ery carefully; I thought
a gun."

rge Van Hirst, charged
a stable, was dismissed
agistrate yesterday.

e B. C. Law Society was
ning for the transaction
s. Nothing special was

spirit of enterprise has
men of No. 3 company,
in Smallfield, who have
arrangements for going
days in the very near
riginated with the men
ncidental will be borne
r of the boys have volun-
ervice as cooks, and no
Macaulay Point will be
life and enthusiasm from
st tent is pitched.

Colfax Rebekah degree
d last evening by Acting
er Dempster, assisted by
er Neil, Grand Secretary
reasurer Sister Waller,
ster Bishop, and Grand
W. Ross. The follow-
icers: Sister McCahill,
ker, V.G.; Sister Neill,
ps, I.G.; Sister Riddell,
ver, Rec. Sec; Sister
Geo. Wilby, Chaplain;
R.S.N.G.; Sister Carne,
I. E. Phillips, R.S.V.G.;
.G.; Bro. Huxtable, O.
Junior Past Grand. A
l, singing and dancing
ing's programme.

lodge, No 146, C.O.O.F.,
itit to Royal Dauntless
e order, in the latter's
the Foresters hall last
er routine business had
he right hand of fellow-
to the visiting brethren.
g addresses were made by
D.D.G.M.; Bro. Grant,
o. Tagg, P.P.D.G., and
y Brothers Leroy, Carter,
Owens. Eight new candi-
sed for initiation at the
Dauntless lodge, when a
given Fernwood lodge.
emble in their own hall,
in full regalia, to the
place.

y social given by the
y of the St. Paul's Pres-
n the Victoria West hall
pleasing sample of the
ents; all who attended,
e a large gathering, were
The first part of the
in the presentation of
ramme, which, although
rite long enough by the
pres were heard: Duet,
r. W. Kinaird; duet, Mr.
nb swinging, Miss King;
and reading, Miss Law-
last selection on the pro-
strawberries and cream,
sed around, and the even-
vere brought to a close in

furnishing two or three
asement was arranged for
ocial given in the St.
ening, and it was carried
ighly pleasing to all who
rogramme, given after the
e evening was spent, con-
ing numbers: Solo, "Latin
rty; piano duet, Messrs.
ray; quartette, "Lovely
rty; song, "The Salaman-
e Jay, jr.; piano duet,
n and Gray; quartettes,
the "Watchman's Song,"
t the conclusion of the
l dance was participated
composed the glee party
reig, Jacob, Grizzelle,
on.

the officers elect for the
Monday evening, the mem-
, No. 14, I.O.O.F., en-
, during which speeches
sung, and all present en-
inion. The new officers
nson, noble grand; Thos.
and S. W. Edwards, re-
; Thomas Tubman, per-
; John McMillan, treas-
le, warden; Thomas Ho-
J. W. Freeman, outside
nderson, inside guardian;
right supporter noble
nislet, left supporter noble
Christie, right supporter
Hammond, left supporter
Pilling, right scene sup-
y, left scene supporter;
plain.

ing time was spent at last
board meeting of the
f the Northwest conven-
hat business was post-
vening, and the meeting
sic and intellectual chat.
ber of distinguished visit-
ere given charge of the
D. D. Proper, general
tle, occupying the chair.
l addresses were given
Ewen, the pastor; Rev.
coma, who spoke of the
and Rev. Mr. Rugg, late
church, who gave an in-
the necessity that ex-
e interest in the smaller
ull, of Seattle; Francis,
Cavendar, of Tacoma,
choir favored the assem-
llent music. This class
novation, and judging
nterest and success at-
ntion is that it shall not
d.

ends of the sealers was
A. parlors last night to
way of establishing an
possible. Revd. E. F.
y secretary, recorded
t the meeting held last
spread sympathy there
home for sealers. The
ssed by Mr. J. Steaven-
en and Cox, and Revd.
non Beanlands, Revds.
E. Robson, all being
of the work, especially
point of view, being
Mr. C. Rattray made a
behalf of Mr. Turner,
n hotel now to let, that
heartily into the scheme,
to admit of the building
he benefit of young men-
ress was given by Cap-
London, England, he
experience in sailors'
is surprise that nothing
d in Victoria. There is
ng on the 18th at the
. All communications
o be addressed to the
73 Discovery street.

t china and novelties in
strian china, at Weiler

NEWS OF THE PROVINCE.

Fraser Salmon Fishing—East Wellington Miners and Manager Come to Terms.

Favorable Season for Hydraulicing at Quesnelle—Fatal Accident Near Kamloops.

(Special to the COLONIST.)

VANCOUVER.

VANCOUVER, July 19.—A. M. Beattie has been appointed Consul for the Hawaiian Islands.

The steamer Joan caught fire while trying to beat the Islander on Saturday. It was promptly put out.

VANCOUVER, July 11.—A shipment of shale, or cannel coal, arrived on the Warrimoo, consigned to Messrs. De Wolf and Monro. The following is the analysis of the shale by Prof. G. R. Hislop:

Gas per ton of 20 cwt, at 60 Fahr. and 30 Bar	17,276 cubic feet
Illuminating power of 5 cubic feet of gas consumed at the rate of 5 cubic feet per hour by Union jet	46.04 stand. cand.
Hydrocarbons absorbed by Bromine	30.00 per cwt.
Tar per ton of coal (no water)	73.00 gals.
Coke per ton of coal	455 83 lbs.
Carbon with coke	48.00 per cwt.

Remarks—This cannel coal surpasses in richness all that I have seen or heard of, and as it parts with its volatile matter very speedily, it could not, as a matter of course, be advantageously employed unless in admixture with inferior coals, and for which purpose it is exceedingly well adapted.

Mr. de Wolff said that only about 9,000 cubic feet of gas with an illuminatiug power of eighteen candles, were obtained per ton of coal now used in the gas works here, so that there is a great advantage in favor of cannel coal or shale.

Mr. Sidney Purdey was a passenger on the Warrimoo. Mr. Purdey is a son of one of Australia's largest contractors. He may remain in British Columbia, if so he will be an addition to the little army of cyclers, having done his mile on a pneumatic in 2:45.

C. Hudson, a Warrimoo passenger, son of the journalist and Government stenographer of that name in Ottawa, and nephew of Mr. Hudson, of Vancouver, is commencing young in the shipping business. He is but 15 years old, but brought over a consignment of one hundred cockatoos and two monkeys on speculation. The monkeys killed three cockatoos. Twelve died by drinking the salt water dashed into their cages from the ocean, and twenty-five ate their way through their cages, escaped and were drowned in the open sea. The monkeys got loose on one occasion and spread havoc among the ladies, for when the ladies ran, the monkeys thought it fine fun to run after them, and some tall ship's furniture was scaled by the amateur acrobats in a wild attempt to escape. In recapturing them their owner had his hand very badly bitten.

Only one serious accident occurred on board the steamer Warrimoo; a passenger while inspecting the fruit in cargo was attacked by a tarantula that climbed over his shoulder, down his neck and beneath his shirt, biting him in the fleshy part of his breast before it was killed. The wound was cut out by the surgeon and a possibly fatal result avoided. A ball and several concerts were much appreciated by the passengers. Mrs. Huddart and Miss Huddart singing and playing charmingly on both occasions.

Mr. Huddart will be quietly banquetted at the Hotel Vancouver, and will speak before the Board of Trade here.

Miss Lottie McCraney leaves to-morrow for an extended visit to South Dakota.

The three city Orange lodges attended divine service at the Mount Pleasant Methodist church on Sunday.

Mrs. Maria D'Arcy died on Monday at the residence of Mr. R. G. McKay.

Rev. H. W. Peck, several years a missionary in Honolulu, was a passenger on the Warrimoo. He has accepted a position on the staff of the British Columbia Methodist College.

The ten horses that arrived by the Warrimoo, have been placed on sale. They are in good condition, considering that they stood in one position without lying down or taking exercise for 23 days.

Mr. Welsh, who is revising the fire insurance map for British Columbia, reports that 324 alterations for new buildings or additions have taken place in Vancouver in the past nine months.

J. P. Geddes, in diving, struck a stone at English Bay on Sunday, narrowly escaping a very serious accident.

F. S. Bauer, a passenger on the Miowera, has started in business here as an auctioneer.

John Abrams, a Sea Island rancher, died at the hospital on Sunday from neuralgia of the heart. Mr. Abrams was at one time proprietor of the Tremont hotel.

On Sunday the 23rd inst., Sons of Herman lodge, No. 1, will picnic at Sechelt, going by steamer Comox.

On Wednesday, at 5 o'clock, Bishop Sillitoe will present the first nursing certificates given at St. Luke's home to Nurse Florence.

A Japanese was killed at a logging camp six miles up Seymour creek, on Saturday night, by a falling tree.

Wm. Brand, of the News-Advertiser's job department, was presented with a hand some wedding present by the employes yesterday.

The Haymakers Opera Company went to Jericho yesterday, and picnicked there.

The police have discovered that the Chinese in the city use an empty house to put their dead in, awaiting burial, and into the same house carry those that are dying, leaving some food within reach, and save to renew the provisions avoiding the house. A man telephoned to the police yesterday saying a corpse had been in this charnal house for three days.

At the City Council last night the proposal of Messrs. Begg and Lynch, to advertise the city for $150, was filed.

WESTMINSTER.

NEW WESTMINSTER, July 10.—Judge Bole has decided that J. M. Cubbins is insane, and has ordered his confinement in the common jail during the pleasure of the Lieut.-Governor. Cubbins, in a fit of rage, tried to murder his hired man at Langley.

Strawberries are cheaper this season than ever before. On Saturday night five cents per pound was the price asked.

The first cargo of Similkameen cattle of the season will be brought down from Hope on Wednesday.

A Chinese convict employed as cook for the deputy warden of the penitentiary, got out of a window in the officers' quarters on Saturday night and tried to escape, but was recaptured by the steward. The Chinaman was sentenced to five years at the last Victoria Assizes for embezzlement.

Late on Saturday night, J. G. Smith, a bricklayer, slipped on the Columbia street sidewalk and broke his right leg.

The Royal Agricultural and Industrial Society's exhibition will be held here from September 26 to 29 inclusive.

Ewen's cannery finished packing spring salmon on Saturday, having put up a number of cases on special orders for these fish. The fishermen state that the canners will not contract for fish at figures exceeding six cents, each, and they will not be satisfied with that price. They want ten cents, per fish.

The largest red spring salmon of the season was caught last night by one of the C. F. Pretty Co.'s boats. It turned the scales at 65 pounds. The monster will be shipped to Australia by the Warrimoo.

Last evening, about 10:30 o'clock, a strange comet was observed in the northwestern sky, in a direct line below the North star, and about 30 degrees above the horizon. The tail was pointing towards the zenith, and the course of the comet was in a slightly oblique direction away from the earth. Local star-gazers could not believe at first that it was a comet, as none had been heralded by the observatory; but as the night progressed its tail became quite distinct, and about 1 o'clock it was quite brilliant. To the naked eye it appeared to travel slowly.

NEW WESTMINSTER, July 11.—The tramway company will require ten trams to carry the Westminster and district Orangemen to Vancouver to-morrow, where they celebrate the "Glorious Twelfth." The weather looks decidedly threatening, and fears of a heavy downpour to-morrow are entertained.

It is understood that the police commissioners have under consideration the question of reducing the strength of the police force by two men.

The Lulu Island and Delta people want to buy the city service water, and that fluid will be on sale hereafter at the Market wharf.

W. L. Johnson & Co. ship six carloads of shingles East to-morrow.

Several canneries have boats out prospecting for sockeyes and are packing all they can catch, though the run is still very small, the largest take last night being 93 fish. The run is steadily but slowly improving.

Inspector of Fisheries McNab returned last night from an official visit to Agamemnon lake and creek, north of Pender Harbor. Mr. McNab's mission was to ascertain if salmon were making their way up the creeks to the lakes to spawn, and he found that if they attempted to do so, they could not get up far, an old log jam barring the passage. He gave instructions to have the jam and two stone walls built by Indians to trap nsn, immediately removed.

Prominent salmon packers say they are favorable to new plans proposed for placing the pack on the English market—across continent by rail, and thence by Atlantic liners to Liverpool and London. They do not think, however, that more than a small portion of this year's pack will be handled by the new route, whatever may be the case in future. A good many vessels have already been chartered to load salmon for England, and these will have to be loaded. The three great transcontinental roads, the Canadian Pacific, Northern Pacific and Great Northern, are all working to secure a share of the salmon carrying business, and this competition has brought the cost of transportation down to much lower figures than ever offered in the past, but not quite so low, all things considered, as the cost by sailing vessel. The Canadian Pacific railway officials, speaking on the subject today, said that the great advantage to the canners would be in having their pack delivered on the English market in one month, instead of in six or seven months, by sailing vessel. The railway would begin handling the pack immediately, and keep on shipping until the end of the season, and within a week of the time that the canneries closed down the last case would be en route. Placing the pack of the province at 500,000 cases this season, it is estimated that 1,000 cars would be required to handle it. Several of the canners have made arrangements to send a portion of their pack by rail.

GOLDEN.

(From the Golden Era.)

The late discovery on the Moyes by Hogg and Houghton has caused quite an excitement. Four or five claims have already been taken up and prospectors are going daily in that direction.

The trail up the north fork of the Spallumcheen will be ready for traffic on the 20th of July.

Robert Jennings, who has been foreman and manager at the North Star, has applied for one mile and a half of mining ground on Wild Horse creek. He has raised a strong company, and will tunnel and drift near the Victoria gulch.

The North Star mine was taken over by L. Hill, acting for Mr. Dan Mann and associates, on the 1st of July. The $30,000 was paid promptly. It has caused a flutter of excitement among prospectors, and will lead to more important discoveries.

NANAIMO.

NANAIMO, July 10.—The question of the re-survey of the city is to be brought up again. It is understood that a number of the ratepayers in favor of the work being done will petition the council to bring in a new by-law. E. Mohun, C. E., of Victoria, is in town, and he will probably do the work, having previously made a plan of the city.

Otto Wolf, formerly proprietor of the Royal hotel, has purchased the Grand from Walter Myles.

The employes of the East Wellington colliery met yesterday, when it was decided that the miners would accept ten per cent. reduction. No change will be made in day wages. W. Chandler, the manager, accepted the terms *pro tem.* It is expected the owners at San Francisco will agree to the terms, at least for a few months.

The police had their trip to Chemainus last night for nothing. It was reported that Kennedy, a disreputable whisky bum, got into trouble at Leur's saloon and cut a man's coat. No personal injury was, however, inflicted, the whole affair being a drunken brawl.

The Estelle has not yet returned from Ramsay Arm. She is expected at midnight.

NANAIMO, July 11.—Deputy Grand Master McMicken, of Victoria, will perform the Masonic ceremonies at the laying of the foundation stone of the new Presbyterian (St. Andrew's) church on the 18th inst.

Prof. Macoun is here studying the natural history of the neighborhood. He remains some time.

The French Stock Company plays here on Friday and Saturday evenings of this week.

Marshall Bray, Government agent, is advertising for tenders for the new Provincial jail. The building is to be of brick and stone. The main edifice will be 98 by 34 feet, three stories high; the prison part being 84 by 40 feet, two stories in height, containing forty cells. The new prison will contain a chapel, female ward and a residence for the warden.

The East Wellington colliery is closed; Sunday's meeting of the employes resulted in an agreement on their part to accept certain reductions, as published in yesterday's COLONIST. Their decision was sent to the owners at San Francisco for consideration. A reply has been received that either the 20 per cent. reduction all round must be enforced or the mines closed down. The employes not being willing to give way further, there is now nothing doing at the colliery, beyond the necessary work of winding up business and removing tools. The general impression here is that the New Vancouver Coal Company will purchase the colliery.

Steamer Wellington arrived in Departure Bay last night from San Francisco.

T. Keith, M.P.P., has been elected president of the Trades and Labor Council; Duncan McLean, vice do., and W. Jones secretary-treasurer.

Sailed, steamship Empire; arrived, ship C. F. Sargent.

KAMLOOPS.

(From the Inland Sentinel.)

The season so far has been remarkably wet for Quesnelle and neighborhood. This, combined with an unusual fall of snow during the past winter, has given mining, and especially hydraulic mining, an impetus that it would not otherwise have received.

Frank Russo, an Italian, fell off a rock train while passing over a tresle at Tranquille on Thursday last. He dropped 25 feet among rocks and debris. He died the same evening.

The contract for constructing the wagon road from William McLeod's to W. H. Cardew's place in Nicola, was awarded to Robert Patton, of Quilchena, for $1,549.

Ellis, Pearson and Nuffall are seeking incorporation for their company under the name of the Quesnelle Forks Canal and Hydraulic Mining Company, with a capital stock of $250,000 in $5 shares.

STOCKS IN NEW YORK.

NEW YORK, July 11.—The feeling of apprehension and distrust which has prevailed in stock circles for some time was still more pronounced to-day, and the bears met with unusual success in beating down prices. Sales for London accounts and the failures at that centre, combined with the embarrassment of Western houses, led to great depression in the stock market. The selling movement gained momentum as the day drew to a close, when it was currently reported that a leading capitalist, with strong Vanderbilt affiliations, had been forced to liquidate. The "bears" in order to give color to the rumor, which was emphatically denied, made the Vanderbilt stocks a special target, and put down both Northwest and Lake Shore 4½ to 5½ per cent. The weakness extended to the entire list. There was a heavy pressure to sell and considerable excitement prevailed in consequence of the sensational rumors put afloat. Late in the afternoon there was a rally of 1½ to 2 per cent. on purchases to cover shorts, but the advance did not hold and final quotations were about the lowest touched. There was some buying, however, by commission houses at the lower range on financial situation. The total transactions were 281 749 shares. The market closed heavy in tone. Closing bids: Canadian Pacific, 72½; Central Pacific, 18½; Denver & Rio Grande, 14½; Wells Fargo, 130; Great Northern, preferred, 105; Missouri Pacific, 29⅜; North American, 7⅞; Northern Pacific, 11½; Northern Pacific, preferred, 30½; North Western, 97; Oregon Navigation, 55; Oregon Improvement, 10; Pacific Mail, 16½; Southern Pacific, 27; Union Pacific, 21; Western Union, 78⅜.

TRYON'S FATAL ORDER.

LONDON, Jullly 11.—The Globe says it is authorized to deny the published statement, to the effect that all the captains of the vessels that took part in the recent manœuvres of the British Mediterranean squadron off Tripoli, were to be tried by court-martial. According to the story which appeared in the Graphic of the charge to be made against the captains, it was that they had not obeyed Admiral Tryon's signals for the fleet formation, in attempting to carry out which signals the Camperdown ran into and sank the Victoria, the flagship of the squadron. The Globe says the manœuvre was just beginning when the Camperdown struck the Victoria. The other ships did not have time to turn before the accident happened. The Globe further says that three years ago, Admiral Tryon, who was commanding the fleet manœuvres, signalled an order for the identical evolution that resulted in the loss of his ship and his own life. Rear-Admiral Richard E Trace, who is now in command at the Malta dock yard, was in command of the vessel at the head of the port column. He saw the danger that would be involved in carrying out the order and refused to answer the signal. Admiral Tryon waited for fifteen minutes, and receiving no answering signal, annulled his order and the signal for the evolution was hauled down. Admiral Tryon raised no question about Rear-Admiral Trace's refusal to obey the order.

FRENCH SHORE QUESTION.

ST. JOHNS, Nfld., July 11.—The colony is threatened with more serious complications arising out of the French shore question. The French flagship Naiade, Admiral la Mornaix, arrived here on Sunday to participate in the anniversary of the French Republic on Friday next, and also to arrange the recent difficulty over the French shore. Five weeks ago the French lobster packers imported large quantities of trade implements in the steamer Harlow to Boone Bay. They refused to pay duty thereon, claiming that the Frenchman's goods were excepted. The Government seized the goods for nonpayment of duty, and sold them at auction. The French admiral yesterday had a conference with the Government and Executive Council. He demanded the return of the goods. The Governor refused and he gave them until five o'clock in the afternoon for a final answer. None arriving at the proper hour he hoisted anchor and left the port, refusing to attend a dinner arranged in his honor that evening and a ball on Wednesday evening. The British cruiser Cleopatra, Commodore Curzon-Howe, also came here to receive the Naiade. The Cleopatra's officers are indignant at the action of the French Admiral who threatened all sorts of terrible things. Admiral la Mornaix has gone to St. Pierre to report to the Government, thence he will sail to the French shore. The Cleopatra awaits instructions from England and will then follow the Naiade. It is believed that the matter will result in considerable friction, possibly an outbreak when the two warships meet.

MRS. ALVA YOUNG,

Of Waterford, Ont., writes: "My baby was very sick with summer complaint, and nothing would help him till I tried Dr. Fowler's Extract of Wild Strawberry, which cured him at once. It is one of the best remedies I ever used.

CANADA AND AUSTRALIA.

A Six Hours' Discussion in the New South Wales Legislature Over the £10,000 Subsidy.

General News From the Land of the Southern Cross—The Financial Panic Subsiding.

The Australian newspapers which arrived here by the Warrimoo contain lengthy reports of the six hours' debate in the New South Wales Legislature on the motion of the Postmaster-General to grant a subsidy of £10,000 per annum to the new line of mail steamships from Sydney to Victoria and Vancouver. The Sydney Morning Herald says:

"The strength of the Ministerial support on this question was at once shown, for only eight members voted against this resolution, whilst sixty-eight were in its favor. In committee, Mr. Kidd explained that the question of encouraging a more direct postal service via Vancouver had already been favorably reported on at the last Postal Conference held in Brisbane. Since then Mr. James Huddart had commenced a service by this route, and now the Government asked for Parliamentary authority to grant a subsidy to this line, provided that, on investigation, it was found the subsidy would be in the best interests of the public. The Postmaster-General claimed credit for having placed the matter before Parliament, instead of dealing with it secretly during the recess, and altogether spoke very highly in favor of the new line for which the subsidy was asked. The Canadian Government had already offered a grant of £25,000 per annum for three years, and as soon as the Queensland Parliament met, the Government of that colony would ask for a vote of a similar character. Mr. Kidd also talked about the trade advantages which might be expected from this new service, though he did not expect that, for the present, the route would be of much value for the conveyance of mails.

"The first note of opposition came from Mr. Garrard, who objected to the Government being bound down to negotiate with only one firm of steamship owners. If a subsidy was to be offered it should be thrown open to public competition, so that the line of steamers best able to perform the work might get the grant. Mr. Garrard also urged that at the present time, when money was so scarce, there was no justification for the vote. Mr. Reid spoke rather sarcastically about the scheme, congratulating the Ministry on having at last decided in favor of a policy of free trade. The subsidy would naturally tend to encourage the freest exchange of commodities between this colony and Canada, and thus the Government was redeeming one of the promises made in the Vice-Regal speech—that the anomalies of the tariff would be redressed. Though he was in favor, on patriotic grounds, of a direct line to Vancouver, Mr. Reid did not think that it would be wise to have the two services—one to San Francisco and one to Vancouver. The time, he considered, was inopportune, and in view of the great distress which at present existed in this colony, and the state of the public finances, he would feel compelled to vote against the resolution. The tone of the discussion now changed, and several warm supporters of the grant came forward, Mr. Inglis, in particular, looking upon the attitude of the Canadian Government as a grand proof of the solidarity of the Anglo-Saxon race. As a legislator having much experience of shipping affairs, Mr. Bruce Smith, who has but rarely spoken of late, cast aside sentiment and dealt with the subject in a cold matter-of-fact way. He opposed the subsidy on business grounds, holding that the results would not justify the expenditure, especially as the Postmaster-General had admitted that the service would be of no value for mail purposes. The better plan, he thought, if communication with Canada was wanted, would be to continue the present San Francisco mail service to Vancouver, a distance of only two and a half days' sail. Mr. Smith made a long speech, viewing the subject exhaustively from all its points, and adducing arguments against the subsidy.

"Another member experienced in shipping matters, Mr. Nicoll, continued the opposition to the motion, whilst Mr. Johnstone, as a labor member, was equally warm in its favor. Thus, alternating between one side and the other, the discussion went on. Even the great leader of the retrenchment party, Mr. O'Sullivan, found reasons for supporting this new form of expenditure, justifying himself on the strange ground that the outlay would really be of a protectionist character. The Premier dwelt briefly on the desirableness of joining hands with some five millions of our fellow-countrymen across the sea, thus securing a route, via Canada, to England, which might be of immense advantage in time of war. Sir George also referred to the generous and patriotic attitude of the Canadian people, who had offered to subsidise the line to the extent of £25,000 per annum, and maintained that it was our duty to respond. He was certain that the trade advantages which would result would far more than compensate for the outlay. Sir Henry Parkes, growing reminiscent, pointed out that 35 years ago he had been the first to propose steam communication with America. He was strongly opposed to the cessation of the San Francisco service, in which he had for so many years taken an interest. He understood, however, that the Government, while supporting the new route, did not intend to withdraw the subsidy from the old line, and on this clear understanding he was prepared to vote for the resolution. Several labor members followed, mostly supporting the resolution, though, as it was after midnight, but few legislators remained in the Chamber to listen to the lengthy discussion. About 1 o'clock a.m. Mr. Rae, who opposed the resolution, moved an amendment designed to postpone the granting of a subsidy until the Government had come to some arrangement with the steamship owners and had submitted the scheme to Parliament. The committee negatived this amendment by 39 votes to 32. Without further debate a division was taken on the resolution itself. The voting was almost the same as in the previous division, and the motion was carried by 40 votes against 31. Mr. Rae, who seemed disinclined to trust the Government over this matter, took the somewhat usual course of calling for a division on the resolution in the House, but the result remained unaltered."

Commenting upon the subsidy question, the Sydney Star says:

"At no time has the Government, of the United States done anything to promote trade between its country and Australia by way of San Francisco; it has persistently refused to contribute a single dollar towards the support of the line of steamers running to the Pacific Coast, nor has it ever proposed that reciprocity relations with respect to trade should be established between the two countries. Canada intends to adopt the opposite policy. Its Government is contributing £25,000 per annum to the recently-established service, and it intends to use its influence in every legitimate way to encourage producers in the Dominion who may be desirous of making sales in the Australian markets. Anybody can see the difference between the two situations. The country is now committed to the new service. If the experiment which our Parliament has decided to make fails, we shall lose a few thousands of pounds; if, on the other hand, it succeeds, this country will get an abundant return for its expenditure."

After the motion had passed through the Legislature, the Sydney newspapers with one accord approved of it, although some of them express the opinion that the aid should be only temporary.

The "reconstructed" banks are now carrying on their business in all parts of the colonies, and public confidence is becoming stronger. Some of the banks have made the depositors shareholders, while in other cases the relief necessary has been obtained through the aid of the various Colonial Governments, which have passed Acts to enable the issuance of Treasury notes to the amount of one-half the deposits. The man who had a deposit in a suspended bank received from the liquidator a certificate of the amount due, on which certificate the Government advanced 50 per cent. in Treasury notes, accepting the certificates as collateral, and when the bank assets are realized upon all the surplus over 50 per cent. goes to the depositor. The scheme is approved by bankers and all the newspapers, Opposition, as well as Ministerial.

There has been some trouble between the Shipowners' Association and the Union Seamens' organization over the reduction of wages due to the financial depression. The shipowners had just before the Warrimoo sailed issued a manifesto on the subject, but the seamen declared they would not let a single crew go out on the new terms. The shipowners say they cannot afford to pay more than they have offered, and will, if necessary, tie up their ships rather than keep on at the old wages.

A good deal of attention has been given to the proposition to establish a new colony at Paraguay, to be known as New Australia, and a syndicate has been formed to take out 800 families to start the new state. The Paraguay Government has given free land, and as the scheme is a co-operative one it is thought it will succeed for a time at least.

The new governor of New South Wales, Rt. Hon. Sir Robert W. Duff, P.C., G.C.M.G., has been accorded a series of receptions since his arrival in that colony.

The New South Wales Parliament, after a nine months' session, has been brought to a close, a good deal of important legislation which it was hoped would be got through, having gone over to the next session.

The rainfall of the first half of the present year has been most encouraging, and the pastoral and other agricultural outlook is very promising.

Widespread comment has been evoked by the announced abandonment for a time of the federation question; but Mr. Barton has vindicated his absolute sincerity in the movement, and has put forward a proposal for the formation of a federation league. In this Mr. Barton has received the commendatory support of Mr. McMillan. Sir Henry Parkes has declined to express an opinion upon the proposal, while Mr. Reid, the leader of the Opposition, imputes vacillation to the Government, and Mr. Wise has pertinently pointed out that in the matter of federation the people require legislation and not education. It has also been pointed out that several organizations are in existence, the objects of which are the promotion of federation, and therefore the proposal of Mr Barton for the formation of the contemplated league is unnecessary.

MONTREAL MATTERS.

MONTREAL, July 11.—(Special)—The Montreal Presbytery will hold a special meeting to consider the famous Campbell heresy case. A formal charge of heresy has been made against Rev. Dr. Campbell of the Montreal Presbyterian College. The charges are based on an address delivered by Dr. Campbell before the students of Queen's College, Kingston, in which he questioned the perfection of the Bible. The case is expected to give rise to a long controversy.

L. J. Forget, the well-known broker, has returned to Montreal from his trip to England. He denies the story that he was endeavoring, with the assistance of a number of American capitalists, to secure control of the Grand Trunk railway.

The bark Marlborough has been chartered out of this port to take a cargo of hay to Havre at 55s. This is the first charter of the kind ever made in Canada, and is made possible by a shortage in the French hay crops.

The friends of ex-Premier Abbott are becoming rather anxious regarding his health, his removal to the country residence not having proved as beneficial as was hoped. A consultation of his medical advisers has been held, but no details have been given out.

PORT ANGELES TOWNSITE.

WASHINGTON, July 11.—The appraisement of leases and parcels of land in the townsite of Port Angeles, Wash., by the commission appointed by Secretary Noble under section 2,381 of the revised statutes, has been approved by the Interior Department. The commissioner of the general land office is now preparing instructions to the proper registrar and receiver for the sales of said lots and parcels of land. Settlers under the law are entitled to purchase at the appraised price the town lot on which they live and one other upon which they may have made valuable improvements. The remaining lands are to be sold to the highest bidder over such appraised value. The whole townsite aggregates about 30,000 acres.

SHIP'S OFFICERS IN IRONS.

SAN FRANCISCO, July 11.—When the Pacific Mail S. S. Colon arrived this morning two of her officers were under arrest, and in irons. The two men were Robert Donique, the freight clerk, and Third Officer A. J. Moore. The two men had been arrested for an assault made upon First Officer Dorris. Both prisoners were turned over to the United States Marshal, when it appeared that Moore had a misunderstanding with the first officer, and struck him over the head with a revolver. Donique, the freight clerk, took a hand in the proceedings too, and the third officer and he were then placed under arrest. The revolver was not loaded, and it does not appear whose property it is. Both the men were held on a charge of committing an assault with a deadly weapon.

While pills and other purgatives only relieve biliousness and react, leaving their victims more prone to sluggishness of the liver, Ecel jay's Liver Lozenges cure positively and permanently.

SEALERS' SUCCESS.

The Japanese Mail Brings Advices From Many of the Fleet Across the Pacific.

Steamer Bawnmore Again Disabled—The Victoria Arrives From the Orient.

The long-anticipated race between the City of Puebla and the Sound steamer Flyer was disposed of on Saturday last on the smooth water between Seattle and Tacoma, where, of course, her smaller rival had considerable advantage over the ocean ship. The Puebla left the ocean dock at Seattle while the Flyer was at her wharf nearly ready to leave for Tacoma. Mr. Seeley, manager of the Flyer, suddenly concluded to go to Tacoma and went aboard. So much has been said about a race that no sooner was the Flyer free from her wharf with the Puebla also in sight than everybody along the water front "caught on" to the situation and watched the black clouds of smoke from the Puebla's stack until it was out of sight. The Puebla rounded Duwamish head and passed out of sight just three minutes ahead of the Flyer, according to watches held on shore. The Flyer gained steadily on her larger rival, and at Point Pully, about half way to Tacoma, was abreast of her. At this point Captain Jorgenson, of the Flyer, persistently tooted his whistle, but Capt. Debney, on the bridge of the Puebla, appeared not to notice the challenge. Gradually the Flyer drew ahead and reached her dock at Tacoma as the Puebla was rounding Brown's Point, being five minutes ahead and having gained eight minutes. There is a great difference between the two boats. The City of Puebla's gross tonnage is 2,623 88, net 1,712 96; length 320 feet, breadth 38 feet, depth 16 6 feet. The Flyer's gross tonnage is 449 82, net 280 44; length 170 feet, breadth 21 feet, depth 15 feet. The Flyer burns wood and the Puebla coal. The two would hardly be considered near enough in the same class to contest a race, because circumstances which would be favorable for one would be unfavorable for the other. The Puebla would do herself credit in a long race, and would stand rough water better than the Flyer, which is a small boat made for inland waters. The Flyer can start and stop very quickly, while the Puebla's larger bulk prevents this.

THE VICTORIA ARRIVES.

The N.P.R. Co.'s steamship Victoria, in command of Captain J. Panton, R.N.R., arrived from the Orient at 8 o'clock last evening after a pleasant voyage. The report of the trip in detail, as furnished the COLONIST by Purser Galt, is as follows: "Left Hongkong June 17, at 4:40 p.m.; Shanghai, June 22, at 4:25 a.m.; Kobe, June 26, at 4:30 a.m., and arrived at Yokohama on June 27, at 8:20 a.m., having experienced light variable winds and much fog on the China coast. Left Yokohama June 28, at 6 p.m., had light easterly winds and thick fog to the meridian, which was crossed in 49 deg. N. Lat. on July 4. Thence to Flattery, moderate weather and a slight fog. Passed Flattery at 3:40 p.m. on July 10, arrived at Victoria two hours later. Time on passage, 12 days, 19 hours." The Victoria brought 4,000 tons of cargo, principally tea and cased silk goods, 250 tons of which she landed at this port, last night. Her passenger list is made up of 15 saloon and 135 steerage. Of the former there were none for Victoria; but of the latter, 12 Chinese and 48 Japanese were landed here. Purser Galt says the steamer carried no Chinese women for Victoria. All the female Chinese passengers are for Portland.

THE BAWNMORE IN TROUBLE.

An unkind fate follows the unfortunate steam collier Bawnmore. A dispatch from San Francisco states that she left there in ballast on Friday for Nanaimo, and at 6 o'clock on Saturday morning ran on Garda Rocks and sprung a leak. She turned back towards San Francisco, but the water gaining rapidly, in spite of the pumps, the steam schooner Delnorte came to her assistance and took her in tow. Finally the hawser parted some hours later, and all the crew except Capt. Woodside abandoned the vessel and took refuge in the steamer Pomona, which, together with the steam schooners Wecott and Emily, joined the Delnorte in looking after the injured collier. The Pomona then went on to San Francisco, and on Sunday night the Emily and another steamer reached Mendocino harbor with the Bawnmore in tow and beached her.

SHIPPING FOR JUNE.

R. P. Rithet & Co., Ltd., in their Report for June, say: "The past month has shown a continuance of the quietness previously noted, and in nearly all directions the freight markets are devoid of anything approaching to animation. A decidedly better feeling is noticeable, however, in grain freights, and some confidence has been displayed in taking up vessels for forward loading. In the lumber market the most prominent feature has been the number of charters reported for unusual destinations—Buenos Ayres, Calcutta, Antwerp—marking the result of efforts to find new markets. Nothing has been done for Australia, the financial situation there precluding business."

GRANITE FOR OREGON.

When the steamer Mascotte arrived in port on Saturday evening she brought a big load of granite from the Nelson Island quarry for the new City hall at Portland. Included in the cargo were six large blocks, each of which measured 72 cubic feet, the largest probably that have ever been shipped from British Columbia. The cargo was all landed on the outer wharf for transhipment.

THE WANDERER REACHES PORT.

The return of the sealing schooner Wanderer yesterday morning with the small catch of 206 skins, further demonstrates that the stauncher and more completely equipped vessels getting to sea early in the season have the best luck. The Wanderer, which was spoken at Clayoquot Sound last week, brings no very fresh news from the sealing grounds, as all the schooners she reports have already been heard from.

A CHAMPION OF THE SEALERS.

The Japan Mail says: "Our vernacular contemporaries, with obstinate persistency, are continually writing of the foreign sealing and whaling vessels which go North as "poachers," and the Kokkai thus classes *en masse* the fleet which recently sailed from this coast after crossing from the Pacific coast. It comments on the marked increase in the number of the "poachers" this year, and attributes it to the successful catches secured last season off Mount Kinkwa in Rikuzen Province, and on the coast of the Kurile Islands. These, our contemporary says, averaged between 3,500 and 3,600 skins for each schooner—we do not know the source from which these figures are obtained—and the San Francisco quotation for each skin being over $20, some snug little sums were netted. At present we have had news of little else than disaster to the schooners, and only a few days since we published an interesting narrative of one of the Arietis' crew, who narrowly escaped starvation after losing two companions."

The N. P. R. steamship Victoria, which arrived from the Orient on Monday evening, brought a large budget of mail for the Victoria sealers. Among those who received letters from their schooners yesterday was Capt. Urquhart, who got word from Capt. Cole, of the Penelope. The letter, which was written at Akaiski and dated May 30, states that the schooner had, at that time, 1,500 skins. No other information relative to the catches of other vessels was contained in the letter, but it said that the weather had been very bad for sealing. Another letter, from one of the schooner Libby's hunters, also reached its destination yesterday. It was written from a port in Japan, and mentions that the vessel had, about June 15, 959 skins, and that the Umbrina was spoken on the day the letter was posted, doing well. The most important news letter received yesterday was, however, from the Sadie Turpel, which states that the schooner lost all May searching for her hunters, whose misfortune in losing their vessel has already been chronicled. When the letter was written the schooner had 800 skins; she had spoken, while at sea, the Allie I. Alger, with 1,000 skins, she also having lost a boat; the Mary Ellen, with 1,000; the Maud S., with 500; the May Belle, with 1,700; the Mary Turner, with 200; the Rattler, with 500; the Wahlberg, with 300; the Mugar, with 300; and the Alexander, with 2,300. The last named, the large San Francisco steamer, had lost one of her boats. The N. P. Hall is reported, in another letter, as having over 400 skins. In addition to mail the Victoria also brought two consignments of seal skins, one containing 10 cases, or 550 sk