GOVERNMENT NOTICES.

Engineers and Contractors

ORABLE THE CHIEF COM- of Lands and Works hereby Contractors to submit plans, de- ions, straining sheets, and tender ction of a Bridge over the South er at Kamloops, up to noon of h day of September next.

ust have a roadway 16 feet wide, n with openings of 50 feet for the mboats.

he site can be seen at the office o d.

W. S. GORE,
Surveyor-General.

Works Department,
B.C., 20th July, 1887.
jul23-td-wtf

NOTICE.

AD CONTRACTORS.

ENDERS WILL BE RECEIVED undersigned up to noon of WED- e 3RD AUGUST, 1887, for the con- Road from Elgin, Mud Bay, to ay.

ns can be seen and forms for ten- at the Government Office, New and at the Elgin Hotel, Mud Bay, or any tender not necessarily

C. WARWICK,
Gov't Agent.
July 25, 1887. jul27dwtd

NOTICE.

CONTRACTORS.

TENDERS WILL BE RECEIV the Honorable Chief Commis ands and Works up to noon of , 6TH AUGUST, for the construc nk Sidewalk along the Fairfield he City boundary to Ross Bay

ns can be seen and forms for tender he office of the undersigned.

or any tender not necessarily ac

W. S. GORE,
Surveyor General

Works Dept.,
B. C., 28th July, 1887. jul29-dw

NOTICE.

AD CONTRACTORS.

E SEALED TENDERS WILL BE d by the Hon. Chief Commissioner Works up to noon of Saturday, for certain works and repairs to y Road and to Millstream Road.

ons can be seen and forms for ten- at the office of the undersigned.

k or any tender not necessarily ac-

W. S. GORE,
Surveyor-General.

Works Dep't,
B.C., 2nd Aug., 1887. aug2-dw

AIL CONTRACT.

TENDERS, addressed to the Post- General will be received at Victoria on Friday, 26th August, for the con- Her Majesty's Mails, on a proposed four years, once per week each em SUMAS and UPPER SUMAS tober next. The conveyance to be ruck or in a vehicle at the option ractor.

ntices containing further informa- conditions of proposed contract may blank forms of tender may be ob- the Post offices of Sumas and Upper at this office.

E. H. FLETCHER,
Post Office Inspector.

e Inspector's Office,
, 20th July, 1887. jul29w

BERT COLLEGE,
BELLEVILLE, ONT.
1857, Over 400 Students Enrolled.
Columbia, Manitoba, Michigan, New ont, Quebec and Ontario represented. awarded in Collegiate Course, Com- ience, Penmanship, Music, Fine Arts tion.
L EXPENSE per term of 10 weeks , Board, Room, etc., for Primary Advance $31; Collegiate $33. begins Tuesday, Sept. 6th, 1887. Circular. REV. W. P. DYER, M.A. -1mw Principal.

FOR SALE.

AD OF COWS, MORE OR LESS, work horses with harness, wagons, all farming implements necessary together with 160 acres of good farm tuate on the Mainland within easy a railway station and a good local all the produce that can be raised m. Also 60 tons of hay. Further parti- to price, etc., can be obtained by ad- he undersigned.

JOHN GLASSEY,
Ashcroft Hotel,
Ashcroft Station, B.C

OMBIA
GENCY, Limited
} DIRECTORS.
D,
- LONDON, ENGLAND.
s been merged in the above mpany from this date as a gency.
ow Rates. Town Lots and
je4tfm-dw

LTON
rp's Sulky Rake
jun1-2m-dw-wed-fri-3

Weekly Colonist

FRIDAY, AUGUST 5TH, 1887.

A DANGEROUS CHAMPION.

It is too funny for anything to find the *Times* patting Mr. Baillie-Grohman on the back. It will seem quite as ridiculous to that gentleman as it does to those who are conversant with our contemporary's action towards him in the past. So far as we are concerned we have no desire to "attack" Mr. Grohman. We felt it our duty to bring him to task for the statement which he circulated relative to American capital being largely interested in our coal mines. Mr. Grohman made the *amende honorable*, confessed his fault, which was due, according to his own story, to a stranger's usual ignorance. Having drawn from him the apology, if such it may be called, we had no more to say. We were satisfied. Correspondents to this paper have questioned his peculiar methods, but Mr. Grohman has been allowed the privilege of using all our available space in contradiction. He surely can find no fault on that score. The "English" papers anonymous ence is not unknown; indeed, ory serves us right it is "too mmon, while in this country ure of journalism. If Mr. an give as good as he gets he has no reason to make a wry face. That gentleman in all probability will not thank the *Times* for entering the lists as his champion; he is quite capable of taking care of himself, and has little cause to be "thick" with the grit organ.

A QUEBEC ELECTION.

A very pitiable spectacle is presented in the recent election addresses at Laprairie by Premier Mercier, his adherents and his opponents. Matters of public import had no place—questions of religion seem to have been the only topics discussed. In this beautiful free west where we are content to go each in his own way, without reflecting in the slightest degree upon the opinions of our neighbors, this state of things, happily, is not understood unless by those who have in former times been actors on the scene. If M. Mercier was a good Catholic there was no need of his tendering a testimonial from the pope to that effect; he should be known by his fruits. But why drag religion into politics at all? Quebec seems, and indeed the same may be said to be true of many of the eastern provinces, to be continually agitated over the question of a man's orthodoxy to one particular creed, leaving out of issue altogether the fact of his possibly being a good, honest, able citizen, who has the well-being of his country at heart. In the heat of an election contest in the east where one party tries to throw as much mud as possible at the other it would be ironical to exclaim, "See how these Christians love another!" Everything gives place to religion and its pure spirit is debased by the indignities to which it is subject. Canada can never hope to be a united happy Dominion until all these religious and racial feelings have been abolished and her citizens cultivate a little more of that blessed charity, which they proclaim so loudly, and outrage so publicly.

THE AGONY OF SUBMERSION.

Our evening contemporary is still barking on the water question, and will not be comforted because his pet scheme was not adopted. So long as our good friend strolled along the shore of generalities he was safe, but when he meddled with facts and figures he got beyond his depth. In yesterday's issue he disputes the correctness of our assertion that a blunder was made in taking the levels of the lower reservoir for Mr. Pickering, and that later surveys having exposed the blunder, the scheme for two reservoirs fell to the ground as impracticable. Mr. Pickering in his report, (page 3) refers to the "level plateau of rock at the end of Pandora avenue" as an appropriate site for a "covered or low service reservoir," at "a top water altitude of about 135 feet above high water tides." This report was submitted April 14th, 1886. Before casting his recent vote on the water question, the junior member for James Bay ward instructed A. E. Mackay, Esq., a gentleman who is entirely disinterested, to check the levels of the lower reservoir. Mr. Mackay's report was as follows:

VICTORIA, B.C., 26th July, 1887.

D. W. HIGGINS, Esq.:—In accordance with instructions I have checked the levels of the floor of the low level reservoir as at present excavated at the head of Pandora street, and find the level of the floor as excavated to be 115.85 feet over high water mark. If the depth of the water in the said reservoir was 12 feet, the top water level of the said reservoir would be 127.85 feet over high water mark.

Yours, respectfully,
A. E. MACKAY.

Under the circumstances of the adverse report of Mr. Mackay the majority of the council had no alternative but to reject the Hendry scheme. In doing so they have prevented the city from the adoption of a hazardous and inefficient scheme. If our contemporary still questions the correctness of the latest survey he can have the levels taken for his own satisfaction and thus put an end to what we cannot help thinking is a profitless discussion.

HAWAIIAN FINANCES.

The chief sources of revenue on the islands are derived from the rice and sugar interests. Without these the revenue would be decreased, directly and indirectly, to the extent of fully nine-tenths. A statement as to the position of the Hawaiian loan in London was published by the recent government in Honolulu before they resigned from office. From this it appears that the loan itself has never been floated at all. The London syndicate merely made advances in anticipation of ultimate realizations, and the quotations upon the London Stock Exchange have apparently been "wash sales," which may yet become the subject of examination. The Loan act authorized the borrowing of $2,000,000, payable, principal and interest, in United States gold coin. Of this amount $500,000 was taken up in Hololulu, the balance to be negotiated in London. Only $1,000,000 was offered there, and it was quickly subscribed for, but, as no bonds were ready to be issued, the subscribers were only called upon to pay a small percentage of the amount subscribed for. The financial manipulators in London, however, advanced to the Hawaiian government $900,000. Of this amount only $184,500 has been received at the Hawaiian treasury. The sum of $115,500 remains in the Bank of California at San Francisco, and the balance of $500,000 was used by the financial agents and syndicate themselves, without authority of the Hawaiian government, it is said, to speculate in bonds held by Claus Spreckels. These bonds, must, by law, be redeemed at the Hawaiian treasury, therefore the holder can demand payment again on presentation in the proper quarter. The syndicate has further insisted upon the issuance of a new set of bonds, payable in English sterling, which is not the equivalent of American money, as every sovereign has been reckoned as $5. The loss to the government will be 16c. on each sovereign, or $32,000 on £200,000. It is believed that the public revenue has all been expended, in addition to the postal savings banks deposits. The legal limit of commissions in floating the loan was 5 per cent., but this has been exceeded. The government has paid 12 per cent. interest on $500,000 for four or five months, through gross mismanagement, when it should only have paid 6 per cent. bonds, payable in twenty years, for a similar amount of similar bonds payable in thirty years. In addition to the 5 per cent. commissions the syndicate and agents got 2 per cent. on the amount of the bonds at 98. The total costs and charges on $1,000,000, omitting exchange, cables, clerical expenses, etc., amounted to $75,970, or nearly 9 per cent. Besides this the syndicate has retained out of the $1,000,000 nearly $130,000 more than they are entitled to for guaranteeing the loan. Again in the published government statement is an item of $93,006.47 for "sundry disbursements on loan account and cash in treasury." But the cash in the treasury appears to be only $6.47. An item of $47,096.51 appears for the encouragement of immigration, though not a solitary immigrant has been taken into the country since the loan business was commenced. For water works $39,325.88 is charged, out of $50,000 entitled to that purpose under the loan, though $15,000 had actually been expended when the statement was made. This left a balance of $10,674.12 to build a storage reservoir, and water works were one of the special internal improvements from which revenue would be derived as a security for the loan. It has been suggested in a Honolulu paper that "the London bondholders appoint a committee to watch that the balance of money unexpended be spent on improvements according to the act, and not frittered away on useless baubles and bribes to palace favorites." It is concluded that the loan has not been brought out in accordance with the law, which has been ignored by the syndicate. It is not improbable that the new government may repudiate the whole business.

THE case of the Gloucester fishing schooner Annie W. Hodgson, seized on Wednesday last at Shelburne, is similar to most of last year's seizures for customs violations and has no connection with the fisheries treaty. The vessel, which previously had been only detained awaiting orders from Ottawa, was on Thursday formally seized on a charge of violating the Canada customs laws, and a fine of $400 imposed. All vessels seized last season on similar charges were fined either $200 or $400 each, the fines being deposited in every case under protest, and afterwards nearly the whole amount was refunded to the various owners, only a nominal fine of $20 or thereabouts being retained. The Hodgson's offence is no more serious than any of those committed before. Capt. Knowlton, of the cruiser Advance who made the capture, was informed some time ago that the Annie W. Hodgson was on the western coast and suspected that she was in search of bait, but so far as has yet appeared there is no proof of treaty violation, and she is held simply for the customs offence. When she was seized there were some fresh codfish in a tub on deck which Capt. Morrison said had been brought on board by the missing men who had just been found.

A DECLINE in both the import and export trade of Great Britain is shown by the board of trade returns for June, as compared with June, 1886. The imports show a decline of about 5½ per cent., while the exports declined 6½ per cent. In imports the largest percentage of decrease is in raw textiles, nearly 27 per cent. The decline in the imports of American cotton accounts for the bulk of the decrease. Other lines showing decreases were chemicals, articles of food and drink free of duty, and live animals. Increases were shown in the imports of dutiable articles articles of food and drink, oils and tobacco. In exports decreases were shown in yarns and textile goods, food and drink, metals and machinery and chemicals. The exports of iron and steel goods proper show an increase.

A SOMEWHAT important change in journalistic circles is announced in the early retirement of Mr. A. T. Freed, the chief editor of the Hamilton *Spectator*, and one of the best known editorial writers in the Dominion, to occupy a position in the new Dominion Labor Commission. He will be succeeded by Mr. John Robson Cameron, who was at one time managing editor of the Minneapolis *Tribune*.

THE total assessed valuation of all real and personal estate in New York city in 1887 is placed at $1,307,640,663, against $1,430,988,386 in 1886, an decrease of $86,672,377. Of this sum $1,254,401,849 is in real estate, against $1,203,851,065 in 1886, an increase of $50,550,784. Of personal property $253,148,814 was assessed in 1887, against $217,927,221 in 1886.

FOR QUIET MOMENTS.

He had a face like a benediction.
He loveth nothing that loveth not God.
Retreat, silence and detachment are necessary to keep us in meditation.
Kindness has converted more sinners than either zeal, eloquence or learning.
The Word of Life is meant for men as sinners, and not for men as philosophers.
If you are a Christian, show it, not only in word, but in reality, and by the deeds you do.
Alas! How men deceive themselves who, thinking they are spiritual, seek to guide souls!
Show thyself kind and affable, never familiar; familiarity is generally followed by contempt.
Leave to everyone the care of his own affairs, and disturb not thyself with what is said or done in the world.
I have been benefitted by praying for others; for, making an errand to God for them, I have got something for myself.
A great help to advancement in spiritual life is to have a friend whom you will permit to inform you of your faults.
The thunder clap can strike the inattentive, but it is only the listener that catches the whisper of the summer air in the pine trees.
Propriety of thought and propriety of diction are commonly found together. Obscurity of expression generally springs from confusion of ideas.
The true Christian may doubt his own ability, but he cannot doubt God. He may say with Paul, "I am less than the least," but he must also add, "I can do all things in Him that strengtheneth me."
The great design, both in judgments and mercies, is to convince us that there is none like the Lord our God, none so wise, so mighty, so good, no enemy so formidable, no friend so desirable, so valuable.
The soul that cannot entirely trust God, whether man be pleased or displeased, can never long be true to Him; for, while you are eyeing man, you are losing sight of God and stabbing religion at the very heart.
Lord, I have tried how this thing and that thing will fit my spirit. I can find nothing to rest on, for nothing here hath any rest itself. O Center and Source of light and strength! O Fulness of all things! I come back to join myself to Thee!
The hard facts are, that no lower standard has ever elevated sinful men and women into a virtuous civilization, while the gospel of the Christ of God has lifted the most depraved of the human race into the dignity and purity of Christian life.
It is only kindness and tenderness which will ever enable you to see what beauty there is in the dark eyes that are sunk with weeping, and in the paleness of those fixed faces which the earth's adversity has compassed about, till they shine in their patience like dying watch-fires through twilight.
To enjoy is, then, to act as much as possible with the greatest intensity, independence and liberty. Activity, by itself, goes on infinitely. It moderates itself only by necessity and constraint, only to have afterward to moderate itself less, and to deploy itself beyond all the limits successively erected before it.
No sooner do I see a learned man than I long to prostrate myself before him and kiss the dust of his feet. Equally valuable are the ink of the doctor and the blood of the martyr. The world is supported by four things only—the learning of the wise, the justice of the great, the prayers of the good and the valor of the brave.

After Long Years.

"I was troubled with liver complaint for a number of years, finding no cure. I tried B. B. B. I took four bottles, and am perfectly cured, strong and hearty. Mrs. Maria Askett, Alma, Ont.

tu-th-sat-dw

That Mrs. Koseké has removed her hair dressing parlors to Government street, between Broughton and Courtney, and is prepared to do all kinds of hair work; also ladies' and children's hair cutting. 1m*

From the Daily Colonist, August 2, 1887.

LOCAL AND PROVINCIAL.

Board of Trade.

A meeting of the B. C. Board of Trade will be held this morning. The business in the main refers to the policy of the C. P. R. towards Victoria.

The Late Archbishop.

Solemn requiem mass for the repose of the soul of the late Archbishop Seghers was offered Wednesday at the Church of the Dominican Fathers, in Benicia, California.

A Prosperous Bank.

A Toronto cablegram says that the directors of the bank of British Columbia have recommended a dividend for the last half year of 6 per cent. per annum, and a bonus of 1 per cent.

Wool for the East.

The Canadian Pacific is reported to have secured the transportation of fifteen car loads of wool from San Francisco to Boston at a rate 25 per cent. lower than the American pool schedule.

Statement Denied.

A San Francisco despatch says: The statement that General Traffic Manager Olds was here to forestall the rival lines on transcontinental freight *via* Victoria was denied at the Canadian Pacific office in this city.

Sport.

Dr. Dickson, of London, now staying at Cowichan Lake, is having good sport; has hooked several good salmon and a quantity of very fine trout. He is so delighted with the place that he intends staying another week or so.

The Times' Critic.

The *Times* critic says: "Miss Field, in addition to being an accomplished platform elocutionist and *litterari (sic)* is etc. Miss Field would probably, if she had an opportunity, advise the *litterateur* aforesaid to stick to good, plain English.

At the "Flats."

The following visitors from Victoria were at the Flats, Cowichan, during the week ending July 31st: Mrs. S. Williams, Mr. and Mrs. J. Creeden and four children, Mr. and Mrs. B. W. Pearse, Miss Cornwall, Mr. T. Clyde, Mrs. H. Cathcart and two children.

A New Wire.

Mr. T. D. Conway to-day started work on a new telegraph wire for the C. P. R.'s telegraph connecting this city and Nanaimo. The wire is No. 6 galvanized iron, and when finished will be worked duplex between this city and New Westminster, and will greatly facilitate business.

A Dangerous Fellow.

On Sunday morning as two little boys were strolling along Cadboro Bay road they were accosted by a man who held in his hand a pistol. He pointed the weapon at the lads and as they ran fired five or six shots. He then fled into the bush bordering Regent Park. The police scoured the wood in the afternoon but found no trace of the man. He is believed from his actions to be a lunatic.

The Salmon Run.

B. Young, arrived down from Canoe pass on the Rithet, and is at the Oriental. He reports the salmon run in the pass good, that in the main river fair, and at the North Arm poor. As a consequence some canneries are doing much better than others, those having camps in their establishments on Canoe pass getting the lion's share. The fish that were due around Point Roberts last year have arrived this.

The Excursion.

A large number of people took in the excursion on the Yosemite last evening. The steamer left the wharf about 8:15 o'clock, the Queen City Brass Band playing a delightful and merry air. The course was to Esquimalt and down the straits, and as the moon was shining brilliantly the trip proved a very pleasant one, many expressing the opinion that such episodes were too few and far between.

Anna Beck Seizure.

A recent Ottawa dispatch says:—Hon. G. E. Foster, owing to a pressure of departmental business, was unable to attend the nomination at South Renfrew. His trip to Ottawa was principally taken in connection with the recent seizure of the schooner Anna Beck for fishing in Behring sea. It is certain that a strong protest will be made after Saturday's cabinet meeting, especially in view of the fact that the American government, against the previous claim for indemnity which is now pending, acknowledged that last year's seizures and under similar circumstances were big blunders.

Too Much for Them.

A few evenings since a gentleman residing in the vicinity of McNeill's beach was awakened by a loud knocking at the door of his dwelling. Upon opening the portal he found a young gentleman, who asked him if he could take two ladies in for the night. He explained that he had been to Cadboro Bay in a sail boat, and in endeavoring to weather the point found the southwester too strong. He intended going to town to let his people know that all was well. The gentleman had a bed prepared and the young man was just starting off when the young ladies decided that they would walk with him, which they did, leaving the yacht in the hands of another man who was with them. This habit that young people have of sailing up the straits is getting too common, and a stiff breeze, as a general thing, is not very pleasant to sail against, especially so to inexperienced hands, who in any case should be warned against leaving the harbor.

The Provincial Exhibition.

An inquiry was made yesterday by a representative of THE COLONIST from the agricultural society officers as to when the arrangements for the coming provincial exhibition would be made public, but little or nothing could be elicited. It was felt last year, when Chilliwhack was selected as the place for this year's show, that the choice was not the very best that could have been made, owing to the disadvantage of lying out of the regular traveled routes. However, it is situated in a good agricultural section and can be readily got at by mainland agriculturists, and it is sincerely to be hoped that every effort will be put forth to make a successful exhibit. It is high time the association was exerting itself in this direction, and probable exhibitors made aware of its intentions.

A Pioneer Gone.

Yesterday one more of Victoria's early pioneers passed away. Although Capt. McDonell's death was not unexpected, yet the news of his demise could not but cause a sincere feeling of regret amongst all who had been acquainted with him. We confidently believe the town might be canvassed high and low without meeting any one who had anything but good words and kindly recollections of genial old "Rory" who yesterday paid the debt of nature. Capt. McDonell, who was a nephew of the late Admiral Sir James Gordon, was a native of Inverness, Scotland, and was formerly captain of Her Majesty's 28th regiment. He served through the campaign against the Maoris of New Zealand, and came to B. C. in 1858. At one time he occupied the post of city clerk in this city, and in the early days was always identified with any movement in which the welfare of Victoria was concerned. His death was as lovely as his life.

The following district order has been issued by Lieut.-Col. Wolfenden, acting D. A. G.: In consequence of the death of Major McDonell, district paymaster and superintendent of stores of this military district, the corps at head-quarters are requested to parade at the drill shed, at 8 o'clock p. m. on Tuesday, the 2nd inst., preparatory to forming a military escort at the funeral, which is to take place on Wednesday, the 3rd inst.

R. WOLFENDEN, Lt.-Col.,
A. D. A. G. Mil. D. 11.

Missionary for Kamloops.

The missionary district of Kamloops, provided for by the S. P. G., will shortly be taken in hand by the Rev. W. H. Cooper, on the invitation of the Bishop of New Westminster. Canon Cooper is the hon. secretary of the Church Emigration Society and will act for the society in British Columbia and the Northwest.

Admitted to the Church.

Rev. Thos. Haddon, holding letters from the Methodist church, was formally received as a presbyter at the Reformed Episcopal church Sunday morning. Rt. Rev. Bishop Cridge preached the sermon and Rev. Dr. Reid delivered the charge. In the evening Rev. Mr. Haddon preached a very able sermon. Mr. Haddon has been called to the R. E. church at New Westminster.

The Mexico's C. P. R. Freight.

The steamer Mexico which arrived here yesterday morning, has on board for shipment over the C. P. R., 160 barrels of salmon and 842 boxes and 348 sacks of dried fruit for Chicago; for Boston, 310 barrels of salmon; for New York, 723 boxes of dried fruit; for St. Louis, 30,000 pounds of beans; for Sioux City, Iowa, 30,657 pounds of sugar.

P. O. Home.

Following are the names of those ladies and gentlemen who donated articles to the Protestant Orphan's Home during the month of July:—Mr. King, a drive for the children on two occasions; Mr. Payne, cutting children's hair; Mr. Rodgers, milk; Mr. Andean, milk and rhubarb; Mr. Shopland, shoulder of lamb; Mrs. Denny, clothing; Mrs. Barnard, sack of clothing.

Survey to Northern Vancouver.

The speech from the throne stated that a survey would be made to the northern end of Vancouver island, for the purpose of locating a desirable route for the extension of the island railway. It is important that this matter should be attended to before winter again sets in.

For Hong Kong.

The following message was received last night from D. E. Brown, passenger agent, C. P. R.:

"To THE COLONIST.—The Port Augusta sailed from Vancouver at four o'clock for Nanaimo to take coal, and will sail from Victoria to-morrow evening or Wednesday morning, taking passengers aboard there."

Freight on Cattle.

The Rithet on Saturday brought down 133 head of cattle, 83 from Hat creek and the balance from Douglas lake. The charge per car for cattle from Kamloops is $33 and from Ashcroft $70, to New Westminster, an average of about $4 per head. This is a reduction on what has heretofore been charged, and it is understood the steamboat company have also lowered their charge for live stock freight.

Police Court.

Frank Green, Thomas Thomas and Arthur Hodgins, were called for drunkenness yesterday. The two former were fined $5 or one week each, while the latter's bail of $5 was estreated.

Geo. Busbridge, charged with riding a horse on the sidewalk, was fined $5 and $1.50 costs.

James Kelly *alias* James Campbell, was charged with stealing a boat, the property of Capt. W. Ettershank. His case was continued until Saturday.

Wm. Burns, for breaking into W. V. Brown's cabin, was committed for trial.

Cricketing at Vancouver.

A cricket match was played on the Recreation Grounds, Vancouver, on Saturday between eleven representing Canada and the Old Country. The Old Countrymen won by an innings and twenty-two runs. The Canadians could do nothing against the bowling of Clinton and Prenter, which was superb, the former taking 7 wickets in the first innings for 11 runs, and Prenter's analysis in the second innings reading 7 overs, 3 maidens, 5 runs, 6 wickets. Rand for the losers knocked up 12 runs in good style, and for the victors, C. Nelson played a splendid innings of 32, which included one 4, three 3, four 2, and eleven singles, which is the largest score made by any member this season. Rand and Schofield bowled well for the Canadians. Score: Canadians, 1st innings, 27; 2nd innings, 9. Old Country, 1st innings, 59.

A LIBERAL VICTORY.

LONDON, July 30.—The parliamentary election to fill the vacancy of the Forest of Dean division of Gloucestershire, caused by the retirement of Blake, home ruler, has resulted in a large increase of the liberal vote, Samuelson, the liberal candidate, defeating Wyndham, the conservative, by a majority of 1,550 in a total vote of 7,220.

MAINLAND NEWS.

[News-Advertiser.]

The steamer Leonora returned from Thurlow Island with a party of timber surveyors. One of the latter, Mr. Chas. Ferris, met with a very painful accident, cutting his foot with an axe while snipeing a log. On the passage north they lost a man overboard. Although only 100 yards distant sad to say the man sank before the rescuers could reach him. The deceased man's name was J. McIsaace and it is supposed he was from Prince Edward's Island.

[Inland Sentinel.]

Col. Goldie, of the British army will visit Kamloops about the 10th August prox.; and his visit will afford a favorable opportunity to those wishing to dispose of suitable horses at a fair price.

Kamloops has been enveloped in dense smoke during the week, and the sun and moon went athwart the heavens in a blood color most of the time. The curtain of smoke, however, tempered the sun's rays; and the noonday heat was, consequently, not oppressive.

LOCAL BRIEFS.

Many strangers visited the drydock and H. M. ships on Sunday.

The steamer North Pacific did not tie up at her dock until 5:30 o'clock last evening.

Harry Porter, has been appointed station agent at Cobble hill in place of Mr. S. Maclure who resigned.

The Yosemite brought down from Vancouver 15 chests of opium, part of that brought over on the Port Augusta.

Mrs. George Keir, Somenos, dropped a fine hawk with a Winchester rifle at a distance of seventy-five yards last Friday.

Sunday must have proved a bonanza for the livery and hack men, as every vehicle in the city was engaged, and more wanted.

Thirty-six car loads of lumber were shipped by the Chemainus Sawmill Co. during July on the E. & N. railway for points along the line.

The Pacific express on the C. P. R. was four hours late on Sunday, and in consequence the Yosemite did not arrive until 10 o'clock that night.

Deputy Attorney-General Irving visited New Westminster a few days ago and made an enquiry into the recent escape of two prisoners from that institution. The result is not yet learned.

The new offices of the Dominion Express Company were opened for business yesterday in the store formerly occupied by Brown & White, next to M. W. Waitt & Co.'s. The office appointments are thorough in every detail.

Two gentlemen while out driving last evening met with an accident on Vancouver street. When turning a corner their horse fell down, smashing the shafts of the vehicle, a light buggy. The horse sustained serious injury, but the gentlemen escaped unhurt.

In Good Repute.

James McMurdock, writing from Kinsale says: "B. B. B. as a remedy for diseases of the blood, liver and kidneys, has an excellent reputation in this locality. I have used it, and speak from experience, as well as observation. It is the only medicine I want, and I advise others afflicted to try it."

tu-th-sat-dw

THE GO-BY.

A Hot Letter Against the "Organized Railway Conspiracy" to Destroy Victoria and Esquimalt.

Necessity for Public Action—Remedy Suggested Everybody Interested in this Momentous Question—Let us All Pull Together.

TO THE EDITOR:—Ever since the latest visit of the Great Van Horne to Victoria and his outpour of taffy before the board of trade in this city, I have remained a silent but close observer of the policy of the C. P. Railway Co. towards Victoria and Esquimalt as it has been slowly developed by subsequent events. There is now no reason to doubt that Mr. Van Horne is a clever diplomat and a consummate politician. The skillful manner in which he twisted the board of trade around his little finger and drew from them a vote of thanks for having done so would have been worthy of praise had he been a minister plenipotentiary to some foreign court. But as he professed to be a plain-spoken, matter-of-fact business man, addressing an assemblage of business men, who, having invested their all in this city and neighborhood naturally feel interested in preserving it from destruction, I am forced to the conclusion that he was neither honest nor frank in some of his professions and statements.

It is true that the reduction in freight and passenger rates has taken place; but that was promised before Mr. Van Horne left Montreal. At present, I shall refer only to one or two instances of tergiversation. The principal of these are the China steamers. How much nearer, I would ask, are Victoria and Esquimalt to the realization of their hope and right to be made the practical terminii of the Canadian Pacific now than they were before Mr. Van Horne came? The plea which that gentleman offered, that the steamers are not the property of the C. P. R. and consequently not under their control, is shallow. If it were not for the inducements the railway company held out to the steamship company the latter would not have engaged in the enterprise; and if Mr. Van Horne were to say to Pearce & Co., You must comply with the reasonable demands of Victoria, our principal customer on the Pacific, there would be an immediate compliance. In the absence of remonstrance from the C. P. R. the great steamers continue to show Victorians the blades of their propellers, carry our freight on to Vancouver and *send it back at our expense for lighterage.*

Could there be a more humiliating position for a business community like this to occupy? For many years Victoria's annual contribution in the shape of customs duties alone to the Dominion strong box has been $1,000,000. Our city has increased in population until it numbers close upon 13,000. Esquimalt has one of the finest harbors in the world. Victoria's commerce has extended from Cape Beale to Behring sea and from the coast line to the summit of the Rocky mountains. Its merchants rank financially among the soundest in the world. A large amount of capital is concentrated here. Every important enterprise that is or has been projected on island or mainland seeks or has sought the required capital at Victoria. If a mine is to be opened, a railway or ship to be built, a mercantile enterprise floated, a lumber mill erected, a fishery established, Victorians are appealed to (and seldom in vain) to supply the sinews of war. Cariboo, Big Slide, Illecillewaet and Nicola mines have absorbed large amounts of Victoria capital. When the new town of Vancouver was to be built where did the money to do it come from? Victoria. When it stood in need of streets and sidewalks where did it apply successfully for the means? Not to the railway company, but to Victoria. When the old town of New Westminster wanted a railway from whom did it get the funds? The C. P. R.? Not at all. From Victoria. Lately when it erected gas works Victoria sent it the money. The same benefit was bestowed on Nanaimo a few months ago by Victoria capitalists.

In short, Mr. Editor, I speak within bounds when I say that there is scarcely an enterprise, great or small, in the province that was not started with, if it is not now sustained, by Victoria capital.

And yet, sir, in the face of all this we are advised, at the risk of being deemed disloyal or "unpatriotic" to put forth not the slightest effort to assert our rights or preserve our fair city and its near neighbor from slow but none the less certain destruction! When a few days ago it was asserted in your columns that the Grand Trunk railway company had bought the franchise of the Manitoba & Northwestern railway and could push on to Victoria *via* Bute Inlet if the B. C. legislature would extend the same encouragement to the new enterprise that it did to the C. P. R., I was almost paralyzed to read in a *Victoria* newspaper that encouragement to a scheme in opposition to the C. P. R. would be "unpatriotic!" Are we then, sir, such abject slaves that we shall be deterred from striking a blow in our own defence by this cuckoo cry of disloyalty? Are we to sit with our hands folded idly while the means are at hand to check and control an insolent monopoly which is sufficiently "unpatriotic" to attempt to ruin and despoil the largest and most prosperous community in the province, to ignore the existence of the naval station and the political capital and drive their people into the highways and byways to seek new homes? for that is just what the present policy of the C. P. R. is aiming at.

The C. P. R. Co. has been largely subsidized by the Dominion and British Columbia. Its road was almost built on the land and money grants of the two governments. It is a huge organized conspiracy against the growth of Victoria and Esquimalt. Its exactions have caused the Manitobans to fly to arms and British Columbians must be prepared soon to array themselves in active resistance, not by rebellion, but by liberally subsidizing with public lands any company that will be a constant menace to and check upon the odious monopoly and that will act in a spirit of fairness and liberality towards every part of the province.

The Victoria *Times* may cry "Peace, peace!" but there should be no peace until the inflated and haughty railway conspirators who are endeavoring by unfair means to build up a terminal town to the detriment of this fair city have been visited with the just indignation of the community they have despoiled.

Mayor Fell may attend a banquet at Vancouver and amid the popping of champagne corks and the plaudits of loud "boomsters" may fall on Mayor McLean's neck and bursting into tears indulge in gush and slop about universal brotherhood and shaking hands across the silvery streak, and live and let live and kindred rubbish until his senile mind and capacious stomach have been emptied of their cargoes; but have the mayoral tears, gush and slop induced the Chinese steamers to touch at these ports? Are we an inch nearer the accomplishment of our purpose than we were before the mayor gave himself away in that ridiculous fashion a month ago?

"Soft words butter no parsnips." What are needed are *hard* words, strong arguments and decided *action*. Fellow-citizens of Victoria and Esquimalt, your future lies in your own hands. By moving *now* you can shape your own destiny—gloriously and brightly. By idling in your tents you will miss the golden opportunity and when you have grown weak and enervated the enemy will devour you at his leisure. Are you prepared to act promptly and decisively; to refuse all overtures that are only made to delude and cast your patronage into the hands of those who will appreciate it and who are prepared to stand loyally by the terms they may make until another trans-continental line shall have traversed British Columbia and broken up forever the cursed conspiracy against your well being? Every man who earns his bread in this city or Esquimalt; every man who owns a town lot; every man who has driven his home stakes here is interested in this momentous question.

In conclusion, while I have confidence in the general policy of the government at James Bay, in the present state of popular feeling it is of the utmost importance that the island public should be put in possession of positive information that the ministers, who unfortunately are all mainland representatives, are not neglecting this portion of their charge, and that they have strongly and ably pointed out the injury that the C. P. R. railway and their steamers in taking freight past our doors are inflicting upon us. R. R.

FATAL ACCIDENT.

A Railway Carpenter Falls From a Bridge and is Fatally Injured—Hon. Thos. White Will Arrive Thursday Night.

DONALD, B. C., Aug. 1.—A bridge carpenter named Storey, formerly of Pictou, Nova Scotia, fell off a bridge near Rogers Pass this afternoon and rolled down a slope, some forty feet into the stream below, sustaining a fracture of the skull and other injuries. He was brought to the hospital here where he now lies in a very critical condition. The accident will probably prove fatal.

Hon. Thos. White and party arrived here from Banff this evening and will leave by the regular train to-morrow morning for Kamloops, where he remains over Wednesday, arriving at Vancouver Thursday.

MARINE.

Several ships from London and Liverpool are due here at any moment. The Titania should arrive shortly also.

Tug Pilot passed down the straits this morning with the ship Zuleika with lumber from Moodyville for Valparaiso.

Steamer Ancon will arrive here this morning from the Sound, and will leave again at 2 o'clock p.m. for Alaska.

Steamer Mexico will carry a large cargo to San Francisco Saturday. Over 3,000 cases of B.C. canned salmon will be among the principal items.

A.m. tug Mastick, left Nanaimo on Sunday with the ship Wilma in tow for San Francisco. The tug Alexander passed Nanaimo three hours later with the ship America, from Departure Bay for San Francisco. The Mastick and Wilma were sighted on entering the straits by Capt. Phamplet, and a race then commenced to see who would reach the cape first. The Mastick redoubled her speed, but to no purpose, as the Alexander gained steadily, and when the America was cast off was two miles ahead of the American tug. The Alexander has so far proved herself superior to the tugs from the other side, and this time really excelled herself, as the America had 3,100 tons of coal, while the Wilma only carried 2,500.

Chilian ship Hindostan, Welsh, completed her cargo of lumber at Moodyville and is awaiting a tug to tow her to the cape. The ship is bound to Valparaiso.

Bark Nanaimo, Newby, from Moodyville for Tientsin, and which has been in Royal Roads for a few days, received her full complement of crew on Sunday, and will be towed to sea to-day.

The steamer Mexico usually reaches San Francisco at 11 o'clock Monday nights. It is expected when the weather moderates and favorable winds attend, she will reach this port much earlier than formerly.

On her last trip to this port while nearing Cape Mendocino the Mexico almost ran down a small schooner. The fog was very thick and the whistle was sounded continually. It was not answered by the schooner which, when seen, was in the act of passing the bows of the steamer. Capt. Huntington seeing the danger, and being always on the look-out, rang for the engines to stop, and the boat was swung completely around, preventing what for a moment bide fair to end in a serious calamity. Those who saw the incident say that when the Mexico was swung round they could have stepped aboard the schooner.

Steamer Mexico, Capt. Huntington, 70 hours from San Francisco, arrived at the outer wharf at 7:30 o'clock yesterday morning with 35 passengers and 240 tons of freight for this port. The Mexico left for the Sound at 2:30 o'clock p. m.

The steamer Umbria, from Liverpool, which arrived at New York on Sunday, met with a tidal wave or cyclonic squall which struck the vessel at three o'clock last Wednesday morning. The wave was seen for more than ten minutes before it reached the steamer, giving the officers ample time to prepare for it. It struck the vessel with great force, carrying away a portion of the bridge and forward hatch and flooding the forward cabin and storage room. Owing to the accident the Umbria was delayed twenty hours.

Twenty-one vessels of all descriptions sailed from Puget Sound ports last week for foreign and domestic ports laden with lumber and coal.

[BY TELEGRAPH.]

SAN FRANCISCO, August 1.—Arrived—Steamers Wellington, Departure Bay; Eastern Oregon, Yaquina Bay; Oregon, Portland, *via* Astoria; ships Blue Jacket, Seattle; Alaska, Tac