

English Summary.

The preliminary skirmish which precedes the great political battle which is to be fought at the hustings in November, was taking place in the Registration Courts at the date of our latest exchanges from England. The great substantial struggle on both sides was at the admission of votes under the lodger franchise. The Revising Barristers have struck members of this class off the list for the simple cause that they did not appear to support their claims. A better organization will be necessary before the next season for registration comes round. The right of women to the franchise has also been raised in most of the important boroughs. At Lambeth and at Westminster the Revising Barristers contented themselves with saying, when the first woman's name was called, that they should take no notice of the claim. The presiding barrister at Westminster attracted attention to the fact that the subject of woman's rights to the franchise had already been before Parliament, when Mr. J. S. Mill moved to insert the word "person" throughout the Act, instead of "man," expressly in order to give women the franchise, and the amendment was rejected in order to maintain their exclusion, and that after that decision there could not possibly be any doubt as to the intention of the Legislature. At Manchester no less than 4,750 women have claimed to be placed upon the register for the borough as resident householders. Miss Becker, who lately obtained some celebrity for her earnest advocacy of women's rights attended the Registration Court at Manchester as the representative and champion of her sex. The chief ground which the ladies have for pressing their claims rests upon the alteration of the term "male persons" in the Reform Act of 1832, to the more general and comprehensive term of "man" in the Act of 1867. In a statute passed in the reign of Henry VI, which was passed to define and regulate the franchise, the word "people" was used, and it has been contended that from that time up to the passing of the Reform Act of 1832, when "male person" was substituted, women had a right to the franchise, but it was not shown that they have ever attempted to exercise it. The right now claimed by women under the term of "man," which they interpret to signify mankind, will be determined by the Superior Courts before the coming election takes place. In the meantime the Liberals are satisfied that they are gaining ground in the Registration Courts. Nothing denotes more strongly the progress of Liberal principles than the fact that there is a movement on foot to secure the return of Mr. Gladstone for Oxford as a Liberal candidate. It is not likely that the Liberal leader will show any anxiety or even readiness to listen to the overtures of the University, who rejected him for Mr. Gathorne Hardy; nevertheless he may be selected for the University of Oxford without any personal exertion on his own part. The electors of Greenwich, a borough which fifteen years ago enjoyed the reputation of being one of the five most corrupt boroughs in the United Kingdom, are also desirous of securing the future Prime Minister as their member. The good old city of Edinburgh, which has always sought to be represented by talent rather than by a strong politician, has made overtures to Lord Stanley, but the Foreign Secretary remains faithful to his constituents at Lynn. Mr. Murphy, of Anti-Papist notoriety, promises to offer himself to the electors of Manchester, in an address, which is more notable for violence and for defective grammar than for any particular political principles. Mr. Stuart Mill, who would not consent to contribute in any way to the expense of his own election in Westminster, has offered to subscribe towards the return of Mr. Bradlaugh for any constituency which may be desirous of securing his

services. It is still rumored that Mr. Disraeli meditates another flanking movement on the Irish Church; this report gains strength from the fact that some members of the Conservative Cabinet have expressed themselves desirous of seeing some modification in the Irish Church. The Right Hon. Colonel Wilson-Patten has been appointed Chief Secretary for Ireland in succession of Earl Mayo, who will shortly be on his way to India, where, in contemplation of the advent of a Governor General who is entirely new to the country, the old project of removing the seat of Supreme Government from Fort William, more familiarly known to us as Calcutta, has been revived. Simla has been revived. Simla has always had many supporters amongst the exclusives of the Civil Service, but finding that the opinion of the whole European population is against them on account of the extreme distance of Simla from the seaboard, the civilians of Bengal are now agitating in favor of Darjeeling, which is much nearer to Calcutta, and being upon the hills would be fully as healthy as Simla. Of late years, and especially since the extension of the Central Railway, Bombay has put in claims to be the seat of Government. As she is rapidly becoming the commercial capital, it is probable that her claims will meet with some consideration, but inasmuch as the Northwest Provinces and the Punjab are somewhat disturbed, it is not likely that any immediate attempt will be made to remove the capital from the Presidency of Bengal. The strike of the cabmen came to a most inglorious termination. The Railway Companies having succeeded in obtaining as many "privileged" cabs as they required to ply for line in the stations, the owners of unprivileged, or street cabs, were either obliged to give in or to pay so large an amount in lieu of wages to the drivers of privileged cabs, that they were compelled to give in. The Solicitor Generalship, vacated by the promotion of Sir W. B. Brett, has been conferred upon Mr. Baggalay, M. P. for Hereford, an eminent equity lawyer.

THE NEW UPRAR, FRASER RIVER, ROUTE TO CANBERRA.—The new steamer built by Mr. James W. Trahey for Mr. Edgar Marvin of this city, is named the Victoria. She will be run from Big Bar, a point 140 miles south of Quasnelmouth, to the latter point. From the Junction, or Clinton, by road to Big Bar, is a distance of only 27 miles, while by the wagon road now in use from Clinton to Soda Creek it is 137 miles. It is claimed that goods can be sent through by this new route to Cariboo several days sooner than by the present means of land transportation, that the cost of carriage will be much less, and that a large section of farming ground along the river will be brought into market. It is believed by competent river navigators that steamboats will soon be run from Boston Bar to Quasnelmouth, between which points only one or two portages by means of tramway will be necessary, and that the trip from Cariboo to Yale will then be easily made in three days. The dimensions of the Victoria are:—length, 118 feet, and beam, 23 feet. She will be propelled by the engines and boilers from the Prince of Wales steamer on Lillooet Lake, the usual running time of which was eighteen miles an hour. The Victoria is built with due regard to strength and speed. A new era of activity and enterprise appears to be dawning on this Colony, and the exertions of a few men like Mr. Marvin and his cotyres will soon set every branch of industry in full motion.

PUGET SOUND RAILWAY.—Mr. Halladay is expected here in the Oriflamme next week. He is at present at Portland, superintending the preliminaries for the construction of a line of railway to San Francisco and another to Puget Sound—both lines to centre at Portland. The latter line, it is expected, will attract to a convenient port on Puget Sound to be selected by Mr. Halladay upon his arrival, the shipping which now reaches Portland by means of the dangerous Columbia bar and river at an expense for pilotage of \$32 per foot up and down. The bold water of the S. O. makes charges for pilotage merely nominal, and goods landed at the terminus of the railway will reach Portland in five hours' time, being put ashore. There is a great and glorious future in store for some point on Puget Sound, not very remote from Victoria, from the contiguity of which Victoria cannot fail to profit.

THE RACES.—It is anticipated that the races on Beacon Hill, on Monday, 9th inst., the anniversary of the Prince of Wales' birthday, will be a success, both as regards the stakes and horses. The entries take place to-day, at Mr. Norris' office, between the hours of 2 and 4 p. m.

Fire Inquest.—The Coroner held an inquest yesterday at the Police office into the origin of the late fire on Government street. The jury consisted of Messrs Piper, McNiff, Golden and Mansell, with Mr. McNiff as foreman. After the jury had visited the premises where the fire occurred, the following evidence was taken:—

Mr. Piper—Heard the alarm of fire at a few minutes past two o'clock on the morning of the 3rd inst.; ran into the street, but could only see the light reflected on the Theatre; went to the rear of his own premises and saw the French Hotel was on fire; the flames were coming out of the rear window, and at once spread over the northern side of the kitchen roof; at that time there was no fire to be seen in the kitchen or roof of the kitchen; was sure there was no fire in the front part of the building; heard the police cry, "break open the doors;" it might be ten minutes after the first alarm.

Mr. Joseph Copeland—Was in the Grotto at the time he heard the cry of fire; ran up street and saw it was in the rear of the French Hotel; burst open the premises and found the fire in the kitchen and adjoining room, there was also fire overhead, and a little fire on the wall of the room he was in, but he could not say if they were connected; was too much excited to observe very closely; in a few seconds, as it were, the fire spread everywhere throughout the building; made a great noise at first, but could find no one belonging to the hotel.

Mr. Wilson corroborated Copeland's evidence. Mr. Biggs—A brother of the owner of the hotel; it was his duty to close the house about 12 o'clock; did so on the night of the fire; did not see any fire in the cookery range when he locked the doors; does not sleep on the premises, but behind, in Douglas street; the cook always leaves about 8 o'clock in the evening; he did so on the night of the fire; no one has charge of the house at night but a young boy, whose duty it is to let the boarders in; knows his brother is insured, but does not know to what amount; could not fix the amount of his brother's loss; the cook this morning (Friday) left for Boston Bar by the Enterprise; and the young boy, who attended to the house at night is sick; can assign no cause for the fire; is quite sure on looking up the house that the kitchen fires were safe.

In order that the cook and night servant may be examined, the inquiry was postponed until Monday week, at 1 o'clock. DIOCESAN CHURCH SOCIETY.—A meeting of the Committee of this Society was held on Thursday the 5th inst., the Lord Bishop of Columbia in the Chair, when the following resolutions were passed: That \$250 be appropriated to the Rev. James Reynard of the Cariboo Mission, and \$250 to the Rev. J. B. Good for the Lytton Mission. The friends of Church operations in this Colony will learn with pleasure that no time is being lost in assisting in carrying on the work in these twofold missions, and that as funds come in other pressing claims in various parts of the Diocese which have been postponed will, we trust, by the kind efforts of the friends of the Church be soon relieved by the committee.

THE ST. LEON.—The great autumnal race at Doncaster does not appear to have excited the usual interest this year, owing to the fact that it was regarded generally as a safe thing for the flying Formosa. Only twelve horses started, and these with the exception of the winning mare were below the average standard. Formosa was ridden by Challenger, who had the race all his own way, and won easily by two lengths. Paul Jones was second, and Mercury third. Mr. Cookson had the first and second. This victory gives the crack jockey Challower four St. Leoners in eight years, having during that time ridden Oslar, On, Mar, 16, Achievement and Formosa. NEW ARRANGEMENT.—According to late English papers anthracite coal only is to be used in the British navy for the future.

The Steamers.—The Enterprise left yesterday morning for New Westminster. In consequence of having to go to Esquimalt the day previous, her freight was somewhat lighter than usual, but there is already a considerable amount accumulated at the wharf for the next trip. The G. S. Wright left yesterday for the Sound, and will return probably tomorrow. She will go to Nadinimo for a load of coal before sailing to Portland. The Active is undergoing some slight repairs in our harbor, and will not probably leave for Portland before Monday or Tuesday.

THEATRICAL.—The Dajill troupe which was expected here some time since from Portland are not coming. We learn, however, from a resident of Victoria who returned by the Active on Thursday, that the company now in Portland, of which Mr. and Mrs. Bates are the leading spirits, have determined to visit us for a couple of weeks, and may be expected by the next trip of the Active. The Bates company are highly spoken of by the Portland papers, and no doubt will be well patronised by our community.

Editorial Correspondence—No. 23.

One day last week my heart was made glad when I ran against, at the St. Nicholas Hotel, in this great city, a group of six British Columbians, five of whom had just arrived from our Colony per the opposition steamer Guiding Star. The remaining one had come in that day from London and was en route to the Pacific. The Londoner was Mr. A. Bullock, formerly of New Westminster, whose fine portly figure evinced that he had indulged in the roast beef and plum pudding of Old England with much advantage to his weight and repose. The newly-come Columbians were Messrs John Wilkie and G. O. Wigham of Victoria, Mr. E. Brown of New Westminster, and Messrs W. Anderson and Philip Horton of the interior. These gentlemen united in praising the Pacific steamship Oregonian and her excellent commander, Satton, and in denouncing the filthy Guiding Star on the Atlantic, her inefficient captain and purser, and her blackguard steward and waiters—of whom in my letter from this city of the 20th June I gave you a fair description. Mr. Bullock sailed for San Francisco on Wednesday last per regular steamer, Mr. Anderson started for Canada same day, and Messrs Wilkie, Wigham, Brown and Horton were fellow passengers in the Cunard steamer Scotia, which sailed hence on the 18th inst. Speaking of steamers reminds me that the impression gains ground here that the opposition line to California will be withdrawn in a couple of months and fares raised to their old standard. The opposition arose through a quarrel between shareholders in the Pacific Mail Company and the Directors, and the former, by starting the new line, ran down the price of shares, bought out timid holders, obtained a controlling interest in the old company, and expect to vote out the old Board at the general meeting in November next and substitute men of their own nomination. This end accomplished, it is more than probable that the days of the opposition will be numbered; unless, indeed, the old Board should resort to similar means to harass the new and upset them in turn next year. The quarrel is an interesting one and peculiarly profitable to the travelling public, who, so long as the two interests conflict, will enjoy low fares and, like the man whose wife was attacked by the bear, "don't care much which whips."

New York and Brooklyn have been the scenes of two great fires recently. On Thursday last thirty buildings were consumed in the heart of the latter city, and in New York on Saturday, a carpet factory, was burned, involving a loss of \$300,000. At both fires the steam fire engines did good service, but the wind was high and the material very combustible. Since the lamentable explosion of a steam fire engine in New York city, in June last, which involved a loss of several lives, the greatest care is taken by the Fire Commissioners to guard against a recurrence of the disaster. It appears that many of the so-called engineers belonging to the companies are ignorant, inexperienced men, who would not be entrusted with the care of a water-wheel by a private firm, and who, by dint of impudence, false representations, or party influence, have obtained situations which only men of the highest amount of intelligence and of great experience are competent to fill. It is now proposed that rigid examination shall be held as to the capabilities of present employes and of all future applicants. I would here point out the peculiar significance that this paragraph possesses to Victoria, which will soon boast of the possession of a steamer, the working of which is important should be entrusted to none but trustworthy and competent hands.

A telegram to the Herald from London yesterday announces that Sir John Young, Bart., present Governor General of New South Wales, and ex-Lionel Commissioner, has been named for Governor General of Canada. Sir John Young is the eldest son and heir of the late Sir William Young, of Balleborough Castle, in the county of Cavan, Ireland. His father was a prominent

member of the East India Company in days past. Retiring with a fortune, Sir William offered himself as candidate for the representation of Cavan in Parliament, but was defeated, his political opinions not agreeing exactly with those of the Earl of Farnham, who possessed, through his numerous tenantry, the chief interest in the elections in that district. After a few years Mr. John Young, the newly appointed ruler of Canada, then young, presented himself as a candidate to the voters of Cavan and was returned to represent them in the House of Commons in conjunction with Mr. Henry Maxwell, who succeeded to the Farnham peerage, and has just lost his life by the melancholy disaster by fire in the Irish mail train travelling through Wales for London. Mr. Young—now Sir John Young, after the decease of his father—soon obtained the notice of Parliament both by his diligent attention to his duties and his sound practical knowledge on all matters relating to Ireland. The late Sir Robert Peel at once noticed his availability for public life, and, with Mr. Young's consent, ranked him with his party of moderate conservatives, anxious to do justice to Ireland without a repeal of the legislative union. Under Peel's Premiership Sir John Young held the office of Joint Secretary of the Treasury of England, in which he distinguished himself by his application to business, his judicious use of the official patronage confided to him, and his freedom from religious and political prejudices. Sir John comes of an old Scotch family, having his origin with John Young, a "burgher of Edinburgh" in the year 1541. The Governor of Canada was born on the 31st of August, 1807, and married April 8, 1835, Adelaide Annabella, daughter of the late Marquess of Headfort, by her first husband, Edward Tuite Dalton. His family is thus intimately connected with the Countess of Cavan, Meath and Westmeath, in Ireland. During the years immediately passed Sir John Young has ruled the colony of New South Wales in a very successful manner in the name of Queen Victoria, and is likely from his habits, discrimination, caution and experience, but particularly from his accurate appreciation of the Irish character, to prove equally useful to the English crown in Canada.

A despatch from Halifax confirms a statement contained in this correspondence a fortnight ago from Ottawa. I then stated that Sir John A. Macdonald and associate ministers had returned much elated by the result of their interview with Hon. Joseph Howe, and that the latter accepted the situation on trial, and had advised his followers to do likewise. Mr. Howe controls Nova Scotia, and Mr. Attorney General Wilkins, whose treacherable expressions have been already telegraphed, cannot make head against the tremendous influence which Mr. Howe can bring to bear in favor of peace. The Nova Scotia difficulty is practically settled. A few knotheads, like the redoubtable Wilkins (who, perhaps, is a lineal descendant of the verdant youth who so frequently comes into notice and makes a fool of himself in the records of the Pickwick Club) may still indulge in warlike gasconade, but with the defection of Mr. Howe the backbone of the rebellion is broken, and what is left of the miserable anatomy will soon be buried out of sight.

The political aspect of the United States is unchanged. Grant will be chosen by a large majority, and many people say that his administration will be even more Conservative than that of Mr. Johnson. No other than a Conservative policy will insure the country against an early renewal of the horrors of the late civil war.

The fall fashions for dresses have appeared on the promenades. Shot and changeable silks, poplins, alpaccas and serges are worn. Silks are scarce and very expensive. Strings for winter bonnets are to be made of narrow velvet and wide lace. There is a bonnet on exhibition at a Broadway milliner's, the price of which is \$125. Crinolines are to be enlarged instead of reduced. Young ladies still adhere to the six-buttoned street glove, notwithstanding it makes the hand appear large. Jet necklaces with very long pendants are coming in fashion again, also the 'ball' necklace. At a private wedding in Twentieth street the other evening the jewelry worn by the bride was valued at \$100,000. Muffs are made round again. The flat ones did not take well. Pearls are now more worn than diamonds. Three-cornered visiting cards are the correct thing. Bonquets are made more expensive by placing humming-birds or a rich colored butterfly among the flowers. Berbe Heuse lanciers, galop and waltz will be all the rage at the public balls next season. Frook coats faced with watered silk are the "gentle thing" for promenades. A new and delicious perfume is called Sweet Sixteen. Murgent is the name of a new substance which has just been introduced in Paris to take the place of silver. It will be manufactured in jewelry.

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For sometime before revolution actually commenced, the aspect of affairs in Spain attracting attention in the of the Carlist generals past resided in London has been busy with connection with a Spanish dynasty at 1848, but if we may tone of the English joining at a time when the imminent, the Carlist to take any part in against Queen Isabella of Don Carlos, who natives of the Spanish fallen into disrepute own adherents. It is they might not govern than Queen Isabella, but appear to be utterly inept bigots with less judgment, and less talent than arily attached to the In France there are, Anti-Napoleonic feelings, the opposition victorious in several have lately taken place does the state of Ne affect the politics of different parties that been heard of for the are again floating Legitimists, Orlanists, and are said to be cause so far as stre French opposition group, say that portion of the which do not favor the Those who do not believe III, incline to the idea, fore long got up an ent Prussia, for the sake order at home. There to be distrust amongst powers just now, are are not unlike what than twenty years ago may be the troubles of it seems unlikely that will be dragged into in. The English people in favor of peace; no we see pugilism put to hand. Allen, the engaged to fight with championship, was hon Thomas Henry, the se tan Magistrate, in very keep the peace, so hea from the Daily Telegraph a regiment for a week burst the pugilistic who should go bail Allen, and then break their bond. What the time when poor fought Heenan under of the leading Lords and still greater change since years ago a noted ex-pugil in the House of Commons of his last prize fight. second railway accident and within a few miles of terrible catastrophe of Ab that the system of visiting Railway Companies or pointsmen or brakemen satisfactory. The public, roused thoroughly against ment of railways, there spect of Government inter kind. The Thames embankment some time ago, bridge to Essex street, de be the pleasant promenade the West Strand and Park it was expected to be; the pockets have always had the banks of the Thames loth to give up the locality increase in the number of tainments in London, the seems to be taking the extent, of spectacle and music, cheap concerts that it is to say, the halls de crammed and the propri make a living, which is said of the higher grades. Wm Harrison, who, in Miss Fyne, about fifteen years ago, gallant attempt to found after varied seasons of at disappointment, has fine fortune—he is absolutely