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Barkerville, June, 1886. jo30w3t

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IMPERIAL FEDERATION LEAGUE

LIVERPOOL BRANCH.

THE OFFICES OF THIS BRANCH OF THE Imperial Federation League are now open at PADDO BUILDINGS, STANLEY ST., LIVERPOOL. Colonists passing through Liverpool are cordially invited to make use of the rooms of the branch for correspondence and other purposes.
The publications of the league may be seen there and all Colonial papers received are filed for reference.
The Committee will be glad of communications on all matters of Colonial interest. Information will be cheerfully given by the Hon. Secretary respecting the Colonial Exhibition of 1886; the doings of the Council and Association for promoting Small Directed Emigration and Colonization; the Measures for Improvement of Local Defence, and upon other matters of Colonial interest. fd8w6t

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on all points on the road, with promptness and dispatch. Intending shipping goods through me will please care "W. B. G.," Ashcroft.
W. B. GLADWIN.
Ashcroft Station B. C.,
July 1st, 1886. jo8w3m.

CHEW JACKSON'S BEST NAVY TOBACCO.

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The goods re for sale by all the principal jobber throughout British Columbia. ye8w

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JENSEN & CO., 8, STATION ROAD, PLAISTOW London England. Established to supply Settlers in the States with the addresses of respectable young women who are willing to communicate with Bachelor Tradesmen, Farmers, and others desirous of meeting with useful wives. They will be supplied from the Agricultural Districts of England, Ireland, Scotland and Wales, as well as the continent of Europe. Applicants should state their particular requirements and preferences, enclosing Postal Order Two Shillings, to meet preliminary expenses. fy8w1m.

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fd4w1m

Weekly Colonist.

FRIDAY, JULY 30, 1886.

TO PUBSCRIBERS AND INTENDING SUBSCRIBERS.

OR ON ACCOUNT OF THE WEEKLY COLONIST TO INSURE DELIVERY, YOU SHOULD ENCLOSE THE AMOUNT OF SUBSCRIPTION IN POSTAGE STAMPS, POSTAL ORDERS, COIN OR BANK BILLS. NO PAPERS LEAVE THIS OFFICE WITHOUT THE SUBSCRIPTION HAS BEEN FIRST PAID, AND NO NOTICE IS TAKEN OF ANY ORDER THAT IS NOT ACCOMPANIED BY THE MONEY.

BIRTHS, MARRIAGES AND DEATHS.

Persons residing at a distance from Victoria, who may desire to insert a notice of Birth, Marriage or Death in the Colonist, must enclose with each notice TWO DOLLARS AND FIFTY CENTS in P. O. Stamps, money or coin, bills or notes, to ensure insertion.

THE WEEKLY COLONIST.

NOTICE.

A SPECIAL EDITION FOR SOUTH-CARIBOO, LAKE, METCHOSIN, SOOKE, COMOX AND OTHER DISTRICTS NOT REACHED BY FRIDAY'S MAIL IS PRINTED EVERY TUESDAY MORNING AND DISPATCHED THROUGH THE POSTOFFICE.

Local and Provincial News.

From the Daily Colonist, July 29.

PERSONNEL OF THE NEW MINISTRY.

LORD SALISBURY'S IRISH POLICY.

Convention Between England and China Signed.

(Exclusive to The Colonist.)

LONDON, July 28.

The new cabinet has been announced as follows:

Secretary for War, Rt. Hon. Wm. Henry Smith;

First Lord of the Admiralty, Lord George Hamilton;

Lord High Chancellor, Lord Halsbury;

Secretary for India, Rt. Hon. Frederick Arthur Stanley;

President of the Local Government Board, Rt. Hon. Henry Chaplin;

President of the Board of Trade, Rt. Hon. Edward Stanhope;

Postmaster-General, Lord John Manners;

First Commissioner of Works, Rt. Hon. David Plunkett.

Attorney-General, R. B. E. Webster;

Lord Chancellor for Ireland, Lord Ashbourne.

The first three of the above are official announcements.

It has just been decided that Lord Randolph Churchill shall have the office of chancellor of the exchequer and the leadership of the house of commons.

From a hastily summoned cabinet council held at Lord Granville's house it is believed that some foreign difficulty has suddenly arisen.

The liberal leaders have decided not to shape their tactics until the Queen's speech has been read in parliament.

It is said on high authority that Lord Salisbury's Irish policy will include proposals to lend to Ireland five million pounds sterling to enable her to establish local banks on the Scotch system, and to lend money at nominal interest to farmers and manufacturers in order to stimulate and develop trade.

The following appointments have been accepted: Home secretary, Lord George Hamilton; chief secretary for Ireland, Sir Michael Hicks Beach; secretary for war, Viscount Cranbrook; chief president of the council, Lord Iddesleigh; lord lieutenant of Ireland, the Duke of Abercorn.

A convention between England and China has been signed. By the terms of the convention China agrees to the occupation of Burmah by the English, and promises to encourage trade between China and Burmah. A commission is being formed to define the Burmese frontier.

THE PACIFIC COAST BE-FENCES.

Lieut.-Colonel O'Brien and three other commissioned officers of the Royal engineers left Halifax for Victoria, B. C., via Halifax, N. S., by way of the Canadian Pacific railway. They have come for the purpose of surveying Esquimalt harbor, as well as other points on the coast, with the view of selecting suitable sites for forts. When built they will be used as naval stations and military depots for imperial troops, since the Canadian Pacific railway is regarded as the great highway in future for military transit to India and China. Surveys and propositions have been made before, but now something definite will be done. Since there are Russian fort opposite, this home government regards the fortification of the British possessions on the Pacific coast as an absolute necessity. Colonel O'Brien believes we have a great future before us, and as our trade with other nations must naturally develop rapidly, it is deemed advisable that all proper precautions should be taken to ensure the national safety. As soon as the survey is completed the erection of the fortifications will be at once proceeded with, half a million dollars having been voted last session. The imperial government will supply the armament and instructors and the Dominion government the garrison. Some twenty-three submarine miners "torpedomen," they are technically called—will be transferred from Halifax to Esquimalt, until such time as their services as instructors can be dispensed with. Colonel O'Brien will remain here until the survey is completed.

The Eliza Anderson Once More.

The steamer Eliza Anderson was sold by Marshal Hamilton yesterday, subject to a mortgage of $27,000, held by Captain Wright, of New York. The sale was on an execution issued out of the District Court in favor of J. D. Lowman, for $2,500 and costs. There were but two bidders, J. D. Lowman and Governor Ferry, the latter representing Captain Wright. Mr. Lowman was the first bidder, and in reply to the question, "How much am I bid for the steamer Eliza Anderson, her tackle, apparel and furniture?" Mr. Lowman said, "I will give $3100." Governor Ferry shouted, "Thirty-two hundred dollars!" There being no further bids, the Marshal exclaimed, "Sold to E. M. Ferry!" But, excepted Mr. Ferry, "Sold to Captain George Wright, when our friend represents." The money was paid over and the steamer released. Captain Thomas Wright at once ordered her tugs hoisted, and a crew of men went to work painting and fixing her up. The Anderson will soon be in commission again.—*Sound Intelligencer.*

FOR ALASKA.

The steamer Idaho left at noon yesterday for Alaska, with an immense number of passengers, the fair sex predominating. Chief Justice and Mrs. Waite, Gov. Swineford, ex-Gov. Hoadley and Mrs. and Miss Hoadley and Miss Harrison were among the more distinguished of those leaving for the land of the midnight sun.

MARVIN & TILTON.

AGRICULTURAL IMPLEMENTS,

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SEND FOR CATALOGUES AND PRICES, TO

ALASKA NEWS.

Latest from the Mines—An Indian Trader Shot and Killed.

Archbishop Seghers Starts for the Yukon—Lieutenant Schwatka's Movements.

(Exclusive to The Colonist.)

VICTORIA, Alaska, July 21.

Times are very brisk here at present. Mr. Johnson has commenced to build a wagon road from Pinson to the mines in Silver Bow Basin, a distance of three miles, and he has also purchased some very good mines in the Basin, and has leased Mr. Webster's ten stamp quartz mill, and is milling some very rich rock. He expects to have his own ten stamp quartz mill finished and running in about thirty days. There has been no news as yet from Yukon but we are daily expecting some. Archbishop Seghers of Victoria has started for the Yukon with four clergymen to establish some missions in the different Indian villages in the interior. He will be absent about eighteen months. Times are very lively on Douglas Island. The Treadwell mill is and has been running night and day at its full capacity, and ships ninety-three thousand dollars for the last month's work. Some capitalists visited Juneau by the steamship Eliza Anderson from Yaku; they have since chartered Lieut. Schwatka and party and are going to heaven from Mount Stillman. They were all in good health and good spirits and sure of success. The salmon run in Alaska has been a failure this year. The Indian trader at New Chuck by the name of Holt, was shot and killed by an Indian on Copper river while on his way up the river on a trading canoe. The same particulars as to the shooting of Lieut. Stevens are confirmed.

Bold Villains.

A bomb thrown named Lewis York taking umbrage at an editorial paragraph in the Tacoma Ledger, *sent* the offending article and returned it to the editor of that paper in a letter which is replete with the explosiveness characteristic of dynamite literature. It is amazing that men who contemplate and plot such terrible crimes are so outspoken in their avowals and threats. Following are the Ledger paragraph and York's letter:

"Which is the better Californian—the man who advises the hanging of the leading leaders of the Chicago dynamiters, or the band of anarchists who attempt to escape the gallows by pushing to the front the miserable fools whom they duped. There should be a goodly line of executions and they should be timely—not longer delayed than a week must see the end of justice."

"Tacoma, Wash., July 15, 1886.

"Mr. Rob Roy Bailey:

"Sir—Herewith are enclosed a clipping from the ledger which takes for editorial the sentiments published, as indicative of men as an Anarchistic Commune and uphold meeting force by force in times like these, the recent shooting at Haymarket is an instance of what we can do when we are in earnest, and the cowardly Pinkerton's and Police are no more of a match for a dynamite bomb than a snowball is against a Gatling gun. We are in communion with the Knights of Labor, and we shall work cooperatively with them, and we can enlarge exchanging of labor equal hour for hour. Anarchy will be an equal opportunity to produce or consume all they produce, and production by force is prevented, not by force, but on a basis, the Anarchists think, is your money is good for nothing, and we can buy money

"Answer this letter.

"The miserable fools whom they duped. This is a libel not one of them men are fools in any sense and have not been duped, you dare not say laughing of a bell and cannot tell from a whistle, the sound comes, I know what we are foreigners or who you are, smart man? If you have reason for calling men fools say that you explain the time is close when the Hon will show who are fools the people or the Anarchists.

"Yours in F. and L.,
"LEWIS YORK."

Movements of Our Distinguished Visitors.

Sir John and Lady Macdonald continue to enjoy their visit. It has so far been one of relaxation and comparative rest, varied only by a walk or drive or dinner with private friends. They have received many callers, and yesterday made the acquaintance of a large number of our people. The launch on board the flag-ship yesterday afternoon, Admiral Michael Culme-Seymour Bart., and dined in the evening with the Hon. Mr. Trutch.

Sir John has, it is understood, declined the citizens' banquet, which it was proposed to tender him for very excellent reasons, but he will be present with Lady Macdonald at the Mayor's reception on the occasion of your first visit to the Province and to express the gratification we feel in being able to greet in person the Premier of the Dominion government.

It is expected that the opening of the great transcontinental highway one of which you have just travelled will prove a important factor in conserving and maintaining the union of the provinces now so happily consummated. British Columbians owe you and your government a debt of gratitude for earnest efforts, after many disappointments, to fulfil the terms of union. We cannot but feel the advancement of the province is mainly due to the success of those efforts, and we now experience the long wished for pleasure of meeting you in our city, which you once did us the honor to represent in the House of Commons.

We are glad that you have been spared to pass over the road which your genius has virtually created and to which Canada owes its existence as a Dominion. We feel that you will see point with pride and satisfaction as the keystone of the national edifice which you and contemporary statesmen conceived, hoping that it will prove a lasting as the British empire itself.

We regret you so a true and steadfast friend of the province and sincerely trust your health and that of Lady Macdonald will be greatly benefited by your sojourn among us, and that you will be able to carry back with you pleasing recollections of British Columbia.

We beg to subscribe ourselves,

JAMES FELL, Mayor,
JOHN GRANT,
A. J. SMITH,
J. PETTIGREW,
W. A. ROBERTSON,
F. S. BARNARD.
LOUIS VIGELIUS,
D. W. HIGGINS,
R. EIFERTZ,
M. HUSSEY,
JAMES D. ROBERTSON, (A. S.) City Clerk.

Victoria, B. C., 29th July, 1886.

MAYOR FELL

advanced and made a brief address to the object of the gathering and the distinguished services of Sir John Macdonald to the nation as well as to British Columbia. (Cheers.)

SIR JOHN MACDONALD

then came forward and spoke as follows:

MR. MAYOR AND GENTLEMEN OF THE CORPORATION AND LADIES AND GENTLEMEN:

I receive this kind address with feelings of great pride and gratification, and here, it seems, I do receive the realization of all my dreams and the fruition of all my expectations. (Cheers.) Here in the capital of British Columbia, here at the Pacific terminus of the Canadian Pacific railway, to receive a complimentary address of this kind fills me with feelings of the highest gratification and of the deepest pride. I have another strong reason for gratification at receiving this address at this moment. In 1876, when the constituency that I had represented for years rejected me, I took refuge in Victoria, (Cheers), and I shall never forget the kindness and confidence bestowed on me by your city. I had never lived among you, I had never been elected by you, I had never sought your votes, yet you elected me, and I had the honor to act—sitting in parliament as your representative for four years. And it is with feelings of pride that I look back at the fact that in 1880, when the contract was made under which the Canadian Pacific railway was built, which the charter was arranged for, when the necessary capital had been subscribed, and I had every reason to believe that the road was to become a fixed fact, the charter was granted, the contract was signed and arrangements were completed by myself when I was acting as your representative. I felt then that I was in some degree doing my duty to my constituents, as a member of the Canadian parliament, and as first minister of the Canadian government I expected to unite into that arrangement by which British Columbia should be brought into immediate connection with the other provinces. I cannot attempt Mr. Mayor to discuss or enter upon at any length the matter relating to the Pacific railway. My able colleague who was here the other day went into it at less or exhaustively than it would simply be a repetition if I attempted to do so. I can not, however, refrain from making some remarks about the prospects of this, and the building so I may appear to speak somewhat egotistically. I said in Ontario, and afterwards in the Canadian parliament, in expression which was generally commented upon, that which I believe truly expresses a future result of this line. I said we were not to be limited to Montreal or Quebec or British Columbia as termini of the Canadian Pacific railway but to Liverpool and Hong Kong (cheers). That expression was suggested to me by Sir George Stephen, of whose zeal and perseverance we all owe so much. Of late on the Pacific coast, the terminus—the terminus—the terminus. The colonial rests at the marine terminus, will be, I hope, for long in Australia. This is the day after a happy coincidence, this is the day after I arrived in Ontario, I received a telegram stating that there was a complete commercial union between the provinces, that the barbarous tax on trade arrived at your port in the shape of a cargo of teas from China (cheers). That was simply the commencement of a great trade which will make this Canadian Pacific an enormous artery to convey to the ports of British Columbia to the mother country. I think that the prospects of the railway, that the advantages to the Dominion arising from this railway, cannot be exaggerated. There have been weak-kneed men, there even were among those supporting me during the arduous battle that I have fought during the last fifteen years (cheers), who doubted the advantages of the road. I am glad to say that these doubts and hesitation have all disappeared. The road is not only a matter of great concern to the Dominion itself, but it is now acknowledged to be a matter of the first importance in an imperial sense—in the empire as a whole. Britain (cheers). I had occasion to go to England last winter and to communicate with the then first minister happily, I believe the present prime minister of England [loud cheers]—the Marquis of Salisbury [renewed cheers]. At that time, as you know, the fate of his government was trembling in the balance, and he and those of his ministers whom I met, namely, the secretary of war, the lord of the admiralty, the postmaster-general, the chancellor of the exchequer, all shared the same view; and by universal assent Lord Salisbury took the question up, brought it before his cabinet, and it was settled that the government would give a large and satisfactory subsidy for a line of steamers from British Columbia to Hongkong. (A voice—What is Gladstone doing to-day?)

I fancy he is now practising the virtues of resignation. (Roars of laughter which lasted for several seconds.) Lord Salisbury said it was a very seductive scheme, but it was doubtful whether the government in its then financial state could go into it; but he afterwards came to the conclusion that a considerable subsidy could be given for a line of steamers between British Columbia and China; and, though he was afterwards defeated and unable to carry out the arrangement he was so satisfied of the probability that he left a minute of council behind him for Gladstone, stating that he would have carried it out if he had remained in office, and urging the same course upon his successor. Lord Salisbury is now in power again (Cheers) and though his successor did not take a step, will not, for that simple and though its because he had a troublous time, the government did not last long and is now no more. (Renewed Cheers.) Lord Salisbury being again in power there is no doubt he will carry out his straightforward expressed intention, and it has just occurred to me that he has already expressed his desire to carry out the arrangement. Among the advantages to the whole of the Dominion, and especially to British Columbia, from the imperial and military point of view, it will add considerably to Her Majesty's navy above ordinary expenses. The project is that the Admiralty establish a fortnightly line of steamers afterwards a weekly—between British Columbia and Hongkong. The vessels will be made on the most modern pattern, and so built that in case of war they can be converted into men-of-war and used as guns to act as transports for a number of purposes. The Canadian Pacific Railway Company have offered Her Majesty's government to carry troops and munitions free of charge over their line. Thus will be a saving to the imperial exchequer of a large sum in the Suez canal tolls alone. Later events have shown how the canal can be blocked at a moment's notice, and how quickly it can be opened up. The Canadian Pacific has called the attention of the British government to the great and overwhelming advantage of having an entirely British route across our country. See what this means to British Columbia. There will be a large expenditure, in case of necessity, whether that may be the result of war, or of a rupture of relations, or of a quarrel with Russia, or of a quarrel with any other power, or of a quarrel with Russia, or of a quarrel with any other power, or of a quarrel with any other power, or of a quarrel with any other power