The Colonist.

FRIDAY, JANUARY 10TH, 1890.

VITAL STATISTICS.

In Great Britain the advantages of sanitary reform have become so conspicuous that they must be apparent to the most incredulous. We hear a great deal about over-crowding in the cities of the United Kingdom, and about the poverty, the misery, and the squalor of their slums, but in spite of every disadvantage and drawback, human life is worth more to-day in the most crowded of its cities than it was a half a century ago in the healthiest of the rural districts. The Registrar-General's report for 1888 which was completed a few weeks ago shows that the death-rate for the whole Kingdom was 17·8 for every thousand persons living. This is the lowest death-rate yet recorded. For the last ten years the death-rate has been below 20. The average for the years 1871-80 was 21·38. Two hundred years ago, in the "good old times," the death-rate in London was eighty in the thousand. It is now under 18 in the thousand. If the death-rate were the same now as it was then the deaths in that city in 1888 would have been 250,000 more than they actually were. This is what sanitary science and civilization have done for London and for the rest of the civilized world. Even the difference between the death-rate of ten years ago 21.38, and that of 1888 would make in the population of Great Britain a saving of over 100,000 lives. In the presence of these facts how can anyone make light of sanitary science and say that it does not make a great deal of difference whether a city is drained or undrained, whether it is dirty or clean? In a small city like Victoria it is startling to see what a difference a high and a low death rate makes. Twenty-five in the thousand is not considered an alarmingly high death rate on this side of the Atlantic. In some of the cities it is ordinarily greater than this. The difference between 25 and 17.8 is 7.2. So that in a city where sanitary reform would bring down the death rate as low as the average for Great Britain, over seven lives would be saved in every thousand. This would make a saving of 108 lives a year in a population of only 15,000. Is it not worth some effort to save even fewer lives than 108? Information is greatly needed on this very important subject.

The Registrar-General's report shows that the death rate was lower among females than among males. Of females only 16.8 in the thousand died, among males the death rate was 18.8 in the thousand. There was much less than the average mortality among infants than usual in 1888. This is in part attributed, to the coolness of the summer of that year. In deaths from what are called zymotic diseases, forcibly and properly called "filth diseases," the decrease was remarkable. Diphtheria was an exception, deaths from it had increased considerably. The mortality from this disease had been greater than for any year except 1884 in twenty years. The Registrar seems to be of opinion that deaths are attributed to diphtheria which are caused by other diseases. He says there is perhaps no absolute agreement with regard to fatal affections of the throat which should be properly included under the name. It is sad to think that there should be anywhere so many fatal cases of diphtheria. But sanitary science has, as we see, done much for the little ones—more in fact than for the grown-up people. By purifying the atmosphere it has made it much easier to rear children. Where the sanitary conditions are bad the mortality among the children is frightful. This is seen in Montreal and other places. The unhealthy neighborhood debilitates the mothers and the puny infants having nothing but bad air to breathe, and being insufficiently nourished, die in great numbers. This happens to a greater or less extent in all places that are in a bad sanitary condition, whatever may be the circumstances of the parents, or however careful and intelligent they may be.

It is now proved as clearly as anything can be proved that Providence does not will the death of many children and many men and women who fall victims to disease. There are laws of health which cannot be violated by anyone, old or young, with impunity. The reward for obeying these laws is health and long life; the punishment for violating them is disease and death. We see that by observing these laws, even imperfectly and partially, the health of localities and even of whole nations has been improved and the deaths have become fewer. We see that in two hundred years the deaths of the city of London have been reduced from eighty in a thousand to less than eighteen and in a few years from 21.38 to 17.8. This has not been the result of accident or chance. It is the consequence of the observance of law. Will the citizens of Victoria take the lesson to heart and profit by it?

THIS SIDE AND THE OTHER.

The "Modus Vivendi" was an arrangement made by the Commissioners of Great Britain and the United States to prevent trouble while the Chamberlain-Bayard treaty was being considered. It was to remain in operation two years. After the United States Senate had rejected that treaty the Modus Vivendi was, by special enactment, continued one year longer. That year will have expired before the next fishing season begins. Will it be renewed or will the Dominion have to fall back upon the treaty of 1818? That treaty denies American fishermen the use of Canadian harbors, except for two or three specified purposes. The Americans are very sore over this exclusion. It is most inconvenient for them not to be able to purchase supplies and bait or to tranship their cargoes of fish in Canadian harbors. The Modus Vivendi gives them these privileges on condition of each vessel paying a license fee. It does not, however, permit them to fish within the three-mile limit. If the Modus Vivendi is not continued the American fishermen will have to fish in the deep sea off the eastern coast of Canada and Newfoundland on the old terms. There will, no doubt, be violations of the law and seizures as of old, and there will arise angry disputes and unpleasant agitation. It is for the Parliament of Canada to consider whether it will be better to allow the American fishermen the privileges they have enjoyed during the past three years, or at once to fall back on the Treaty of 1818.

The Americans have been very exacting and most unreasonable in this fishery business. They rejected the Chamberlain-Bayard treaty which was admitted on all hands, by impartial men competent to form an opinion on the subject, to be a fair adjustment of the fishery difficulty in the east. They refuse to abide by the terms of a treaty in which they solemnly renounced the privileges they now claim. While they refuse to carry out their treaty obligations on the east side of the continent and expect the British Government to extend to them advantages to which they have no right, on the west side of the continent they exclude British subjects not only from their harbors, but they prevent them taking seals on the high seas a hundred miles from land. Their inconsistency would be amusing if it were not so provoking. On the east side of the continent they complain loudly because the Government of Canada will not permit them to enter their harbors as often as they like, tranship the fish they have caught, buy provisions and bait in them, hire men, and, in fact, completely refit for their fishing voyages in what are really Canadian waters, while on the West coast they chase and capture British sealers on the high seas, confiscate their property, and threaten to deprive them of their liberty. This they do without the shadow of a right, while the Canadian Government can show the authority of a solemn treaty for all that they claim. The terms of that treaty are so clear and so definite that the American diplomatists are compelled to admit that it is folly to question their significance. It cannot be expected, that while the American Government insist upon their claim to jurisdiction over Behring Sea, the Canadian authorities will extend to them concessions on the Eastern coast. Great Britain is willing to settle the whole fishery question equitably and amicably, but if it yields to the United States on the East side of the continent without requiring the United States to withdraw its unreasonable claims on the West side, it need not expect to have the question ever settled amicably or equitably. The Americans will take all they can get by begging or bullying on the Atlantic coast—but they will hold fast to all they claim on the Pacific side. It is with them all take and no give. As the Americans will be certain to construe any concessions on the Atlantic side into an indication of weakness on the part of Great Britain it will be unwise to grant them any favor until they are ready to come to a reasonable agreement respecting Behring Sea.

THE MARRIAGE RATE.

The complaint is, particularly in the countries of the Old World, that people in these days do not get married, that old bachelors and old maids are becoming more and more numerous. The Registrar General of Great Britain shows that there is to a certain extent ground for this complaint. Neither men nor women are so ready to get married now as they were a few years ago. In 1888 there were 14.2 persons married in every thousand of the population. In 1887 there were 14.1, but in 1873 the number of persons in the thousand who were joined in wedlock was 17.6. Six years afterwards the number had fallen to 14.4 in the thousand. It appears that widows were not so captivating in 1888 as they were in previous years. The falling off was, we see, general, but while it was 12 per cent. in the case of spinsters it was 31 per cent. in the case of widows. If this goes on much longer the widows' chances of making a second venture will be very slim indeed. Widowers, too, were rather shy in that year, for while the decrease in the bachelors was 12 per cent, in the widowers it was 27 per cent. The number of boys who rushed into marriage in that year was less than a few years previous. The number of girls marrying under age has kept proportionally the same for quite a number of years. The average age of the British bride in 1888 was 26 years and that of the bridegroom 28.3. The number unable to sign the register was very small and has been decreasing steadily for many years; the proportion of such inability (in the case of both the bride and bridegroom) having fallen from 24 per cent in 1847 to 3 per cent in 1888. This speaks volumes for the progress of education in Great Britain for the past forty years. The fact that seventy per cent of the marriages were celebrated according to the rites of the Established Church shows that the old church has still a strong hold on the people of England, Roman Catholic marriages had declined slightly and civic marriages had increased.

UNREASONABLE OPPOSITION.

It is quite evident that the leading members of the Opposition in this Province are of opinion that the Opposition organ that fails to oppose everything that the Government does or leaves undone is not worth much. The organ, to do it justice, does its best to satisfy its masters. In its efforts it even goes so far as to oppose the Government for doing what it with apparent earnestness and zeal advocates. The Opposition and its organ loudly professed to be in favor of the Spallumcheen and Okanagan Railway. They contended that the Government should aid that railway project. When the projectors of the road applied for a subsidy the Government granted them a handsome subsidy—$4,000 a mile, $200,000 in all. The Opposition said the Dominion Government ought to aid the road too. Mr. Mara, from his place in Parliament, presented the claims of the S. & O. railway and asked the Government to grant it a subsidy. It was seen that the Government had not forgotten the road when the appropriations were brought down. It obtained a generous grant from Parliament. The company found that they could not raise the money to build the road, although such large subsidies had been voted towards its construction by both the Dominion and Provincial legislatures, and they applied to the Provincial Government for a guarantee. The Opposition professes to be favorable to extending to them the guarantee they ask for and so does the Provincial Government. But still the organ is not satisfied. Though at every stage of the project the Governments, both Provincial and Dominion, have done what the Opposition advocated, still its organ abuses the Government. On what grounds? Here the funny part of the business comes in. The causes of its discontent and the grounds of its complaint are set forth in the leading article of Monday's issue. It is certainly as comical a production as ever appeared in the columns of Grip or any other humorous paper.

It begins by saying that "the subsidy asked for was granted not as a measure but as a concession." What in the world does this mean? The company asked for a subsidy and the subsidy was granted them. The company got what they wanted. Did they want the government to present its aid to them with a complimentary address? Who in the name of common sense invented the distinction between a "measure" and a "concession?" Whoever he was he deserves a leather medal and a fool's cap.

The Times becomes, if possible, sillier still when it tries to convey the impression that the members who voted for the subsidy were not sincere. What better evidence could be given of their sincerity than their votes for the subsidy? Some one winked says the Times. What need the company care who winked or who did not wink as long as the measure granting them the subsidy passed? That was what they wanted and that was what the Legislative Assembly granted. If anything more idiotic than this ever appeared in a newspaper we would like to see it.

Then Mr. Mara, although he did exactly what the Opposition advocated, comes in for his share of gratuitous abuse. Although Mr. Mara did what he could to procure a grant for the S. & O. railway, the Times says he was "opposed" to that project. Having not a particle of evidence for its assertion it prefaces it by the words, "If current report is correct." It is the easiest thing in the world to manufacture "current report," and this we have no doubt is what the Times has done in this instance. Even when it is not manufactured to order "current report" when it contradicts accomplished facts is not to be listened to. Facts are in this matter on Mr. Mara's side if "current report," which is doubtful, was with the Times. Mr. Mara spoke in favor of a grant to the S. & O. railway. The organ being the witness. He reproached the Government for its inaction, and his advocacy was successful in getting for the road its subsidy. Yet in the face of these facts the Times is so unutterably stupid as to say Mr. Mara was opposed to the project, and cites an imaginary current rumor to prove its assertion. Could folly and malignant stupidity go further than this? The article before us shows that they can.

Although the subsidies were obtained and according to the organ itself "There was nothing left apparently for the projectors of the scheme to do but raise the money on the bonds and go ahead," the money required could not be raised because—(we must give the reason in our contemporary's own words as it will hardly be believed that any one out of a lunatic asylum should be so utterly senseless as to give such a reason)—"The subsidy had been voted, but the gentlemen who voted for it were not enthusastic. They declined to give the scheme their moral support." What had the enthusiasm of the men who voted for the subsidy or the want of it to do with the matter? Their want of enthusiasm or their failing to give the scheme moral support could not take from the subsidies the smallest fraction of a single cent. If the province and the Dominion were good for the money—as they were beyond the shadow of a doubt—what need investors care whether the men who voted for the subsidy were enthusiastic one way or the other. "Enthusiasm" or "moral support" had nothing whatever to do with the investment. And sentiment is a thing that investors seldom or ever bother their heads about after the parliamentary work of a project is over. There were the subsidies, there were the conditions and there was the company. Was the investment a good one or not, was all that they had to consider. Besides the want of enthusiasm on the part of the members of Parliament is most likely invented by our contemporary. There is not a particle of evidence to show that there was any such want. But whether there was or not was a matter of perfect indifference to those who studied the prospectus of the company with a view to investment. To say that a scheme failed because those who supported it handsomely, who did all they were asked to do, were not enthusiastic in its favor is the very climax of absurdity.

The guarantee which the company applied for has, the Times says, been guaranteed. As everything has been done which, according to it, ought to have been done, it not only does not give credit to anyone who has been instrumental in bringing about the consummation it desires, but it does its best to discredit them by imputing to them the most unworthy motives. We do not think the Times' article "blasphemy against the Government," it is simply senseless rant.

We are very sorry to find that our contemporary misrepresents the late Premier. It speaks of him as a "man made unreasonable by ill-health." This is not true. We alluded to the late Premier's opposition to the guarantee as a fact which was well known to all interested in the S. & O. Railway scheme. We had not the remotest intention to cast the slightest reproach upon his memory. The question was one on which there was ample room for difference of opinion. The late Premier, as he had every right to do, took one view and his colleagues in the Government took another, and they for the time deferred to him. There is nothing unusual in this. It is well known that matters frequently come before governments, as before other deliberative bodies, in which the decision is a compromise between conflicting opinions, or in which consideration is postponed until circumstances are more favorable. But there was no time in his long and tedious illness in which the late Premier was "unreasonable." Of this the acts of his very successful administration are the best proof.

JUDGMENT WITHOUT EVIDENCE.

It is amusing to see how some of the American newspapers discuss the Parnell scandal. They are not content to wait until they see what evidence can be adduced to show that he committed the crime that is laid to his charge. Without knowing whether the accusation is well-founded or baseless, true or false, they immediately denounce it as a malignant attempt of his enemies to bring him into disrepute in order to effect his political ruin. They just as unreasonably condemn Capt. O'Shea as a vile plotter and an ally of the London Times in its attempts to injure the cause of Home Rule. Would it not be more rational and fairer in every way to suspend their judgment until they see what Capt. O'Shea has to say for himself?

These newspapers appear to think that the cause of Home Rule depends upon the ability of Mr. Parnell to prove his innocence. This is very far from being the case. Home Rule must, in the long run, stand or fall on its own merits. Whether Mr. Parnell's personal character is good or bad has nothing whatever to do with it. If Mr. Parnell were discredited to-morrow the question whether it would be safe or expedient to extend Home Rule to Ireland would stand just where it is to-day. Those who act as if they believed that Mr. Parnell is the beginning and the end of Home Rule, that if he is ruined it will go down and that if he is proved to be a man of rectitude who leads a good life it will succeed, seem to us to be very shallow thinkers indeed. A great cause is independent of the character of the men who advocate it. The best causes have had bad men for their advocates and good men have upheld and shed their blood for bad causes.

Those who without waiting for proof take it for granted that Mr. Parnell is guilty of everything that is laid to his charge, and those who hold him up as a prosecuted patriot who never did wrong and who cannot do wrong are equally unreasonable and equally unjust. And those who think that the fate of Ireland depends upon the verdict of the Court in which Capt. O'Shea's case is to be tried have not read history to much purpose, or intelligently observed how great national movements have been conducted in their own day.

GREAT BRITAIN AHEAD.

Britannia still rules the waves. There is no nation that can, with any prospect of success, dispute her supremacy. Just now it is a peaceful supremacy. She has taken the lead in commerce and is bound to keep it. Whatever changes take place in ships she keeps still ahead and no nation makes even a good second. According to Oldham's Statistical Chart 38.7 percent. of the world's steam tonnage was built in Great Britain in 1888, and of the steel steam tonnage 82 was built in the "Old Country." This much for steam shipbuilding. Now for ownership. The same authority tells us that "of the 11,552,191 tons of seagoing steam tonnage in the world 7,304,815, or 62½ per cent. belong to the British Empire, and 6,890,176, or 59½ per cent., to the United Kingdom alone." There are in the world 10,260 steamers of over 100 tons gross register; of these, 5,914 are British, leaving less than half for all the rest of the world. Let us compare her now with other nations. Our neighbor the United States which boasts of her sixty-five millions of citizens has only 425 sea going steamers of over 100 tons register, France 490; Germany, 640; Sweden and Norway have 760. The total tonnage of the world steam and sail is 20,943,650 tons of which 10,539,188 are British. The American tonnage engaged in foreign trade in 1888 was 565,248 steam and sail. The British nation had engaged in the same trade during that year 6,017,447 tons or more than ten times that of the United States. Over 71 per cent of the freight tonnage of the world is carried in British vessels. Our neighbors have been trying to make the world believe that it is owing to Great Britain's liberal policy in subsidizing steamships that she has attained and kept her maritime supremacy. All that the British Government gives for the carriage of mails in ocean ships is $4,252,000.

EDITORIAL COMMENTS.

Electric railways are becoming more and more popular. The electric railway was almost the other day a mere scientific curiosity. It then became an interesting but doubtful experiment. It is now a means of locomotion of great practical utility. There are already 645½ miles of street railways operated by electricity in the United States and Canada. There are electric railways in thirty-two states of the Union, and on them were 1,266 cars. As yet there are only 9½ miles of electric railway in Canada, but the mileage will soon be very materially increased. The Electric Industry Magazine, from which the above figures have been taken, says:—

"In addition to the 113 roads in operation, there are 45 electric roads in course of construction aggregating 512½ miles—of which 230 miles are in Boston—for which 647 motor cars are under contract, 300 being for Boston."

This is only a beginning. It is safe to predict that before ten years are past there will not be a city of any considerable size on this continent or in Europe in which electric cars will not be running. There will then be thousands of miles of track and hundreds of thousands of cars. Any man of intelligence who has watched an electric car running must see that it is, at any rate, the street car of the future.

In Many Forms.

DYSPEPSIA assumes many phases, all disagreeable to the sufferer, yet it takes a form which from two to four bottles of Burdock Blood Bitters will not cure. B.B.B. cures dyspepsia, tones the weak stomach, aids digestion, sharpens the appetite and renovates the entire system.

Children Cry for Pitcher's Castoria

(From THE DAILY COLONIST Jan. 7.)

LOCAL AND PROVINCIAL.

Exhibitors, Attention.

All who wish to enter exhibits for the first show held under the auspices of the Victoria Poultry, Dog and Pet Stock Association, at the Yates street Rink on the 9th, 10th and 11th instant, are requested to call on Mr. John Braden, corner Fort and Broad streets.

Comox News.

Passengers from Comox report that at the Union Mines and Comox the snow is over three feet deep. It is stated that the diamond bores recently put down by the Union Colliery Company have given the most encouraging indications, in fact disclosing a fine seam of coal over 6 feet thick.

Railway Shares.

Since writing our financial article on New Year's Day, Canadian Pacific railway shares have again advanced 3½ per cent, and are now 75¾ in New York, and 77¾ in London. In the same time the Northern Pacific Railway shares have again gone down 3 per cent, and are now 30 in New York.

Cast up by the Sea.

The remains of the late G. Morris Haller, one of the victims of the recent drowning accident on Puget Sound, have been found in the water near Utsalady. The features of deceased were unrecognizable, but the clothing and the contents of the pockets were sufficient to identify the body. The remains were conveyed to Seattle for burial.

Court Vancouver, A. O. F.

The following officers were elected at a meeting of Court Vancouver, No. 5755, A. O. F., held last evening: A. Grissmer, chief ranger; Geo. H. Cavin, sub-chief ranger; H. Waller, treasurer, (re-elected); S. Wilson, secretary, (re-elected); J. Randolph, S. W.; T. Lundsay, J. W.; W B. Hall, S. B.; R. Godding, J. B., (re-elected); Dr. Milne, court surgeon, (re-elected).

Skating and Sleighing.

On Sunday everybody who owned a pair of skates or could buy or borrow a pair, availed themselves of the opportunity of enjoying a skate which the good ice at Swan Lake or at Beacon Hill Park afforded. During the night snow fell to a depth of about 3½ inches, the thermometer having gone up to 34 and yesterday the jingle of the sleigh bells made the streets musical.

Canadian Bonded Freight.

Inspector Young on Saturday night received a letter from the Northern Pacific Railway authorities, making a request that a Canadian customs officer be stationed at Tacoma as required under the new regulation. In compliance with this, Mr. Robertson, who has been filling a similar position at Duluth, was yesterday advised of his transfer to the Tacoma station. On his arrival the new order of things will be inaugurated.

Provincial Museum.

Contributors for November and December: Victoria—John Divine, John Kurtz, A. Anderson, Master Janes, George Batty, Dr. Newcomb, C. Pardoe, Harry Wootton, John Jessop, Thos. R. Smith (H. B. Co.), D. Ogilvy, O. Hastings, Master Douglass McTavish, Mr. Imes (as. Danube), John M. Langley, P. E. Purver, W. Hewartson, Ashdown Green. Vancouver—Captain Geo. Marchant. Ladner's—W. Woodward, Ellis Ladner. Tingley—John Maxwell. Ashcroft—S. Tingley.

The Teachers' Salaries Case in Court.

The full bench of the supreme court sat yesterday upon the appealed case of the Attorney-General of British Columbia vs. the Corporation of Victoria. Mr. P. Æ. Irving, deputy attorney-general, appeared for the former, and Messrs. W. J. Taylor and S. Perry Mills for the latter. The point at issue was the jurisdiction of the provinnial legislature in the matter of the school tax. After argument, judgment was reserved, and will probably be delivered to-morrow.

Neat Theatre Programmes.

The house programmes provided at The Victoria last evening were a decided improvement on those formerly furnished the audience. Printed on nicely tinted paper, with the advertisements neatly and attractively displayed, the neat appearance of the programme came in for no little share of attention during the play. Similar programmes will in future be provided at The Victoria, and business men requiring advertising space thereon should apply to Mr. T. B. Macabe, at THE COLONIST office.

A Pleasing Incident.

A pleasing incident of the social time spent together by Messrs. Braden & Stamford and their employes on New Year's eve, when the men were banqueted at the Clarence by the firm, was the presentation to Mr. Braden of a handsome gold pen and to Mr. Stamford of a gold headed cane, both being the gifts of the men. Messrs. Braden & Stamford feel proud of the souveniers of the occasion, which will always remind them pleasantly of the cordial good feeling existing between them and their employes.

Colds are in Fashion.

Victorians at present are enduring an epidemic of colds, varied with sore throats, and the usual number of accompanying pains, which many of the afflicted imagine to constitute "la grippe." Almost every one to a greater or less degree comes within the range of the cold epidemic. The ranks of the police force have been considerably thinned thereby, Supt. Sheppard, and Officers Redgrave, Hawton, Abel and Irving being on the sick list. A number of the firemen are also victims of the prevailing disorder.

Is it Influenza?

The number of cases at Vancouver said to be influenza, is constantly increasing. Either influenza or a very bad type of cold is at present epidemic. A mild form of influenza has made its appearance at Westminster and seems to be spreading rapidly throughout the limits of the city. Whether it bears any relationship to the notorious La Gripe has not yet been decisively settled. It is estimated that about 75 well-known citizens are indisposed and under the treatment of physicians, and that the symptoms are similar to those of influenza, but all the cases so far reported have been of a mild type and the doctors do not predict a severe visitation of the uncomfortable malady.—News-Advertiser.

Is the Wide West Lost?

Nothing has been heard from the steam lighter Wide West, and it is now more than probable that she is either lost or has been carried away out to sea. As yet nothing in the way of searching for the boat has been done, but some action will, in all probability, be taken to-day. The steamer Signal has arrived at Seattle from Portland, and her officers report that nothing was seen of the lighter. It is now twelve days since the Wide West left the Columbia river, and, allowing her four days, a reasonable time in which to make the trip, she is eight days overdue. The friends of Fred H. Sparling, who commands the Wide West, are at length growing alarmed.—Post-Intelligencer.

The Consulship at Victoria.

In conversation with a COLONIST reporter last evening, a gentleman who is in a position to know the inside working of affairs, volunteered the opinion that Mr. A. C. Wells of Eastern Oregon, would not be named as the successor to the late Consul Stevens. A resident of San Francisco, he thought, stood a more favorable chance of securing the appointment; names he would not mention. The announcement that Mr. Wells was likely to succeed Consul Stevens was made by the Sound papers on the 23rd of December; while on the day following the Colonel received official notification from the Secretary of State that no changes were contemplated in the Victoria consulate during the present administration.

Along the Docks.

Steamer City of Topeka is due here to-morrow on her way to Alaska.

Steamer Princess Louise left for Vancouver about one o'clock yesterday morning not being able to go to Westminster on account of the ice in the river.

The sealing schooners which have been moored in the harbor during the last few months are now making a move towards the docks to get ready for their cruise.

Schooner Viva left the ways yesterday morning.

Mr. Collins' new schooner, the Sea Lion, will shortly leave for San Francisco.

Schooner Sapphire is getting ready for sea.

Steamer Rainbow is being repaired at the rice mills wharf.

Sealing schooner Maggie Mac expects to leave for the sealing grounds tomorrow.

Alleged Attack by Highwaymen.

A young man called at the police station on Sunday morning and stated to the officer in charge that he had arrived down from Vancouver on Saturday, and intending to go over the Sound the next morning, he had gone down to Turner, Beeton, & Co.'s wharf to embark on the steamer Olympian, but finding that the steamer did not go out on Sunday, he started for up-town, and when coming through the alley-way between the Hudson's Bay Co. and J. H. Todd's stores two men, with handkerchiefs tied over their faces, stopped him and struck him in the face. They then commenced an examination of his pockets, from which they took a $20 gold piece and $1 in silver, all the money he had on him. When he called at the barracks his face was slightly bruised and his pocket torn. Officer Levin went down to investigate, but states that he could see no signs of a struggle, and as the young man says he could not recognize his assailants, it is doubtful whether they will be captured.

THE WRONG MAN.

A Well-Known Portland Railway Official in Mistaken for a Missing Agent.

The most thoroughly mystified man in Victoria yesterday was the popular J. W. Casey, traveling passenger agent of the Chicago, Milwaukee and St. Paul railway, whose headquarters are at Portland. By a peculiar combination of circumstances, he was placed in a position decidedly novel, and over which his many friends in the city are still laughing merrily; while an astute detective comes in for a great part of the laugh much to his own disgust.

The incidents of the matter are in brief as follows: A few days ago a railway employee at Seattle disappeared suddenly under suspicious circumstances. He was traced to Vancouver, from which city he, under an assumed name, was supposed to have come to Victoria on Sunday night's steamer. On board the Islander the fugitive made the acquaintance of a party of travelers, who also became on friendly terms with the Portland railway man, whom they induced to join them to put up at the Clarence hotel.

By some peculiar misunderstanding his new acquaintances got the names mixed and in registering for the C. M. & St. P. man gave the name assumed by the fugitive from Seattle. A C. P. R. detective detailed on the case at Vancouver discovered the name adapted by the Seattleite, and finding it on the Clarence register naturally concluded that he had run down his man.

On retiring for the night, Mr. Casey, not knowing how names had been mixed, left orders to be called at nine in the morning, and retiring rather early was soon sleeping the sleep of the just. At 8 o'clock he was awakened by a rap on the door.

"Come in," he called out in reply.

A bell boy entered in response to the invitation, and in a hoarse stage whisper said, "There's a sheriff down stairs, sir, with a warrant to arrest you."

Thinking that a number of "the boys" were attempting to make him the victim of a practical joke, the railroad man sleepily replied, "That so? Go and get two cocktails and ask him to have one with me," at the same time slipping a dollar into the boy's shrinking palm.

The boy retired, and in a few minutes returned with the liquid refreshment, at the same time informing the sleepy traveler that there was "a detective waiting on the stairs to arrest him."

Determined not to be caught on any joke, Mr. Casey told the hotel employee to keep the change, and go and tell the detective that the "Chicago, Milwaukee and St. Paul was the finest road in the world. All the cars were lighted with electricity and heated with steam, and anyone who knew what comfort was in traveling always went that way."

Turning over, after delivering his oration, Mr. Casey went to sleep, leaving the bell boy to protest to the unsympathetic air that "he wasn't fooling, the detective was there."

The next heard of the detective by Mr. Casey was when the same bell boy, who had evidently determined to protect him, brought him his breakfast at the same time remarking that the detective was still there.

At last becoming interested the railroad man got up, dressed, and started up town followed by the stranger, who turned out to be the C. P. R. police officer. At the U. P. R. office, Mr. Casey met Mr. Blackwood, who at once shook hands with him, and introduced him to his shadow. Explanations followed and all laughed heartily over the affair.

VICTORIA LODGE NO. 1, I. O. O. F.

Installation of Officers by Grand Master Meldram—Satisfactory Financial Condition of the Lodge.

At a meeting of Victoria Lodge, No. 1, I. O. O. F., held last evening, the following officers were installed by Grand Master J. H. Meldram: Bros. A. McKeown, N. G.; J. S. Fullarton, V. G.; Fred. Davey, Rec. and Per. Sec. (re-elected); Alex. Philip, Treas. (re-elected); C. Monk, Warden; A. G. Sargison, Conductor; W. Lee, I. G.; W. Huxtable, O. G.; W. H. Flewin, R. S. of N. G.; T. Mitchell, L. S. of N. G.; A. Ellis, R. S. of V. G.; W. M. Ross, L. S. of V. G.; F. James, R. S. S.; J. Robertson, L. S. S.; F. Carne, Chaplain; W. Jackson, Organist.

Before the installation the report of the last term and of the present financial condition of the lodge was read by the secretary, Mr. F. Davey. According to this report the present membership of the lodge is 165, and the total net assets estimated at a very low figure, is placed at $17,939.92, equal to about $109 per member. The liabilities are almost nil. During the past year eighteen brothers received sick benefits. During the past fourteen years the large sum of $30,270.45 has been disbursed by the lodge for relief, in the shape of sick benefits, donations to distressed brethren, aid to widows and orphans, etc. The report throughout shows Victoria Lodge to be in a most satisfactory condition, and Mr. Davey concludes thus: "I very much doubt if such an exhibit can be shown by any other lodge, with the same number of members, in the whole order of Odd Fellows. It is one that we may well be proud of, as well as of the substantial reserve still on hand to meet future calls in the same direction."

Children Cry for Pitcher's Castoria

(From THE DAILY COLONIST Jan. 8.)

LOCAL AND PROVINCIAL.

Freight and Trade Notes.

The freight by the Louise yesterday from Vancouver consisted of one carload of paper, one of sugar, one of sheet iron and one of miscellaneous freight.

Another Steamer.

Work will in a few days be commenced at the Clyde shipyard upon a fine cannery steamer for Messrs. Earle and Spencer, to replace the Alert. The new boat will be built on lines similar to those of the Constance, but will be considerably larger than the Alert, which she is to replace. Mr. W. J. Stevens will superintend the building of the new boat.

Death in the Cells.

Wm. Standish, the man who was locked up on Sunday last for safe keeping, was found dead in his cell yesterday morning by jailer Mitten. The deceased had been failing for some time, and since he was taken to the city lock-up had been under the doctor's care. He was a native of London, Eng., and aged about 35 years. An inquest will be held at 12 o'clock to-day.

Tramway Notes.

The cross wires have been put in position and the work of stretching the centre wires will be commenced in a few days.

Two of the cars have their motors attached, and the other two will be ready before the end of the week.

The management are confident that the line will be in operation inside of four weeks.

Burns' Anniversary.

The members of the St. Andrew's and Caledonia Society are making elaborate preparations for their annual ball to celebrate Burns' anniversary. As the anniversary falls this year on Saturday, the ball will be held on the evening of Friday the 24th, and as the St. Andrew's ball is always the event of the year, and is always looked forward to with pleasure, there is little doubt but that the announcement of the forthcoming ball will be hailed with delight.

The Old and the New.

Vancouver's retiring board of aldermen held their last meeting on Monday, and after transacting the usual routine business, reading annual reports, and winding up the business of the year, adjourned. The members of the new council then took their seats, after having taken the oath of office, and held their first session. Before proceeding to business the members were addressed by Mayor Oppenheimer at considerable length on matters connected with the past and future policy of the city.

Sloop Seized for Smuggling.

Information has been received at Port Townsend that Officers Riley and Buchanan, of Blaine and Whatcom, had captured a quantity of opium and the smugglers on Nooksack river, near Whatcom. The prisoners and goods will be brought to Port Townsend in a few days. A British sloop with no name has been seized at Whatcom by the custom authorities for smuggling dutiable goods into the country. She is laden with salted fish from Fraser river.

Along the Docks.

Steamer City of Puebla leaves for San Francisco at 11 o'clock to-morrow.

Schooner Ariel left the Star ways yesterday and is fitting for sea.

Schooner Maggie Mac leaves for the sealing grounds to-day.

Steamer Boscowitz will leave for Alberni on the evening of the 15th January.

Steamer Lottie is being repaired at Spratt & Gray's wharf.

Two carloads of general merchandise composed the Islander's cargo last evening.

Steamer Queen of the Pacific arrived from San Francisco at 10 o'clock last evening.

The Dominion Illustrated.

A fine view of Esquimalt harbor and and scenes in New Westminster, showing the beauty of the surroundings and the wonderous growth of roses, constitute British Columbia's share in the last Dominion Illustrated. Hamilton comes well to the front. So also does St. Thomas, and Montreal is not forgotten. McGill and its affiliated colleges having a prominent place. Altogether it is a good number for illustrations of our own Canada. A fine engraving of Cabanel's Venetian lady will be appreciated by art lovers. The office of the Dominion Illustrated is at 73 St. James street, Montreal, Mr. G. E. Desbarats, managing-director.

A Woman's Pluck.

The Westminster Columbian states that a few days ago Mrs. Wm. Johnston of that city received word that her uncle, Mr. W. H. Burr, a resident of Ladners, was seriously ill. Although the Fraser was full of floating ice, and the difficulty of getting across was extremely hazardous, Mrs. Johnston determined to make the attempt, and although many perils were encountered, a fresh one almost every yard, the trip was finally made in safety. The boat at times had to be dragged on to the ice and shoved a distance; then when an open spot occurred, the craft was launched again, and so on over treacherous ice and numerous stretches of water until the south shore was reached.

Launch of the Constance.

The crew composite steamer put together by R. Colvin of the Clyde ship yard for Messrs. Ewen & Co., of New Westminster, was launched yesterday morning. As the little craft glided gracefully into the water Mrs. Andrew Gray christened her the "Constance" of New Westminster, she being named after Constance Irene, the daughter of Robt. Ward, Esq. It had been arranged that the little lady should perform the christening ceremony, but through indisposition she was unable to be present. Among those present were Messrs. Robt. Ward, D. J. Munn, A. Ewen, R. Swinerton, R. McArthur, Capt. Cavin, and the builders. Toasts were proposed and responded to and altogether a merry time was had. The Constance is a composite steamer with galvanized steel frame which was imported from England. The planking was done by R. Colvin, while Messrs Spratt & Gray put in the engines, which are of the latest pattern. Her dimensions are 76 feet over all by 13 feet 6 inches. The engines are 160 h. p. and will develope a speed of 14 knots per hour. Mr. Ewen has spared no expense to make the Constance the finest craft of her kind here, and has been eminently successful, as she is a perfect beauty, her cabins, and everything else being models of neatness and good workmanship.

Dining Together.

Sixteen gentleman, composing the office staff of Messrs. R. P. Rithet & Co., sat down last evening to a handsome banquet served in the Poodle Dog by the heads of the firm. In the absence of Mr. Rithet, Mr. Chudley filled the honored seat at the head of the table, while his fellow workers and subordinates occupied chairs at either side. The spread was pronounced by Mons. Marboeuf, the veteran caterer, the finest that he had ever provided, while the occasion was one of complete enjoyment to all. After the tables had been duly cleared, toasts were drunk, speeches were made, songs sung and several hours were happily whiled away. It was intended to have the dinner on New Year's evening, but it was postponed in the hope that Mr. Rithet would be present in person. Besides affording an excellent opportunity for the office staff to enjoy themselves together, the dinner, in a manner, celebrated the recent change in the firm.

WITH BIG MAJORITIES.

The Four Bonus By-Laws Carry, With Over a Thousand Votes to Spare.

The endorsation of the four bonus by-laws by the vote of the ratepayers yesterday spoke volumes for the good sense of the people of Victoria, who by their action pronounced in favor of progress and the prosperity of the city. The vote cast was a by no means uncertain one, while the big majority by which each by-law was endorsed showed plainly the feeling of the people in regard to the encouragement of new industries calculated to be of benefit to the city.

During the morning the vote cast was small, only about 100 ballots being marked at the three polling booths prior to 12 noon. From the conversation of the morning voters it was apparent that they were in a majority opposed to the granting of the privileges quoted in the by laws. The friends of the bonuses reserved their votes until afternoon and then achieved a signal victory.

At four o'clock the counting of the ballots commenced, the work being concluded and the returns announced at 5:30 p. m. The ballots, while the greater part were marked on a solid ticket, either for or against the four by-laws; at the Johnson street ward showed considerable discrimination, each by-law, separately, having its friends or its enemies.

The following are the returns as announced by the Returning Officer, Mr. W. K. Bull, at the close of the poll:

FLOUR MILL BONUS BY-LAW.

	For	Against	Maj. For.
Johnson Street Ward	162	53	109
Yates Street Ward	62	30	32
James Bay Ward	135	37	98
Total	359	120	239

RICE MILLS BONUS BY-LAW.

	For	Against	Maj. For.
Johnson Street Ward	169	59	110
Yates Street Ward	66	29	37
James Bay Ward	149	35	114
Total	384	123	261

PAPER MILL BONUS BY-LAW.

	For	Against	Maj. For.
Johnson Street Ward	184	54	130
Yates Street Ward	69	31	38
James Bay Ward	146	38