far inferior to the Perkins copy, was sold to-day for £3,900, the largest price ever paid for a printed book. Mr. Quaritch was the buyer, it is understood on commission.

Lord Tennyson's "Thomas a' Becket," published on Tuesday, is copiously reviewed. There is ample recognition of his still brilliant poetical powers, but his greatest admirer hardly venture to say that the poem possesses great dramatic quality.

There is a pause in the London amusement, few of the theatres venturing on novelties as the interlude of pantomimes approaches, but the literary world is very busy.

Prof. Blackie, an eccentric but highly gifted Scotch professor, produced great commotion in Glasgow by giving a lecture on a Sunday, and selecting a subject so mundane as "Scotch love songs." The lecture was a eulogy of beautiful women and of the historic characters that had proved amendable to their influence from David downward, and wound by the spirited singing of an old Scotch song by the professor, who is nearly 80.

Syrup of Figs.

Nature's own true Laxative. Pleasant to the palate, acceptable to the stomach, harmless in its nature, painless in its action. Cures habitual Constipation, Biliousness, Indigestion and kindred ills. Cleanses the system, purifies the blood, regulates the Liver and acts on the Bowels. Breaks up Colds, Chills and Fevers, etc. Strengthens the organs on which it acts. Better than bitter, nauseous Liver medicines, pills saults and draughts. Sample bottles free, and large bottles for sale by Langley & Co., Wholesale Agents. w

Drainage.

To the Editor:—The suitability of different kinds of drainage work should be considered in reference to climatic, conditions and physical characteristics. It does not follow that the system upon which Memphis was drained is suitable for Victoria, for the simple reason that the conditions are so entirely different as to make this comparison a question of equal absurdity with the following proposition: In the clothing necessary for a polar expedition suitable for a tropical climate? Memphis is a city visited with violent semi-tropical rains of great intensity in a comparatively short period of time. Victoria is a place where the occurrence of semi-tropical rains is unknown, and even what are considered here as heavy rains are comparatively few, the average of twenty-four hours of the greatest rain yet recorded in Victoria, not exceeding one-tenth of an inch per hour. The velocity possible to be got in a sewer is of course governed by the fall of the ground under consideration. A quick fall means a small pipe and a gentle fall the reverse. It would be possible to point out fifty cases in the streets of Victoria where the system of calculation pursued in the case of Memphis would, if applied to the greatest known rainfall here, give a pipe capacity that could be effectually plugged by the introduction of a dead cat or an over-fed rat. It is upon record that in Croydon, England, ninety-four stoppages of pipes, under eight inches diameter, took place in a period of twenty months. It may not be generally known, but is not the less true, that the Sanitary Institute of Great Britain has condemned the construction of a system of sewers without manholes, and even Colonel Waring, originator of the separate system, has admitted that they would be an improvement.

An exhaustive discussion on the merits of this system took place not long since at the institute of civil engineers in New York, and a majority of that section of a highly intelligent body, engaged in sanitary works, condemned that system of sewerage which leaves the street refuse to a costly system of scavenging. This is the separate system of which one leading feature is that all its advertising pamphlets wisely avoid touching on this point. Some of the gentlemen able to estimate the cost of town drainage might find it equally within the range of their experience to calculate the capitalized cost of an elaborate system of scavenging, then add that amount to the cost of the separate system, and that will be what the city will have to pay for the establishment of a system of sewers. Such a system of drainage would be excusable in a city where the inclinations were so small as to require sewers of large sectional area; but here the case is so far otherwise as to render that system out of all sympathy and fitness with the physical characteristics of the place. It is difficult for any amateur to make even a rude guess at the cost of establishing a system of sewerage that includes such important factors as the following: The area to be operated on, the depth of the cellars, the percentage of rock excavation, and other important items. An inconsistency in reference to the basis of their calculations on any one of these, and some other points, would make the estimates made for all purposes worthless.

H. P. Bell,
Mem. Am. Soc. C. E., Mem. Inst. C. E.

Insects' Ravages.

To the Editor:—A few days ago you were good enough to insert in *The Colonist* a letter from me on the subject of insect ravages. This letter called forth a somewhat strange reply. It was signed B. A. C., and really was so illogical and displayed so much ignorance that, but for one sentence, it would be waste of time to answer it. B. A. C. remarks, among other things, that having a name to his letter is a simple process. I would advise him to pay a visit to one of our local dentists. However, he asks for an explanation of the duties of a state entomologist, so I will try to give him one. His first duty is to put himself in communication with all the leading farmers in his district, and collect from them accounts of any insect ravages in their respective neighborhoods; and, if possible, he should obtain specimens of the insects themselves, study their life history, and endeavor to find preventives of their ravages. When he has found out the best remedies he should communicate them to the leading farmers in the infested districts. Then at the end of the year he should publish a report of his labors and their results. This plan has been adopted by most of the agricultural states in the Union and has proved most successful.

In the Canadian Entomologist for November, there are some very interesting reports on insect ravages, which were read at the annual meeting of the Entomological Society of Ontario. These reports go to show the increasing importance attached to the study of entomology in connection with agriculture by the Dominion government. Through the exertions of the above society and similar ones in the States, the damage done to crops by certain insects has been materially reduced. It has been discovered, for instance that certain kinds of wheat are much more free from the attacks of the wheat midge than others. Of course in this province we have not yet felt the effect of these depredations to a very great extent, for our wheatfields are as yet like angels' visits, few and far between. And where there is not much wheat there are not likely to be many wheatmidges; it is quite certain however that where there are many wheatmidges there will be very little wheat.

It is a true saying that prevention is better than cure, and we have quite enough complaints to make it worth while to spend a few hundred dollars in thus assisting agriculture. It is estimated that every plant has at least six insect foes and some, such as the apple, 176. I fully believe that the appointment of a qualified provincial entomologist would increase the agricultural profits ten per cent. Y. C. C.

An Under Secretary Speaks.

London, Dec. 14.—Earl Morley, Liberal M. P. and Under Secretary for War, addressed an audience at Plymouth to-day. He deeply deplored that the hostile spirit engendered in Ireland by differences of race and religion, together with years of oppression and bad government, had not been appeased by the legislation of the past two years. "Never" he said, "had there been a government more anxious to render justice—nay, more than justice—to Ireland than the present one. The Redistribution Bill is a treaty of ungrudging generosity, and yet hostility remains manifested from time to time in wicked outrages and the returning Parliament of avowed enemies of England, prepared to obstruct in every way all beneficial legislation." It will undoubtedly be necessary in 1885 to renew coercion, else there would be a revival of outrage and lawlessness. While given Ireland the largest measure of justice, England must, he said, be firm, and never for a moment allow it to be supposed that she never will consent that the Union be disolved. Regarding Egypt, he said England could never any other European power to occupy a prominent position.

Russia's Naval Plans.

St. Petersburg, Dec. 27.—The government has ordered the formation of a naval station at Novorossisk, on the east coast of the Black Sea, at a cost of $10,000,000. This will be connected with the military railway system. The Black sea fleet will be raised to a complement of four ironclads of the heaviest type, twelve sea-going torpedo boats and fifteen armed steamers.

For Liver Complaint.—Take a teaspoonful of Perry Davis' Pain-Killer in sugar and water three times a day, bathing the side and between the shoulders with the medicine at least twice a day, rubbing it in well. 19

Terminus of the C. P. Railway.

Correspondence has been laid before the house on the important subject of a selection of the western terminus of the Canadian Pacific Railway. The correspondence embraces the period from May 23rd to Nov. 25th. The railway company demanded a much larger area of the public land than the local government were willing to accede. Mr. Van Horne sent several pressing telegrams, but the premier adhered to the proposition of 6,000 acres and no more, and it was finally accepted by the board of directors. The effect of this grant will be to bring the terminus of the transcontinental railway 22 miles nearer Victoria—the actual terminus—and to enhance the value of the lands still retained by the government to a figure sufficient to pay off the entire debt of the province. The correspondence ends with the following

DESPATCH.

The Canadian Pacific Railway Co.,
Office of the Secretary,
Montreal, Nov. 25th, 1884

The Hon. Wm. Smithe,
Commissioner of Crown Lands,
Victoria, British Columbia.

Sir,—I am instructed by the Board of Directors to transmit to you an extract, under the seal of the Company, from the minutes of a meeting of the Board held this day, relating to the extension of the main line of the Canadian Pacific Railway to Coal Harbor and English Bay, and the establishment there of the Pacific terminus of the railway.

I beg respectfully to request that you will have prepared and forwarded to me a draft of such formal agreement as you may consider necessary to meet the case.

I have, etc.,
(Signed,) C. Drinkwater, Sec'y.

[ENCLOSURE.]

Extract from the Minutes of the regular weekly meeting of the Board of Directors of the Canadian Pacific Railway Company, held at the office of the Company in Montreal, on Tuesday, the 25th day of November, 1884, at the hour of 12 o'clock noon.

Present in person:—Mr. R. B. Angus, Mr. W. C. Van Horne, Hon. Donald A. Smith, Mr. John Turnbull. And by proxy:—Mr. George Stephen, Mr. J. P. Cornforth, Mr. C. D. Rose, Mr. H. S. Northcote, Baron J. de Reinach.

Mr. C. Drinkwater, Secretary of the Company, also attended.

Mr. Van Horne stated that, in pursuance of the minute of the Board dated 16th December last, he had proposed to the Government of British Columbia that in consideration of the conveyance to the company of a tract of land on Coal Harbor and English Bay, aggregating about 11,000 acres, and including the Granville townsite and the north half of the tract known as the "Hastings Reserve," the company proposed to extend the main line of the Canadian Pacific Railway to Coal Harbor and English Bay, by the time the through line is ready for operation, and to establish the terminus of the railway in the immediate vicinity of Coal Harbor and English Bay, and commence the construction of the necessary workshops and other works in time to provide the necessary facilities for the opening of traffic on the through line by the early summer of 1886.

"I have the honor to inform you that the Government fully appreciate the advantage of having the main line of railway extended to Coal Harbor and English Bay, and are disposed to render to the company such aid as a fair consideration of the interests of the province will justify, in order to make the Canadian Pacific Railway, upon which so much of the future welfare of the country depends, a complete success. They do not, however, consider that they can grant so large an area of land for terminal purposes as you desire, nor do they feel that they can add to the area verbally discussed at the time of your visit to Victoria.

"With a view, however, to facilitate an immediate arrangement, the Government would be willing to give the land indicated in red tint on the enclosed plan, less a sufficient area for Government offices, schools, etc., to the extent of, say, five acres, half in Granville and half on the south side of False Creek, within half a mile of the shore.

"The small Indian reserve on False Creek, which you include in your plan, is held in trust by the Dominion government, to whom you must apply if you desire to obtain it. The government reserve on the point of the peninsula near the entrance of the harbour is also in the hands of the Dominion government.

"You will observe that the land now proposed to be given to your company includes all the government land at Granville, except, as I have already said, a small area for offices, etc. On the other hand, the whole of Hastings, a portion of which it was proposed to grant to your company, is retained. Although the area at Hastings now retained exceeds that proposed to be given in exchange at Granville, the value of the two parcels may be taken as very nearly equal.

"In order that the vexed question of the Pacific terminus may be fully settled, and public confidence established, I have to request that immediate steps may be taken for making the decision of the company authoritatively known, and that the boundaries of the land hereby granted be properly defined upon the ground.

"With this in view, the survey of the line should be undertaken at once, and a definite time appointed for the commencement of construction, and of necessary terminal buildings.

"The grant of land will of course be conditional upon the terms of the agreement being carried out, and time will be considered as of the essence of the contract.

"It was explained to you when you were here that the government had agreed to extend the lease of the Hastings Sawmill Company for a period of five years, on condition of their giving up immediately a strip along the shore line of False Creek and English Bay extending back a mile, and embracing an area of some 4,000 acres. The government have since agreed to grant a further extension, on condition, among others, that in addition to giving up a mile belt at once, the company shall give up a thousand acres more annually.

"This arrangement is considered to be in the interests of the Canadian Pacific Railway Company as well as in that of the province. Without the extension upon the conditions named, the Mill Company under their lease, which has over two years to run, would be in a position to refuse to allow any sales to be made of lands on False Creek and English Bay.

"Sales of course could be made of lands there, subject to the lease, but the company for two years could refuse possession, and few sales would be made if possession could not be had. It may reasonably be expected that during the two years considerable development will take place, and to have valuable property locked up in the immediate vicinity of the terminus could not but be productive of injury in r[illegible] the building up of a terminal to[illegible]

"The right [illegible] under the arrange- to deal [illegible] with all the land which will re[illegible] ired in the near future is the [illegible] ght to be an important adva[illegible] the company, and the extension of the limits to be opened to sale every year will be all the interests of parties concerned will demand."

The plan accompanying the letter of the honorable commissioner of crown lands, and which is made a part of this minute, represents only about 6,000 acres of land to be granted to the company; but although this amount is deemed much less than the company should receive, the directors desire to meet the government of British Columbia in the most liberal spirit, and it is, therefore,

Resolved, That the proposition contained in the letter of the honorable commissioner of crown lands dated 6th October, 1884, be, and the same is hereby accepted and agreed to.

That in consideration thereof the main line of the Canadian Pacific railway be extended to Coal Harbor and English Bay by the time the through line is ready for operation.

That the terminus of the railway be established in the immediate vicinity of Coal Harbor and English Bay, and that the construction of the necessary workshops and other works be commenced in time to provide the necessary facilities for the opening of traffic on the through line by the early summer of 1886.

That a survey of the proposed extension, and of the land at Coal Harbor and English Bay proposed to be granted to the company be at once made, and that an agreement embodying the terms of the grant, as contained in the said letter of the honorable commissioner of crown lands, be entered into and executed by the proper officers of the company.

That the Hon. Donald A. Smith and Mr. Richard B. Angus be, and they are hereby, appointed trustees to receive and hold the lands above referred to, in trust for, and on behalf of the company.

Certified a true extract,

C. Drinkwater,
Secretary.

Hon. Mr. Smithe's Mission.

Correspondence "in connection with the mission of Mr. Smithe to Ottawa relating to the eastern boundary of the province, Chinese immigration and other questions," was laid before the house on Monday. The basis of the controversy, which was conducted with much ability on the part of the province, is fully set forth in the following dispatch:

Russell House, Ottawa,
7th March, 1884.

Sir,—As you have doubtless been officially advised, I have come to Ottawa for the purpose of discussing with your Government, and, if possible, of arranging, on a satisfactory basis, several important matters affecting the interests of the Province of British Columbia.

The location of the eastern boundary of the province is imperatively required, more particularly in the vicinity of the line of the Canadian Pacific Railway, where valuable mineral discoveries have been made which have already attracted a number of miners, and which will, it is expected, during the present season, cause a large influx of population into that section of the Province which is drained by the Upper Columbia River. Following recent developments, it has become necessary to provide for the proper maintenance of law and order in that region, and it is desirable that there should be no doubt as to any question of jurisdiction where authority is exercised by provincial officers.

The administration of Indian affairs is in anything but a satisfactory condition, and radical changes in the treatment of the aborigines would appear to be necessary. The Indian Act, framed especially to provide for the protection and government of the native race in Eastern Canada and the North-West Territory, where the habits, and customs, and character of the people are entirely dissimilar to those of the Indians of the tribes of British Columbia, would appear to be in many respects quite inapplicable to the Indians in the Pacific Province. The lamentable failure to establish an agency at Metlakahtla and the open resistance of a large body of Indians there to the application of the Indian Act to their community is fraught with danger to the peace and welfare of the entire Indian population of the North-West coast of British Columbia, and indeed to the whole community in that vicinity of white traders and settlers also. The Indians are wards of the Dominion government, and a conflict between the Indian department and the Indians ought not to be allowed to continue to the extent of seriously jeopardizing the interests of the white community, or of imposing upon the provincial authorities the necessity of incurring heavy expenditure for the administration of justice and the maintenance of law and order among a people who contribute nothing to the revenue of the province. The Dominion government have taken the management of Indians on the reserves into their own hands and I submit that there must be something radically wrong when a number of refractory wards, openly and avowedly defiant of the authority, are allowed to flaunt with bravado before other tribes their successful defiance of the Indian office.

I regret exceedingly to have learned since my arrival here that the honorable the Privy Council, acting on the report of the honorable the minister of marine and fisheries, has refused to concede to British Columbia the reasonable claim preferred to participate to some extent in the benefits accruing under the Halifax fishery award. It is not attempted to be denied that British Columbia has been unfairly treated in having been excluded from the advantages enjoyed under the treaty by other maritime provinces of the Dominion, of free import of fish and fish oil into the United States. Successive governments of Canada have, since the ratification of the treaty, regarded the refusal of United States government to allow free import of fish and fish oils from British Columbia as unjust and illegal. It is therefore difficult to conceive how, admittedly taking that view of the matter, and not having secured to secured to us the advantages to which we are entitled, the government of the Dominion can fairly deny us some compensation for the losses we have continuously sustained through our rights under the treaty not having been secured. I trust that the claim of British Columbia in this regard may be reconsidered, and that a meed of justice may be done to a young province whose immense fishery resources require so much at the present time to be developed and protected.

I would urge upon your government, with the utmost earnestness, the necessity of dealing with the question of Chinese immigration in British Columbia. The provincial legislature passed several measures during the past session upon the Chinese question, and it is extremely desirable that the action of the province should be approved. It is probably best, as it is a question at present only affecting the Pacific province, and one which eastern people can scarcely be expected to properly appreciate or understand, that the province of British Columbia should be left to regulate a matter affecting its own welfare and destiny. Should, however, the Federal government think it necessary to take the subject in hand, than I would urge upon you to remember the action which has been taken in all countries where the Chinese evil has been experienced. First the Australian colonies, and next the United States, were compelled to take measures to stem the devastating tide of Mongol immigration. The shores of British Columbia alone are now free to the hordes of Chinese who cross the Pacific, and, in increasing volume, they surge in upon the country and carry with them the elements of disease and pestilence and degradation over the face of the fair land.

I should be glad to have a conference with yourself and colleagues, at your convenience, upon the subjects briefly outlined which I desire to submit for your consideration. I am aware that during the session of parliament your time is fully occupied, but it occurs to me that time may be saved by the course suggested. I have, etc.,

(Signed) Wm. Smithe.

The Right Honorable Sir John A. Macdonald, K. C. B., to the Honorable William Smithe:

Ottawa, 10th April [illegible]

Sir—I have the honor to ack[illegible] the receipt of your favor of the [illegible] stating the various questions affecting the interests of your province, which have been the subject of discussion between the government here and yourself, as first minister of British Columbia. The result of our conversations are considered to be in substance as follows:

1. With reference to the eastern boundary of the province, it was arranged that Sir Charles Tupper, the Canadian high commissioner in England, should, immediately on his return, apply to the Colonial office for all the information procurable, relating to the intentions of the imperial government in passing the last act fixing the boundary. I understood that you would give similar instructions to Mr. Beeton, your agent, and that that gentleman and Sir Charles Tupper might act either separately or together, as they might think best. If, after these investigations, it should be found that the question of location is still a matter of doubt, it was agreed that the solution should be left to Her Majesty's government, whose decision would be final. It was also arranged that, if it were thought necessary, this decision should be ratified by an act of the imperial parliament. In the meanwhile, the line laid down on what is commonly known as "Trutch's map" should be taken, entirely without prejudice, as the provisional eastern boundary of your province. I may say that a bill has passed the Canadian parliament recognizing this provisional boundary, so far as it could do so, which now awaits the royal assent.

2. Port Moody having been fixed upon by the Canadian parliament, in the act incorporating the Canadian Pacific Railway Company, as the Pacific terminus of that railway, the Canadian government have no claim on any lands in your province except those included in what is known as the railway belt under the terms of union, and the tract of land lately granted east of the Rocky mountains.

3. With respect to what is known as the "Chinese Question," it has been announced in parliamnnt that, during the coming recess, the government will cause an investigation, by commission or otherwise, to be made into the whole question, and communication will be had with Her Majesty's government as to the treaty obligations existing between England and China on the subject. Should no impediment exist in consequence of such obligations, the Canadian government will be prepared to submit to parliament, at its next session, a measure to restrict and regulate the immigration of Chinese into Canada.

4. The Indian troubles at Metlakahtla, on the northwest coast, render the appointment of a stipendiary magistrate necessary for the preservation of peace and the enforcement of law and order. If British Columbia will make an appointment of a stipendiary magistrate satisfactory to the government here, a suitable salary will be provided for him from the Dominion treasury, the payment of such salary to be continued so long as in our opinion it is necessary.

5. The Canadian government concede the justice of the claim of the province to collect the same poll tax from Indians employed as laborers in fish canneries, collieries, and in steam or sailing vessels, or on farms not situate within a reserve, or engaged in any kind of permanent or regular remunerative employment off their reserves, in the same manner and to the same extent as it may be imposed on other inhabitants of the province.

There is nothing in any Dominion act affecting Indians, to exempt them from the payment of tolls on roads outside of their reserves, and they would seem to be liable to such tolls, unless protected by provincial legislation from their exaction.

With respect to fines imposed for breaches of the laws prohibiting or regulating the sale or use of spirituous liquors or other intoxicants, the government here will, during the coming parliament, bring the matter fully, with the desire to meet the views of the provincial government on the matter.

6. The minister of marine and fisheries will, during the vacation, take into consideration the suggestion made by you for a survey of the bays, gulfs, and banks, off the island and mainland seaboard of the province, with the view to aiding in the development of its fisheries.

7. With respect to the disposal of timber lands within the Island railway belt, it would seem that the consent of the Island Railway Company having been obtained to such disposition, there is nothing to prevent the provincial government from disposing of such timber lands. We will adopt for this purpose the same provisions as are found in clause F of the agreement embodied in the legislation here and in British Columbia, concerning moneys arising from sales of land in the railway belt on the island.

8. The government here desire to adhere to the terms of the B. C. settlement act, passed last session, by which a tract of land in the Peace river country was conveyed to the Dominion. To selection and survey will be made with all convenient speed.

The Dominion government, as at present advised, is not prepared to carry out, as a government work, the Chilliwack and Sumass dyking scheme.

I have, &c.

(Signed) John A. Macdonald.

Yale.

[Kamloops Sentinel.]

The Shuswap Mill Co. has the order for lumber for the new steamer to be built here this winter. She is to be of the flat bottom kind, to navigate shallow water, and will be larger than the Peerless. The machinery is to be taken out to the Mystic for some time plying below Yale, and brought by railway to Savona, where in the spring it will be placed in the boat built as stated at Kamloops. This will give increased facilities for doing the large business expected next season, when travel and freighting sets in. Messrs. Mara & Co., the owners of the Peerless and Spallumcheen, are building the new venture upon our inland waters.

Recently a burglary was perpetrated at Mr. Fortune's store, Tranquille. Tracks of two persons were followed to Ferguson's tunnel work, and a Chinaman formerly employed by Mr. Fortune was arrested; his foot marks corresponded with one of the tracks in the snow over the ice. An arrest was made and the prisoner brought to the Kamloops jail. The other party is still at large, and it is believed has got away, so far, with the plunder, valued at about $150.

Up to the cold weather of a few weeks since considerable activity prevailed, but of late only a few of the workmen were willing to expose themselves to the inclemency of the weather, and now we learn Mr. Harrison, Messrs Troop & Fenican and other sub-contractors, have concluded to discontinue work for a time, to await a more favorable opportunity to push forward their jobs. The men employed in tunnel work are busy along the line, and doing fairly.

New Westminster.

[Columbian.]

Langley Election.—At the nomination on Monday the following candidates were nominated: For Reeve, James McAdam and John Maxwell. Councillors, No. 1 ward, Wm. Jenkins, re-elected by acclamation; No. 2, James Houston, re-elected by acclamation; No. 3, James Morrison and Angus Fraser; No. 4, John Smith, re-elected by acclamation; No. 5, Adam Innes, elected by acclamation. There will be a contest for the reeveship and No. 4 ward.

Surrey Election.—The entire council was elected by acclamation, and is composed of the following gentleman: Reeve, Wm. McDougall; councillors, George Cann, No. 2 ward; C. H. Stendard, Hall's Prairie; James Johnstone, Johnstone's settlement; John Stewart, Mud Bay; Albert Milton, Clover Valley.

Another False Report Refuted.—Regarding the reports which have been circulated to the effect that is in favor of removing tand from Government street, horized to say that such is not t e is strong- y in favor of the pre ement and ill see that the stree an, so that passengers can reach s without having to cross in mu p.

REFORMED!

A Complete Change in the Civic Government.

Rithet Elected Mayor by a Majority over Both Opponents.

A Reform Council Returned.

The result of the polling for mayor and councillors yesterday was a complete triumph for the reformers. Every man but one who was returned is pledged to secure drainage and a revision of the realestate assessment roll. The contest was waged with much warmth; but with perfect good humor. Carriages containing voters rolled through the streets and crowds surrounded the various polling places buttonholing voters or discussing the merits of the candidates. A large number of ladies availed themselves of the privilege of voting, and, as usual, their votes were almost solid for reform. Mr. Rithet and Mr. Fell's committees were very active; but Mr. Carey seemed to rely more on the influence of his handsome gray beard than on the exertions of his friends, for he planted himself in the booth and remained in full view of the electors from the opening to the closing of the poll. "By the prophet's beard," is a favorite oath of the Mussulman; but Victoria ratepayers do not seem to take much stock in the mayor's hirsute appendage. The polls closed at 4 o'clock and the ballots were so quickly counted that at 20 minutes to five the reformers were congratulating each other on the return of their candidate. The numbers were as follows:

FOR MAYOR.

Rithet	406
Fell	307
Carey	78
Spoiled ballots	14
Total votes cast	805

Majority for Rithet over Fell, 99; over both Fell and Carey, 21.

The results in the three wards for councillors were then announced as follows. Those marked with an * are elected:

YATES STREET.

T. Earle	*230
J. Braden	*179
John Grant	*145
L. Vigelius	124
G. G. Walker	82
Spoiled ballots	7
Total votes cast	767

JOHNSON STREET.

John Teague	*184
W. A. Robertson	*152
O. Warner	*137
B. W. Pearse	120
G. Welch	109
W. McKay	81
Ald. Humber	73
J. Davies	62
Spoiled ballots	3
Total votes cast	921

JAMES BAY.

A. J. Smith	*223
W. D. McKillican	*219
R. Ward	*187
J. Boyd	126
Total votes cast	755

The voting shows a large increase in the population since last January when 616 votes were cast for mayor. Johnson street is the banner ward, being the most populous of the voter cast yesterday are any criterion.

AFTER THE BATTLE.

Mr. Rithet was loudly called for and was cheered by the assemblage vociferously. He said he felt very grateful to the electors for having chosen him for their mayor, and for having given him so handsome a majority. He felt sure that the people would never have elected him had they not thought him the proper man. During his term of office he would do all in his power to further the interests of the public.

Mr. Fell who was loudly called for, said that he thought the people had already heard enough of him (cheers, groans and laughter). "The calf groaneth," cried Mr. Fell (laughter and