

A COLONIAL PARTY.

A colonial party has, it is said, been formed of members of the British House of Commons, of which Sir John Gorst, who has Australian experience and was Secretary to the Treasury in the Government of Lord Salisbury, is a leading spirit. Of the new party, Sir Charles Dilke is a member; and, as such, report says he is to raise some point in connection with the Newfoundland question, in the debate on the estimates. In view of the actual situation arising out of the French shore question, he is to press the claim of Newfoundland to the sympathetic consideration of the British Government. The last, if not the first, meeting of the colonial party numbered 17. The object of the colonial party will no doubt be to encourage the study of the colonies and their requirements amongst the members, as well as to watch legislation affecting the colonies. The vastness of the British Empire is such that one cannot reasonably expect even a member of the Imperial parliament to be well informed upon most public questions from the colonial standpoint. Great mistakes have been made in colonial legislation in the past, and more may be made in the future.

THE PACIFIC CABLE.

Among the passengers by the Warrimoo to Australia on Sunday morning, was the eminent engineer Mr. Sandford Fleming, C. M. G., of Ottawa, who is well known as the great Canadian advocate of the Pacific Cable scheme. He will spend a few months in Australia, and, while there, endeavor to increase the interest in the project and formulate some definite policy which will enable it to be carried to completion. The necessity for the establishment of this cable is well recognized. Its carrying out has already been too long delayed, and the sooner something is done to accomplish the object, the better. Our relations and those of other countries with the colonies and other countries at the South are daily becoming closer and wider, and contingencies of a political nature are constantly arising that render it in the highest degree advisable that there be a more prompt interchange of communications. Hon. Mr. Bowell while here intimated that this cable project would have a large share of attention, and said that the Government of which he is a member quite concurred in the idea that to make it a success, it should pass through territory exclusively British.

The visit of Mr. Fleming to the South is the more important at this particular juncture from the fact that the recent complication about the connection with French territory has arisen, and there is considerable doubt as to the future political destiny of the Hawaiian Islands. According to latest advices, the Societe Francaise des Telegraphes Sous Marines, of Paris, who has received a guarantee of £12,000 a year for thirty years from New South Wales, Queensland and France, has already begun to lay eight hundred miles of wire between Bundaberg in Queensland and New Caledonia, a French possession. The proposed route is from New Caledonia to Fiji; thence to Samoa,

Fanning Island, Honolulu and San Francisco or Vancouver, either of the two last named places to be decided upon by the Australian Governments. Against the arrangement entered into between the Governments above mentioned and the French cable company, the Government of Victoria has objected on the ground that the line should pass through British territory. It would appear that several of the smaller Australian colonies side with Victoria, the view taken that Canada has not only in its great railway but in its advocacy of a Pacific cable always supported the maintenance of a connection with British territory. Moreover, the Colonial conference held in London in 1887 endorsed views to this same effect as enunciated by Mr. Sandford Fleming.

POSTAL SERVICE.

It has been complained that of late a number of English communications addressed to Sydney, New South Wales, have on account of carelessness somewhere been forwarded to Nova Scotia, and after having found their way to the dead letter office got to their proper destination. Similar occurrences have happened with a few communications addressed from here. This has been the cause of considerable inconvenience. Now, however, that the new direct line is in full operation between Victoria and Australia, it is to be hoped that mistakes of this kind will be avoided. It is satisfactory to note that the Canadian Australian service is more rapid than that by San Francisco, and it is scarcely to be trusted that the record in this particular will be maintained.

EDITORIAL COMMENT.

THE customs receipts at New York last month fell off by five million dollars. At Montreal, Toronto and St. John, N. B., they increased by some \$50,000.

THE Court of Directors of the Bank of British North America gave notice that an interim dividend for the half year ended 30th June last of thirty-five shillings per share, being at the rate of 7 per cent. per annum, will be paid on the 6th October to the proprietors of shares registered in the Colonies.

THE great Manchester (England) ship canal is open at last—at least it is open from Ellesmere port and the full-rigged ship "Fort Stuart," of 2313 tons, has loaded a cargo of salt for Calcutta, thus practically initiating the foreign trade of the canal. Railway facilities from Ellesmere for the transit of goods are said to be complete.

THE road to success is easy, plain and very straight. From success to disaster is a very inviting road, and many there are travelling thereon. The remedy is to invest surplus money where it brings an income from sources that do not demand personal attention, and call for additional capital. Risks there must be, but keep them as light as possible. To-day there are tens of thousands wishing they had in their main business the dollars they put into outside enterprises.

THE Alaskan Boundary Commissioners—American and Canadian—have returned from the North, having covered considerable ground and mapped out the work for next season. During the winter, the heads of the parties will develop the notes taken and the plans obtained by the aid of photography and otherwise. Later on, we may expect the tug of war to come as to the merits of the respective contentions and the facts adduced by the parties to the controversy.

ACCORDING to the *Iron and Coal Trade Review*, of London, England, fears are entertained that financial considerations are likely to delay the construction of the proposed railway from St. Petersburg to the Arctic ocean. The railway, which would be between 700 and 800 miles long and cost six millions, would enormously benefit trade by opening up a large agricultural district and placing the Arctic fisheries in communication with a market, and would also give Russia a naval station on her northern coast.

WE are well pleased to know that the legal advisers of the City of Victoria have given it as their opinion that the Corporation cannot authorize and allow any person on the line of any or all surface drains to directly connect either water closet, or bath, or sink, or a house drain, for any purpose with the surface drains. This was our contention from the moment that Ald. McKillican suggested that the Corporation adopt such a policy, and, had such a course been legal, we have excellent authority for stating that such a departure would, from a sanitary point of view, have been productive of the most disastrous results.

SOME indication of the relative condition of fire insurance in the different provinces of Canada is given by the following return furnished by twenty-four of the companies operating therein to Mr. Superintendent Fitzgerald:

Province.	Net Premiums.	Losses Paid.	Loss Rate.
Ont.....	\$2,045,855 16	\$1,353,531 01	66.16
Que.	1,202,590 38	887,700 32	73.86
N. S.	262,188 75	120,379 15	45.91
N. B.	231,155 55	297,263 63	128.73
P. E. I.	41,384 92	24,274 55	58.66
Man.....	291,030 46	156,962 24	53.93
B. C.....	300,549 74	73,282 87	24.38

BUSINESS men will do well to remember what *The Sunbeam* says for their instruction and encouragement: "What a man needs more than anything else to achieve success is confidence and determination. Let him decide upon what he is going to do, and then have confidence in his decision and determine to carry it out with all the force of his will. If he loses confidence he loses determination, and then everything else he has is threatened. Confidence begets confidence, and determination almost always wins." We do well not only to have confidence in ourselves, but to have every legitimate confidence in our conditions and surroundings—not to be forever talking of and looking forward to bad times, for the times to no small extent are materially influenced by ourselves, but if we have not confidence in them we cannot hope for much.