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The Colonist.

FRIDAY, AUGUST 9TH, 1889.

THE RAILWAY BY-LAWS.

The bye-laws giving aid to the Victoria, Saanich and New Westminster Railway have been published in the Standard. The ratepayers before the day of voting comes should study those by-laws very carefully. They will see a good deal to surprise them in the laws which they are asked to sanction. They will observe that they are framed altogether in the interest of the projectors. The citizens of Victoria are evidently expected to vote for them without asking a single question which it will be inconvenient for the promoters to answer. A very large subsidy is asked for, and not a single guarantee is required by the corporation that what the provisional directors promise will be performed.

The object of the road is to give Victoria more rapid communication with Westminster and Vancouver than it now enjoys. There is no new country to be opened up, no new industries to be established, none of the resources of the province to be developed. All that is promised is that the time that it takes to travel between this city and the Mainland will be shortened. Whatever other advantages which Victoria is to reap from the construction of the road will be incidental to this saving of time in making the journey to and from the continent. They may be many or they may be few, but whatever may be their number, they all depend upon the speed with which the passage will be made.

One would think that under these circumstances the Corporation would make it a condition that the saving of time promised will be made. If it will take as long, or nearly as long, to make the trip between Vancouver and Victoria by the projected railway that it does now by the boat, or by faster and better boats that may be built, the $625,000 which the promoters of the Saanich and Westminster ask for will be simply thrown away. A very large debt will be incurred, and no advantage will be gained. But the reader will peruse the bye-laws in vain to find any guarantee that the time taken to reach Vancouver by the railway will be one minute less than is now taken by the boats. The citizens are asked to vote for the very large sums blindly—to depend implicitly on the word of the promoters that what they promise will be performed. If they grant the money which the promoters ask, and it turns out that the passage by railroad and ferry is quite as long as the passage by boat alone, the citizens will have no remedy. They will be simply sold. They will have spent their money in trying a very expensive experiment, and if the experiment fails they will be in the same position with respect to communication with the Mainland as they are in now, and they will have in addition a further liability of $625,000. The bye-laws do not provide that the Railway Company shall forfeit one single dollar if the main object for which the road is to be built and the ferry established is not attained. The promoters are clever enough to bind the city, while they keep themselves free.

Who has guaranteed that one single hour will be gained by the construction of the Victoria, Saanich and New Westminster Road; that the delays will be less frequent, or that risks will be fewer? The citizens of Victoria are asked to give $625,000 on the bare promise that time will be saved in the passage to and from the Mainland, without exacting the slightest security that they will get what they pay for so heavily. This appears to us worse than a child's bargain. When men pay a large sum for an article or an advantage they take some means of securing what they buy, or of getting reimbursed if the seller fails to fulfil his contract, but in this bargain the money is to be handed over and no provision whatever made for failure.

This is, in our opinion, quite enough to condemn the by-laws in the eyes of all prudent men. We believe that better results can be attained than those promised by the promoters of the Victoria, Saanich and Westminster railway at very much less cost to the ratepayers of the city, but even if there was no alternative plan we think it would be imprudent in the extreme to vote the Company the money they ask on the mere chance of the scheme producing the results which the promoters say they expect. The ratepayers should not be asked to incur any risk in the matter.

The reader of the bye-law will see, too, that the Corporation have taken no measures at all to conserve the interests of the ratepayers. They have not asked for a cash deposit, they have made no stipulation as to the time of the commencement or the time of completion of the road. They have not required the Company to spend a given sum in construction each year. In fact they have not bound the Company to do anything that the Dominion Railway Act does not require. The Company is subject to the provisions of the Dominion Railway Act of 1888, which requires them to expend fifteen per cent. of the capital stock within two years, and to complete the road within seven; but as far as the Corporation is concerned, they have placed no restrictions upon the Company and they have exacted no guarantee. They do not even provide that the books of the Company shall be audited by an accountant appointed by the city. It is true that the Mayor is, by the Dominion Act, one of the directors of the Company, but the law never contemplated that a Mayor, who is a promoter of the Company, should represent the Corporation on the directorate. Nothing can be more improper than this. Common sense requires that the director who represents the city should have no personal interest in the railroad. It certainly looks singular to see the name of the Mayor of the city in the first paragraph of the bye-law as a member of a company, which, in its second paragraph is represented as applying to the Corporation for aid. "John Grant, Esq., M.P.P., member of the Victoria, Saanich, and New Westminster Railway Company, asking aid of John Grant, Esq., Mayor of Victoria, to build the railway in which he has so great an interest is rather a singular spectacle. Mr. Grant, the Mayor, is not likely to be disposed to be very exacting when Mr. Grant, the railway projector, applies to him for help. Mr. Grant, the Mayor, would not be disposed to scan very critically the bye-law which Mr. Grant, the projector, was interested in having as favorable to his company as possible. Mr. Mayor Grant would hardly be expected to suggest conditions which Mr. Director Grant would find it inconvenient to carry out. Mr. Grant may not violate the law when he holds the dual position, but the duties and interests of the two positions are so diverse and inconsistent that it is impossible for him to be zealous in promoting the railway and faithful to the ratepayers of the city at the same time. Mr. Grant does not, we think, do himself justice to remain in so difficult and so equivocal a position. We have the best warrant for saying that no man can serve two masters—or two corporations—when they have business relations with each other.

No one can study the by-laws and not be struck with the child-like confidence which the Board of Aldermen have, not only in the railroad and ferry scheme, but in the promoters of the Victoria, Saanich and New Westminster Railway. The reader of those by-laws must come to the conclusion that the Board of Aldermen of Victoria have never heard of railway projectors who abuse the powers which have been placed in their hands, and who found means to evade the conditions of what appeared to be the most carefully drawn up agreements. They have been so ready to place the citizens of Victoria in the hands of the railway company that their faith in the goodness and innocence of human nature must be unbounded. But we imagine that their fellow citizens do not regard the precautions which ordinary mortals consider necessary in their dealings with railroad men to be superfluous. The ratepayers, therefore, will not be ready to rush into the arms of Mr. Decosmos and his fellow directors and beg them to take all the money they want without requiring anything more of them than their platform promises that the Victoria, Saanich and New Westminster Railway will be honestly built, and when it is completed run with the accuracy of a chronometer.

BRITAIN'S SUPREMACY.

That Britannia still rules the waves in a commercial sense is easily susceptible of proof. Her merchant marine is far and away ahead of that of any other nation. This will be seen by the following figures, which are taken from a late parliamentary return. The total tonnage of the sailing and steam vessels that entered and cleared at over-sea ports in the United Kingdom last year was 68,519,145 tons. The part of this shipping which was British was 50,395,254 tons, while the foreigners of all nations owned only 18,128,891 tons. That is, Great Britain owned nearly three times as much of the shipping that traded in her ports last year as all the rest of the world put together. Of steam vessels the total tonnage entered and cleared over-sea with cargoes only was 47,689,689 tons. Of this 39,172,232 was British, and 8,507,837 foreign. Here the proportion in favor of Great Britain is still greater, her steamer tonnage being nearly five times as great as that of all other nations combined. The supremacy of Great Britain appears in a still stronger light when a similar comparison is made with respect to the tonnage of the ships that enter the ports of the United States. Of the total tonnage entered and cleared over-sea at the ports of the United States, the proportion of American ships was only 21.8 per cent, leaving 78.2 per cent to foreigners. The proportion of British ships in the ports of the United Kingdom, as we have seen, was 73.5, leaving 26.5 for foreigners. Foreigners in American ports are nearly 4 to 1, as compared with natives. In British ports the natives outnumber the foreigners 3 to 1. The proportion of American steam vessels entered and cleared over-sea in United States ports is only 19.8 per cent. of the whole. British steamers in British ports were 80.6 per cent. of the whole. The mercantile marine of Great Britain keeps on steadily increasing, while the tonnage of the United States was greater forty years ago than it is now. Great Britain's trade with her colonies, as may be concluded, is chiefly carried on with British vessels. During last year vessels of the extent of 9,976,349 tons were entered and cleared at ports in the United Kingdom in the trade with British possessions. Of this, 8,878,718 tons were British and 1,097,631 foreign. The trade with the United States (cargoes only) was represented by 7,487,299 tons, of which 6,773,787 were British, 788,404 United States and 525,110 other countries. We now and again see some wiseacre shaking his head when he talks of Britain's trade, asserting that it has seen its best days, and that the Norwegians and Germans are getting ahead of her, but these figures tell a very different story.

EDITORIAL COMMENTS.

Montreal was last week lighted by electricity from one end to the other. It is illuminated by 747 arc lights and 343 incandescent. Two years or so ago, when a few of the streets were lighted by electricity, it was predicted that the electric lamps would soon be taken down, and the citizens would be glad to go back to gas. If a lamp went out, or if there was the least flickering, or if an accident of any kind occurred to the electric lights, a chorus of complaints was heard from all the mossbacks of the city. "Electricity will never do," they declared. "It is not to be depended upon. Give us the gas back again." But the contrast between the streets illuminated by electricity and those dimly lighted by gas was too great to permit their grumbling and their prophecies to make any impression. The superiority of electricity, with all its faults, over gas were so apparent that one by one the growlers were silenced, and the dwellers on the unilluminated streets became clamorous for electricity. Their requests have at last been granted, and the largest and richest city in the Dominion only now possesses one advantage and a luxury which the inhabitants of Victoria have been enjoying for years.

SPORTS AND PASTIMES

The James Bays Win the Thirteenth League Game.

Vancouver Wants Another Match With Victoria's Lacrosse Team.

Yesterday's Cricket Match—Gossip About the O'Connor-Searle Race—Polo on the Water.

BASEBALL.

MAYFLOWERS VS. JAMES BAYS.

Yesterday's game of baseball was not considered very good ball by those who profess to know the game. For the first five innings the play was very loose, and continued so throughout the game with one or two exceptions. Gus. Gowen was batted freely and the "muffs" in the field and an overthrow by third were the principal features of the Mayflowers' play. The James Bays played a better game than their opponents in the last four inning, some good "flys" being well caught. Askew was placed in the box by the Mayflowers the last three innings and did fairly well. Some kicking was indulged in against the umpire's decisions, which caused him to put on his coat and quit. He was prevailed upon, however, by some of the cooler heads and again officiated for the balance of the game. The following is the score: James Bay, 15; Mayflowers, 6.

The Tacoma News says: There are a large number of baseball enthusiasts in Tacoma and a large number of persons who would go to see the national game played by professionals out of curiosity. A number of young men at The Tacoma hotel last night expressed a yearning desire to see a couple of crack teams play ball once more. After the league seasons are finished this fall, a championship game or two in Tacoma by a couple of the winning teams of the western league would draw several thousand spectators and be a paying venture, if suitable grounds could be obtained. The cities on the Sound and vicinity are now large enough to support a small league of clubs, taking in Victoria, Vancouver, Seattle, Tacoma, Spokane Falls and Portland, and the baseball enthusiasts of Tacoma hope a league will be organized.

CRICKET.

WILSON V. SINCLAIR.

The proposed match between picked elevens, announced for yesterday, was postponed, and instead, a match was played between teams chosen by Mr. G. M. Wilson and Mr. J. W. Sinclair. Mr. Wilson's team went to bat first and ran up a score of 82, not enough, however, to ensure them winning the match, as Mr. Wilson's team totalled 199. Following are the scores:

Wilson's Eleven.

Dr. Fitzgerald, b Sinclair	24
J. M. Wilson, b Sinclair	30
D. M. Eberts, b Sinclair	11
B. W. T. Drake, b Clinton	0
E. Miller, b Sinclair	2
W. R. Graham, c Fisher, b Clinton	2
W. R. Ransome, b Sinclair	0
C. A. Gaffin, not out	5
J. Bennett, b Sinclair	0
A. Owen, b Sinclair	1
Byes	7
Leg byes	1
Total	82

Sinclair's Eleven.

J. W. Sinclair, c Fitzgerald, b Drake	48
H. F. Clinton, b Owen	32
H. S. Sharpe, run out	6
J. E. Martin, c & b Wilson, b Eberts	33
A. Scroggs, b Fitzgerald	1
W. Fisher, b Gaffin	16
P. D. Goepel, c and b Eberts	22
H. G. Walker, not out	11
W. E. Dowlen, b Gaffin	12
D. McDonald, c and b Gaffin	12
Byes	16
Total	199

WRESTLING.

On Friday evening, at Milwaukee, a wrestling match between Henry Schellenberger, of Michigan, and D. H. McMillan, of Milwaukee, for a purse of $300, catch-as-catch-can, nothing barred, best three in five, three falls down, took place. The Michigan giant won the first fall in one hour and thirty-two minutes. The second bout lasted one hour and 55½ minutes and was won by McMillan. Schellenberger won the third bout in one hour and five minutes. At 3:10 a.m. the calcium lights went out and the referee refused to let the men continue wrestling in the darkness and announced that the match would be finished on Monday.

THE RIFLE.

The following Victoria marksmen will leave for Westminster on Monday night to attend the annual meeting of the B. C. Rifle Association, J. L. Beckwith, F. R. Sargison, J. C. Newbury, W. H. Callin, A. Langley, B. Williams, C. W. Newbury, J. C. Cornish, Capt. Wollascott, H. Fleming, D. Duncan, C. Braund, Col. Wolfenden and F. Wolfenden.

AQUATIC.

THE SEARLE-O'CONNOR RACE.

As the time approaches for the international struggle which is to decide the championship of the world in the athletic department, increasing interest in the race becomes manifest. The result cannot be predicted with any degree of certainty as absurd calculations of a man's prowess judged by the manner in which he has beaten other opponents cannot hold weight for a moment, so different are the conditions surrounding sculling contests in different parts of the world. O'Connor has the confidence of nearly all America while Australia has no dissentient voice to the statement that the present champion will best his opponent. All reports show that O'Connor and Searle are in good health, and both men attending closely to training. Wm. O'Connor has not done much active work yet, appearing to spend most of his time in walking exercise and getting "acclimatized." In company with Mr. F. Mossop and Wallace Ross he recently had the pleasure of seeing his opponent, Searle, taking a spin on the Thames championship course. The Australian evidently proposes to be in form in time, for he takes his regular row over the course, and is also reducing his weight as rapidly as possible. So far the weight of money behind Searle has made him a hot favorite. In fact the connoisseurs have not so far been able to locate their ducats. It is quite possible, however, that a little later on they will be accommodated to a reasonable extent, and if the Torontonian goes to the starting point in good form there will be no lack of metal behind him. Searle's career has been so brilliant that his friends look upon him as a phenomenon, and are therefore sanguine the whole thing is as good as won, bar the hip, hip, hurrah business.

The "Weekly Mail," N. S. W., pays the following tribute to Hanlan: "We owe Hanlan much for his having taught us to row in the most improved style and with the most modern improvements. He brought us the championship, and has left it; and not only the championship has he left behind, but nearly every good thing he had, and in leaving us he takes neither money nor rowing reputation, both of which he brought here. Edward Hanlan's star has set, apparently never to rise again in this part of the world. He has had all the applause from Australians that he will ever get. Still, in a few years, when we have forgotten or forgiven his personal failings, we must regard him as a wonderfully good man in a boat, and rejoice that he visited this colony when he did. He did not come too soon for our glorification, nor too late, but to defeat Hanlan was to do something to astonish the world. Hanlan's presence made Beach's reputation, and the success of Beach made the whole world stare. We have had a great five years in this colony's aquatic history since May 22nd, 1884, when Hanlan rowed Laycock on the Nepean River."

HERE AND THERE.

The cricket match between "C" Battery and the Nanaimo cricket club has been postponed for a week or so.

Jay-Eye-See, the phenomenal little gelding owned by J. I. Case, has gone lame and will not be trotted again this season. It is feared he will never again appear on the track.

At a meeting of the Vancouver Lacrosse Club held on Friday night it was decided to challenge the Victoria team to play at Victoria on the 24th.

POLO ON THE WATER.

The first game of polo ever played in British Columbia took place yesterday on the waters of the Arm between sides captained by F. Pemberton and P. Hibben. The goals were Deadman's Island on one side and a small boat anchored near the shore on the other. The game occupied about one hour in periods of fifteen minutes play followed by a rest. Mr. Hibben's side won the game, which was most exciting throughout. It is the intent on to have another game next Saturday and polo promises to be a new amusement for the Victoria public.

THE FORESTERS' FETE.

A Splendid Day's Outing, With a Grand Finale, Comes Off at the Caledonian Park.

Saturday morning at 11 o'clock the Victoria court of the A. O. F., headed by their brass band, marched to the E. & N. Railway station to welcome to the city the visiting brethren from Nanaimo. These numbered about eighty strong, in addition to the band accompanying them. After a good deal of handshaking a procession was formed, and with both bands playing lively marches headed up to the Foresters' Hall on Government street, where an informal meeting was held. At 1 p.m. an excellent lunch was served to 350 Foresters in the hall, and half an hour later the procession re-formed and the banners of the various lodges represented, all handsome silk emblems containing suitable devices, were unfolded and got ready for the march. A route was then taken up Fort street, down Douglas street, along Humboldt street and over James Bay bridge, and then to the Caledonian Society's grounds. Arrived here, the Victoria lodge formed up in two long lines, and gave the visiting brethren the honor of first entry.

THE SPORTS.

When the games started at 2 p.m punctually, there could not have been over a thousand people on the ground, but as the day advanced the number of visitors increased very largely, until at 3:30 there must have been fully 3,500 present. The whole of the Foresters were in their regalia, only one, however, wearing the "Robin Hood" dress of the order, a costume at once antique and picturesque. The grounds were ornamented with flags of all nations stretched across in every direction, while the dancing pavilion was gay with flowers and bunting. The following were the events contested:—

1. Two hundred yards foot race—entrance, 50c. 1st, $7.50; 2d, $5.00. Entries—Hall, Geo. Irving, Scott, Abel, McDowell, Fisher.

Geo. W. Irving	1
Scott	2
Fisher	3

Irving led all the way, and won without exerting himself. There was a good race for second place, Scott passing Fisher ten yards from home.

2. Running high jump—entry, 50c. 1st, $5.00; 2d, $2.50. Entries—Scott, Abel, Sgt. Brennan, Scott (5 ft. 3 in.).

Scott	1
Brennan (5 ft. 2 in.)	2

3. Running longm p—1st $5, 2d $2.50. Entries, Scott, Abel, Irving, Richards, and Roberts.

Scott (19 feet 6 in)	1
Irving (18 feet 11in.)	2

4. Half-mile foot race—1st, $10; 2d, $5. Entries, G. Irving, W. Jones, C. Smith, Stewart.

Irving	1
Stewart	2

Irving took the lead and kept up a pretty rapid pace all through. Stewart was the only man who could hold him, and the race was a very tame exhibition. Irving won by over half a lap.

5. Three legged race—1st, $6; 2d, $3. Entries, Irving and Scott, Clown and Deasy, Fry and Maynard, Smith and Fisher, Grey and Macdonald.

Irving and Smith	1
Clown and Deasy	2

6. Pipe race (with B. C. matches only)—1st, $8; 2d, $1.50. Entries, McDonald, G. Irvine, Cassell, Deasy.

G. Irving	1
Deasy	2

An amusing event, and one which had to be contested twice before a satisfactory result was come to. The winner had a narrow shave, the first five men being all in a bunch at the finish.

7. Potato race—Prize, sack of potatoes. Entries. Cassell, Cleary, Smith.

Cassell	1
Cleary	2

8. Two-mile walking race—1st, $7.50; 2d, $4. Entries—Irving, Deasy, Shade, McDowell.

Shade	1
Irving	2

This race excited a great deal of interest among local sports, many of whom were present. At the start Irving and McDowell cut out the running, Shade and Deasy reserving themselves. This was the order of the race to the fourth lap, when McDowell fell back to make room for Deasy, who pushed himself front and kept abreast of Irving till the tenth lap. Irving then got forward again and was challenged by Shade, who came up on him very fast, and at end of the fourteenth round was level with him. He topped Shade again, however in the sixtenth lap, and kept his lead to the twentieth, when Shade with a determined spurt drew up again and took the lead, which he kept to the last lap. The final turn was a desperate effort on the part of both, but Shade proved too good for his opponent and came out of a most exciting finish with six feet to spare. The winner was loudly applauded.

9. Obstacle Race. First prize, $4; second $2. Entries: Geo. Irving, A. Bell, E. Smith, W. Langley.

Geo. Irving	1
E. Smith	2

Owing to the simplicity of the "obstacles" provided for the delectation of the audience this race was robbed of half the amusement generally surrounding it.

10. Sack race. 1st prize, $2.50. Entries: Irving, Abell, Smith.

Irving	1
Smith	2

11. Three-mile foot race. 1st, $10; 2nd, $5. Entries: Watson, James, Irving.

T. Watson	1
Irving	2

Owing to the small number of entries received it was imagined that this race would be entirely devoid of interest, but luckily such was not the case, as the event was well contested from start to finish. Watson, however, knew slightly too much for his opponents and showed so much tact in the way he ran the second mile that his third was a complete get away from his two opponents, who completely winded themselves. The finish between the last two men was very close, only a few feet separating them. No time was taken.

12. Race for Foresters over 45. Prize, gold emblem scarf pin. Entries: G. E. Smith, Cressman and Morrison, all of Victoria.

Morrison	1
Cressman	2

Well won by Morrison who put on a spurt at the finish just in time to pass the post first. The win was a very popular one and the successful one was heartily cheered.

The foot races for small boys and girls brought in a small army of juveniles anxious to win fame on the track. The result in both cases was a victory for sons and daughters of Nanaimo parents.

TUG OF WAR.

One of the most exciting events of the day was the tug of war between members of the Victoria Lodge of Foresters and members of visiting lodges, who combined in strong force, with the intention of whipping the city team. The latter, however, proved too good, and won a long-contested struggle, with a dogged determination that fully entitled them to the prize. By mutual consent, the visitors, with a stronger team, made another try, but the second time were conquered more easily than on the first occasion.

THE ARCHERY CONTESTS.

The archery contests, around which a good deal of interest centered, were, unfortunately, without exception, failures, the scores made being exceptionally poor. The Foresters hardly emulated the deeds of Little John and the other founders of their order by their feats with the bow. Mr. Webster of Vancouver won the prize bow and arrows.

THE PUBLIC MARRIAGE.

At 4 o'clock in the afternoon the chairman of the committee, Mr. Strachan, announced that the public marriage had been unavoidably postponed to 6 p. m. The truth of the matter was that the committee had been disappointed by the couple chosen by them, and at the last moment had to make arrangements for the marriage of a local couple. Mr. Percey Harcourt, and Miss Grace May Trachler, both of this city, and the former a member of the A. O. F., presented themselves as willing to fill the breach, and at six o'clock Bishop Cridge was sent for and a license procured and made out. The crowd could not have numbered less than six thousand as the carriage containing the bride and bridegroom drove through the gates to the ring. They were escorted by the committee to the canopy erected for the celebration, and were met by the Bishop under the Union Jack. The ceremony was performed with all due solemnity, and the bride bore herself well throughout her rather trying ordeal. When the secretary called for three cheers for the newly made bride and bridegroom after the ceremony, the outburst of applause could have been heard miles away. The bride, thanks to the courtesy of several ladies who supported her, was not at all nervous. Large numbers of small children scattered flowers over the path down which the couple walked to their hack. They drove away followed by loud applause, everybody being well satisfied that a marriage had been celebrated as promised.

The excitement consequent upon the public marriage having subsided after the departure from the grounds of the newly-wedded pair, the interest of the visitors, and especially the ladies, centred upon the Tombola, the drawing for which was the next attraction on the lengthy programme. The winning numbers of the lottery will be found elsewhere.

The following were the officers who had the day's proceedings in hand, and to whom in no small measure is due the success of the gathering:—

Games and Sports Committee—Starter, A. Strachan. Judges, Henry Smith, R. Nightingale, J Meldrum, W. P. Winsby, L. G. Burns, W. Roberts, S Thomson, H. L. O'Brien, J. Elliott, F. Hinds.

Reception Committee—W. G. Cameron, E. J. Salmon, B. Williams, H. Waller, N. Smith, A. Strachan, L. G. Burns.

Archery Committee—J. R. McKenzie, M. Bates, J. Hilbert, E. Pimbery, E. Bragg, G. W. Wynne, J. R. Collister, H. A. Levin, Dr. Walkom.

Floor Managers—Dr. Walkom, R. H. Maynard, J. E. Johnson, J. Trace, J. Maynard.

Dancing, which was to have started at 3 p. m., lost its devotees, who wanted to see the superior attraction of the public marriage. After 7 p. m., however, the platform was well patronized with couples who enjoyed a long night of dancing, which was kept up by many till 3 o'clock this morning. The grounds were brilliantly illuminated with six electric lights.

THE KOOTENAY CANAL.

Formal Opening of the First Canal in British Columbia.

On Monday, the 29th ult., there was opened at Grohman, in Kootenay, in the presence of a considerable gathering, the first canal and system of locks in the province. The canal connects the Kootenay river with the Columbia; it is one and one-third miles in length, and has one lock 100 feet in length, 30 feet wide and 17 feet deep, to overcome the difference between the two river levels it connects. It was constructed by the Kootenay Valleys' Co., of London, (Eng.), the contractor carrying out the work being the well-known energetic T. F. Sinclair, who, despite almost insurmountable obstacles in the shape of water and quicksand, completed the work in a satisfactory manner, the canal having been examined and taken over by the government engineer before the water was let in.

The canal is at present practically useless, until the Federal government carries out some most essential improvements on the Columbia river about ten miles north of the canal, said improvements consisting of cleaning the narrow channel of snags and other obstructions, and also in cutting a tow path for a distance of about three miles. When these improvements are made, the object of the canal will then be attainable, making the two rivers navigable for a distance of 200 miles or more—or in other words, from the C.P.R. at Golden to the American boundary.—Inland Sentinel.

THE "PRIZE CREW."

TO THE EDITOR:—We may prate of heroes of the past no longer. We have in our midst an humble American tar, who, unaided and without bloodshed, has captured Victoria, and, by inference, British Columbia.

Just contemplate the achievement! A Victorian sealer is captured; this dauntless son of Neptune—doubtless a volunteer—is put in charge, a noble ambition seizes him, it is the flood-tide in his affairs; he bears down on Victoria; already the Stars and Stripes float over our city; the captor perambulates the streets.

Seriously, if the poor tar can't get to the other side, would it not be well to raise a small subscription for him, or if the poor devil is puzzled by a question which has puzzled wiser noddles than his, would it not be well to provide a "rig" of civilian's clothing for him. The foreign uniform is not quite "en regle."

HERO WARSHIPPER.

Victoria, August 5th, 1889.

FROM THE TEA COUNTRIES.

Famine and Flood—Extraordinary Progress of Japan.

SAN FRANCISCO, Aug. 4.—The steamer City of Peking arrived to-day from Hong Kong and Yokohama. There is much suffering in Lou Chow, China, caused by the late fire, which destroyed three-fifths of the city. It is difficult for many poor people to find means to sustain life. Fortunately, however, rice is exceedingly cheap this year.

Heavy rains fell in certain districts of Japan last month. At Amagi and neighborhood, on the 10th ult., 565 houses were either washed away or knocked down, and twenty people drowned. At Hita, on the same date, 200 houses were washed away and nine people drowned.

In celebration of the completion of 1,000 miles of railway in Japan, a sumptuous banquet was given on the 10th ult.

One hundred students were graduated from the Imperial university of Japan last month.

Railway Collision.

ODESSA, Aug. 2.—A terrible railway collision occurred near Petitchoula yesterday, two trains, both filled with passengers, crashing into one another. Eight coaches were wrecked and several passengers killed and wounded.

A Baby in Danger.

MY baby was taken very bad with diarrhœa, nothing did any good until I tried Dr. Fowler's Extract of Wild Strawberry. I am certain nothing equals it, and could not do without it in time of summer complaint and diarrhœa.

MRS. A. L. BUIE,
Shell River, Man.
s-w-f

THE BLACK DIAMOND.

Seized by the American Cutter, Arrives in Port.

Capt. Thomas Ordered to Sitka, but Sails for Victoria.

Full Details Concerning the Seizure—Refuses to Stop His Vessel and Declines to Surrender His Papers.

The schooner Black Diamond, sailed into Victoria harbor about 6:30 Saturday evening, and anchored near the Custom House. She brought as a passenger the American blue-jacket who was put in charge of the schooner by the commander of the Rush. As soon as the news traveled through the city there was general excitement, and the plucky action of the skipper was the general theme of conversation. Everybody was glad that he had outwitted the American cutter, whose mission is regarded as one of legalized piracy.

THE CAPTAIN'S STORY.

Capt. Owen Thomas, master of the Black Diamond, was interviewed at H. Saunders' office last evening. He said: After leaving the west coast I sailed north, sealing on the way up, and entered Behrings Sea on the 3rd July. The weather was dirty up to the 10th, when it cleared up, and the canoes went out. On the 11th the weather was again fair, the fog having lifted during the morning. We were right among the seals, and there was every prospect of a good catch. About three o'clock I sighted the Rush bearing down upon us, and at once ordered sail to be made. We got under way, though our canoes were out at the time, but as there was little wind the cutter which was but five miles away when we sighted her, overhauled us at about four o'clock and ordered me to heave to. I did not do so and was ordered to heave to a second and a third time, and then the Rush steamed across my bows, compelling me to lay-to. At the time I was about 35 miles from land. It was about four o'clock when two boats containing Lieutenant Tuttle, three officers and about ten men boarded my schooner. So far as I could see, they were not armed. When Lieut. Tuttle came over the side he said: "Well, captain, we have caught you in the act." I asked for his instructions, and he refused to show any. I said: "You are a set of d—d thieves." He asked for my ship papers, but I refused to give them up. He said, "I must have your papers." I answered, "You won't get them." We were in the cabin at the time and I locked them up. Lieut. Tuttle went on deck, took one of the boats and rowed over to the Rush. When he returned he again asked me to deliver up my papers, and I again declined. The Lieutenant then said he would have to use force if I did not hand over the papers, and I told him that was the only way he could get them. He asked for the key of the locker, and being refused, he called for his master-at-arms and instructed him to unscrew the door of the locker, which he did, and took my papers. The men had during this time removed the salted skins, arms and spears aboard the Rush. We had 76 salted and 58 unsalted skins, but the latter they left behind.

Lieutenant Tuttle then placed on board my schooner John Hawkins, ins, an able seaman of the Rush, with written instructions to take the schooner to Sitka and deliver her over to the customs collector, detaining myself and mate Gold, and releasing crew and Indians. I told Lieut. Tuttle that unless he placed a crew on board the schooner would not be taken to Sitka by me. To this he did not reply. The cutter then steamed away, having told me that they had strict instructions to seize every schooner found sealing within the waters of Behring's sea. I first sailed the Black Diamond to the entrance of Ounalaska harbor, hoping to find the British war vessels there, when I would ask their protection. On the way in to Ounalaska we passed the Rush, but she let us go by without hailing or interfering. I learned that none were there and I then sailed out of the sea through Akoutan Pass. This was on the 15th July. After getting outside I remained until the 19th in the hope of securing some sea otter, and also of speaking the Lily. I was successful in neither. I spoke the schooner Kate on the 18th with 26 seals on board, and at noon on the 19th directed my course eastward, intending to sail direct for Victoria. When we were out three days the American bluejacket noticed where we were going. Previous to this, having heard threats from the Indians that they would murder him if we headed for Sitka, he suggested that we had better take them home, but after this he made no remark. One of my sailors told me that an Indian had assured him that they would kill us all if we attempted to take them to Sitka. Nothing of importance occurred on the passage down. I put into Clayquot Sound for the purpose of landing Indians at Ahouset, and while lying there on Wednesday morning saw the war-vessel Champion steaming north. We arrived in port at six o'clock this evening, and here we are. Hawkins went ashore without saying a word. As Mr. Frank, the owner of the schooner is away, I don't know what action to take, but have reported my arrival to Collector Hamley. This concluded the captain's story, and Mr. Stanton, secretary of Lieut.-Governor Nelson arrived. He took Capt. Thomas' name, and a statement of the seizure, and then left to report to his honor.

Captain Thomas is a short, well-built man about thirty-five years of age. He did not seem to think that he had done anything remarkable, and was somewhat astonished with the congratulations that were showered upon him for his pluck in making a bold stroke and bringing his vessel to Victoria, instead of sailing into Sitka with one American blue-jacket on board.

JOHN HAWKINS,

the "prize crew" placed aboard the Black Diamond, is a ruddy-faced Swede, of stout build, about 40 years of age. He was interviewed by a COLONIST representative last night at the Oriental. He had little to say, merely stating that he was sent on board the schooner with written instructions to hand the vessel over to the collector at Sitka. He had heard Capt. Thomas make the statement to Lieut. Tuttle that he would have to put a crew on board his vessel if he wanted her taken to Sitka, but the Lieutenant had taken no notice of it. He had been well treated on the Black Diamond, and had nothing to complain of. He could not understand the Indian dialect but had been told by one of the sailors that the Indians had threatened they would kill him if they saw they were being taken to Sitka. On his coming ashore he had reported the facts of the case to Vice-Consul Marvin, to whom he handed over all documents. Mr. Marvin had telegraphed the particulars to Washington, and also to Consul Stevens at San Francisco.

THE MATE'S ACCOUNT.

As soon as the Black Diamond dropped anchor last evening a COLONIST reporter boarded her, and on entering into conversation was told the following by the mate: On the 11th July we were in Lat. 56.10, Long. 170.20.30 w., when at 3 p. m. we took our canoes aboard that had since morning taken fifty-five skins. At 4 o'clock the revenue cutter Rush came up alongside us and ordered the captain to "heave to."

The mate then proceeded to make exactly the same statement regarding the seizure and subsequent proceedings as is given by the captain above. He stated that Hawkins was ordered by his officers to exercise no authority as long as the sealing master kept a course for Sitka, but in the event of the course being altered he was to take command at once. The mate also remarked: "You can draw your own conclusions as to whether his plan of lying in his bunk reading nearly the whole time, instead of attempting to carry out the foolish orders of his superiors was good judgment on his part or not. Had he imagined that he could take charge of twenty men and make them go where he liked he must have been little short of a numskull."

COLLECTOR HAMLEY'S OPINION.

Collector Hamley expressed little surprise when informed by a reporter last night that the Black Diamond was in harbor. "To tell the tru