THE WEEKLY WORLD

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THE WEEKLY WORLD

THURSDAY, AUGUST 15, 1895.

HIS ANOMALOUS POSITION.

The desperate condition of the Conservative party could not be more strikingly evidenced than by the continuance of the Hon. Clarke Wallace in office. The ridiculous anomaly is presented of a Minister condemning the Administration on a most important measure and still remaining part and parcel of that Administration. Clearly if Mr. Wallace has lost confidence in the Cabinet he should at once disassociate himself from it. But he clings to his Department and gives no hint of resigning. Imagine Sir John A. Macdonald or Sir John Thompson tolerating such conduct for a single moment! If either of those statesmen were at the head of the Government now a peremptory demand would be made upon the Controller to step down and out and give place to one who could act with his colleagues in public matters. Our merchants, especially those from Ontario, are laughing heartily over the situation and regard it as the culminating farce in a political comedy that has brought infinite discredit upon the country. The Kingston Whig, for instance, says: Hon. Clarke Wallace has given another evidence of the peculiar position he occupies, namely, that of a conspirator against the Government of which he is a supposed member. At Halifax in his opening address to the Supreme Orange Lodge he is reported to have said on the Manitoba school question: "The Dominion Government having pledged itself at its next session to pass an act to compel the Province of Manitoba to restore Roman Catholic separate schools, it is the duty of each of us to do all in our power to defeat that measure by bringing what influence we can to bear on our representatives, and by pledging all candidates for Parliamentary honors in future to use his voice and vote for the maintenance of our public school system throughout our Dominion." In other words, Mr. Wallace is at work pledging the Orange order to oppose the Government in regard to remedial legislation, and to the extent of defeating it upon this question. Is this not an extraordinary performance? Does not it revive the criticism of the Opposition leader in the late session of the House, to the effect that a member of the Government should leave it when he cannot agree with it and cannot support its policy. That was what Hon. Mr. Angers did, who held a more responsible position, and whose secession meant more than that of Mr. Wallace can do. That would be the course of almost any man who had regard for consistency and who did not want to advertise himself as a humbug. The situation is becoming more and more interesting for Mr. Wallace, and before the end of this campaign in which he is entering—the dual campaign of fighting for and against the Government on one and the same question—great must be his contentions. Hitherto he has not professed to be an expert tumbler, and if he succeeds as such the transition may be easy from Bowell's to Barnum's employ.

PROPORTIONS OF THE VICTORY.

By a series of shaded maps representing the results of the last general elections in the London metropolitan district the Pall Mall Gazette has made visible to the eye the striking proportions of the victory lately won by the Unionists. It should be borne in mind that since the latest distribution of seats was made the so-called metropolitan district returns 59 members to Parliament, in addition to the two members representing the city proper. That is to say, the British metropolis has, within 11 votes, as much weight in the House of Commons as the whole kingdom of Scotland. In the municipal election for members of the County Council the so-called Progressives had repeatedly beaten the Moderates, and by those who assume that these terms are convertible with Liberals and Conservatives it was taken for granted that in the Parliamentary contest just concluded the supporters of Lord Rosebery would carry a majority of the metropolitan seats. As a matter of fact, although all Moderates are probably Unionists, it is by no means true that all Progressives are Ghadstonians, and this should have been clear enough to those who compared the municipal elections. This, even in 1885, when the Gladstonians returned to Westminster as many members as the Conservatives and Irish Nationalists combined, they carried only 26 out of the 61 seats pertaining to the metropolitan district. In 1886, after the secession of the Dissident Liberals compelled Mr. Gladstone to appeal to the country, his followers retained 11 metropolitan seats. Six years later the Gladstonians recovered sufficient strength to return 26 members, the same number elected by them in 1885. Now, on the other hand, they have managed to retain but eight seats against 53 carried by the Unionists. If the Salisbury Government fulfils its threat of reducing the number of Midland's representatives at Westminster from 103 to 50, it will be, of course, upon the plea that representation should be exactly proportioned to population. The same principle applied to the British metropolis will raise the number of its members from 61 to considerably over 80. That is to say, we may expect to see in future Parliaments what De Quincey used to call the nation of London wielding more influence than is exercised by either of the kingdoms of Ireland and Scotland.

THE HUDSON BAY ROUTE.

An exchange reviews the Hudson Bay Railway scheme as follows: The revival in the Dominion Parliament, at the session just ended, of the Hudson Bay railway project, shows how strongly it appeals to our northern neighbors, or at least to those of them whom enthusiasm or personal interest is able to overcome doubts as to the wisdom of the scheme. The Government once more has favored the enterprise. The prorogation of Parliament was delayed, according to the Ottawa despatches, in order that a bill on this subject, which had passed the Commons, might be acted on by the other branch. The proposed railroad is of general importance and interest as part of a new grain-carrying route which it is hoped to open by way of Hudson Bay and Hudson Strait between Manitoba and Europe. Indeed, since the route from Winnipeg to the Bay traverses about 700 miles of a region of which the larger part is a wilderness, and of which even the southerly portion contains little population, local traffic cannot be very much relied upon for the maintenance of the road. Surveys made about 10 years ago show that there are no serious engineering difficulties in the way. One party sent out in the interests of capitalists found only a single rock cutting of great importance, and no heavy grades, the greater part of the country being comparatively level, or undulating, with a sandy clay and gravel formation. But maintaining a railroad in so high an altitude involves the question of blockades from snow, although this, again, may be offset by the fact that it would be used mainly in the summer season, in connection with the grain carrying already mentioned. But is the Hudson Bay, or rather the Hudson Strait, route practicable? The bay itself presents few obstacles, for it is almost an inland sea, having an area of half a million square miles, and even in that latitude permitting only shore ice to be formed. The real difficulty is in Hudson Strait, and there navigation can be relied on, it would appear, only for three or four months each year. Eleven years ago, when a subsidy was desired for a proposed railway and water route, the Dominion Parliament sent out an investigating expedition in the Neptune. That vessel very easily placed its observation parties along the strait and the bay; but, when the next year, the Alert was despatched to bring them back, she was caught in an ice pack about the middle of June and held there for three weeks. After returning to Newfoundland for repairs she tried again in August, and brought away the men from the stations. Perhaps three and a half to four months could be relied upon, which would be long enough to get out a good part of the crops.

As to these, the main element relied upon in the project is the shortened distance, and it is argued that our Northwestern states as well as Manitoba, may profit by the enterprise. The line chosen is from Winnipeg through the Dauphin country, which is more or less fertile, to the Saskatchewan, and thence to Fort Churchill, at the mouth of the Churchill river, a distance in all of 700 miles. A route shorter by 60 miles would reach the bay at Port Nelson, on Nelson river, but the harbor there is not sufficiently good. The distance from Winnipeg to Montreal is just double that to Fort Churchill, and the remaining distance to Liverpool is about the same in each case. The gain from Pembina, in North Dakota, over the route by way of New York is said to be about 1,000 miles. The greatest gain would be that of the North Saskatchewan region, since Edmonton would save about 1,300 miles over the Montreal route.

The question which capitalists have to consider is whether a transatlantic route which will be used only three to four months a year can compete successfully with the other routes further south, which are open so much longer, and are already built and established. An estimate made last autumn was that the railway would cost about $20,000,000, and this was that of enthusiastic projectors. A considerable stretch of railway, we believe, was laid years ago and then further work was abandoned. The country up to the Saskatchewan river, or perhaps 300 miles in all, is partially capable of development into farm lands, but the remaining and larger part of the route is a wilderness where the frost stays in the ground a great part of the year, although there are some vague statements of its value for timber and mineral. But even in the summer months there is a danger of blockage or injury by ice, as shown by the case of the Alert, already mentioned, and the risks of navigation would make insurance rates high, while freights would also have to be increased, apparently, to compensate. Shortness of distance may appeal to the eye by measurements on the map, but shortness in average time of transit, taking the chances of delay, is quite another matter.

Yet the proposal to open this great inland sea to general commerce, making it a grain route to Europe, undoubtedly has points of interest, if not for the wheat growers of Northern Minnesota and North Dakota, at least for those of Manitoba and the Sackatchewan. That the new railroad would develop the country for 200 or 300 miles north of Winnipeg there is little doubt.

LAURIER SPEAKS AGAIN.

Some of the political organs will feel disquiet because the Liberal chieftain spoke plainly at the picnic yesterday in his own Province on the school question, disquiet since it prevents their trailing the long skeleton of a red herring, in the shape of Mr. Laurier's silence, across the track in the vain effort to conceal their own household worries. Mr. Laurier had spoken out before lucidly, but the party hacks affected to regard his utterances as no definite plan for the settlement of the difficulty. As a matter of fact it is for the Government to say what shall be done, if no business of the Opposition, but notwithstanding Mr. Laurier in the House of Commons and elsewhere has faced the problem squarely and exposed the blundering of the Ministry. We reiterate the belief, heretofore expressed, that with Mr. Laurier in power arrangements could be made satisfactory to all parties. It is a pity, for the common weal, that he is not in a position to do this and heal a festering sore. His lieutenant, M. Tarte, who is called "the stormy petrel," would seem to have gone even further than his leader. The newspapers will now have an opportunity to earn the subsidies they get by explaining how the Hon. Clarke Wallace is able to remain a member of the Government and condemn its policy at the same time.

In the English board schools, which correspond nearly to the Public schools of Canada, the Bible is not regularly read, but is made only the subject of study and examination. The annual report on the examination in Scripture knowledge of the children attending the London board schools has just been issued. In the preliminary examination, 283,543 children of all standards took part out of an average number of 343,887 on the rolls. At the written examination there were 3,840 boys and 3,162 girls; and 1,796 candidates for teachers were examined. The examination of the children included questions with reference to the equipment of the Christian soldier, as described by Paul, the meaning of charity, the story of David's numbering the people, the character of Rehoboam, Elijah on Mount Horeb, the work of King Josiah, the parable of the sower, ect. As a rule, more proficiency was shown in the answers to the New Testament questions than to those based on the Old Testament. This was to be expected; and it was perhaps also to be expected that the girls would attain a higher average than the boys, which they did, the girls averaging 56 and the boys 52, with 100 as the maximum.

Great Britain may be depended upon to demand immediate reparation on the part of China in connection with the awful treatment meted out to the missionaries, and the United States will be equally alert. There would seem to be no doubt that while the Vegetarians were the immediate aggressors, the native officials winked at the crimes, if they did not really incite them. It is high time that these reported massacres were stopped and that good men and women should be permitted to carry on their work of evangelization among the heathen without hindrance. England has now an opportunity to declare that the end of these atrocities has come and to raise her strong arm in defence of the feeble. That she will do it there can be little doubt.

Twelve million postage stamps are used every day by the inhabitants of the United Sates to conduct their correspondence. There has been a noticeable increase in the weight of the mails in the last two months, which is taken as a sign of returning prosperity.

This year apples are very scarce in Western Ontario, but the crop is large in the Niagara peninsula, and as the yield is unusually large in Great Britain and a fair average in the United States it is not likely that prices will be high.

Salmon oil for leather dressing purposes is said to be a new article of commerce in the Montreal market. Some 1,500 barrels are seeking an outlet there, but the holder has not named a price as yet.

NONE BUT AYER'S AT WORLD'S FAIR.

Ayer's Sarsaparilla enjoys the extraordinary distinction of having been the only blood purifier allowed an exhibit at the World's Fair, Chicago. Manufacturers of other sarsaparillas sought by every means to obtain a showing of their goods, but they were all turned away under the application of the rule forbidding the entry of patent medicines and nostrums. The decision of the World's Fair authorities in favor of Ayer's Sarsaparilla was in effect as follows: "Ayer's Sarsaparilla is not a patent medicine. It does not belong to the list of nostrums. It is here on its merits."

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NEW SOUTH WALES STAPLE

The termination of the wool season and the publication of the annual statistics brings under the notice of the Sydney Morning Herald, just to hand by the steamship Warrimoo, another year's results of the staple industry of the colony. Notwithstanding some slight reported reduction in the number of sheep and the considerable fall in the price of wool during the last few years, which might be supposed to discourage the enterprise, the record is still one of progress. The customs returns show the total export of New South Wales wool, seawise and overland, to have been 1,026,491 bales, as compared with 963,976 bales in the previous year, being an increase of 62,525 bales. That the principal industry of the colony should have thus advanced 6.4 per cent. as compared with an addition of about 2.3 per cent. to the population shows that it is more than holding its position. All the other Australian colonies exported 595,500 bales, giving an increase of about 2,100 bales, or barely 1-2 per cent. The whole Australian clip, amounting to 1,596,000 bales for the year, exceeded that of 1893-4 by 46,000 bales, or 4.3 per cent. The figures unmistakably indicate growth. The progress for the year, however, has not been quite equal to that for the decade. From Australia, since 1884-5, the export has increased by 715,200 bales, equal to 81 per cent., or more than 8 per cent. per annum.

While these figures show that New South Wales is the great wool colony of Australia, producing about two-thirds of the clip, others indicate how much more rapidly the industry is progressing there than in other parts of the continent, and at the same time how the shipment of the fleece is being more largely directed to foreign markets from Sydney and Newcastle. Ten years ago but little over a third of Australian clip was despatched from these ports. Now nearly one-half is the total. In 1884-5 it was stoutly contended in Melbourne that that port was to be the great wool emporium of Australia. It divided with Geelong 320,000 bales, while from Sydney and Newcastle only 294,000 bales were shipped. Five lines of Victorian railways to New South Wales' borders, with differential rates in favor of its wool growers, offered facilities and attractions which it was believed would secure the trade for the Victorian metropolis. But the extension of New South Wales' railways has brought larger proportions of her fleece to Sydney and Newcastle, adding 462,700 bales, or 157 per cent. to the quantity shipped 10 years back from Sydney and Newcastle. To Victorian ports there was in the same time an increase of 155,800 bales, or 47 per cent. The statistics now show that from the New South Wales Pacific ports 756,700 bales were despatched to foreign markets, while the quantity from Victoria was 485,800 bales. At the present rate of increase, within more than a decade, from Sydney to Newcastle will be shipped more than double the quantity of wool that goes from the Victorian ports. The trend of the business is unmistakable.

While the predominance of New South Wales as a sheep-growing territory has been thus apparent, and the direction of the wool for shipment to the ports of Sydney and Newcastle has increased every more rapidly than the growth of the industry statistical indicate, in a still more pronounced degree, the development of the Sydney market for wool. There have been frequent discussions in England and the colonies as to the wisdom of selling wool on contract. But experience seems to show that it is to the interests of growers and buyers alike that the fleece should be sold in the local markets. Every year an increasing proportion of the bale has been bought at Sydney, Melbourne, Geelong, and Adelaide, the ports to which the business is now confined. Of the total clip 57 per cent. was sold in the Australian market last year, where only 43 per cent. was disposed of in 1884-5. In Sydney the enlargement of the trade has been most marked, the increase in the decade having been 319,000 bales, or 300 per cent., while the increases in Melbourne and Geelong were 180,116 bales, or 65 per cent., and in Adelaide 32,000 bales, or 100 per cent. From the sale of 106,000 bales 10 years back, the business done in Sydney last year reached 425,000 bales, as against 260,000 bales in Melbourne and 64,000 bales in Adelaide. Whatever doubt there may have been in 1884, when 198,000 bales were sold in Victoria, against 106,000 bales in Sydney, as to which market was to become predominant, none can be entertained now. With the prospect of the additions in the near future from Queensland, the comparative magnitude of the Sydney trade promises to be much more pronounced.

A remarkable feature of the customs figures is that 41,600 bales of wool were shipped at Sydney and Newcastle for sale in the southern colony. Ten years ago, when nearly twice as much wool was sold in the Victorian warehouses as in those of Sydney, it was said in Melbourne that the larger market justified the extra cost of shipment thence and higher sale charges of the southern port. Whatever force there then was in such contention has entirely disappeared, the Sydney has now nearly twice as large a market as Melbourne, and would have much more than twice but for this shipment of 41,000 bales seawise to Victoria to say nothing of the additional quantities forwarded southward across the border. Of course, if New South Wales growers send their produce by preference for sale to Melbourne nothing need be said, though it seems almost incredible that they should do so. But if it be true, as experts allege, that this wool is removed under lien by institutions whose interests lie in its sale in the Victorian capital, and who send it there in disregard of economic considerations, to the prejudice of the growers, there is ground for protest. Sydney is not the only cheaper port for shipment, but the wool, it is claimed, is still sold there at rather less expense than in Melbourne, and therefore to ship it to the latter market through Sydney or Newcastle, and thus to debit it with two port charges, requires for its justification much more than is apparent. If the larger market of Melbourne 10 years ago warranted the shipment from New South Wales, as was said at the time, then wool from Victoria should now go to the larger market at Sydney, rather than to the smaller Victorian market. That is a view which mortgagees may fairly be called on to take. Nothing can be gained by Australia from an addition to the cost of the handling, carriage and sale of its staple product. The expense of sending 41,000 bales of wool from Sydney and Newcastle has to be borne by some one; and nobody will seriously question that it must eventually fall upon the grower, who at present needs every penny that he gets for his wool. While, therefore, there is room for these passing reflections on certain aspects of the wool trade, the growth of the industry otherwise gives cause for gratification, which is strengthened by the better tone of the foreign markets.

COVERED WITH GLORY.

The Colonies and India, published in London, Eng., says: The Canadian team has certainly covered itself with glory at Bisley, and 1895 will be a red-letter year in the annals of the Dominion Rifle Association. Not only did Private Hayhurst secure the Queen's prize, but the team generally won more money than any previous team, and consequently the meeting terminated, so far as they are concerned, in a very jubilant manner. The success of the Canadians will certainly give a stimulus to rifle shooting, not only in the Dominion but in other colonies. The Earl of Aberdeen telegraphed his congratulations on behalf of the people of Canada to Private Hayhurst, and the High Commissioner also communicated in a similar strain with the successful marksmen. The team, in a body, went to see Sir Chas. Tupper, and the High Commissioner again took the opportunity of telling them that their success would be appreciated in Canada, and that he was pleased to see the enthusiasm they had evoked in the United Kingdom. Some of our contemporaries have been, perhaps, a little grudging in their comments on the occasion, on the ground that Hayhurst has only been in Canada a few years. They might have given some consideration to the benefits the marksman has derived from the climate and surroundings of his Canadian home.

Cucumbers and melons are "forbidden fruit" to many persons so constituted that the least indulgence is followed by attacks of cholera, dysentery, griping, etc. These persons are not aware that they can indulge to their hearts content if they have on hand a bottle of Dr. J. D. Kellogg's Dysentery Cordial, a medicine that will give immediate relief, and is a sure cure for all summer complaints.

IN VIEW OF HUNDREDS.

JOHN SLADE CHOOSES A SENSATIONAL METHOD OF SUICIDE.

He Jumped in Front of the Pacific Express in Full Sight of the Crowds on the Platform—Injured so that He Died 10 Hours After—A Verdict of Suicide While Suffering from Melancholia.

The usual large crowd gathered at the C. P. R. depot at noon on Sunday witnessed something that will linger with painful tenacity in their memories. Nearly everyone knows that the Pacific express rolls in at a fairly rapid rate, the air brakes being now so perfect that the train can stop in a very limited space. Just as the engine was passing under the bridge leading from the platform to Cordova street an individual was observed to jump from beside the track and run alongside the engine. He seemed to be trying to get ahead of the latter but did not succeed. All who saw him thought he was the worse of liquor, he staggered so. When the locomotive had gone a few feet past the bridge he was seen to turn and run deliberately into the engine. The train was brought up with a jerk and it was found that the man had one foot taken off and that he was bruised and cut about the head. He was carried to the baggage room and laid on some mattresses while medical aid was summoned. Dr. Wilson soon arrived and he had the poor fellow removed as speedily as possible to the city hospital. A portion of the cut leg was mangled and the bone crushed for some distance up. It was discovered also that the base of the skull was crushed. It was useless to perform any operation.

It has been learned that the man's name is John Slade, and his residence is on Prior street. He is about 50 years of age and has worked as a painter, though he kept a book-store in Montreal before coming here. His wife says he left home shortly before noon and that he was sober. A gentleman well acquainted with him was talking to him about 10 minutes before the train arrived and he then appeared perfectly rational. He asked what time the train came in and being told, said: "I guess I'd better be moving on down there then; I haven't much time." His tone and manner were such as to indicate that he was going to meet a friend on a similar errand. A motive for the rash act is found in the fact that he has lately been in business difficulties and had taken out an assignment. He was suing for damages because of alleged fraud on the part of a person who sold him land at Sechelt. His claim was that the extent of waterfront and the quality of the land had been misrepresented. He also paid the man who sold him the property to clear a portion of it. He discovered that the clearing was on the other man's property. His land was found to be valueless for cultivation purposes. He sued for $4,000. The verdict was that he should be deeded the cleared section on which he had built the house, but the damages were refused. He appealed and lost.

On the injured man's person was found a letter. It is dated "996 Gore avenue, Vancouver Aug., '95," and is addressed "Dear Dr. Tunsell." It had evidently been addressed to some one else but the first name has been scratched out and the above written over it. The bulk of the letter is written in ink. It covers five-and-a-half pages of note paper. On page 6 is a pencil sketch of his Sechelt property showing where he claims the fraudulent lines were run. On page 7, back of the sketch, is written the following in lead pencil without a signature: "Dear Doctor look after my body and have it buried free of charge for you know that she has been done out of her just rights through nothing but fraud." The letter sets forth Slade's opinions on the case referred to above, the claims that he made and how he had been grossly defrauded and that he got fair treatment in no quarter. The case having been decided in the courts he is not doing anything further about it, as it is evident that the matter had become a mania with Slade, and his views, comments and assertions may possibly be the distorted emanations of a mind diseased. The letter was enclosed in a black bordered envelope on which was written: "Dr. Turnstill, City." This was found about 3 p.m., and Dr. Tunstall was sent for. He agreed with Dr. Wilson that the man was dying from the injury to the brain and that an operation of any kind would avail nothing. Mrs. Slade was brought as speedily as possible. Her grief was painful to witness. The injured man passed away at 11:30 without having shown the slightest sign of consciousness.

At 11:30 this morning a jury was empanelled by W. J. McGuigan, M. D., coroner. It consisted of: W. F. Allan, F. S. Clarke, G. Thorpe D. Whaley, T. Stephenson and J. H. Millward. Mr. Stephenson was chosen foreman. After viewing the body the jury heard the evidence as appended:

Peter Righter, testified that he was driver of engine 377, which brought in train No. 1 on Sunday at 1 p.m. When approaching the station and the depot he saw a man run out and throw himself at the pilot. The train was running about four miles an hour and he stopped it as soon as possible. There was no earthly chance to save the man. He came from beside the track. He jumped far across the rail. The man did not act like a sensible person trying to cross the track. He jumped right into the engine. He could not tell if the man was under the influence of liquor. It was all over in a second.

Dr. S. J. Tunstall testified that he knew the deceased, John Slade. He had had several conversations with him during the year concerning land at Sechelt in regard to the purchase of which Slade thought he had been defrauded. He appeared to be becoming a monomaniac. On this subject, he was so worried. Witness was called in to see deceased at the city hospital. A letter addressed to him having been found in the man's pocket. Slade was unconscious from fracture at the base of the brain. The right leg had been crushed and mangled below the knee. The man was simply dying from the injury to the brain. Nothing could have been done for him more than was done. Witness produced the letter referred to. In witness' opinion Slade undoubtedly came to his death from the fracture at the base of the skull. Slade was suffering from melancholia.

Charles D. Taprell, manager of Hotel Vancouver, deposed that he was standing on the station platform opposite the baggage room door when the accident occurred. His attention was drawn first to the man jumping leaning against a post. He looked out as the train was approaching, he had his arm partly covering his face. He took two or three faltering steps, hesitated for a moment and then rushed onto the track. The train was going slower than he had ever noticed it before. It was, he judged, only six or eight feet from the man when he jumped. There were two people standing not far behind Slade, perhaps 15 or 20 feet. Witness thought they would see him, but apparently they did not. It would have been exceedingly difficult to have stopped him, anyway. From the man's manner it was evident that he intended to kill himself. He was not talking to the two men referred to. Witness did not know who they were. Slade's actions were peculiar. He faltered like a man in a highly nervous condition. He was apparently struck by the cylinder.

Without retiring the jury brought in the following verdict: "That deceased, John Slade, came to his death from jumping in front of an express train with suicidal intent while in a fit of despondency; the jury exonerates the C. P. R., and its employes from all blame."

The funeral of Mr. Slade will take place on Tuesday at 2 p.m. from Lockhart's undertaking establishment, Cordova street. He leaves a wife and six children, who desire friends and acquaintances to accept the intimation given in another column.

SPIRIT OF THE PRESS.

The York Gazette says that the fee system for county constables should be abolished, and those officers, especially in the county of York, should be paid a fixed sum, for the inequity of the system has become patent.

The Hamilton Spectator refers to General Booth's colonization scheme, and says that though the General has done good work in the religious way, yet that is different from colonization. The Spectator would trust no religious organization with the duty of procuring immigrants for Canada, and would trust no religious organization with the civil government of any portion of the people.

SPORTS AND PASTIMES.

The bicycle races at Brockton Point on Saturday afternoon could not be termed an unqualified success for several reasons. One of these was lack of sportsmanlike bearing by a number of those who took part in the races, and the referee, J. A. Fullerton, is to be commended for the step he took in an attempt to stamp this out. That detestable habit of a rider turning round when leading to stare at those behind him called for rebuke, and a number of participants in the races were disqualified for this reason, and rightly too. But this was not the only objectionable feature. "Jockeying" was resorted to. This consists of two or three riders being on an understanding with each other with the result that likely winners are obstructed throughout the whole race and are given no chance to win; while one of their own members romps home as he likes. Could anything be more unsportsmanlike? Several riders who took part in the races evidently do not know the meaning of the word. It was through this that the accident happened to Stark. Such doings militate against races, and the ultimate effect will be that the public will not patronize future events. As it was, only about 100 people witnessed the races, and judging from the tone of the majority present the majority were disgusted with the open and undisguised unfairness. The referee's foot, as stated, came down flat and firm and it is to be hoped that all lovers of this sport will sympathize with him. We have had exhibitions of this from outside riders, but when it is practised at home among purely local riders, a halt must be called and at once. Not an outside rider was present, and through the causes commented above the races lost much of their interest. The accident to Walter Stark occurred in the one mile race. He was taken from the track and attended to by Drs. Johnston and Wilson (Herald, who did all in their power to alleviate his pain; later, upon being removed to the city an operation of two hours' duration in being necessary upon a serious wound in the head. It is not necessary to give an account of each race, and the results will suffice. These were:

Half-mile—1 Barker, 2 Emanuels, 3 Stark; time 1:14 3-4. One-mile, novice—1 Pugh, 2 Stiles; time 2:44 1-2. Three-eighths of a mile, open—1 Barker, 2 Stark; time 1:01. One-mile, handicap—1 Pugh, 2 Barker; time 2:30 1-4. Two-mile, handicap—1 Emanuels, 2 Barker; time 5:27 1-5. One-mile, for boys under 16 years—1 Haddon, 2 Gregory; time 2:52 1-5. Three-mile handicap—1 Pugh, 2 Franklin, 3 Martin; time 8:37 1-2.

The most enjoyable regatta held by the Burrard Inlet Rowing club was that which took place on Saturday. The invitations sent out were liberally responded to and a large number of spectators witnessed the outcome of the programme, the fair sex preponderating. There was not a thing to mar the enjoyment, and the programme was carried out as arranged, the race with lady coxswains being exciting. The starters were: Miss Miller, Messrs. Geddes and Bauer; Miss Agnew, Messrs. Kerr and Miller; Miss McLaren, Messrs. Russell and Macaulay; Miss Olmstead, Messrs. C. and H. Millard. Miss Miller's boat secured first place with Miss Agnew's second. The result of the other races was as follows:

First heat—J. B. Helmick stroke, D. S. Philip No. 3, E. J. Harrison No. 2, A. King bow; and C. Millard stroke, Larsen No. 3, J. Garden N. 2, F. Reveley bow; won by Millard. Second heat—W. H. Cope stroke, D. M. Robinson No. 3, H. Millard No. 2, F. Abbott bow, and W. Bauer stroke, Macdonald No. 3, W. H. Browne No. 2, H. W. Philpot bow; won by Cope. Final heat, between winners of the first and second heat—Won by Millard.

Tandem canoe—Three entries, as follows: Messrs. F. and H. Springer, R. C. Spinks and W. Sully, jr., W. A. Bauer and A. King; won by the latter.

Canoe tilting—W. Sully and P. Geddes, against F. Springer and R. C. Spinks—Won by F. Springer.

Upset canoe race—R. C. Spinks and F. Springer; won by F. Springer.

Tub race—M. Oppenheimer, D. M. Robinson, F. Reveley, H. Springer; won by H. Springer.

Indian war canoe race—Burrard Inlet Rowing Club vs. Vancouver Boating Club; won by the Burrard Inlet Rowing Club. The crews were composed of the following: Burrard Inlet Rowing Club—R. C. Spinks, H. Springer, P. Geddes, J. B. Helmick, A. King, C. H. Macaulay, W. A. Bauer and W. Sully. V. B. C.—J. M. McKinnon, F. Springer, F. R. McD. Russell, H. W. Kent. Vancouver Boating Club—J. Springer, E. E. Martin, J. A. Salsbury, C. Wormsop, J. H. Senkler, H. O. Senkler, H. O. Alexander, F. W. Boultbee, F. C. Brown, H. H. Abbott, S. Maitland, W. A. Ward, E. A. Harvey, F. W. Alexander.

One cannot but deprecate the fact of an athlete losing his temper on the field. Unfortunately at New Westminster on Saturday of the championship lacrosse match between the team of that city and the Victoria Triangles, there was much display of temper, and the referee, E. A. Quigley, of this city, had an unpleasant duty to perform, which he executed impartially to the satisfaction of all. For some time past "bad blood" has existed between the two teams, but it is usually exhibited at the Royal City. The fifth game of the match was not concluded, the proceedings being abruptly terminated in dissensions. The home team had matters very much their own way throughout, returning the defeat sustained at Victoria by exactly the same score, four games to nil.

At Mount Pleasant on Saturday afternoon two teams of the Vancouver Gun club held a match, 50 birds, the scores being as follows:

First team—R. D. Fetherston 40, Capt. Thompson 33, Geo. Grafton 34, W. H. Thompson 25, W. A. Craig 34, G. B. Harris 12—total 176. Second team—Dr. Gatewood 39, F. M. Cowperthwaite 38, J. Sweet 42, J. Y. Smith 17, R. G. Garvin 32, T. H. Paterson 20—total 188.

The Vancouver Cricket club second 12, and a 12 representing the Britannias played a cricket match at the Point on Saturday, the former scoring 90 and the latter 68 runs.

J. Duff-Stuart, who left yesterday to shoot at the Toronto and Ottawa matches, topped the score at Moodyville on Saturday with 85, J. R. Tite being second with 84.

Nanaimo defeated the Victoria Amities at baseball on Saturday by 13 to 9.

At Nanaimo on Saturday a cricket match was played between the elevens of that city and Vancouver. In the first innings Nanaimo scored 122 runs and in the second 170. Vancouver only scored 67, and their second innings could not be played on account of lack of time. The home eleven won on the first innings.

There will be a senior lacrosse practice every night this week at the Point, when all players are requested to attend.

The Victoria tennis club tournament was brought to a close on Saturday. All the matches were finals, but the ladies' and gentlemen's doubles, handicap. Miss M. Goward, of Victoria, beat Miss Anderson, of Tacoma, in the ladies' singles; Cuppage and Foulkes vanquished Barkley and Longe in the gentleman's doubles. Miss C. Powell and G. V. Cuppage played Miss Goward and A. T. Goward for a place in the finals, the first and second sets having been finished Friday, when each side scored a set. The winners were Miss Goward and her brother, Mrs. Burnett and H. Combe played against Miss M. Goward and A. T. Goward in the ladies' and gentlemen's doubles, open, the result being in favor of the first named pair. The ladies' doubles between Miss Anderson and Miss Keown against Mrs. Burrill and Miss Kershaw was hotly contested, 25 games being played; the latter won. The gentlemen's singles for the championship of British Columbia, was the event of the tournament, the contestants being J. F. Foulkes and H. Combe. The former once more won the championship.

THOSE BICYCLE COSTUMES.

The men seem to be having almost as much trouble over their bicycling costumes as the women, says Harper's Weekly. There are hotels, it appears, that will not entertain men in knickerbockers, and they are by no means as welcome in all places in their bicycle clothes as with trousers that flap about their ankles and modish shirts. It is largely to this consideration of clothes that the farseeing look for the preservation of the horse and the continuance of some of the old-fashioned methods of conveyance. If men could live and move and transact their business in golf stockings and knickerbockers, and women in bloomers or short skirts, the bicycle's progress might be as sure as it has been swift. But as it is, the formalities of life, such as they are, militate gently but firmly against the bicycle, and though they are not effectual to hold it back, they do make a little for its restraint.

Have you tried Holloway's Corn Cure? It has no equal for removing these troublesome excrescences, as many have testified who have tried it.

THE ROYAL CITY.

Happenings in and About the City of New Westminster.

New Westminster, July 8.—There were no cases in the Police court this morning, but an arrest was made at the Gulchon hotel on information by telephone to the police station last night of a visitor to the city who was making himself generally disagreeable to the guests although not registered as one of them. In fact the young man, who is well-known, and in a responsible position, was terminating his vacation with a little town painting in cardinal, and may thank his stars that he got off with a nominal fine without trial, and what is still more important to him that his name is withheld from publication for this once only.

There has been a glut of reports of casualties from the recent gale. These have been published haphazard and The World hesitates before assuming any responsibility for them. We give, however, the report of one of the most reliable men on the river, Frank Lord, manager for E. H. Wadham. He reports that nine men are missing under circumstances which preclude all hope of their turning up safely. There is no absolute proof of their death by drowning or otherwise, but there is as well no possible means of escape, except that they might have found a haven round Point Roberts and in that case they would have been heard from before this. The only casualty verified is that sustained by a Jap fisherman who jumped overboard to avoid being swamped by the S. S. City of Nanaimo. There is not much doubt, however, that several lives were lost in the gale of Tuesday evening which the captain of the City of Nanaimo reports as the roughest in his experience.

The manager of the Colonial hotel, Charles Wilson, received to-day from Rossland, from a new claim seven miles below Arrow Lake and near the mouth of Kootenay river, a chunk of ore which has made quite a furore in local mining circles. It was sent for contractor Calbick by a relative who is operating there. When in conversation with a World reporter Mr. Calbick, who is building the Dominion drill shed, related an experience of the early days in Cariboo. In 1862 Richfield camp was opened and was then thought to be the El Dorado. Calbick and his partner, an Ontarioite, were the successful tenderers for the construction of the first court house erected in the gold belt. They were both hearty eaters but the Ontario man could give Calbick points and discount him at the table. Eatables were expensive in those days. Pork was $1.75 per lb., beans were worth $1.35, flour was sold at $1.25 per 100 lbs., and other delicacies in proportion. It took 14 days to finish the temple of Justice and in that time Contractor Calbick and his partner eat up $149 worth of grub. A. B. Mackenzie saw the old building when last in the camp, but it has since been torn down.

New Westminster, Aug., 9.—The staff of the secretary of the Royal Agricultural and Industrial Society has been very busy for the last two days sending out the prize lists for the Provincial Exhibition which will open on Oct., 8th., and extend over four days of the week, closing on the evening of the 11th. The programme, rules and regulations are arranged and the pamphlets are very tastefully gotten up, reflecting much credit upon the secretary and the printers. The exhibition grounds and buildings will be opened on Saturday, Oct. 5th, and on the 7th., to exhibitors and their assistants or agents between the hours of 9 a.m., and 9 p.m., and all business of preparation is expected to be finished by noon on the 8th. The grounds will be open to the public at 6 a.m. on Wednesday the 9th and officially closed at 5 p.m., on Friday. Judges and members of the press will be furnished with badges, the former being intended only as a means of showing their official capacity and not for the purpose of admission to the grounds. There is every prospect at this date of a successful fair, much more interest seemingly being taken in the exhibition by the people of the Mainland districts. Mining exhibits will be an extensive feature and the experimental farm will have an exhibit worth seeing. The arrangements for the convenience and comfort of exhibitors will be very complete and every effort is being made by the executive officer of the society to make the affair go off in a manner satisfactory to all. The directors of the society will meet for the dispatch of business and final arrangements on Friday evening the 16th inst., at the Board of Trade rooms in the Library block.

For some past it has been uncertain as to whether the five chosen men to represent this Province at the Toronto and Ottawa meets of the Dominion Rifle Association could all get off, but Sheer Cotton being in doubt as to his ability to leave. This has been settled and the marksmen are making their arrangements for the trip east. The following is the personnel of the team: George Turnbull, Ralph Wilson, A. F. Cotton, W. J. Sloan, H. E. Chamberlain and J. C. Chamberlain. The latter, who has recently returned from Bisley, will act as captain of the team. The members of the team will leave here on Sunday by the Atlantic express over the C. P. R., and by the lake route to Toronto where they will arrive on Saturday. They will have a week yet before the opening of the Toronto tournament on the Tuesday following they will go on to Ottawa on Saturday after the Toronto matches are over, to take part in the competitions in the Capital on Monday the 28th. The team will practice tomorrow at the 800 yard range at Brownsville.

The city market was well attended today. Producers were in from all points and plenty of ready buyers were on hand. The steamer Surrey was ob