The Colonist.

FRIDAY, DECEMBER 6TH, 1889.

THE SEWER BYE-LAW.

The ratepayers of the city are required to-day to vote on the bye-law empowering the Corporation to raise by loan $650,000 for the construction of a system of sewers. The sum is a large one, but it is not to be expected that the city can be effectively drained for less money. The Corporation, however, are under no obligation to spend all the money. The work will, of course, be put up to tender, and the competition will be keen enough to insure its being done at the lowest figure possible.

It will be for the citizens to elect men to the next Council in whom they have confidence—honest men and men of business, who will take such measures as will make it certain that the work will not be scamped, and that the citizens will have the worth of their money. This is a matter in which very much lies with the ratepayers themselves. It is of the utmost importance that the sewers be honestly constructed. But this will not be done unless the contractors are well looked after. Their work is covered almost as soon as it is finished. It will not be open to the inspection of the public, even if the public were competent to pass an intelligent opinion upon it. Everything, therefore, depends upon the competency and the honesty of those entrusted with the superintendence of the work, and the vigilance and intelligence of the Corporation. It will be their business to see that the materials are the best of their kind and that the workmanship is perfect. Unless the ratepayers are careful to put good men and true on the Board of Aldermen they need not expect the sewers to be well constructed no matter what system is decided upon.

There is a good deal of wild and unnecessary talk about sewer systems. There is not one man in a thousand who is competent to give an intelligent opinion as to which is the best system. This is a matter on which those interested must depend on the authority of skilled men. No man of common sense would consult a blacksmith with respect to the mechanism of a watch, neither would he ask the watchmaker's opinion as to the best method of shoeing a horse. Sanitary engineering is a science about which the ordinary citizens can be expected to know little or nothing. He hears one man expatiate on the advantages of the combined system, and another descant on the superiority of the separate system, and still another holding forth on the cheapness and the effectiveness of Dr. Nicholl's system, but not having studied the subject and knowing very little more of the principles of city drainage than he does of jurisprudence, he is altogether unable to decide on the merits of the different systems. If he realizes how little he does know he must admit that it would be folly for him to attempt to decide, and that the selection must be left with those who have given their attention to the subject and are in a position to know which system is best suited to the circumstances of the city. He finds that he will have to trust some one, and the question is whom shall he trust? Almost every one who undertakes to advise him has some interest of his own or of a friend to serve. The mass of those who undertake to pass an opinion on the subject know no more than he does, and when he realizes this he will know how much weight to attach to the opinions which they utter with such confidence.

If the ratepayers delay voting for a loan by-law until a sewer system is proposed that every one considers good and that no one denounces as antiquated or expensive, the city will not be drained as long as grass grows or water runs. There will always be objectors, and their objections will sound reasonable to some people. It is with constructing the sewers as it is with building a house. If a man deferred building a house until he had obtained a plan that none of his friends could find fault with, he would die of old age before he could lay his hands on this perfect plan. But the wise man, when he wants a house, builds it relying upon his own and the architect's judgment. It may not be a perfect house. It may not be as convenient as the skill of men could make it, and the fastidious may be able to find many faults with it, but the house suits him and he and his family live in it quite comfortably.

The ratepayers will have to proceed in this common sense way with the construction of sewers. No family that is not absolutely shelterless needs a house worse than this city needs drains. It has long sufferred for want of them; it is now suffering; and it will suffer still more in the future. The construction of the sewers has now been under consideration for years. The work has been postponed time after time. The faultfinders are as numerous as they were three years ago. Will it not be well then to take the bull by the horns and vote for the by-law to-day?

It is a reproach to Victoria that it has been so long without drainage. Every intelligent man in the city knows that it ought to be drained, and that it is his duty to do his share towards having the sewers constructed. This is not a mere theoretical question that we can afford to discuss at our ease without caring very much whether anything comes of the discussion or not. It is a practical question of the most serious nature. The health of the ratepayers themselves, and of their wives and children to a greater extent than most have any idea of, depends on the issue of to-day's voting. There are many cases of serious illness in this city, there are many young persons with delicate constitutions, we see funerals pass our doors every day. We wish there was some brave man who possessed the requisite knowledge who would tell the people how much of this illness, this delicacy of constitution, and how many of these deaths are owing to the want of proper drainage. He, if he told the whole truth, would shock and grieve many, but it is necessary that the people should be shocked and grieved. To allow the city to remain undrained is to incur a fearful responsibility. But if the citizens act courageously and energetically to-day they will not only do their duty to themselves and to their families as regards the preservation of the public health, but they will add very materially to the pecuniary value of their property.

THE AMERICAN NAVY.

We have seen that the United States army is very small, indeed, hardly large enough for even police purposes in any but the most contented and law-abiding of nations, and altogether inadequate for purposes of defense. An army of 25,000 men of all ranks, maintained at an expense of $34,000,000, would, in no other quarter of the world, be deemed sufficient for the requirements of a country having sixty-five millions of inhabitants.

We see by the report of the Secretary of the Navy that the United States fleet is as small in proportion to its territory and its population as its army. The report says:

"The effective force of the United States navy, when all the ships now authorized are completed, excluding those which by the process of decay and the operation of the law will by that date have been condemned, will comprise 11 armored vessels, of which there are only three designed for fighting at sea, and 31 unarmored vessels, making a total of 42."

So much has been said of late about rebuilding the United States navy that our readers will be surprise at the beggarly account of fighting ships given by the Secretary of the Navy. It may be said that for the purposes either of defense or offense the United States has no navy at all. When the very small fleet of our neighbors is compared with the fleets of the great powers of Europe it appears to be utterly insignificant. England has 76 armored ships, France 57, Russia 49, Germany 40, Holland 24, Italy 15. When the size of the ships and their armament of these European navies are compared with those of the navy of the United States the disproportion is even greater. Even with regard to unarmored ships the United States is very far behind any of either the first or the second class powers. Great Britain has 291 unarmored ships, France 203, Russia 119, Germany 65.

The Secretary of the Navy deplores the weakness of the navy of the Republic and the defenceless condition of her coasts and harbors. He says that with all the additions authorized by the legislature of the last seven years the United States "will be absolutely at the mercy of states having less than one-tenth of its population, one-thirtieth of its wealth and one-hundredth of its area." He puts the helpless condition of the country in a stronger light still when he says:

"A coast line of 13,000 miles upon which are situated more than twenty great centres of population, wealth and commercial activity, wholly unprotected against modern weapons, affords an inviting object of attack, with a wide range of choice as to the points to be selected. Any one of the powers named could, without serious difficulty, even after the completion of our fleet as now authorized, secure in a single raid upon our coast, an amount of money sufficient to meet the expenses of a naval war; an amount, one-half of which, if judiciously expended over a series of years, would be sufficient to afford this country a guaranty of perpetual peace."

The Secretary insists strongly upon the necessity of increasing the naval strength of the United States. He argues that the expense of the necessary additions would not be a large premium for the insurance of the property now in danger. He speaks in high terms of the eight new cruisers, the Chicago, Boston, Atlantic and Dolphin, contracted for in 1883, and the Baltimore, Charleston, Yorktown and Petrel, contracted for in 1886 and 1887, both as regards their construction and their speed. The first three of the last four are fast cruisers, equal to vessels of the same class and tonnage belonging to any nation. These cruisers, effective as they might be in case of war, to scour the seas in search of the merchant ships of the enemy, would be of little use in defensive warfare. The nation, he maintains, wants armored ships, fitted not only to defend the harbors and coasts, but, if required, to carry on offensive operations against the foe. To defend the 13,000 miles of seacoast, he proposes that the Government create two fleets of battle ships, of which eight should be assigned to the Pacific and twelve to the Atlantic and the Gulf of Mexico. These ships must be the best of their class in armament, armor, structural strength and speed. In addition to these twenty ironclads he recommends that twenty vessels be built for coast defence. They are rather to be floating fortresses than ships of war. Each should have a powerful battery and the heaviest armor combined with moderate draft. There are eight vessels of this type now under construction in the United States.

To build these forty vessels will put a strain on the energy and enterprise of American builders. The Secretary says: "Unless the existing yards, public and private, are enlarged and restocked with plant, not more than eight could be built at one time, and the construction of the others would have to wait for the launching of the first. Using the utmost promptness the ships most essential to efficient protection could not be supplied in less than twelve or fifteen years." This shows the ignorance and the folly of those who think that the United States could during a war make herself formidable as a naval power. When, with all her resources strained to the utmost, in a time of profound peace it will take her twelve or fifteen years to build what would in Europe be considered a moderate fleet, what could she do in time of war when her dockyards would be exposed to attack?

It will be interesting to see what effect the representations of the Secretary of the Navy will have on Congress. The whole expense of the United States navy, including nearly four millions for increase of navy, is estimated at $25,599,253. If the Secretary's recommendations are adopted the expense to the nation will be very greatly increased, and that permanently, for the forty new vessels will require much more to be kept in an effective condition than the forty-two ships of all kinds which now form the United States navy. What will be done is hard to say, for Brother Jonathan, like John Bull, is at times parsimonious when he should be liberal, and extravagant when he ought to be economical.

From THE DAILY COLONIST, DEC. 4.

LOCAL AND PROVINCIAL.

The Bonded Freight.

The steamer Olympian, having 600 head of sheep on board last evening, did not bring over any of the bonded freight which has been accumulating at Tacoma. The first instalment will be brought over by the North Pacific this evening.

Poultry and Pet Stock Show.

The British Columbia Poultry and Pet Stock Association intend holding their annual exhibition about the 20th of this month. The management intend to make this exhibition the best ever held in the province, and as fanciers here have been adding to their stock new blood it is expected lively competition will take place.

The Wrecked Steamer Rustler.

The steamer Alert, which arrived from Nelson Island yesterday morning, brought the news that the wrecked steamer Rustler was still lying on her side and full of water, where she struck on Wednesday. The Vancouver tug Tepic with a couple of scows was at the scene endeavoring to raise the disabled boat, which had already been badly damaged by the waves.

From the North.

The steamer Sardonyx arrived from Fort Simpson and way ports on Sunday night, after a long and rough trip. She brought down eleven passengers and a big freight consisting of skins, general merchandise, and 6,700 cases of salmon, the clearing up of all the canneries. One thousand cases are for the C.P.N. Co., 1,000 for the Dochra, 2,000 for R. P. Rithet & Co., and 2,700 for the Norcross.

For Esquimalt Fortifications.

The Islander on Sunday night brought a fine gun for the fortifications at Esquimalt. The piece is 6-inch bore, 4,575 pounds in weight, with shield weighing 6 cwt. and car 22 cwt. The explosion is by air pressure, and from the noted works of Sir W. C. Armstrong, Mitchell & Co., Newcastle-upon-Tyne.

Inland Revenue Returns.

The following are the Inland Revenue returns for Victoria division No. 37 for the month of November:—

Spirits	$6,288 49
Malt	970 98
Tobacco	462 00
Cigars	1,189 65
License	50 00
Petroleum Inspection	117 40
	$9,078 52

Borne to the Grave.

The funeral of the late H. J. Hartnel took place Sunday afternoon at 2.30 from the Masonic Hall, a large number of friends attending. The Masonic services for the dead were conducted by Geo. Russell, W. M., and W. W. Northcote, P. M. The following gentlemen acted as pall-bearers: Messrs. M. Moss, H. Bornstein, A. Frank, H. Saunders, M. McCahill, J. B. Lovell, R. English, J. F. Becker.

From Metlakahtla.

Mr. Charles Todd, government agent at Metlakahtla, came down by the Sardonyx yesterday and is at the Oriental. He brings down no news of importance, and will probably remain here until he can go back in the handsome little steamer which the Government is building for his use at Spratt's wharf, and which will probably be launched in about two weeks. The machinery of the new boat is now almost complete, and it is expected that a speed of about 10 knots will be produced.

A Verdict of Suicide.

At 11 o'clock yesterday morning an inquest into the cause of death of Peter Cameron, who suicided by swallowing a quantity of laudanum on Saturday night, was held in Mr. Chas. Hayward's undertaking rooms. The Coroner, Dr. Jackson, presided, while the jury was composed of A. Holmes (foreman), A. Lawrence, E. Escalet, G. Anderson, A. Biggar and J. C. Devlin.

After hearing the evidence of M. J. Conlin, Dr. Milne, Officer Redgrave and John Braden, the jury returned a verdict of suicide. The remains of the deceased, who was a prominent Mason and an Odd Fellow, will be taken to Nanaimo for burial.

Naval Notes.

Precisely at 8 a. m. on Sunday, a salute of fifteen guns was fired from the flagship and the admiral's flag was run up to the fore. Vice-Admiral Heneage will, in all probability, be relieved about April next, but where is not definitely known.

The latest rumor current about the flagship is that she will probably leave here on the 1st February and proceed to Panama, pick up supernumeries and stores, and go from there to Valparaiso, where Vice-Admiral Heneage will be relieved.

H. M. S. Champion and Acorn left Seattle on Saturday for Tacoma. After a brief stay at that port they return to Esquimalt.

Freight and Trade Notes.

Str. Yosemite arrived from the Fraser river on Sunday evening with 10,000 cases of salmon, 9,500 for the Dochra and 500 for the Norcross.

Tug Falcon towed a scow load of 1,000 barrels lime to Vancouver last evening.

The schooner Lottie arrived from Boundary Bay, Sunday afternoon, with 550 sacks of oats and several dozen pairs of ducks.

The Olympian last evening brought over seven carloads sheep, one of wire for the electric tramway, and one of general merchandise.

The Louise brought down 80 head of cattle last night from Westminster.

Special Services.

At Calvary Baptist Church on Sunday evening last, the Rev. Mr. Whittier, of Massachusetts, preached to a large congregation, and also spoke to the Sunday-school, when a good number of the scholars expressed a desire to become Christians.

Last evening the text was "Beheld I stand at the door and knock, if any man hear My voice and open the door I will come into him, and will sup with him and he with Me." Revelations, 3, 20. He preached an eloquent sermon, showing some of the many ways by which the Saviour seeks admission to the hearts of sinners, and the great danger of refusing Him; the choice of life or death is left to each individual.

Rev. Mr. Banting of Nanaimo followed in a few remarks pointing out the great responsibility we entail in simply listening to the Gospel of Salvation, a Saviour of death unto death or of life unto life. There will be the regular bible reading this afternoon at 2-30, subject: "The Holy Spirit." Christians of all denominations and others are cordially invited to attend.

A Dishonest Crew.

Capt. Angerstein of the Idaho told a COLONIST man last night that since the work of stripping the wrecked steamer commenced the crew have developed a fondness for appropriating everything possible to carry away to their own use. The motto "every man for himself" apparently prevailed; and blankets, pieces of furniture, crockery, provisions, and a multitude of other articles not to be enumerated, were quickly taken possession of by the men. Last evening the men were discharged, and while bound to protect the rights of the company and not wishing to be too hard on the men, the Captain had Sergt. of Police Langley search each one's box and belongings before allowing him to take his things away, and all company property found in the baggage was returned to the owners. The Captain is still loath to give up hope of saving the ship, and will make another effort to move her to-day. Yesterday, while Capt. Harmon, the diver, was down he had a narrow escape of being carried away by the swift and treacherous subcurrent.

SUPREME COURT.

(Before Sir M.B. Begbie, C.J., and a special jury.)

MONDAY, Dec. 2nd.

Warren v. Boscowitz—This was an interpleader issue to try whether the business plant, stock of coal, and effects of the James Bay coal yard, and also the furniture and effects in the dwelling house occupied by Capt. Warren and wife, were the separate property of the wife as against Mr. Boscowitz, who held a judgment against Capt. Warren for $64,000 upon which the sheriff had seized the property in question.

Upon the case being called, Mr. W. J. Taylor, who appeared as counsel for Mrs. Warren, said that he had a proposal to make which he understood was acceptable to the other side and which would avoid the trial about to be proceeded with. His proposal was that Mrs. Warren should abandon her claim to the coal yard property, or rather to the proceeds of the same, as the property had been sold by the sheriff, upon the condition of Mr. Boscowitz giving up his claim to the household furniture. If this course was adopted his client wished an enquiry whether anything remained due to Mr. Boscowitz upon his judgment; it being Capt. Warren's contention that the dealings between him and Mr. Boscowitz had satisfied the judgment.

The Attorney-General, who appeared for Mr. Boscowitz, was quite willing to relinquish the claim to the household furniture, and read a letter witten by Mr. Boscowitz's solicitor on the 8th February last offering then to give up the furniture, but which offer had been declined. In assenting to the arrangement now proposed, Mr. Boscowitz was entitled to the costs of the proceedings.

The Chief Justice remarked that as to the proposed account between Capt. Warren and Mr. Boscowitz, that could not be ordered in this proceeding, which was simply to try the right of propetty.

Mr. Attorney produced an order of court, dated 4th of March last, directing the very enquiry now asked, and which order had been made upon application by Captain Warren to stay execution on the ground that the judgment had been satisfied, and another order of court had been made, dated 8th of March, dismissing the motion to stay execution.

The Attorney-General said that Mr. Boscowitz was quite willing to enter into the enquiry, and had already furnished his accounts.

His lordship, as to the interpleader issue, gave judgment according to the terms arrived at, with costs against Mrs. Warren, subsequent to the 8th February. Mr. Boscowitz to be at liberty to take the proceeds of the sheriff's sale out of the court.

Regarding the enquiry whether Mr. Boscowitz's judgment had been satisfied his lordship directed that matter to be proceeded with under the order of the 4th March on Thursday the 12th December next.

Before Mr. Justice Drake.

Priest v. Easson.—This was a suit to try the title to a mineral claim situated on Texada Island, which the plaintiff claimed to have located on the 16th January in the present year under the name of the "Surprise," and which the defendant alleged that he had staked off on the tenth of the same month by the name of the "Caledonian."

The case lasted all of the day, much conflicting evidence being adduced.

Postponement of the further hearing until Wednesday was finally arrived at, so as to permit of the attendance of Mr. Marshal Bray, the Nanaimo mining recorder, as a witness, who was unable to attend before on account of the Nanaimo election. Mr. Charles Wilson appeared for the plaintiff, and Mr. Bodwell for the defendant.

SMUGGLING NAVAL CLOTH.

Large Quantities of Cloth from the War Ships Disposed of in Victoria—A Quantity of the Goods Seized.

Complaint having been made to the Customs authorities that quantities of the cloth used by the men of the ships of war was for sale in the shops in certain of our streets, and that the cloth was also being sold to individuals for the purpose of being made up by the merchant tailors, Inspector Young and Surveyor Milne yesterday made a friendly call on all the establishments mentioned. The result was that quite a number of pieces of the cloth and serge were removed to the customs house. It is now in order for the persons in whose possession the cloth was found to explain how they came by it.

This move has been in the interests of the importer and the honest trader, quite as much as in the interest of the revenue, as it has been found that the sale of cloth properly imported and entered had been very much interfered with.

It is not known in what manner the goods are brought from the vessels to the dealers, but it is believed that those in the navy who have been the transgressors have a go-between. The matter is being carefully enquired into and the guilty parties will be brought to account.

SPORTS AND PASTIMES.

THE OAR.

Boat races and rumors of races to come furnished the principal topic of street talk yesterday. Campbell's corner was bristling with challenges, with McLean's name in every one of them. The Westminster man appeared anxious to meet all comers and in any fashion. During the morning he succeeded in getting a race on with Paine in Indian dug-outs over the same course on which he defeated Bush a week or so ago. The race was made for $100 a side, the Victorian to use the double paddle and the Westminster champion a single one. The stakes being posted, betting commenced, money being put up everywhere, and the bets generally being at odds on McLean. The men were sent away from the Norcross, which is lying in the stream opposite the Custom House, at 4 o'clock. For a few minutes Paine appeared to be a sure winner, McLean paddling a snake-fence course and plunging wildly, while his friends accepted bets on all sides. At the railway bridge Paine had a two-length lead, but as soon as it was passed McLean settled down to business, taking a direct line for Point Ellice bridge and paddling in shore to escape the current. The crowd at once named the Westminster man winner of the race, but after he had passed Paine the latter's friends claim that he deliberately fouled, passing into the Victorian's water and stopping his course. McLean came in winner by about two lengths, but the race was awarded to Paine on the fouls complained of.

Later the judges reconsidered their decision and awarded that the stakes should be returned to the depositors, and all bets should be declared off.

The race which was to come of yesterday between McLean and the Law Brothers did not take place, the latter backing out.

McLean has issued a challenge to row any man in British Columbia a three-mile race for $500 in outrigged skiffs.

HERE AND THERE.

Philadelphia Sporting Life says: A monster regatta, with $15,000 in prizes, is projected to take place in Victoria, B. C., next spring.

PERSONAL.

Ex-Mayor Hendry, of Westminster, is in the city.

Miss Effinger, of Tacoma, is visiting friends in Victoria.

C. J. Major, of Westminster, is a guest of Hon. John Robson.

Sir M. B. Begbie, C. J., and Benjamin Evans left for Comox this morning.

Capt. Morgan, of Port Townsend, arrived over by the Olympian last evening.

Paul Cowles, representative of the Alta California, of San Francisco, is at the Driard.

Harvey W. Peace, the saw maker, is at the Driard, on a visit of business and pleasure combined.

M. J. Phelan, assistant general agent of the C., St. P., M. & O. at Portland, arrived over last evening.

S. Leiser, Rev. D. Fraser, F. C. Gamble and Geo. A. Keefer were passengers for the mainland this morning.

H. Bloomingdale, of Strouss & Co., has returned from Europe where he as been engaged in business operations for the firm since July last.

J. S. Clarke has returned to Victoria to assume the duties of night manager of the telegraph office in the place of Wm. Dee, resigned.

Edw. Cookingham, assistant to the general manager of the O. R. & N. Co. at Portland, was a passenger by the Olympian last evening.

Hon. A. N. Bichards, H. D. Helmeken, Dr. J. D. Helmcken, W. J. Taylor and F. G. Walker went over to Vancouver this morning.

Mr. Bland and Arthur Harte, correspondent of the Toronto Mail and a contributor to the Cosmopolitan and other leading American magazines, is in the city and will remain several days.

Jesse Spalding, government director of the Central Pacific railway, and ex-collector of the port of Chicago, arrived on the Olympian last evening, accompanied by his family. He leaves again this morning for the south.

Mrs. Raybould, of Nanaimo, leaves on a visit to her old home, Brierley Hill, England, this morning, and will be absent some months. Wm. Shakespeare, her nephew, and son of N. Shakespeare, Esq., postmaster, accompanies her for the purpose of attending school in the old country.

MARINE.

Steamer Alert arrived from Nelson Island yesterday morning.

Tug Lottie arrived from Nanaimo yesterday with two scows coal ladeu.

Schooner Kate arrived from the West Coast on Sunday with a full cargo of oil.

Tug Pilot arrived from Departure Bay on Sunday night and left yesterday to tow the bark Rosie West from Port Townsend to Nanaimo.

INTERIOR NEWS NOTES.

(From the Inland Sentinel.)

Mail communication is now opened between Empire Valley and Dog Creek. Thos. Doyle is mail carrier at $250 a year; the mail to be carried weekly all the year round.

Jas. Dickie, of Lillooet, has sold his farm for $4000.

The estate of the late F. Chara, of Alkali Lake, has been purchased by Mr. Moore for about $8000.

The fine weather still continues, the absence of frost being generally commented on.

The annual meeting of the British Columbia Cattle Association will be held in the old court house on Monday next at 2 o'clock, for the election of officers for the ensuing year.

J. M. Forney, a gentleman well known throughout this upper country, he having been engaged on railroad construction here some five years ago, appears to have made a good strike on the shores of Shuswap Lake. During the days of construction Mr. Forney located the claim, but did nothing to develop it. Since that time he has been in a number of mining camps in the United States and New Mexico, but in October last he returned to the province, being accompanied by a Los Angeles, Cal. citizen named Eugene H. Covey. They began work on the claim on October 6, and have been doing development work until a week ago when snow necessitated a cessation of operations. It is the intention of the owners to return in the spring and with increased capital open up the mine properly. The ore ledge is 30 feet wide, and assays all the way from $4 to $150 in gold per ton, and up to $15 in silver. The claim being on the lake shore makes it convenient for shipment, and the ore can be dumped on the shore when mined. Mr. Covey has located the extension of the same ledge.

(Kootenay Star.)

KOOTENAY LAKE.

The present appearance of the camp is extremely promising. No. 1 has sunk 48 feet through continuous ore, and every indication is that the vein is permanent. The old tunnel will now be driven to reach the vein. Then it will be known whether she is a mine or a counterfeit.

Skyline work shows nine feet of ore, and both drifts north and south are wholly in ore. Not a bucketful of waste has come up in the past two weeks.

The new strike here, the Neoshee, shows some exceptionally good ore—ruby silver and different characters of native silver being very plentiful. Some little doubt exists, though, as to whether the ore is in place or not.

The Spokane & Northern R. R. folks have bought the Alpine, Rose and Arkansas claims, and are negotiating for others.

The mouth of Coffee Creek has been located by A. D. Wheeler, W. McClure and H. Giegerich for a site for concentrating works, and not for a townsite. The intention is to use it wholly for mining purposes.

A REJOINDER.

TO THE EDITOR,—When I administered a mild censure to the Board of Trade I did not expect a vote of thanks or a leather medal, and I am quite satisfied if my remarks have in some degree opened the eyes of that body to some of its over-officious blunders, as in the case of the "consting," and its interference in the matter of "setting apart Esquimalt harbor for naval purposes."

Your correspondent, "Rats," has chosen a very appropriate title, for rats are always purloiners, and he has evidently stolen the opinions given by your previous contributor, "Hard Facts," on this question of consting.

I am free to confess that I did not look into the law relating to coasting, nor did I imagine that so absurdly restrictive an enactment was on the statute book, which prevents the carrying of bonded goods from a foreign port, by a foreign vessel, to a Canadian port. If your astute correspondent thinks my letter of the 27th nonsense, why reply to it? He is evidently one of the Board of Trade, and the "cap fits," who, instead of acknowledging his mistake seeks to escape well deserved blame by finding fault with the Government for its promptness in giving effect to the recommendation of the Board, and sees behind such promptness the spectre finger of the C. P. R. Co. Such shuffling is childish and unbusinesslike in the extreme. The Board has overstepped the mark; if not, why now petition the Government with tears in its eyes to overlook blunders and undo what it previously prayed to be done?

COMMERCIAL.

MR. FELL REPUDIATES.

TO THE EDITOR:—I respectfully beg to repudiate the report in your paper of Sunday morning purporting to be remarks made by me at the meeting on the sewerage question, at the City Hall on Saturday night last. Your reporter must have been at the Scotsmen's Dinner, and wrote up his notes after.

JAMES FELL.

From THE DAILY COLONIST, Dec. 4.

LOCAL AND PROVINCIAL.

Successful Candidates.

Frank Higgins, second son of Mr. D. W. Higgins, M.P.P., and J. Carlyon, also a young Victorian, successfully passed examinations as law clerks yesterday. Both young gentlemen are graduates of the Victoria High School.

Police Court.

During the absence of Hon. A. N. Richards, P. M., Mr. E. Johnson, Q. C., S. M., presided in the above court yesterday morning. He fined D. Tennody $10 for assault, and Thos Selivan $5 for being drunk and disorderly.

Customs Collections.

Following are the customs collections at the various ports of the province for the month ending November 30th:

Westminster	$10,402 69
Nanaimo	6,904 93
Vancouver	12,566 12
Victoria	62,610 34

P. O. Home.

The ladies' committee thankfully acknowledge the following donations in November: Milk, Mr. Jack; clothing, Mrs. Walbey, Mrs. Kinsman, a friend; fruit, Mrs. Thandivin, Mr. Jack; waterproof cloak, Mrs. McBeas; provisions, Mrs. Capt. George, Mr. Jack. "Victoria West Social," Mrs. Sinclair.

At Work on the Idaho.

The tug Lorne, with Capt. John Irving and Capt. Arkenstein on board, with forty men, went out to the help of the Idaho yesterday, and were busy with the work of wrecking all day. Capt. Arkenstein has not yet given up the hope of once more seeing the steamer afloat.

A Steamboat Rumor.

Capt. John Irving, manager of the C. P. N. Co., leaves for San Francisco tomorrow morning, and rumor has it that his visit will prove of great interest to Victoria, inasmuch as it is for the purpose of purchasing another steamer for the company's service. It was reported on the streets yesterday that the purchase of the San Rafael was in contemplation.

From San Francisco.

The P. C. S. S. Co.'s steamer City of Puebla arrived from San Francisco yesterday with a full passenger and freight list, the cargo consisting of 1,652 tons. The up trip was made in exactly fifty hours. Although she has had some repairs made to her since her collision with the Premier, the Puebla still shows the marks of the encounter, several of her cabins still being uninhabitable.

Brief, But to the Point.

Mayor W. B. Townsend, of Westminster, in his card to the ratepayers asking for re-election, says: "I want it distinctly understood that as a candidate for the position of mayor, it is on the condition that the salary is attached to it, otherwise I must beg to withdraw my name, as I am not rich enough to give my whole time and services to the city for nothing."

The Librarian's Report.

The following is the report of the Victoria Free Library for November: Books lent during the month—To ladies, 713; to gentlemen, 1,147; total, 1860. Novels, lent to ladies, 521; books, not novels, to ladies, 192. Novels, lent to gentlemen, 659; books, not novels, to gentlemen, 488. Cards of membership were issued during the month as follows: To ladies, 44; to gentlemen, 90; total, 134.

Underneath the Water.

Mr. Lewellyn, the diver, states that there is very little danger in traversing the pipe line across the first narrows of Burrard Inlet, as related by Mr. Hartman. He has traversed it on five different occasions and experienced no difficulty in the submarine trip. It was Mr. Lewellyn who examined the Idaho, and, owing to the fierce current there he was tossed around a good deal, still, he claims that he was not in serious danger.

Who is Mr. Magee?

At the end of August Miss Sisay Taaffe, of New Moss, emigrated with her mother to America, and already, (says the Freeman's Journal) her friends in Ireland have received handsome wedding cards from her. During the voyage Mr. Magee, a millionaire, of Vancouver Island, returning from the Paris Exhibition, fell desperately in love with her. He proposed, was accepted, and after reaching the States they were married, the cards being dated 14th September.

Opium on the Idaho.

Yesterday ten tael boxes of opium were found among the baggage of one of the crew of the wrecked Idaho. The boxes were stored at the appraiser's office here, though not under seizure, as it was evident that there was no intention to smuggle it into this province, and the amount was too small for the custom's officers to ask for an outward manifest. In all probability had the steamer not been wrecked the stuff would have been successfully "imported" into some American port.

Vancouver Nominations.

The civic nominations at Vancouver on Monday were as follows: For mayor, D. Oppenheimer and William Templeton. For aldermen, first ward—J. M. Browning, Samuel Brighouse, John C. Carroll and Wm. Prout. Second ward—F. C. Cotton, J. W. Horne and Jas. F. Gardiner. Third ward—Jas. M. Fox, W. J. McGuigan and F. W. Seutelle. Fourth ward—Duncan Castello, James McGeer, Malcolm McLeod and G. S. McConnell. Fifth ward—Chas. Doering and H. Latham, elected by acclamation.

The War Vessels' Cruise.

The Seattle papers have discovered to their own satisfaction the object of H. M. S. Champion and Acorn's visit to Puget Sound waters. They find that "the cruise was made that the British government might secure complete knowledge of the American ports on Puget Sound, their topographical situation, possible harbor defence facilities, etc. An engineer sent out from England was on board and had instructions to thoroughly examine into and report upon these matters. He was also to carefully inspect the proposed site of the North Pacific naval yard of the United States at Port Orchard."

On a Tour of Inspection.

Mr. A. Zadriaski, C. E., of St. Petersburg, Russia, arrived by the Islander last evening, and after a brief stay in the city returned east this morning. Mr. Zadriaski came over the C. P. R. on a tour of inspection for the purpose of examining into its construction and operation with a view to applying the benefit of the knowledge thus obtained to the construction of the proposed Siberian railway, the line of which is already surveyed from the Ural mountains to the Pacific coast, a distance of 4,000 miles. It is proposed to connect with the line of steamers running between China and Japan and Vancouver.

Heavy Real Estate Transfers.

A number of the large tracts of farming property in the near vicinity of Victoria have been either sold or bonded within the past few weeks. The sale of Anderson's, Rowland's and Wilson's farms, and part of Gonzales, at high prices, has already been announced. On Monday Bourchier & Higgins concluded the purchase of half of the North Dairy Farm from the Hudson's Bay Co. The other half of the farm has been withdrawn from the market. The price paid has not transpired, but it is said to be in the neighborhood of $50,000. Cook street extension runs directly through the property, and the 15-inch main traverses this street from the Saanich road. If the tramway company should fulfill the terms of the charter granted them by the legislature, they will doubtless from motives of economy in mileage follow Cook street on their way to Saanich.

Bourchier & Higgins also purchased yesterday for a syndicate 17½ acres of land in the Gonzales Estate, the amount of money moving being $10,200.

To Wreck the Barnard Castle.

A letter was received yesterday from Whitelaw, the San Francisco wrecker, stating that with his men he would probably be in Victoria on Thursday next to commence work on the old Barnard Castle. Capt. Whitelaw will bring with him the best and most modern appliances for wrecking the ill-fated collier that has lain under water for the last three years.

Naval Notes.

The new liner for the flagship will in all probability arrive on Thursday.

Tidings have been received of the wardroom and gunroom skiffs which were taken by bluejacket boys some few weeks ago to desert. It appears the skiffs were sold to two watermen at Port Angeles.

Mr. H. E. Loseby, of the flagship, will resign his post as chief bandmaster at the end of this month.

Another Smuggler Captured.

John Kitzel was arrested on the steamer Hassalo at Whatcom, on Monday, on a charge of opium smuggling, and was taken to Port Townsend, where he is held in the sum of $300. According to the testimony of the prisoner, the business of opium smuggling is not such a lucrative one as it is generally supposed. He said he bought fifty pounds of the drug in Victoria for $7.35 per pound, or $367.50 for the lot; arriving safely in Seattle with his contraband he sold the fifty pounds for $8 per pound, making $32.50 on the transaction, and he had to pay his expenses out of the amount.

Sealers Getting Ready.

Preparations for next spring's sealing are already being made and if reports which are in circulation are at all reliable, the coming season will be a very good one, as the seals all along the coast are said to be plentiful. The "Mary Ellen," Capt. Dan. McLean, will sail from San Francisco about the middle of December; the "Sapphire," Capt. Wm. Cox, will start fitting out next week, and the "Maggie Mac" will go on Turpel's ways next Thursday preparatory to fitting out. It is rumored on Wharf street that Capt. Dodd of the Maggie Mac, has about completed the purchase of a neat steam schooner yacht for use in the sealing, which will be capable of steaming sixteen knots an hour.

Obituary.

Capt. H. G. Lewis, agent of Marine & Fisheries, has received the sad intelligence of the death of his brother, Mr. T. R. Lewis, which occurred at Penmouth, Anerley, Surrey, England, on November 1st, from typhoid fever. The deceased gentleman formerly resided at Hertingfordbury Park, having previously married Lady Valentin, widow of Sir James Valentin. The remains were interred in Hertingfordbury churchyard, among those present at the funeral being General Lewis, brother of deceased, Major Fitzgerald, brother-in-law; General Brownlow, Mr. G. Valentin, Mr. J. Valentin, Mr. T. P. Peachy, Mr. C. Hawkins, (an old servant), Mr. W. H. Wodehams, Mr. T. J. Sweden, Mr. S. Austin, Jr., Mr. J. R. Cocks, Mr. J. Wells, Mr. W. Topham, Mr. W. T. Manning and several ladies. The coffin, which was covered with wreaths and crosses, bore the inscription, "Thomas Robert Lewis, died 1st November, 1889, aged 55 years."

THE BY-LAW DEFEATED.

Victoria's Ratepayers Pronounce Against the Sewerage By-Law.

There was very little excitement in the city yesterday incident to the voting upon the by-law to authorize the borrowing of $650,000 for sewerage purposes. The general opinion seemed to be from the time the polls were opened that the by-law would be defeated.

There was not nearly as large a vote polled as was expected, only 533 ballots being cast. The result of the poll as announced at 5 o'clock by the returning officer, Mr. W. K. Bull, justified the general expectation and the betting which during the day was two to one that the by-law would not pass.

Following were the returns from the different wards:

	Agn'st.	For.	Maj. Agn'st
Yates Street Ward	33	36	3
Johnston Street Ward	192	65	127
James Bay Ward	116	61	55
Total	371	162	209

GREAT IMPROVEMENT.

The Legislative Halls Remodelled and Improved Both Inside and Out.

Anyone who attended the sessions of the Provincial Legislature during this or previous years, must have sympathized with the law-makers of British Columbia over the barn like desolation of their assembly room. The old legislative hall was thoroughly unfit for the use to which it was put in this age of improvement.

Rising to the occasion the Government have had the legislative building so completely remodelled and modernized that no old acquaintance would recognize it. The roof has been supplanted by a new one. A brick extension has been made to the back of the main building, providing a more convenient and comfortable room for Mr. Speaker and another for committee work. The spectators' galleries have been extended and furnished with more comfortable seats, while the press galleries are better lighted than they were before. The antiquated fireplaces on the floor of the house have disappeared, and the Speaker's throne, thoroughly renovated, has been placed about twelve feet further back. The throne and dais, in this new order of things, is backed by a blind arch, with massive bronze pillars on either side, and flanked by open arches, admitting to an airy passage, which separates the main building from the committee and Speaker's rooms.

A great part of the old woodwork has disappeared, and the very objectionable flat roof and skylight of early days has gone as well. The new roof is vaulted and handsomely frescoed, the patterns being most artistic and the colors brilliant and harmonious. The vaulted ceiling, where it merges into the glass roof, is heavily gold cornioed, while gold bands relieve the frescoing wherever a pleasing effect can thereby be produced. The walls are also handsomely frescoed, both above and below the galleries, while the woodwork is finished in oak and very carefully grained.

Modern windows make the ventilation as well as the lighting better than formerly, while the hot water pipes have been ar