Weekly Colonist

FRIDAY, OCTOBER 14TH, 1887.

MR. J. H. PETTIPER, secretary of the British Workman's Association, who recently returned to England from a visit to America, referred as follows to the relative position of the British and American workmen:

I have once more returned home from the United States, this being my third visit, and I must confess that if I had been there this time on my own hook, so to speak, or in other words, on my own responsibility, and with my own money, I should have stayed there altogether, for it seems to me that we have got a very long and uphill fight before we shall be able to obtain such alterations in our fiscal policy as will place the working people of this country in the advantageous position of their fellow toilers across the Atlantic—in fact, I have come to the conclusion that there are only two courses left open to the laboring classes of Great Britain. One is to get protection at home, the other is to go to some English-speaking country where they have protection. In other words, if the mountain will not come to Mahomet, Mahomet must go to the mountain.

MR. BIRKMYRE, an authority on India, says wheat can be grown over a large area there for 5s. to 7s. 6d. per quarter, as compared with 12s. to 13s. in Dakota; that the average freight from San Francisco—through which England receives more than one-third of her American supplies—is on the average higher than from Calcutta, Bombay or Kurrachee; that, as every 20 miles of cartage adds another shilling per quarter to the price of wheat, the present trunk lines of India, unsupplied with feeders, enable but a very limited part of the wheat-growing area to be opened up, and that even on the railways that have been built in India the rates for the carriage of grain are very much higher than the American rates for similar distances. These are serious drawbacks, coinciding with remarkable advantages. Assuming that wheat can be grown in India as a whole cheaper than in America as a whole, under existing conditions, what, asks a writer in the Westminster *Review* for September, might not be done if the conditions were improved, if the latest implements and processes were introduced, railways extended in every direction and rates of transport lowered?

THERE was another death in the royal family last week. Poor Noble, the Queen's favorite collie, passed away full of years. Noble got so many luxuries forced upon him in consequence of his being high in royal favor that his disease is without doubt due to the exalted position he occupied. He was the Queen's inseparable companion when walking and was often favored with a seat in her carriage. The Queen regrets the loss of her favorite all the more keenly because he was in one sense a relic of the late lamented John Brown, who was responsible for Noble's early training and who taught him that alphabet of all pious dogs, namely, how to behave himself indoors. In politics Noble was a strong conservative, for it is recorded of him that he once stole Mr. Gladstone's breakfast. Mr. Gladstone, who was at that time prime minister, was on an official visit to the Queen at Osborne. He was to leave for London immediately after his breakfast, which had been prepared for him in the sitting room set apart for his use. This room communicated with his bed-room. On Mr. Gladstone's opening the intervening folding doors, he was startled to see the Queen's pet quietly trotting off with a mutton chop in his mouth. With praiseworthy economy the royal servants had only sent up one chop, and as there was no time to cook another the prime minister had to breakfast on toast and butter.

THE recent overflow of the Nile, it is said, destroyed about $3,000,000 worth of property. The Khedive is just now making a tour of the country to inspect the ravages of the flood and to satisfy himself as to the feasibility of the project for the restoration of Lake Moeris, proposed by Mr. Cope Whitehouse, and approved last year by the Egyptian minister of public works. This lake, which is described by Herodotus as being 450 miles in circumference and 300 feet deep, was for centuries supposed to be mythical. Some years ago, however, Mr. Whitehouse discovered a great depression, south-west of Cairo, and 300 feet below the level of the Nile, which is now believed to have been the ancient bed of the lake. The present project is to restore the canal leading from the river, which is said to have been dug by Joseph, and thus utilize the lake for the purpose of receiving the Nile's surplus floods and storing them for use in the dry season. The danger from inundations would thus be removed and an immense reservoir for irrigating purposes created. It is estimated that the cost of the work would be only $5,000,000, and an offer has been made to the Egyptian government to accomplish it by private enterprise.

THOMAS WHIPPLE, a centenarian, has just diedo n the farm which he cultivated for more than fifty years near Parksville, Sullivan county, N. Y. He was born at New London, Conn., July 24, 1787, being a grandson, on his mother's side, of Gen. Ethan Allen, of revolutionary fame. When he was a boy of seven his family moved from New London to the then Sullivan county wilderness, hauling all of their household goods in an oxcart, and occupying eighteen days in the journey of 200 miles. Mr. Whipple served as a soldier in the war of 1812. From his youth up he was a total abstinence man and a Baptist. He had some eccentricities, and could never be induced to sit for his picture or to ride on a railroad. His wife died many years ago. He was the father of eleven children, of whom seven sons and three daughters survive him. Extreme old age brought him no marked infirmities, except a slight deafness. When the end came he retired at night in apparent good health, and was found dead in his bed in the morning.

A RECENT cablegram to the Toronto *Globe*, says: London journals, without exception, commend the judiciousness of Mr. Chamberlain's references last night to the Fisheries Commission. The *Times* says: "It is quite certain that Mr. Chamberlain is not the man to stand by the letter of the law against the reasonable claims of our American kinsfolk, but nevertheless Britain is bound to act on behalf of the Canadians with the most careful consideration of their interests. It is clear that Mr. Chamberlain is fully alive to his duty in this respect." The *Times* assumes that the mission will be crowned with success. The *Daily News* and other Liberal papers declare that it was quite unnecessary for Mr. Chamberlain to defend his acceptance of so important a charge, seeing there is a general agreement as to his fitness for the post. The *Chronicle* asserts that failing John Bright, Lord Salisbury could not select a better agent to conciliate American prejudices against Canada.

CANADA has at the present time 1,218,000 tons of registered shipping, which is 125,000 tons less than the largest tonnage ever entered in the Dominion. The present tonnage is valued at $37,000,000. Shipping to the value of $1,500,000 was built and registered in Canada in 1885, forty per cent. of which was built in the province of Nova Scotia. Canadian shipping tonnage takes the fifth and almost the fourth place among that of the nations of the world. It registers within 55,000 tons of the shipping registered in the whole German empire and exceeds the tonnage of either France, Italy, Russia, Spain, Austria, Australasia, Denmark or Greece. It in fact exceeds the aggregate tonnage of the last four countries combined. The tonnage of vessels which entered and cleared at Canada last year was 7,645,000 tons, which with the exception of Gibraltar and Malta, which are ports of call, and of Hong Kong, was greater than that of any British possession excepting the British Isles.

COFFEE, in the estimation of some people, is not fit to drink. They tell us that it is calculated to produce nervousness, and in many other respects injure our physical systems. But as the people who cry out against coffee usually belong to the class that find fault with everything the world in general gives little heed to their advice. The number of people who believe that a cup of coffee of reasonable strength is a prime necessity of the breakfast table is constantly growing more numerous. The great consumption of this article is a matter of comparatively modern times. Before 1800, while the world's population was increasing as rapidly as at present, the coffee trade remained stationary, and the amount produced was far from filling the requirements of consumption. This finally led to an era of very high prices, which continued from 1870 to 1880. In the meantime many new coffee gardens were planted, and as they began to become productive the stock rapidly increased and caused an important fall in prices, which continued low until 1886. By that date, the supply from various causes, began to fail again, and prices once more went up. Through all these changes in the business we may observe a steady increase in the demand coming from coffee drinkers. According to the reports of the New York coffee exchange the increase of imports since 1883 has been something phenomenal. In that year the number of bags entered at New York was 3,718,250; this year the record is 21,630,750. Seventy-five per cent. of the coffee used in North America comes from from Brazil, eleven per cent. from Venezuela, six per cent. from the East Indies, and three per cent. from various points. This leaves five per cent. to come from the coffee plantations in the West Indies. The amount consumed last year was considerably over 700,000 tons. This year the consumption will be greatly in excess of these figures.

MONTREAL *Witness*: Great efforts are being made to get all British subjects in the United States to naturalize in order to balance the vote of foreign disloyalists, who have been only too ready to forward their own governments. Many St. George's and Canadian societies are co-operating in a move which must be greatly to the benefit of their adopted country. We think such societies would do the land of their adoption a very great service if they should begin by making a united protest against the offensive form of the oath of allegiance which has the effect of gathering into American citizenship all the disintegrating elements of European society, while it repels good citizens who have honoured their former government and would be the best defenders of that of the United States.

THE Vancouver *News-Advertiser* continues to stick to its statement that the Port Victor was within three boat-lengths of Esquimalt light when she took a pilot aboard, and asserts that Capt. Bird vouches for its truth. We are unwilling to believe this. If the good ship Port Victor was within three lengths of the light, then it was about time for her commander to let go his anchors. The fact is that Pilot McIntosh boarded the vessel outside the prescribed pilotage limits and abreast of Albert Head. To show how questionable is the statement of the *Advertiser*, Capt. Bird was unaware of any orders having been given that he was to call at Esquimalt, and in that case what in the world was he doing in such close proximity to the light? Would he rather not have steamed to a point off the outer harbor and performed the series of wild tootings it is claimed was done in order to attract the attention of the pilot? It was not until Pilot McIntosh came alongside and informed Capt. Bird that he was armed with instructions to him from Capt. Webber to bring the vessel to Esquimalt that the youthful and gallant commander of the Port Victor decided to run there. We are perfectly willing to abide by our previous statement, and have no doubt it will soon be substantiated. In fact, we are given to understand that far from supporting the statement of the *News-Advertiser*, Capt. Bird has denied it. However, the question will be settled as soon as the Port Victor again reaches Esquimalt.

Regarding the passengers and mails, the matter as placed by us is perfectly correct. Passengers and mails for the east were forwarded just as quickly as they could have been had the vessel not called here, and the mails for the south were dispatched several days earlier than they otherwise would have been. Our inexperienced friend's advice about the proper conduct of a newspaper is rather amusing, but like all such cheap stuff if it were properly utilized at the source from which it emanates, it would undoubtedly be productive of good result.

BYE ELECTIONS.

Since the Dominion general elections in February last there have been six contests, all of which have resulted in favor of the Conservatives. The first was in East Bruce, where Mr. Cargill, Conservative, was elected by a vote of 2,182 to 1,812. Having neglected to resign the position of postmaster, he was disqualified and resigned his seat. A new election took place on April 2d, when he was re-elected. In South Victoria Mr. Hudspeth, Conservative, was elected by a vote 1,914 to 1,867 over the Liberal candidate, but finding he was not duly qualified he resigned, and was re-elected, polling 1,927 votes to his opponent's 1,873. The third bye-election was caused by the death of Mr. Moffatt, member for Restigouche, N. B. At the general election he defeated the Liberal candidate by a vote of 420 to 293. A brother of the deceased was nominated and returned by acclamation. The fourth contest was necessitated by the death of Mr. Campbell, Conservative, member-elect for Digby. The Liberals brought out their strongest man to oppose the Conservative candidate, Mr. Jones, but the latter headed the poll. The fifth contest took place in South Renfrew, owing to the death of the Liberal member, Mr. Robert Campbell, who was returned at the general election by a vote of 1,200 to 1,134 over the Conservate candidate, Mr. Fergusson. Mr. Duncan McIntyre, in spite of his money and large interests in the riding, was beaten by the Conservative candidate, Mr. Fergusson. The sixth bye-election was held in Charlevoix owing to the death of Mr. Cimon, an opponent of the government. Another Mr. Cimon, Conservative, was elected to fill the vacancy. Thus the Conservatives carried all six seats, resulting in a gain of two. It is an evidence of the favorable feeling of the country toward the present government, and no doubt other bye-elections will make a similar showing.

FREE TRADE V. PROTECTION.

Mr. Daniel Adamson, president of the Iron and Steel Institute, at the opening meeting of that body in the course of his address, spoke at considerable length of the great disadvantages under which England labors in comparison with the large states of Europe and America. To illustrate the effect of free trade in iron on the country, Mr. Adamson supposed a thousand tons of wrought iron or steel girders to be bought at Middlesborough, costing, say £5000. The Belgian manufacturer could undersell his English competitor by say, £20, and he would receive the order for £4,980. Continuing, Mr. Adamson said:

"The home producer, to execute such an order, has to buy about 1,150 tons of pig iron, which is made and sold at 35s. per ton at Middlesborough, making a total cost of £2,011 10s. Upon this 1,150 tons of pig iron the ironmaster has to pay rents, royalties, wages, imperial and local taxation, all of which contribute to the welfare of the state. The difference between the £5,000 value of the girder iron or steel and the 1,150 tons of pig metal would leave a sum of £2,987 10s., which sum constitutes the value of the cost of production in carrying the manufacture forward from the pig to the finished girder. This cost arises by the payments of wages, the cost of fuel, oil, light, imperial and local taxation, etc., and profit, if there is any. Now, what has the Belgian sale left in this country? Simply ½ per cent on the £4,980, amounting to £24 18s., allowing the Belgian manufacturer to take out of this country £4,955 2s. as the balance of the transaction. And we must remember no wages have been paid in our own country, no workmen employed, nothing contributed towards domestic or state taxation, and no rents or royalties on raw material; but every facility has been given to our foreign competitor to collect his money and enforce payment, if such was necessary, at the cost of the British people. The amount of taxation paid by the manufacturer on his production of 1,000 tons of finished metal, worth £5,000, is not the only tax that has been paid. The colliery owner and the ironstone master have paid rents, royalties, and wages on the material used, and in fact every portion of the raw material employed to make cast iron, as the base or foundation of the 1,000 tons of girder material, has paid taxes, both imperial and local, in every direction, besides employing our own population. This oppression on the local or home manufacturer operates in every direction against the prosperity of the country. The same argument will apply to all manufactured goods imported free, and it is of serious import whether a more accurate adjustment of the commerce of the country is not only practicable, but in reality an indispensable condition."

Free trade in theory is no doubt a pleasant subject to speculate upon, but the British manufacturer is becoming more and more convinced of the fact that, with every other country more or less protected, he is laboring at a very great disadvantage. "Looking at this matter all round," remarks Mr. Adamson, "it does not appear to me to be a just business for Englishmen to pay the cost of carrying on the state for the benefit of our neighbors on the continent and in America.

FRANCE'S RAPID RECOVERY.

The rapidity with which countries recover from the ravages of war has attracted the attention of most political economists. The phenomenon was first explained by Dr. Chalmers; and since his time, explanations more or less similar to that given by him have found their way into most of the current economical textbooks. A point, however, closely connected with this, and which has received less consideration than it deserves, is the great faculty with which a vanquished nation has sometimes been able to pay an apparently ruinous fine which a victorious enemy has imposed upon it. By far the most striking example on record is the case of France, after the war of 1870-71. The Germans, not satisfied with the annexation of Alsace and Lorraine, insisted that France should pay the cost of the campaign, as a losing litigant pays the cost of a lawsuit; and a fine amounting to the enormous sum of 5,000,000,000 of francs, or £200,000,000, was exacted, the German troops remaining in occupation of a part of the French territory until the last farthing of it was paid. One would naturally have supposed that, to a country already crushed and prostrate, this would have been a blow from which it would have taken generations to recover, and that the payment of such an indemnity would have taxed to the utmost the financial resources even of so rich a nation as France. The astonishment of Europe was therefore great when it was seen that not only was the indemnity easily and quickly paid but that the financial condition of France was at the end of a few years more prosperous than that of her rival. So evident indeed was this even to the Germans themselves that it was humourously proposed by a writer in a German periodical that when Germany next beat France the French should be compelled to receive instead of paying a fine of £200,000,000.

THE WATER QUESTION.

The general public are greatly pleased at the wise action of the Council in requesting Thos. E. Keefer, C. M. G., to report upon the most advantageous scheme for increasing Victoria's water supply. It is understood that his duties will be to examine into the several schemes already suggested and if none in his opinion will meet the case, then to submit one that will. Mr. Keefer is one of the first authorities on hydrostatics in America, and the plan laid down by him should be adopted by the Council, no matter whose pet theory it may overthrow. We feel confident that the rate-payers will willingly abide by his decision and will cheerfully vote any increased sum necessary to carry out his proposition. It is true, considerable money has been expended on Mr. Hendry's scheme, but if the latter is faulty, it is to the city's advantage that it should be dropped and one that will answer substituted. Perhaps the wordy war that has characterized the council debates may have some good result—that of preventing the unprofitable expenditure of the people's money.

TRANS-PACIFIC TRADE.

The consul at Hiogo, Japan, in his report on the trade of that place for the last year, notices the important part which the Canadian Pacific railway is likely to play in Japanese trade. In the tea season of 1886 (before the regular steamers from Vancouver to Yokohama began to run) tea was shipped in sailing vessels to Port Moody for transport thence to the eastern cities of Canada and the United States by the Canadian Pacific railway. In all seven vessels took tea from Hiogo for Port Moody, and the quantity taken from this one place amounted to over three and a quarter million pounds. Mr. Hall, the consul at Yokohama, refers to the same subject. He points out that a considerable fraction of the trade of Japan with America is done by the long, circuitous voyage across the Atlantic and Indian oceans, instead of across the Pacific. Nearly a third of the tea exported from Japan to America in 1886 was carried in steamers *via* the Suez canal to New York, while most of the kerosene was imported in sailing ships clearing from New York or Philadelphia, and coming round the Cape of Good Hope. But more than three-fourths of the trade of America with Japan and half of the silk exported to Europe were sent across the Pacific to San Francisco. The trans-Pacific trade is divided between British and American shipping in about equal shares. It can, Mr. Hall thinks, hardly admit of doubt that the steamers of the Canadian Pacific line taking cargo and passengers from the ports of China and Japan to Vancouver, destined not only for Canada but also for the United States and Europe, *via* the Canadian Pacific railway and other connecting lines and steamers, will before long attract not only the bulk of the tea that has hitherto been taken by the Suez canal, but also a fair share of the general export trade hitherto passing through San Francisco.

THE PORT VICTOR PILOT.

It will be seen from the interview with Capt. Bird, in another column, that the report published by the Vancouver *News-Advertiser* concerning the arrival of the steamship at Esquimalt is wholly unfounded. We can understand the chagrin of the editor of our Burrard Inlet contemporary when the Canadian Pacific decided on making Victoria the port of entry and departure of the China steamship line, but we fail to see any reason for his trifling with the truth, to put it mildly, in the way that he has done. Captain Bird's words emphatically deny the *News-Advertiser's* report. We will quote a few remarks from that journal's columns, published for the benefit of THE COLONIST, and suggest that in future he stick to his own advice:

"It will undoubtedly save THE COLONIST much annoyance and mortification if it will always carefully investigate matters before charging us with either mistakes or misstatements. During the last few months its neglect of this precaution has damaged its reputation a good deal. We hope, however, that its last blunder to which we have referred to-day, will cause it to be more prudent in the future. Above all we would advise it to cultivate that courteous treatment of its contemporaries which is one of the distinctive marks of a well conducted newspaper."

Before accusing the *News-Advertiser* of wilfully falsifying facts, we were assured by the pilots that they had boarded the Port Victor without the pilotage limits, and their assertion is now backed up by the commander's statement. In the language of our contemporary, "will the *News-Advertiser* show that it has a little courtesy by withdrawing the statement it made regarding what we said?"

THE PROVINCIAL SECRETARY.

Our Yates street cotemporary is gradually drifting into a similar policy as that so persistently followed by the Westminster *Guardian*. Hon. John Robson's name, or his connection with any work, acts upon the *Times* as a red rag on a bull, and no matter how commendable the object sought, it is the endeavor of the *Times* to make it the groundwork of an attack upon the provincial secretary. It stated that his mission to the East was created in "order to give him a holiday." This, of course, is simply absurd. Several very important questions arising between the two governments, it was necessary that one of the cabinet ministers should go to Ottawa, and, as the premier could not go it was compulsory for the provincial secretary to proceed to the federal capital. The other day some reference was made to the honorable gentleman in connection with his meeting with the inhabitants of Vancouver city on school matters. The *Herald* in reply has the following sensible remarks on the subject of provincial school disbursements:

"The Victoria *Times* is as usual too liberal with its predictions about the Hon. Robson's intentions respecting Vancouver. Our contemporary does not attempt to deny, except by insinuation, that the school buildings spoken of are required. If they are, why should they not be erected in Vancouver as well as in Victoria? If the Minister of Education erects school houses in the latter city because they are required, why should other motives influence his actions anywhere else. This city, in the past, has not been liberally dealt with in its educational wants, and the proposed school buildings, though erected now, would but anticipate to a small extent present requirements. In doing this Mr. Robson is only discharging his duty and he may fairly be given credit for that without imputing any motives. From what we have been able to gather of the school accommodation in the province, both the government and Mr. Robson deserve no small credit for the attention they have given to, and the money they have expended on the public and high schools. Any one can see from the scattered way in which settlement has taken place in this province, that the providing of school accommodation has been not only difficult but expensive. The amount appropriated annually for this purpose is sufficient evidence to show that the government has not neglected this important work, and they may fairly be credited with doing it for the work's sake and influenced by no other consideration whatever. Public men are justly entitled to this construction being placed upon their acts, especially in so important a matter as the education of the youth of the province, and the public should be slow to believe that they are influenced by any other motives."

THE FISHERY COMMISSION.

Referring to the fisheries question, the Montreal *Gazette* speaks as follows concerning the recently appointed commission: The composition of the commission favors the view that other than the merely legal aspect of the dispute will be considered, and that a permanent settlement by means of trade concessions or money compensation on the part of the United States will be attempted. If the reference to the commission related exclusively to the interpretation of the treaty of 1818, other representatives than those selected would probably have been invited to act, but we do not believe Great Britain has consented to the appointment of a commission for the sole purpose of determining how much of the rights guaranteed by the treaty of 1818 are to be surrendered to the United States, for that would be in plain terms the meaning of a reference of America's claim to larger privileges in Canadian ports than the plain language of the treaty permits. One, at least, of the United States commissioners is versed rather in trade matters than in law, and is selected to represent the commercial interests of the western states concerned in reciprocity of trade with Canada, thus indicating that the Washington government contemplates the discussion of every aspect of the dispute, and the possibility of settling it by some such arrangement as was entered upon in 1854. The British commissioners will doubtless be prepared to receive overtures in this direction in a friendly spirit and to conclude a trade treaty fair and equitable in its provisions. But the basis of negotiations, we assume, must be the recognition by the United States of the rights enjoyed by Great Britain and Canada under the treaty of 1818, and now exercised and enforced; that is to say the right to prohibit the fishing within the three-mile limit, to prohibit the purchase of bait, the landing of cargo, and the shipping of seamen in Canadian waters, in other words the right to exclude Americans from any privileges in our ports other than shelter, making repairs, and obtaining wood and water. The ground thus cleared, the consideration of the terms upon which our fisheries may be enjoyed by the United States can be entered upon. The fear we have is that Congress will not ratify any arrangement that is fair and just to Canada, and that is the danger of the whole proceeding to our case. The commission has not been authorized by the American Senate; on the contrary that body distinctly declined to sanction overtures looking to a settlement, and there is no apparent reason to believe that the action of last session will be rescinded. Indeed, it is not improbable that when Congress assembles an attempt will be made to censure the president for having consented to the appointment of a joint commission. In the meantime we can only hope for a favorable outcome of the negotiations. Sir John Macdonald is a skilled diplomat, thoroughly understands the Canadian case, and may be trusted to insist upon the maintenance of our rights. The Canadian people desire to put an end to the vexatious dispute, but they will not tolerate any settlement in the nature of a surrender. We occupy an impregnable position under the treaty of 1818, are not dependent upon the American markets for the prosperity of the fishing interests, desirable as those markets are, and unless the United States give a full equivalent in exchange for the use of our fisheries we can better afford to continue to ourselves the monopoly of them.

In Brief. And To The Point.

Dyspepsia is dreadful. Disordered liver is misery. Indigestion is a foe to good nature.

The human digestive apparatus is one of the most complicated and wonderful things in existence. It is easily put out of order.

Greasy food, tough food, sloppy food, bad cookery, mental worry, late hours, irregular habits, and many other things which ought not to be, have made the American people a nation of dyspeptics.

But Green's August Flower has done a wonderful work in reforming this sad business and making the American people so healthy that they can enjoy their meals and be happy.

Remember: — No happiness without health. But Green's August Flower brings health and happiness to the dyspeptic. Ask your druggist for a bottle. Seventy-five cents.

FROM ALASKA.

The United States Revenue Cutter Rush Arrives With the Balance of the Crews of the Seized Schooners—Late and Interesting Alaskan News—Arrival of the Vanderbilt With a Good Catch.

Yesterday morning about 11 o'clock the U. S. revenue cutter Rush came to anchor off the outer wharf. Canoes and boats were lowered from her side and half an hour later they reached the Johnson-street landing. The canoes contained about fifty-six Indians, and the boats twelve white men, all of them crews of both American and Victoria schooners. The canoes are the property of the Ada, Dolphin and Grace. From one of the men it was learned that there was no news of the Grace, which left for Unalaska on the 11th inst., under charter by the government, with the intention of bringing to Sitka as return cargo the seized seal skins packed in the Alaska Company's warehouse at the former point. The skins are worth fully $75,000. In command of the schooner was Capt. William Petit, with Capt. J. E. Lennan, late of the steam schooner Leo, as pilot. Deputy Collector Kuehn, sworn in as special deputy marshal, took passage on the schooner. The Sylvia Handy, the last of the schooners seized, arrived at Sitka shortly before the cutter left.

ARRIVAL OF THE VANDERBILT.

The schooner Vanderbilt came in at 9 o'clock with 1,300 skins, the result of her cruise in the Behring's sea. The captain did not know that any seizures had been made and was on his way to San Francisco, but was driven to Neah Bay by strong head winds, when he concluded to come to Victoria. He did not once see the revenue cutter.

APPRAISING THE VESSELS.

The following accounts are from the *Alaskan* of the 17th and 25th September, and contain the appraised value of each of the schooners seized:

The district court met each day during the week up to Thursday the 15th, when a recess was taken until Monday morning, the 19th. The following is the chief business conducted:

W. R. Mills was appointed appraiser to assist in valuing the different seized schooners, in place of J. E. Lennan, who has departed for Unalaska. The appraisers filed their report fixing the value of the vessels appraised as follows:

Challenge, $3,600; W. P. Sayward, $3,894.50; Grace, $10,404; Alie I. Algar, $5,408; Annie, $1,170.20; Lilly L., $1,784.84; Ada, $2,900; Alpha, $800; Kate and Anna, $1,250; Anna Beck, $2,800; Dolphin, $7,750; Sylvia Handy, $4,350. Total value of twelve sailing and steam schooners, $57,251.84.

Ordered that the appraisers' fees ($170) be paid by the masters of the vessels.

Mr. Delaney filed libels of information against fourtern schooners and the seal skins seized on Popoff Island.

W. Clark, who represents seven of the schooners, filed claims, demurrers and answers in all of the cases.

The captains of the schooners Lilly L. and Annie have offered a free passage home to any of the sailors belonging to the captured vessels who desire it. A number will avail themselves of this opportunity to return south.

Messrs. Morrisey and deGroff, having filed the usual bonds up to the amount of $1,784.80, the appraised value of the Lilly L., and having executed a similar document in the case of the Annie, valued at $1,170.50, by order of the court both vessels have been given up to their officers and leave immediately for San Francisco. It was expected that during the next few weeks all the schooners in custody of Marshal Atkins will be bonded out and surrendered to their owners.

The question of the sealing cause, presented to the court by Mr. Drake, Q. C., on behalf of the Canadian government, and by Mr. Delaney as representing the United States, was delivered from the bench on Monday last. [The result of the decision, however, will not be known until the arrival of the Ancon from Sitka.

GENERAL NEWS.

Monday last Father Donskoy christened into the Russian church fourteen Sitka Indians, the ceremony being performed in the cathedral.

Lieuts. O. C. Hamlet and J. C. Moore, who arrived at Sitka from Behring's Sea on the American schooners Allie I. Algar and Sylvia Handy, were on the Rush to join the Bear at San Francisco.

The coal syndicate of Kootznahoo, Admiralty Island, have run a tunnel of 110 feet into the mine which covers a large area. The quality of the deposit is equal to the best coal on the Pacific coast, it being similar to the far-famed English cannel and heavily charged with gas. Mr. deGroff, representing the Sitka shareholders, who returned on the Rose from Killisnoo, says that the company will put in a diamond drill next spring, to determine the position of the veins, previous to fully developing the property.

NEW FAST BOATS.

What has been Accomplished of Late in Nautical Speed.

The New York is the name of a new and splendid passenger boat designed for service on the Hudson River. She is 311 feet long; depth molded, 12 feet 3 inches; hull of iron; tonnage, 1552; feathering paddle-wheels, 30 feet in diameter; three boilers each 33 feet long, 9½ feet diameter, working pressure 50 pounds, furnish 3,850 horse-power. Her average speed is expected to be 23 miles per hour. On a trial trip, on the 13th of July, she is reported to have exceeded this rate.

The Now Then is a new steam yacht built by Herreshoff & Co., for Mr. Norman L Munro of New York. This boat is 85 feet long, 10 feet beam, draught 3 feet 3 inches. On the 12 of July she ran from Newport to New York, 170 miles, in 7 hours and 4 minutes, being an average of 24 miles an hour. This is claimed as the fastest time for a steam vessel, for any considerable distance, on this side of the Atlantic. The parties interested make considerable brag over her performances.

The speeds of both the above vessels are excellent, but they fall considerably short of the latest engineering realized in England. For example, the new passenger steamer Queen Victoria of the Manx line, plying between Liverpool and the Isle of Man, is 340 feet long, 39 feet beam, 24 feet depth, gross tonnage 1,500 tons, engines 6,000 horse-power—believed to be the fastest merchant steamer afloat. She lately steamed from Greenock to Liverpool, about 240 miles, in 9 hours 23 minutes, her average speed being 25.62 miles per hour.

The Prince of Wales, another boat of same build and dimensions, is expected to have the same speed. The Cunard steamer, Etruria, plying between New York and Liverpool, sometimes steams 557 miles in twenty-four hours, being an average of over twenty-three miles per hour. J. & G. Thomson of Clydebank are now building two new steamers which are to surpass the Etruria in speed.

The Italian ironclad Dogali 267 feet in length, 37 beam, mean draught 14 feet 6 inches, has a speed of 23 miles an hour.

The new German war steamer Grief can make 22½ miles per hour. The Thornycroft torpedo-boat, lately built at Chiswick for the Spanish Government, is 147 feet 6 inches long, 14 feet 6 inches beam and draws 4 feet 8 inches water. On a trial trip, tide in her favor, she attained a speed of 33½ miles an hour with the tide and a mean speed of 30 miles per hour with and against tide.

A torpedo-boat lately built by Yarrow & Co., for the Chinese Government, is 128 feet long, mean speed 28½ miles per hour. The same builders have delivered to the British Government boats of the Falke type that average 26½ miles per hour, 135 feet long, 14 feet beam, boilers 1,660 horse-power.

Torpedo-boat number 79, same builders, reach a mean speed of 26½ miles per hour; 125 feet long, 13 feet beam. Engines 1000 horse-power.

The twin screw torpedo-boat recently built by Yarrow & Co., for the Italian Government, attained a mean speed loaded of 23 miles per hour. Length 140 feet, beam 14 feet, draught 5 feet 4 inches, displacement 100 tons. Engines 1400 indicated horse-power.

It is doubtful if there are any corresponding vessels in our waters that can equal the foregoing point in speed, nor is there any present evidence of our ability to construct them. We are building new warships, but before they are finished they will be out of date in respect to speed. No one of the new vessels is expected to run as fast as the boats above mentioned.

In the forthcoming international yacht race, in which sailing vessels only will compete, it is to be hoped our transatlantic rivals will, as before, suffer defeat; but if the race were to be with steam vessels it is certain we should be left in the lurch.

Is there no one in this great country possessed of means and brains enough to produce a steam vessel that shall beat the world?

THE BEHRING SEA QUESTION.

We extract from the Toronto *Mail* of recent date, the following interesting article on the Behring sea difficulty:

The demurrer filed at Sitka by Mr. Drake, Q. C., who is acting under the instructions of the Dominion Government on behalf of the masters and owners of the sealers seized this season in the Behring Sea, contains two propositions, namely, (1) That the Court has no jurisdiction over the defendants, the alleged offence having been committed beyond the limit of a marine league from the shores of Alaska territory; (2) that the Act under which the defendants were arrested is unconstitutional, in so far as it restricts free navigation of the Behring Sea for fishing and sealing purposes. Issue is thus taken upon the claim of the United States that the Behring Sea is land-locked, and that that portion of it east of the boundary established by the treaty of 1867 with Russia is, therefore, under their exclusive jurisdiction and dominion.

We need not again go over the ground recently covered by articles in these columns and by the letters to this paper of Mr. Henry W. Elliott, of the Smithsonian Institution, further than to say, that the latter's answer to the argument that the United States at one time protested against the assumption by Russia of similar jurisdiction is that that protest applied only to the North Pacific Ocean, which, Mr. Elliott and the authorities at Washington hold, does not include the Behring Sea. The main point now to be dicided is whether this latter assertion is correct. Is the Behring Sea such a sea as can be properly considered land-locked, wholly distinct from the North Pacific Ocean, and included, therefore, in the territorial waters of the United States on the one hand and Russia on the other? Several facts have an important bearing on this question. In the first place, the Aleutian Islands, which stretch out into the ocean to the south of the Behring Sea, end at a point about 900 miles from the Asiatic coast of Russia. Can a sea be called "land-locked" which has an ocean entrance 900 miles in width? In the second place, granting for the sake of argument that Russia could have properly claimed it as such when she owned the Alaskan as well as the Asiatic shore, did not the essential condition cease to exist when she parted with her territory on one side? If the United States now owned the Asiatic as well as the Alaskan coast of the sea they would at least have as much right to claim that the latter is "land-locked" as Russia once had, but they do not. They own only the American shore of the sea. Great Britian gave up her claim to territorial jurisdiction over the Bay of Fundy where the United States owned a headland on the side opposite to her possessions. Why should the United States exercise exclusive jurisdiction over a sea which is bounded on one side only by their territory? In the third place, a glance at a map of the region in question shows that the Sea of Okhotak is far better entitled to be considered land-locked than the Behring Sea, the Kurile Islands almost completely shutting it out from the ocean. And yet in 1867, before Russia had sold these Islands to Japan, Mr. Seward protested on behalf of his Government against American whaling vessels being ordered away from the shore near Okhotsk City by a Russian armed steamer. The Russian Minister, however, made no claim that the sea was a closed one, but raised the question of the three-mile limit; and subsequently, in reply to another remonstrance from Mr. Seward, stating that American whalers had fished in the Sea of Okhotsk for seventeen years without obstruction, the Russian ambassador transmitted a copy of a report from the Russian Minister of Marine, in which it was admitted that no trace could be found in his department of instructions given to Russian cruisers to take restrictive measures touching the whale fisheries in the Sea of Okhotsk. And so the controversy ended. Now, if Russia did not feel able to claim that the Sea of Okhotsk, which was then almost entirely surrounded by Russian territory, was not a *mer fermee*, how could she assert that the Behring Sea, with 900 miles of open ocean on one side, was land-locked? How much less right, then, have the United States, owning only one-half of the coast of the Behring Sea that Russia did, to make the same claim!

These points, it will be seen, have a most important bearing on the whole question, and no poubt Mr. Drake urged them upon the attention of the court at Sitka.

MAINLAND NEWS.

(Columbian.)

About 10 o'clock on Monday night the residence of Mr. Wm. Isaac, at Maple Ridge, was destroyed by fire. The origin of the fire seems to be a mystery. The house is said to have been insured for $800.

(News-Advertiser.)

The police yesterday tore down a shack on Georgia street and cremated another on Burrard avenue. There are a number of others of these eyesores, occupied by squatters who are trespassing on the lots, and the chief has notified the occupants to leave. The shacks will be destroyed.

Sergt. McLaren and Officer Avery had a trip up to Hastings yesterday on the strength of a telegram from Kamloops asking the chief of police to arrest and hold three Frenchmen, supposed to be on the train. The offence for which they are wanted was not stated in the message. The officers ascertained that the men they wanted had jumped off the train at Kamloops right under the nose of the officer who wanted them.

The Port Victor's cargo outward consists of about 1,000 tons of cotton goods from Boston, 120 tons of flour from San Francisco, 24 cases of salmon, and about 100 cases of general merchandise, besides 54,000 feet of decking and 20,000 feet of rough lumber from the Moodyville mills, and 15,000 feet of flooring from the Royal City Planing Mills. The loading was all finished by last evening.

LATE CANADIAN NEWS.

ONTARIO.

J. C. Robertson, real estate and financial agent, Tara, has skipped, leaving debts of between fourteen and fifteen thousand dollars.

The Hon. Joseph Chamberlain, in acknowledging the receipt of some reference books sent him from Ottawa, says in his letter: "I have accepted the appointment as chief commissioner, not without hesitation, but with an earnest desire to be of some service to the two great English speaking communities, whose recent differences have threatened an interruption of friendly intercourse."

Thirteen infuriated Ottawa farmers, after despoiling a book agent named Lamb of his contracts this morning, threw him into a wagon and drove off into the country at a teriffic rate. Neither the victim or the countrymen have been seen since. The farmers claim that they have been swindled by Lamb, whose three colleagues are also being sought.

Mr. T. G. Shaugnessy, assistant general manager of the Canadian Pacific railway, stated the other day that only forty miles of track on the Sault Ste. Marie short line remains to be laid. Forty-five miles are already constructed. The Minneapolis & Ste. Marie railway will soon have the connecting link built to the "Soo" in November, thus forming a direct road.

QUEBEC.

Johnson, the defaulting treasurer of the Hamilton Powder Co., Montreal, was secured at Ogdensburgh and while on the way to Montreal just outside the city limits, leaped from the train and shot himself through the head.

Judgment was rendered on the 30th, annulling the election of Caron, conservative member for Maskinonge in the local legislature, for corrupt acts by agents.

A New York special to the *Witness* says: Shepherd, of the Bank of Montreal, and representing the Canadian Pacific railway, is here, and says there was some enquiry recently regarding the Red River Valley railway bonds, but investors fight shy of the securities at any price, on learning of the Dominion government's attitude. He says the road may raise money some other way, but will not get it from New York.

Canadian Pacific railway company's earnings and expenses for August, 1887, were: Gross earnings, $1,055,170; working expenses, $668,758; net profits, $86,412. In August, 1886, there was a net profit of $380,031; and for the eight months ending August 31, 1887, the figures were as follows: Gross earnings, $6,841,262; working expenses, $5,122,326; net profits, $1,718,936. For the eight months ending August 31, 1886, there was a net profit of $2,131,869.

Sam