

The Colonist.

FRIDAY, AUGUST 2, 1889.

ENGLAND IN EGYPT.

The Derivatives are hard to beat. They are a hardy and courageous race of men. War seems to be their normal condition. They are poor, and it appears that they can supply their few and simple wants as easily in one part of the extensive region which they occupy as in another. Their ruling motive appears to be religious fanaticism. They believe that they have a divine mission and that mission is to drive the "infidel" from Africa. They have a very high idea of their own prowess and, to tell the truth, they are enemies that the men of no nation can afford to despise. For the native Egyptians they entertain supreme contempt, and the Egyptians, on their part, until lately, appeared to regard them in the same light as the sheep do the wolves. They were terrified at their very name, and they considered resistance to them perfectly hopeless. When they met their Arab foes they allowed themselves to be butchered without even making a pretense to fight. The miserable cowards in several instances ran away as soon as they saw their greatly dreaded enemy, and left the few brave men who led them to be massacred.

white women can do the same. In that case women's rights advocates can point to the prowess of the amazons of Port-au-Prince to prove that women everywhere are entitled to as high and as influential a place in the state as men. Who knows but that some of these men may witness the parade of the 1st Amazons under the command of a lady colonel and officer by ladies, all of whom had studied military science at Kingston and made a better average marks at examinations than their gentlemen competitors? We will be most anxious to hear how the women brigade at Port-au-Prince behave under fire, for according to the protest signed by Lady Stanley of Alderley and the other ladies the extension of the franchise to women in a very great measure depends upon their ability to use physical force in defence of the state.

THE WORLD'S HARVEST.

The crop reports are not uniformly good. The prospect in Manitoba a month or so ago was very gloomy. Since then there has been rain, but it came too late to ensure a plentiful harvest. The Commercial of the 22d says: "Here the most reliable reports refer to the conclusion that half a crop over the full acreage is about what can be expected." This is if the weather continues to be favorable. In Eastern Canada the crop is good, in some places much above the average. The summer has been warm and the rain has been plentiful. In North and South Dakota the drought has done any amount of damage. In many districts it is reported that the crop will not be worth harvesting. The intense heat without rain has burnt up vegetation. This is what the Chicago Daily Business of the 26th says about these territories: "A series of reports from the Dakotas, embracing every county in the principal wheat sections, makes it certain that the yield will be very much below the normal. The yield in some districts is so low that very little seed will be sown, whatever the moisture and weather may be from now to the harvest."

In the other wheat-growing states there will be a good crop. The winter wheat is already harvested, and it turns out well. The report from California is particularly good, it ranking higher than any other state except Kansas. It is estimated that the entire winter wheat crop of the United States this year will be 310,000,000 bushels and the spring wheat crop 168,000,000 bushels. This gives a total of 478,000,000 bushels. If the wheat crop turn out as estimated above, the United States will have this year between 60,000,000 and 70,000,000 bushels more than it had last year. The wheat crop of India is, if not a failure, the next thing to it, but in England and France the crop is considerably better than it was last year. It is calculated that the excess over the harvest of 1888 will be in these two countries as much as forty millions of bushels. In Germany there will be a good harvest, as good, at least, as that of last year. The report from Russia and Austro-Hungary, two great wheat exporting countries, is bad. The crop in many large districts in Russia is a failure. The London Times special of a late date says: "The long drought and the cyclonic winds which destroyed the wheat and oats prospects in Russia have done the same for wheat, rye and barley in Austria, Hungary, Roumania, and Eastern Germany."

ARE THEY IN EARNEST?

There seems to be some doubt as to the relations between Sir John Macdonald and Mr. Dalton McCarthy. A few Liberals who want to be thought very wise and wonderfully discerning declare that this Anti-Jesuit agitation is one of Sir John Macdonald's tricks for purposes of his own he openly discommences it while he secretly gives it encouragement. Sir John, these very astute people declare, has refused to disallow the Jesuit Estates Act in order to make himself solid with the Catholics. They also declare that the other provinces, and he winks at Mr. Dalton McCarthy's Anti-Jesuit agitation in order that the Conservatives may capture the local government of Ontario. Mr. David Mills is the author of this very ingenious theory. His intention is to show that neither the Premier nor Mr. McCarthy are sincere in the stand they have taken, and that the whole movement is nothing more and nothing deeper than a party maneuver. We hardly think that there are many thinking men on either side of politics who can be brought to believe that so old a politician as Sir John Macdonald, having a strong majority at his back, and an opposition in front of him that is neither powerful nor united, would unnecessarily run such a very great risk for the chance of achieving so insignificant a result. This is a much simpler and a much more reasonable way of accounting for the course he has pursued on the disallowance question. It is in that he is convinced that disallowance is wrong, as regards both policy and principle, and that he is resolved to do what is right, depending upon the good sense and the moderation of the people of the Dominion to sustain him. As far as the representatives of the people are concerned, he found that he had not miscalculated, and it remains to be seen whether Parliament in this matter faithfully represents the views and wishes of the people.

ABOUT STRIKES.

It would appear by the figures in Bradstreet that workmen are beginning to see that there are better and more satisfactory ways of settling their disputes with their employers than by going on strike. Strikes have for the last four years been growing fewer, and a smaller number have taken part in them. This shows that the advice of Mr. Powderly and other leaders has been listened to and acted upon. For the first five months of this year there were 236 strikes, involving 75,110 persons. For the corresponding months of 1888 the number of strikes was 387, in which 111,901 persons took part. In the first five months of 1887 there were 311 strikes, in which were involved 212,317 workmen. In 1886 during the corresponding five months, 336,000 work people were on strike. The 75,110 strikers of the first five months of 1889 compare very favorably with the 336,000 for the same months of 1886. Bradstreet does not attempt to account for the change. It says: "With the data we possess it would be impossible for us to account for the great decrease in the number of strikes during the past three or four years. The state of the labor market scarcely accounts for it. We are inclined to the belief that the more intelligent and better organized workers are becoming more and more sensible to the fact that they can obtain their ends with less sacrifice to themselves by argument and moral suasion than by ignorant, hot-headed, ill-advised strikes, which cut both ways."

THE CROWN GRANT COMMITTEE'S REPORT.

As might have been anticipated, the debate on the report of the committee on Crown grants was long and warm. Those who were opposed to granting allowances to the Queen's grandchildren were disappointed at the refusal of the Government to give them the information they asked for relative to the amount of the Queen's savings and the disposition to be made of them. The view which Mr. Labouchere and economists of the same school take seems to be unreasonable, and unjust as well. The allowance made in 1837 was for the Queen's own use. She was at liberty to spend every farthing of it if it pleased her. It was not intended to be a trust for the benefit of whom it would not have been sufficient. As Her Majesty has been prudent, and while maintaining the dignity of the Throne has not spent all her income, the part she has saved is surely her own. Her allowance was hers to spend or to save. The nation has nothing to do with her savings. They are her personal property to be disposed of

as she may see fit. Parliament may refuse to grant allowances to the children of the Prince of Wales, but it has no right to direct that the money which the Queen has saved out of her allowance shall be given to Prince Albert Victor or to any one else. Mr. Smith did, in our opinion, nothing but what was fair and decent when he refused to give the economists the information relative to the Queen's savings, which they demanded, and we cannot see that Parliament had any right to enquire into their amount or how they were invested. The leader of the Government party in the Commons spoke of the expenses of Royalty in Great Britain as moderate. This was questioned by Mr. Labouchere, who instanced the very small salary paid to the President of the United States. This is a plausible argument of a certain class of politicians, but if the cost to the people of the Republic of a presidential election every four years is taken into consideration, the three millions and a half paid to the Royal Family of Great Britain every year will not appear so very large. The expense of the presidential election, direct and indirect, is very great. The loss which the disturbance of business alone occasions amounts to a very large sum indeed. We are greatly mistaken if, leaving the President's salary out of the calculation, the presidential elections do not cost the people of the United States considerably more than is required to maintain the Royal Family of Great Britain.

THE PROVINCIAL REFUGE.

To the Editor:—Refuge homes are a thing of the past, but refuge homes are a necessity of the present, so says the organizing mother love of British Columbia. We are greatly mistaken if, leaving the President's salary out of the calculation, the presidential elections do not cost the people of the United States considerably more than is required to maintain the Royal Family of Great Britain. The position of the Government on this question will, no doubt, be greatly strengthened by the stand taken by Mr. Gladstone. The people of England believe in Gladstone. Even those who condemn his Irish policy admire him and respect his utterances on other subjects. When it is known that the Grand Old Man is opposed to a huckstering policy in dealing with the children and grandchildren of the Queen, many who were undecided on the matter will be glad to adopt his opinions and to endorse the policy that he approves. The sentiment of the people of England in favor of monarchy is strong, and their affection for the Queen is deep. They are not disposed to place a pound-shilling-and-a-half value on their regard for Queen Victoria and her family. A few thousand of pounds, more or less, to maintain the dignity of the throne, does not signify much to them, and they would be a hundred times rather pay it than see a grandson or granddaughter of the Queen without what, for their station, is a suitable provision. When Mr. Gladstone appealed to this sentiment of loyalty and affection to the British Crown, and alluded to it as being above all merely monetary considerations, he touched a chord to which the great body of the British people will quickly and heartily respond. Sentiment has great power even in these days when the almighty dollar or its equivalent appears to be the object of general adoration. We feel its strength here in this distant land, what must then be its power among a people who live in the closest presence of Royalty and in a country where they are surrounded by objects which are in some way associated with British history and Britain's greatness. We are quite sure that the report of the committee will be well received by the nation. The economists are much more noisy than influential.

CONDENSED DESPATCHES.

A new Conservative paper, to be called "Le Drapeau," is to be started in Montreal within a fortnight. The Pacific Mail steamer City of New York will shortly be in the harbor at San Francisco and repaired as a cost of \$120,000. John Kidd, a widower, was arrested at Toronto on Tuesday, charged under the provisions of the Charlton Act, with seduction. The girl is Sarah Kidd, aged 20 years. The C. P. R. lost considerable rolling stock by a pitch-in which occurred on the line near Woodstock, Ont., on Thursday. Fire from the engine ignited the debris. The new steamer Citrus just completed for the Pacific Mail Company at Clyde, Scotland, at a cost of \$1,000,000, has been put on the route between San Francisco and Hong Kong, and will make her first voyage November 14. Mrs. Wm. Martin, a widow, residing at Kingston, Ont., was severely lacerated by a pistol ball fired by a robber who entered her residence through a window on Thursday night. Marshall H. S. Conroy, a member of the House of Commons, has been appointed a representative to go to New York. Their interest in the estate consists of granting a sum of \$1,500,000, sixty acres of which is in the center of New York, and now held by Trinity Church.

THE SUPREMACY OF INDIANA.

The supremacy of Indiana has decided that bicycles are vehicles and that the riders thereof are liable for all damages that they may inflict while using the sidewalk for a thoroughfare. This wise legislation will be his indignation and keep in the street. Mr. John Croft has just imported two black Welsh corby spaniels, of the purest blood. The animals are neither a spaniel on their coats or pedigree, but are by Champion Bruce, out of Queen of Shells.

VICTORIA: A RAILWAY TERMINUS.

To the Editor:—A very significant fact, and one which should not escape the observation of those interested in the future welfare of this city, has just been ascertained. It is that the Victoria and Westminister Railways, which give the Northern Pacific a direct line from St. Paul and Minneapolis to Edmonton and Yellowhead Pass. This road is already constructed fifty miles west of Brandon, and in order to hold the land grant of 6400 acres a mile it must be pushed rapidly to completion. Do the people of Victoria realize the importance to them of the enterprise thus undertaken by a syndicate, financially, of great experience in railway building? Do they appreciate the position, and are they prepared to embrace an opportunity of making Victoria a terminal point, bringing the rich gold fields of Cariboo, the richest agricultural district of Peace River, and the extensive pastoral lands of Chilliwat all tributary to their city? All this can be accomplished if the railway are true to themselves, and refuse to compromise their credit and hamper their resources by allowing the impracticable scheme, such as the "Victoria, Saanich and Westminister Railway" is pronounced to be by almost every business man in the city.

LITTLE LOCALS.

Gunpowder is on the rise. Seattle has ordered 12,240 feet of vitrified sewer pipe for its sewerage system. Several thousand dollars have been subscribed at Seattle towards the erection of a commodious summer hotel. Mr. Oppenheimer has called a public meeting to make arrangements for the reception of His Excellency the Governor-General. About 150 feet of the Johnson street sewer, from the Occidental Hotel up, has been completed, and the trench properly filled in. The projectors of the Canadian Western Railway are anxious to meet the Board of Aldermen to discuss railway matters, either to-morrow or Saturday evening. Rev. Mr. Levy of Oakland, Cal., who is at present visiting friends in the city, will deliver an address in the Jewish Synagogue, at 7:30 o'clock this evening, on the subject of "The Jewish People."

The directors of the tramway company held a meeting yesterday afternoon, at which details in connection with the work of construction were completed. It is reported to be unusually plentiful this year, owing to the dry season, and when the shooting season opens sportsmen have promise of big game. Mr. Charles Gardien, Proprietor of the Victoria Gardens, claims to have cut the first wheat in the district. The grain, of the "Golden Drop" variety, is well headed, clean and firm. The flags at Welch, Ribbet & Co.'s office and the American consulate were placed at half mast yesterday upon receipt of the news of Mr. Welch's death. Messrs. Lee & Snider, proprietors of the Goldstream Sawmills, have been awarded the contract for supplying the ties required by the National Electric Traction Railway, with a capital stock of \$5,000 or \$10,000. A festive dinner was arrested last night by officer Haughton, charged with being drunk. The hilarious Siwash had just emptied a bottle of champagne, and he was the cause of the forest and camp.

BASEBALL.

The twelfth match of the local league series, which was to have been played yesterday, by the James Bays and the Vancouverites. One of the runs was scored, on account of the Victoria-Vancouver lacrosse match. The following are the highest batting averages in the Western games: A. B. R. H. AVERAGE. Campbell, N. 35 12 489 350 Frankline 33 12 499 360 Bartwick 34 13 443 360 Dick 30 11 367 360 Baker, Tom 29 9 330 350

THE WATSON-McINTYRE RACE.

Peter McIntyre, the San Francisco runner, in care of his trainer, W. J. Scott (Rowe), is taking hard and useful training in preparation for his coming race with Tom Watson. Watson is also getting into shape, being coached and looked after by W. Short. The race, which is for \$200 a side, and the championship of the Pacific coast, will come off at the Victoria Driving Park two weeks from to-day. Half a mile is the distance, and McIntyre says he can cover it in 2:10 or less.

QUINN-SORAKIHO WRESTLING MATCH.

The much-talked-of wrestling match at Seattle, between W. H. Quinn, champion middle-weight of the Pacific coast, and Matseda Sorakicho, the champion middle-weight of the world, came off on Thursday evening and resulted in the defeat of Quinn, owing to an accident. A large crowd assembled to see the contest. Quinn weighed 167 pounds and the Jap 164, both men being in the pink of condition. Frank Burton, of Seattle, acted as referee, James McCann being Quinn's second, and Teasta Sabro second for the Jap. It was 10 o'clock when the men faced each other for the first bout. Quinn was fairly tall, much taller than the Jap, and this disproportion seemed very great when hostilities began. After repeated efforts, Quinn succeeded in throwing his adversary in the first bout. Time, 11 minutes, 29 seconds.

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THE CANADIAN WESTERN CENTRAL RAILWAY.

Act, and the Grant of Land in aid of Construction, having passed the Legislature, connection can now be opened with the Eastern States of America and Canada, via St. Paul, The Red River Valley, and The Manitoba and Northwestern Railways, through Yellowhead Pass by Bute Inlet, across Seymour Narrows, there joining the Esquimalt and Nanaimo Railway with the

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WESTMINSTER NEWS.

The atmosphere still continues smoky, and a heavy rain will be necessary to quench the bush fires and purify the air again. The name of Mr. H. V. Edmonds was generally spoken of to-day on the streets for his successor as the civic chair, left vacant by the resignation of Mr. John Hendry. Mr. Edmonds has been chief magistrate of the city before, and should be selected. His office again he would rule the civic government, with both fact and dignity.

Walls and tanks for the upper portion of the city are running dry, and unless lots of rain come soon it will be necessary to purchase water. The school year will have had a great run in it lately, and it seems to be the only well in that part of the city capable of supplying more than one family. There has been a rupture between the city council and the railway company if the railway arrangements are of the order likely, however, that fresh railway propositions will shortly be laid before the ratifiers, and it is to be hoped that this may be done without delay. Every one wants the Southern railway, if it can be got on reasonable and equitable terms.

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