

## Backed Up By Colonies

### Chamberlain on Their Readiness to Assist in Disciplining the Transvaal.

### Liberal Leader in Commons Deprecates Suggestion to Use Force There.

### But After Long Discussion the Subject Drops Without Divisions.

By Associated Press.  
London, July 28.—In the House of Commons today the colonial office was furnished with the Liberals with an opportunity for a debate upon the government policy in the Transvaal.  
Sir H. Campbell-Bannerman, Liberal leader, said he thought that, in view of the negotiations pending, reticence and reserve must rule in the debate. While he did not sympathize with the Boer opposition to the franchise, he saw nothing to be gained from the beginning to the end of the story to justify armed intervention. He saw in South Africa with one of the states would be one of the direct calamities possible. The speaker pleaded for further friendly and prudent action through the Dutch sympathizers at the Cape. He saw no reason why this should not achieve conspicuous success, as such a course had done in Canada in time merely due to the action of the Transvaal. It was not a question of a five or seven years' franchise, but of the power and authority of the Empire and the position of Great Britain in South Africa. Referring to the offer of colonial help, Mr. Chamberlain said it matters were happily arranged and it was always a satisfaction to think that in time of necessity the country might count upon the loyalty of the colonies.  
The house adopted the colonial office vote without a division after a protracted debate upon the South African policy of the government.  
In the House of Lords the Earl of Camperdown called attention to the Transvaal situation. The Earl of Don, the Conservative, declared that any departure from the recognized policy of the government would be an act of insupportable danger to the position of Great Britain, not only in South Africa, but it might shake the imperial cohesion of Great Britain itself. Lord Selborne, under secretary for the colonies, made a statement similar to that made in the House of Commons by Mr. Chamberlain.  
London, July 28.—The morning papers generally express satisfaction with the debate of yesterday's debate in the house. The Times says: "The result of the discussion is all that the minister could desire. If it has done nothing else, it has exploded the delusion that Mr. Chamberlain's variance with Mr. Balfour and Lord Salisbury in the Transvaal controversy." The Standard echoes the remarks of the Times.  
The Daily News remarks upon the large measure of agreement which the debate revealed between the Liberal and Conservative parties, and says: "When this fact is recognized it ought to have a salutary effect in South Africa and contribute to the peaceful settlement."

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SANTIAGO'S SURRENDER.  
Spanish Generals Soon to Face Trial for Their Unwilling Capitulation.  
Madrid, July 28.—The trial of Generals Toral and Barceñas and others for surrendering Santiago de Cuba will begin on Monday before the supreme court martial, and it is expected to occupy six or seven sittings of the court.  
It is stated that General Barceñas, who was governor-general of Cuba during the late war, has signed a deposition to the effect that he gave General Toral permission to surrender all of the district under his command, with the exception of the main line south of the city, upon a telegram from General Linares, General Toral's predecessor, which was sent after General Linares had been wounded, appealing to the nation to say if the troops at Santiago had not sustained the honor of the army, adding: "It is necessary that a sacrifice be made, and that some one must assume responsibility for the events foreseen and foretold in my dispatches, I offer myself in loyalty and for the good of my country, no matter what the outcome. I will assume the responsibility of signing the surrender."

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The Colonist.

MONDAY, JULY 31, 1899.

THE RAILWAY SUBSIDIES.

Over six millions for railway subsidies, but not a cent of it for British Columbia. There is a lesson in this, if we only take the trouble to learn it. To be perfectly frank about the matter, only one railway in this province was before the government for consideration, namely, the Vancouver, Victoria & Eastern, that the course of the legislature last in session in regard to this project was not calculated to impress Ottawa with the idea that the province wanted to see the road built. Before we find fault with the Ottawa Ministry for refusing to advance this undertaking, let us first settle accounts with the local government which gave it such a stab in the back, thereby committing the province for the first time in its history to the policy of repudiation.

The lesson of the omission of the name of this province from the list of subsidies is the same as the Colonist has been endeavoring to force home upon the attention of the people, namely, the urgent need of formulation of a British Columbia policy, and supporting it with a British Columbia party.

There is no part of Canada where transportation means so much as it does here. It is the one essential thing towards development. We have all the natural wealth any country could ask, but owing to the vastness of the territory in which it is stored and the physical contour of the land, the transportation problem is one of extreme difficulty.

Mr. Turner made a brave and statesmanlike effort to grapple with the problem, and would have solved it if his tenure of office had not been abruptly terminated. If the policy, which may be said to have been inaugurated by Mr. Ritchie's speech in the legislature in 1897, had been carried out along the lines laid down by Mr. Turner, there is scarcely any room for doubt that the Ottawa Ministry would have responded to the effort being put forth by the province, and made the early consummation of the plan possible. The Colonist pointed out at the time how desirable it was to take the initiative here in aiding the construction of railways, because it said that the time was rapidly drawing near when the Dominion would find itself compelled to yield to the pressure being put upon it, and introduce a new subsidy act. Surely, the resolutions introduced into parliament on Wednesday show the wisdom of this advice. The late government appreciated it. The then opposition was utterly hostile to it, and when they came into power they gave effect to that hostility by repealing the Subsidy act. Does any one pretend to say that if that act had been allowed to remain on the statute book the Dominion government would not have come forward with assistance to help one or more of the projects to successful completion? Have we any right to complain because that government was unable to see its way clear to assist projects which our own legislature had done all in its power to kill?

It is, therefore, as a people cut loose from the reactionary element that is unfortunately in control of the government of the province. The time is ripe for a forward policy. The people will rally to the support of a government whose policy is progressive. This year has been one of disappointment. Owing to the blind folly of those in power the advancing wave of prosperity was checked by ill-timed legislation and bad administration. Let us make next year a better one. We can do it if the right sort of an effort is made.

Lord Lansdowne introduced a bill into the House of Lords some two weeks ago, which is generally regarded as the entering wedge of military conscription in the United Kingdom. The bill was not passed beyond the first reading, and the mover explained that it was not the intention of the government to ask a vote on it now or at any fixed future date, but that the object of introducing the measure was to test the feeling of the country upon compulsory military service and gain some practical knowledge through discussion, in case necessity should arise for resorting to such a system. Lord Lansdowne said that the government recognized the antipathy of the country to compulsory service, and he said he himself shared in the aversion to it. He added that the government would not resort to anything of the kind unless the safety of the country absolutely demanded it. "We should never forget," he said, "that our military system, as far as home defence goes, contemplates compulsory service as a last resort." The bill introduced provides for balloting for the militia, and one feature of it is that no hiring of substitutes is contemplated. The ages between which men would be liable to be drawn are 18 and 35, and members of efficient volunteer corps are exempt. Lord Lansdowne drew attention to the interesting constitutional fact that the right of the government at any time to summon men for the defence of the country is unquestioned, and that only an order-in-council is necessary for its exercise. The object of the bill was not therefore to give the crown a new power, but to perfect machinery by which a power already enjoyed can be exercised on necessity.

The bill has not been well received by the British press, which seems rather to over-estimate its significance. Liberal papers are inclined to think the govern-

ment has been alarmed by a creation of its own fancy, and that there will always be available all the men needed by the army. The Conservative papers think the measure means the early defeat of their party. What has precipitated the discussion of the question is the complete cessation of recruiting, which is explained by the fact that every able-bodied man can get all the employment he needs.

CHINESE UNDERGROUND.

It will now be in order for certain newspapers in this province to apply the epithet "Mongolian" to the judicial committee of the Privy Council, that distinguished tribunal having decided the Coal Mines Regulation Act, prohibiting the employment of Chinese underground, to be unconstitutional. The papers referred to apply this term very frequently to the Colonist for suggesting that the constitutionality of the act was open to doubt. We do not think the legality of this act was first called in question in this paper expressed the opinion that the real point involved in it had not been brought forward, and it took the position that the clause in the B. N. A. Act relating to property and civil rights did not touch it at all, as was contended. We were at some pains to explain what we regarded as the powers of the provinces in matters of this nature. These views were very strongly dissented from at the time, and we shall await the full judgment of the court with much interest, to see how far they were sustained. It will be recalled that the Union Colliery Company was severely attacked by some newspapers for venturing to test the constitutionality of the law, and when the Colonist made the assertion that the courts of the Empire were open to every citizen, no matter how rich he might be, there was another chorus of abuse. It was in this matter the same as in regard to the anti-Japanese legislation. Demagoguery prevailed. The legislation which has been thus set aside and that which was disallowed were alleged to be in the interests of labor. Surely the wage-earners will realize that they have been led by blind guides.

TELEGRAPH TOLLS. The question of telegraph tolls on messages to the Orient and Australia has attracted considerable attention lately in Great Britain, and is of interest to Canadians in view of the adoption of the Pacific cable scheme. The Eastern Telegraph Company, which controls the business referred to, appears to have no fixed rule for its charges, but to make them up on the basis of "all the traffic will stand." The rate from London to some of the places reached by the lines of this company is 12s. a word, and it varies from this to 5s. Among the anomalies may be mentioned that while the rate to Fao, on the Persian Gulf, a distance of 3,700 miles, is 6s. 6d. a word, to Alexandria, which is 3,000 miles, the rate is 7s. 6d. Again it is pointed out that a message from London to Vancouver costs 1s. 6d. a word, but to Bombay the price is 4s., although the distance to Bombay is only 300 miles greater. The rates in Continental Europe vary from 1/4 to 1d. a word. It has been demonstrated in Queensland that messages can be sent 3,000 miles at a profit at 1d. a word. This leads Mr. Henniker Heaton to suggest that a general penny rate might be adopted in Europe by international agreement, and he believes it to be possible to construct land lines, which with short cables would enable messages to be sent to Australia from London by way of Europe for not more than 1s. a word. He proposes also that the government shall buy one or more of the Atlantic cables so as to secure cheaper rates to Canada. Sir Michael Hicks Beach thinks that the Pacific cable will have the effect of cheapening tolls without there being any necessity for a recourse to the heroic plan recommended by Mr. Henniker Heaton.

RESPONSIBLE GOVERNMENT. The tone of some of the papers supporting the provincial administration exhibits a deplorable lack of appreciation of the principles of responsible government. Last night's caucus met of them seemed to realize that it was an occurrence that is positively unique in political history. That of itself is a consideration of no little moment. When a departure is made from established custom, it always ought to be regarded with suspicion. It is true that Mr. Cotton told us in the News-Advertiser about a year ago that it was absurd to apply the principles of responsible government to a province like British Columbia, but we think he stood alone in that particular. We have either a responsible government or we have personal government. The people either govern or they are governed. There is no middle place. We contend that the caucus was antagonistic to the principles of responsible government, and that no future premier ought to follow it as a precedent.

What was the object of that caucus? It was to ascertain if Mr. Semlin possessed the confidence of his party. Let it be remembered that Mr. Semlin is the Lieutenant-Governor's minister. For convenience we are all accustomed to speak of the salaried members of the executive as ministers; but they are not in the sense that Mr. Semlin is. They are members of the executive council—that is, they are the executive officers by whom the government is carried on. Let us illustrate what we mean by reference to a historical incident. On one occasion George III undertook to act without the advice of his first minister, and forthwith protests were made in the House of Commons that "the king had become his own minister."

Not his own chancellor of the exchequer, nor his own first lord of the admiralty, nor his own lord chancellor, remember. These officials continued to carry on the duties of their several offices the same as ever. He was his own minister, because he undertook to do something not all advised by the then premier. Perhaps this will show the nature of the relation in which Mr. Semlin stands to the Lieutenant-Governor and how different it is to the relation occupied by Messrs. Cotton, Martin, Hume and McKeechie.

To those who appreciate this distinction, the idea of calling the government party together to find out whether advice to be tendered to the Lieutenant-Governor by Mr. Semlin should be acted on is a screaming farce. It is not for the caucus to say whether or not advice shall be taken. It is for the Lieutenant-Governor. Mr. Semlin made an absurd mistake in asking Mr. Martin for his resignation at a time when the Lieutenant-Governor was absent. Such a request, when met with a refusal, should be followed up by instant dismissal or by the resignation of the premier making it.

There is no person in the government who is properly troubled for other results than the possible, although we admit that where a breach in a government had not been open, public and notorious, the ministers might in deference to the wishes of the Lieutenant-Governor agree to a compromise. This would not be possible where the whole matter has been spread before the public through the press, and after an attempt was made to force a resolution by means of a caucus. No Lieutenant-Governor would permit it, and if he did, the people of British Columbia would tolerate it. And just here mention may be made of the disposition manifested to deal with the political crisis as if it were something with which a few people, who happen to be members of the legislature, are alone concerned. The great mass of the voters are being ignored in a manner that means trouble for those who are taking that course. The people who imagine they can control the destinies of British Columbia by a few consultations in hotel corridors or on street corners will find that a king will arise in Egypt who will "not know Joseph," and we do not mean Joseph Martin particularly. We do not pretend to see the immediate outcome of the present situation, but of this we feel confident—that the public man or combination of public men who forget that there is in this province a great body of voters, who care no more for their plans for personal preferment than for any other thing, will find they are reckoning without their host.

THE COAST MINES. We are realizing this year the beginning of what we have all been looking forward to with hopefulness, namely, the entrance of the Coast mines into the field of commercial undertaking. The beginning of operations at the Texada smelter serves to emphasize what is going on, but this is not the only instance where highly satisfactory development is in progress. Mention was made in the Colonist's news columns a day or two ago that the Mount Sicker mines were shipping concentrates, and from time to time reference has been printed to other properties which are sending ore to the smelters. This is a beginning, and a very satisfactory one. The outlook in several points on the Coast is as good as it was in the Trail Creek district when the attention of the public was first drawn specially to it. On Texada it is even better.

An interesting feature in connection with Coast mining development is that it is not confined to any one place. The most diversified areas, which are being opened up, and the work of which may be called experimental prospecting has only begun. Most of the examination so far has been very superficial, but in the great majority of cases where development work has been done systematically and intelligently excellent results have been reached. It seems safe to say that there are scores of discoveries quite as likely to prove valuable as those on Texada. These are now producing at the rate of a million dollars a year. It is always a delicate matter to advise other people what to do, but with the example of Spokese before us, and knowing as we do that the enterprise of the people of that city in exploiting Kootenay placed what seemed like impending bankruptcy for a whole community by a period of exceptional prosperity, it can hardly be amiss to suggest to the people of Victoria that they should emulate that example in connection with the mines of Vancouver Island and other Coast points. We do not lose sight of the fact that considerable is now being done in this way, but further effort is possible, and would prove advantageous. One need hardly take the trouble to speak of what it would signify to Victoria as a business and residential point to have several prosperous mining camps within a short distance. This is what we are likely to have, and might have been very soon if a little stronger effort were put forth.

THE TEMPERANCE QUESTION. The Colonist not long ago referred to the new aspect of the temperance question in Europe. It will interest all friends of social reform to learn that the prospects of great progress in this direction are very good. In the Contemporary Review of July we find a paper by Canon Hicks, dealing with "The Present Phase of the Temperance Question," the occasion of the article being the recent issue of a volume by Joseph Rowntree and Arthur Sherwell, entitled, "The Temperance Problem and Social Reform." Canon Hicks says this book "marks a definite and important movement in the progress of social reform,"

and predicts that "the movement will transform in time many of the features of our social life." He says that such questions as the hours of labor, the rate of wages, the employment of children, workmen's compensation, old-age pensions and municipal enterprise are all closely associated with the temperance movement, and that their reunion by two such leaders as the authors above referred to will give a new impetus to the cause. He points out that what is ordinarily called social reform and the temperance movement, so far from being in any way hostile, are closely allied, and he quotes with approval Richard Cobden's saying that "the temperance cause lies at the bottom of all social reform."

Messrs. Rowntree and Sherwell assert that Canon Hicks endorses the proposition that "the independence of parliament and the purity of municipal life are alike imperilled" in Great Britain by the enormous influence of the liquor traffic, and they point out that there is danger of the public house in Great Britain coming to occupy a place in politics similar to that held by the saloon in the United States. Only those who know what the liquor traffic means can appreciate the full significance of this statement. We understand why the demand for the restriction of the drink traffic is taking so strong a hold among thinking men and large property-holders in the Mother Country.

The present remedy advanced by Messrs. Rowntree and Sherwell is a reduction of the number of licenses, which these authors think ought never to exceed 1 to 1,000 of the population in the towns, and 1 to 1,000 in the country. They favor local option without compensation, except for the remaining portions of the outstanding terms. There would be no compensation for a refusal to renew a license, because, they argue, every man takes his license knowing that its renewal may be refused. They believe that in the rural districts local option will meet all the necessities of the case, but in order to keep the drink traffic in the cities under control they favor municipal ownership, after the Gothenburg system. To the latter Canon Hicks takes very strong exception. He claims that the great majority of reformers will not be content to permit public houses to become municipal institutions, and he points out that to make them so would only increase the income to manufacturers to interfere in politics. He advocates wholesale reduction in the number of licenses, and under compensation, and a broad measure of local prohibition. He says: "We all feel that we are nearing a tremendous struggle with the liquor traffic." This being the case, we can well understand how so ardent an advocate as Canon Hicks welcomes the tendency of the social reformers to ally themselves with temperance advocates.

THE POLITICAL SITUATION. The caucus did not change the political situation one iota. It only demonstrated what every one knew before, namely, that the opposition hold the whip hand and can either dictate the policy of the province or oust Mr. Semlin as they see fit. Every one realized that the government supporters would throw Mr. Martin over. They believe him to be the Jonah of the administration. That is, he was badly used. Others think he has been badly used. Others again—these are the shrewdest politicians among them—see that the caucus was simply the beginning of the end, except in the very improbable event of the opposition coming to the rescue of the government.

It was rumored on the streets yesterday that Mr. Semlin had promised the attorney-generalship to Mr. Henderson. As the only lawyer in the party—for Mr. Martin can hardly be reckoned a member of the party now—Mr. Henderson seems to have the call upon the office. If he does not receive it, and Mr. Semlin looks across the house for an attorney-general, his chance of securing one from that quarter is doubtful under any circumstances, and certainly impossible without a complete reversal of policy. Therefore, it is an open question as to what strength this would bring to the government. If Mr. Henderson should be passed over, he would doubtless follow Mr. Martin into the cave of Adullam, to issue thence by and by, when the opportunity arises to give Mr. Semlin the coup de grace. If Mr. Semlin recommends Mr. Henderson as attorney-general, the Lieutenant-Governor might accept the advice as a matter of routine, for the sake of avoiding an appeal to the people before another session. We do not know what reception Mr. Henderson would receive in New Westminster if he returned for re-election as attorney-general. It goes without saying that he would not receive the support of the people who supported him last year. Possibly Mr. Brown would permit him to be returned without opposition, but as this would be to entrench him in his seat, which Mr. Brown believes himself to be the proper person to fill, we may be allowed to entertain some doubts on this score. Another report is that Mr. Semlin has decided to look for an attorney-general outside of the legislature.

Four government members were absent from the caucus, and they are four gentlemen upon whose political action under the peculiar circumstances that have arisen, nothing can be predicted with certainty. It was said that Mr. Semlin held Mr. Prentice's proxy, but we doubt if Mr. Prentice is the sort of man to give his political proxy to any one. It is understood that General Kinchant and Mr. Kellie sent in their proxies. Mr. Helgesen is in Atlin. We do not believe any one is in a position to pledge in advance what course these gentlemen will take when

the house meets. With the uncertainty surrounding their action and the open disaffection of Mr. Martin and his friends, it is difficult to see how Mr. Semlin can hope to hold on for any length of time, even if he gets over his present difficulty.

THE ATTORNEY-GENERALSHIP.

Mr. Semlin is understood to have said that he need not fill the office of attorney-general immediately. We are unable to agree with him. The Constitution Act reads as follows: "The Executive Council of British Columbia shall be composed of such persons as the Lieutenant-Governor from time to time thinks fit to appoint, not exceeding six, and shall include the following officers, namely: A provincial secretary, attorney-general, chief commissioner of lands and works, and minister of finance and agriculture."

These words are obligatory, and the legal status of an Executive Council not containing each of these officers is open to very grave doubt. The act contemplates that occasions may arise when there will not be an incumbent available for each of the offices, and therefore provides that the duties of one shall be transferred "for a limited period or otherwise," to some other officer. We claim, however, as a distinct proposition of law, which cannot be successfully disputed, that an Executive Council in British Columbia to be legal must at all times include an attorney-general. Hence as soon as Mr. Martin's resignation is accepted his successor must be appointed, and until such appointment is made the executive council cannot exercise the powers vested in it by the Constitution Act.

MR. JOSEPH MARTIN. Mr. Joseph Martin must by this time be convinced that his best friends were those whom he chose to consider his enemies. If he had listened to the advice given him by the Colonist, he would not be in the position he now occupies. It is not fair, as some do, to charge upon him all the sins of the government. He was responsible for the iniquitous Enabling act, but not more so than his colleagues. It was that act which kept them in power. They cannot enjoy the benefits of it and throw the responsibility upon their ejected colleague. Mr. Martin is not any more responsible for the policy of excluding aliens from our places than any one else; nor is he in any way specially responsible for the mischievous provisions regarding mining companies. The Eight-hour law is as much the creature of Mr. Semlin and Mr. Cotton as of Mr. Martin. He is directly and personally responsible for the benefits of legislation and for several highly objectionable acts of administration. But his colleagues supported him in these acts, and his ejection from the government is not sought because of them. Mr. Martin's colleagues were quite willing to have his support, and to allow him to work his sweet will with the province until they found that the country would not stand the wrecking policy, when they made haste to rid of him. The Colonist has no special love for Mr. Martin as a public man, but it protests against making him a scapegoat for all the sins of this administration.

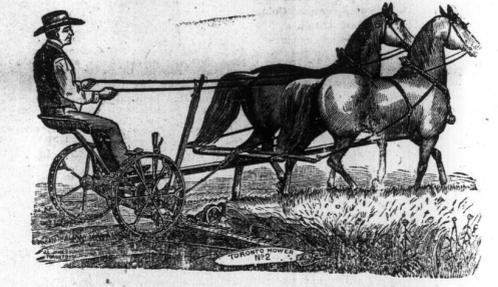
It has not been an agreeable duty for the Colonist to expose Mr. Martin's unfitness for a ministerial position in British Columbia, but it was unavoidable. The fight had to be made in the interest of better government and better politics. While regretting the necessity of dealing with any public man as Mr. Martin has been dealt with, the Colonist feels gratified at its share in bringing about what we think is the first step towards the inauguration of a better state of things in British Columbia. Much remains to be done, but something has been accomplished which the present government party have been compelled to throw overboard. The Colonial Committee of the Privy Council, who, more than any one else, enabled them to hold power after they had secured it through the action of the Lieutenant-Governor.

AT CAPE NOME. "The Canadian laws at Dawson, of which American miners have complained so long, are nothing compared with the official interference at Cape Nome." This is how the Seattle Times winds up a story of misgovernment and worse at the alleged gold fields on Behring Sea. Cape Nome is in charge of a military detachment, and the right of free speech is denied the miners. An attempt was made to hold a miners' meeting, but an officer in charge of the military detachment dispersed the gathering. We had nothing like this in Canada, and we are not likely to have anything like it, because Canada is a free country. There is not a place in all this wide Dominion, thank God, where men—aliens or citizens, white, black or yellow—cannot meet together in an orderly manner and ventilate any grievance, real or imaginary, under which they are or think they are suffering.

The grievances at Cape Nome are official rascality, whereby rings and cliques have been able to acquire anything they desire, quadruple and quintuple filings, manipulations of the transportation companies, and the employment of the soldiers to enforce the claims of official favorites. The government officials, who were in charge of the Laplanders and the reindeer sent up for the relief of the whalers, have had all the Laplanders naturalized and staked the whole country as far as they are concerned. They have likewise utilized the reindeer in their private business. It is a long way from Cape Nome to Washington, and though representations have been made to the national capital, there is little chance that any reply can be received before

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Southampton.

The magnitude of the banana trade is responsible for the introduction of a number of new insects and small animals into the temperate zone. It is said that this is how the kissing bug was brought in.  
Smallpox is increasing very rapidly in the United States, although the number of deaths from it is not large. The increase seems general all over the country. As is generally known, there are a good many cases of this disease in Seattle and San Francisco; but it is also quite common in all parts of Kentucky and Massachusetts.

A bill has passed both houses of parliament to compel shop-keepers to provide their women clerks with seats. It applies only to England. A similar bill applying to Scotland having been thrown out a few weeks ago by the House of Lords. The bill that has just passed was strenuously opposed by Lord Salisbury, but to no effect.  
It took summer some time to arrive, but it has certainly arrived.

How would it do to refer the Victoria West road case to The Hague conference? Nobody in this part of the world claims to understand it.

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Better Steamers Are Wanted

Council of the Board of Trade Criticizes Northern Service.

Standing Committees Are Appointed for the Current Year.

The urgent need of improvement in the transportation facilities connecting Victoria directly with the new North...

Mr. A. G. McCandless it was who raised the question. He had recently received a communication from a prominent resident of Skagway...

While he did not wish to pose as an unfair or harsh critic of the N. Co., he (Mr. McCandless) thought that there was ample room for the improvement of the Northern service...

Given equally good accommodation, there was no rational reason why a large proportion of the Northern travelers would not take the Victoria branch...

Mr. J. J. Shalloross also thought the merchants of Victoria had a right, arising out of their treatment of the N. Co., to insist upon an improvement in the Northern service...

It was pointed out by Vice-president McQuade that the present worst applicant to be an eminently suitable time for approaching the C. P. N. Co., inasmuch as that company has just been re-elected to a liberal bonus in connection with the improvement of the Victoria-Vancouver service...

Mr. Shalloross, to further illustrate the subject-matter of the complaint, said that very frequently Victoria merchants purchase goods in San Francisco. Duty had to be paid on these goods, at the customs house here...

Other speakers held that this was an unfair case for the establishment of a free port on the Lynn canal, and the subject was eventually tabled...

lic works, addressed the board as follows with regard to the dry-dock charges: "Your telegram and memorandum, with reference to the rates at the Esquimaux graving dock, came to hand in due time. I suppose the matter will be brought up at my next meeting. I thought when I reduced the rates at the Esquimaux dock that there would be my opposition to a policy which I verily believe was in the interest of the general public."

A long discussion followed as to the necessity of providing the representatives of British Columbia in London with suitable descriptive matter was initiated by the secretary stating what had transpired in that direction. Mr. William Walter, the acting agent-general, had requested that he be supplied with reading matter in the form of descriptive pamphlets for distribution—the provincial government no longer keeping up this important method of advertising the country. A committee of the board had, on the receipt of this request, interviewed Mr. Dunsmuir, and that gentleman, while not desiring to give financial assistance, had had a number of pamphlets prepared and printed, which had been duly forwarded to Mr. Walter. The latter now wrote as follows:

"I have to thank you for your letter of the 27th ult., and also for the pamphlets you send me. I quite agree with you that 'Vancouver Island as a Home for Settlers' in no way meets the case. I have distributed a good many during the past year, and they are useful in their way, but I think something more should be done. We want to attract more visitors to British Columbia, but as the season for tourists is now late for this year, I would suggest that you let me issue the booklet till say December, and meanwhile that you get together different specimens and decide on the one we could then circulate here early in the spring, and they would also be available for the Paris exposition. I have yet to meet the tourist who has gone to British Columbia, and has not enjoyed the trip."

Various suggestions as to the better advertising of the attractions of British Columbia to all classes of visitors or settlers were put forward, chiefly by Messrs. Davidge, Shalloross and Renouf, and the whole question was finally referred to a committee consisting of Messrs. Davidge, Shalloross and Renouf, for investigation and a report. Mr. Davidge's proposition being that competitive articles on the province in all its phases of attractiveness be invited, with a premium for the best article.

The city council having named a committee to look into the arrangements for the proposed visit to Victoria and West Vancouver Island of the members of the Canadian Mining Institute, Messrs. C. A. Holland, G. A. Kirk, G. McCandless and T. W. Paterson were appointed by the board to act in connection with the civic deputation.

From the secretary of the Empire was received the following important communication, which was thoroughly discussed by the board then deciding to accept the invitation contained:

Dear Sir.—The council of the London Chamber of Commerce, who were requested for the organization of the three congresses held in 1886, 1887 and 1888, has decided to proceed with the organization of a fourth congress to be held towards the end of June next year. This date is convenient as it is suitable to the merchants and traders who, it is expected, will be in a large number at the exposition, and I am therefore to invite your representative to operate in this congress. The list of which appears on pages 3 and 4 of the enclosed, and is subject to the following meeting on June 7 approved of the following list of topics to be discussed at the congress:

- 1. Commercial relations between the British Empire and her colonies and dependencies.
2. Inter-colonial trade relations.
3. Foreign competition.
4. Foreign labor.
5. Conciliation and arbitration.
6. Codification of the commercial law of the Empire.
7. Bills of exchange—uniform procedure.
8. Bills of lading reform.
9. Commercial law.
10. The decimal system of weights, measures and currencies.
11. Light dues.
12. Light dues, light railways, railway communication with India and the East.
13. Secret commissions.
14. Arbitration for international disputes.
15. Imperial trade marks registration.
16. Cable communication—construction, rates, codes.
17. Steamship communication—rates, subsidies, war risks, insurance.
18. Conciliation between governments and chambers of commerce by establishment of commercial advisory or consultative committees.
19. Supply of government publications to the colonies and mutual interchange of documents.
20. Representation of United Kingdom in colonies in other parts of the world for the promotion of mutual trade.

It is not intended that the foregoing list should be exhaustive of the questions to be considered by the congress, but that it should only be regarded as suggestive of suitable subjects for consideration. It is therefore to request that you will inform us of the possible subjects for consideration, and when the residents of Victoria West returned last evening Craighlower road, and when the residents of Victoria West returned last evening Craighlower road, and when the residents of Victoria West returned last evening Craighlower road...

Invitations, similar to this, have been forwarded to the whole of the associations whose names are appended to the enclosed, and in the event of your being aware of the existence of a chamber of commerce of similar character, the name of which is not included in this list, in any part of the Empire, and especially in your neighborhood, I am to ask you to be good enough to inform me by an early mail, in order that the organizing committee may consider the possibility of extending an invitation to such bodies.

It will materially assist the organizing committee if you will, without any decision as to your association bringing forward any special resolution before the congress, kindly inform me of your earliest convenience, and, if possible, by the latest of October next. In the decision of your association in regard to the above matters, I am to request that you will be good enough to forward a copy of your resolutions recommended by your association, in order that I may be able to present them to the organizing committee at the opening of the congress. It is desirable that the session of information as to subjects likely to be brought forward for consideration, should be forwarded for consideration, should be forwarded for consideration...

An Island In Jeopardy.

Something About the Great Volcano Now Deluging Hilo With Lava.

Previous Performances of the Fire Mountains of Wonderful Hawaii.

The arrival of the next Australian steamer via ports either here or in San Francisco will be watched for with keen interest—for it is quite within the bounds of possibility that she will bring word of the extinction of the town of Hilo, if not of the island on which it is built. It is true that the side of the crater of Mauna Loa has carved in, opening the side of the lava-filled mountain, there is very little hope for the island. Luckily, it does not contain a very large population, and the people will have ample time to get away.

It may not be a matter of general knowledge, but this fire mountain of Hawaii—Mauna Loa—is rated the most interesting volcano in the world, and is inferior only to the great peaks of the Pacific. Mauna Loa has an altitude of 13,800, while Mauna Kea raises its fire-crater to 14,300 feet above the sea level. The circular terminal crater of Mauna Loa is 1,000 feet in diameter, and is a perfect cup, with vertical walls from 500 to 600 feet in height on the inner side. The crater is 6 miles in diameter, and is a solid lava, emitting steam and sulphurous vapors continually from a multitude of fissures. As its character has changed, each important eruption, it is described as follows: "The eruption of Mauna Loa has been heard of an eruption of Mauna Loa previous to 1822—indeed, prior to that date the great volcano was generally believed to be extinct. In 1843 a vast flow of lava was discharged, three streams finding their way seaward that were each from 5 to 6 miles wide, and from 20 to 30 miles in length. On two occasions the lava was swept up in that year, while the sugar and coffee growers were busy with their crops. The eruption of 1851, 1852 and 1855 and 1859. It was only in the last of these years that the lava flow reached the city, the eruption on that occasion continuing practically without interruption for two full months, and the winding crater being seen from the city. In 1868 there was an eruption attended by a flow of lava which reached 400 feet in height that not only swept the Hawaiian coast line, but crossed the line of the California regiment, a man the mountain was in 1877, when there was a 6-hour flow of lava, but no damage to property."

The average time taken for each eruption is 18 to 20 days, according to the reports by the Hawaiian coast line, but crossed the line of the California regiment, a man the mountain was in 1877, when there was a 6-hour flow of lava, but no damage to property. It is half hidden in sugar cane and rank with the brush. It is a very dangerous situation, it is hinted that Kilanea, 16 miles to the southeast from Mauna Loa, is also a volcano, and is a very sympathetic movement, and may contribute to the lava wave that is slowly moving westward. Kilanea is a very dangerous crater almost perfectly oval, and 9 full miles in circumference, with vertical walls from 500 to 600 feet in height. It has been so active for the past few years that it has been named the 'Lava River' and is now reaching the city. It is a very dangerous situation, it is hinted that Kilanea, 16 miles to the southeast from Mauna Loa, is also a volcano, and is a very sympathetic movement, and may contribute to the lava wave that is slowly moving westward. Kilanea is a very dangerous crater almost perfectly oval, and 9 full miles in circumference, with vertical walls from 500 to 600 feet in height. It has been so active for the past few years that it has been named the 'Lava River' and is now reaching the city.

Suburbanites Up in Arms.

Craighlower Road Question Discussed at a Second Open-Air Meeting.

Volunteers Remove a Reconstructed Sidewalk in Defiance of Police.

Yesterday was prolific in surprises in connection with the Craighlower road tangle. There were no summons issued, as an outcome of Monday night's declaration of policy by the interested residents, and during the day the demolition of the sidewalk was quietly reported by the corporation workmen. In the evening the people of the western suburb again asserted themselves. There was a second mass meeting in the open air, and while perhaps seventy-five or a hundred attended the first meeting, there were five times that number at the second assembly. Mr. Beaumont Boggs presided, and the business of the evening centered round the question of the reconstruction of the sidewalk across Langford and Catherine streets, that had been re-laid during the day. The meeting promptly declared that it would stand by these champions of the district, as to legal costs and other expenses, and they proceeded to action. The meeting promptly declared that it would stand by these champions of the district, as to legal costs and other expenses, and they proceeded to action. The meeting promptly declared that it would stand by these champions of the district, as to legal costs and other expenses, and they proceeded to action.

GROWTH OF FINGER NAILS.

From the Washington Star. "Not many people know that the average growth of the finger nail is 1-32 of an inch per week, or a little more than an inch and a half per year," observed a physician to the writer recently. "The nail, however, depends to a great extent upon the rate of nutrition, and the growth differs for different fingers, being usually most rapid in the middle finger and slowest in the thumb. I have received a case of a man whose finger nail to grow its full length is about four and a half months, and at this rate a man of 70 years of age would have renewed his nails 186 times. Taking the length of each nail at half an inch, he would have grown 7 feet 9 inches of nail on each of his fingers, his fingers and thumbs an aggregate length of 77 feet 6 inches."

A GENIUS OUT OF SING SING.

From the New York Press. Much has been said of that musical and mechanical genius, a convict in Sing Sing prison, who built two pipe organs, one for use in the Protestant and the other in the Roman Catholic chapel in the prison. The builder was John Howard, who had been sentenced to the penitentiary for 12 years. He worked for two years on the organs, and in building them was supposed to have saved the prison. Howard had been recommended that his term be cut down by ten years, and a grateful state administrator commended his sentence by that length of time. Howard was released about two weeks ago, and quietly disappeared. He had been the only inmate of Sing Sing who had built two such splendid instruments. Everything was ready for the opening services, and the organists had been engaged, and almost 2,000 convicts sat with open mouths and expectant ears, ready to be thronged by the tones of the great instruments. Instead of music they heard nothing but groans, howls and discordant noises from the two organs. The stop wouldn't work, and when they did they wouldn't be stopped. The bellows stuck, and the wind got into the pipes; they only whined and wheezed.

SYBIL'S TRIP TO ST. MICHAEL.

Steamer When Pressed by Bad Weather Runs Stern Foremost.

Letters have been received from St. Michael, reporting the safe arrival there of the stern-wheel steamer Sybil, Captain Clarence Cox, from this port. The vessel had a splendid trip, apart from a little stormy weather encountered in the sea, and that she reached her destination without sustaining so much damage as "an open seam or a broken nail," to quote the letter. This speaks much for the care taken in her construction. The writer states that some strong gales were encountered that would have given the able little tug Mystery all if not more than she could do, but the Sybil weathered it beautifully, in the unique manner of stern foremost. She could not make headway otherwise, for the wind would carry her away to leeward despite all efforts. When, however, the wheel was reversed the vessel would run in any direction, and this is the feature about her construction which Mr. W. B. Hagerty, her builder, writes in his letter. He is a Pennsylvania mechanic, and came out here specially to superintend the construction of the Canadian Development Company's steamers, which will be remembered, were among the very few to reach St. Michael last year in good condition. The Sybil was built for Mr. A. S. Reed, of this city, and like the other crafts, is of an Eastern model. Mr. Hagerty in many details of construction, from the boiler to the propeller, produced on the Western Shore. She is the first stern-wheeler to make the long ocean voyage from a British Columbia port without a convoy. Two days after her arrival, or about the 21st of last month, the steamer was to proceed up the Yukon to Dawson. In her voyage from Victoria she was detained some by icebergs, but these were not difficult to clear, and the vessel was not damaged. The letter states, it was always daylight, and the fies could be seen at long distances.

It is now stated that the German Emperor will certainly go to Cowes in August in his yacht. He will visit the Queen and the Royal Yacht Squadron races. It is not probable, however, that he will visit London, unless incognito.

FAME'S PATHWAY.

The rewards of literature are frequently disappointing, but many a man who has worked in any branch of activity would be satisfied to leave his family the \$140,000 bequeathed by the novelist, the late John Galt. The late John Galt, the Fremdenblatt (Tourist Journal), which is published daily at Vienna, has the unique honor of having on its staff the oldest living journalist in the world, Herr Leopold Ritter von Blumenroth, who was born on February 21, 1810.

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One of the most singular facts that evidently supposes a rather curious combination of circumstances is the fact of the existence of a bacterium of Ireland of a species of small orchid only known elsewhere in North America, says the Chicago News. The orchid was discovered that it was conveyed to Ireland by the Gulf Stream, but the theory supposes the accidental shipment of the seed of the orchid, and was there cast on the shore of the island. This is of the nature of those things which one would never believe if they were not true.

Miss Celia Miles, the only daughter of Major-General Nelson A. Miles, is a great favorite in Washington society. She is blonde, tall, remarkably graceful, and of the frank, unaffected ways of army girls generally. She is an accomplished equestrian and linguist, and a splendid horsewoman. Mrs. Langtry's racing establishment at Regal Lodge, Kenilworth, is only a small place, although most beautifully furnished and decorated. Indeed, says gossip, of the racing boys, it is the most desirable place in and around Newmarket, there is not one that can compare in comfort and luxury with Mrs. Langtry's place. She has about 28 horses in training.

AN ADVENTURE WITH A TARPON.

From Forest and Stream. One afternoon about 3:30 o'clock, while fishing for tarpon, I received a terrible shock. I was standing in the boat, and I was out of the boat into the water and almost before I knew it I was being pulled into the boat, which was floating full of water, and found, lying full length in it, a tarpon about 500 pounds. Of course I was very much struck me, or he would have broken me to pieces. What happened was: He jumped high in the air, as they frequently do, and falling on his side, he struck the stern of the boat, and stunned himself. He fell into the water, and I was body falling upon me. The nearest rowboat was several hundred yards off, and as I was very much struck me, or he would have broken me to pieces. What happened was: He jumped high in the air, as they frequently do, and falling on his side, he struck the stern of the boat, and stunned himself. He fell into the water, and I was body falling upon me. 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Took Cattle by Edmonton Trail

One Man Who Made Profit From Passage Over Death's Highway.

Horrors Cannot Be Exaggerated and There Are Many Unmarked Graves.

H. Y. Jones, the only man who has crossed the Edmonton trail and has made a financial success of the trip, is a guest at the Dominion, apparently none the worse, physically, for the expedition. He arrived here on the steamer Queen yesterday evening.

Mr. Jones started from Swift Current, N. W. T., on April 9, 1898, taking with him a band of seventy-five beef cattle and four assistants, one of whom, Joe Butler, will never return. He was drowned while going down the Liard river in a small boat, being caught in the Cranberry Rapids before he and his partner could avert disaster. The two men jumped for their lives, and while one managed to reach a footing, Butler failed, and the next instant was in the rushing waters. The loss of this man, however, was the only mishap which the Jones expedition had. Every one of the cattle lived through all hardships, and naturally sold well. Twenty were sent left at St. John, twenty-six at Graham and the others at a Hudson's Bay post about ninety miles to the south of Prince Lake. Some times the poor animals, and it might be stated that the brutes were poor when they reached their journey's end—would travel for one hundred miles without proper food, their only sustenance during this time being perhaps some withered weeds and bushes. The whole trip was one of mire, sliding rock and fallen timber, and it was owing to having wintered at Mud River that the cattle got through as well as they did. There was one stretch of country for seventy-five miles between Finlay and Mud rivers which was one mass of fallen timber, which, though not containing a stick that had ever been of formidable size, was strewn so thickly by fire that there was nothing but a road-way through. Thus it was that time was lost. No attempt was made to keep the cattle in a band. They were faced in a direction and counted perhaps once or twice a week, in many places a more frequent count being impossible. So long as the leaders of the party were there were generally no fears for the others.

Mr. Jones states that he does not believe any description of the horrors which he witnessed on the trail will ever appear in print. Mr. Jones can recall few of the incidents. He says he is a direction and counted perhaps once or twice a week, in many places a more frequent count being impossible. So long as the leaders of the party were there were generally no fears for the others. Mr. Jones states that he does not believe any description of the horrors which he witnessed on the trail will ever appear in print. Mr. Jones can recall few of the incidents. He says he is a direction and counted perhaps once or twice a week, in many places a more frequent count being impossible. So long as the leaders of the party were there were generally no fears for the others.

Another feature of the "overland" route which is not generally known is that the Indians are rapidly becoming extinct. The tribes resemble those of the Coast. Mr. Jones states that he does not believe any description of the horrors which he witnessed on the trail will ever appear in print. Mr. Jones can recall few of the incidents. He says he is a direction and counted perhaps once or twice a week, in many places a more frequent count being impossible. So long as the leaders of the party were there were generally no fears for the others.

CARTER'S LITTLE LIVER PILLS. CURE SICK HEADACHE. Aches they would be almost intolerable to those who suffer from this distressing complaint, but fortunately their remedy is so simple and so effective that they will find their relief in a few days.

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IN A QUANDARY. Victoria West Residents Do Not Know How to Proceed Against the City.

There is only one new element in the Craigflower road tangle. It comes from an altogether new and unanticipated quarter. Mr. Fairall, who claims to have a right to a portion of the Esquimalt road proper, has announced that in the event of the Craigflower road not being reserved to the interested residents, he will close up Esquimalt road, as he has threatened to do on one or more previous occasions. Of course, the city could not get along without Esquimalt road, and the courts would have more work in disposing of Mr. Fairall's title. Nothing of moment developed yesterday in the dispute proper, the interested residents having met with some difficulty as to the manner of procedure open to them—whether to apply for an interim injunction against the city, or move to quash the objectionable by-law. The difficulty in the way of injunction proceedings appears to be that as the sidewalk already exists, it is not possible for the courts to restrain the city from laying it. If, however, the West Victoria residents should succeed in compelling the city to proceed further in the closing of the street until the status of Craigflower road is properly defined, it is also possible that the city will consent. The nine summonses arising out of the removal of the crossings on Monday and Tuesday evenings, come in for hearing in the city police court this morning. Mr. Frank Higgins having been retained for the defence. It is understood that an adjournment will be asked for by the defence, and that the city solicitor will offer no objection.

HAWAII'S GREAT FIREWORKS. Grandest Eruption Witnessed For a Generation Now Illuminating the Town of Hilo.

Hilo, Hawaii, July 8.—(Via San Francisco, July 20.)—After a term of rest and nearly complete idleness extending over a period of several years, the volcano of Mokuawewe has again broken out, and gives promise of one of the greatest demonstrations ever furnished by the volcano of Hawaii.

The eruption first noted at the volcano house, where early in the morning of July 4, the guests of the hotel were awakened by an explosion, and on making their way to the veranda witnessed one of the most grand and elaborate displays of fire ever given. The outbreak of the eruption first noted at the volcano house, where early in the morning of July 4, the guests of the hotel were awakened by an explosion, and on making their way to the veranda witnessed one of the most grand and elaborate displays of fire ever given. The outbreak of the eruption first noted at the volcano house, where early in the morning of July 4, the guests of the hotel were awakened by an explosion, and on making their way to the veranda witnessed one of the most grand and elaborate displays of fire ever given.

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AT THE PARIS MORGUE.

How the "Third Degree" is Worked on Murderers in France. From the London Standard. A law that has recently come into operation gives prisoners the right of communicating with counsel within 24 hours after their arrest. One of the most notable features of this measure is to be put a stop to those "confrontations" at the morgue which are so dramatic a feature of French criminal procedure. With a view to bringing a murderer to confess, he is taken to the morgue, and there brought face to face with the body of his victim. The murderer who has stood the confrontation as impressive as possible, it is hoped that the terrible sight he is compelled to gaze on will trouble his conscience, and that he will command over himself and make a clean breast of his crime in his agitation. When he enters on the scene he can see nothing, as the scene bench on which the body is exposed is concealed by a curtain. The examining magistrate presses him with questions, and when at what he considers the opportune moment, gives the signal for the curtain to be pulled back. The murderers who have stood this ordeal without flinching are comparatively few. The majority of them exhibit the utmost terror and implore to be taken out of sight of the corpse. There is a chair in the room where the confrontations take place, in which the majority of the most notorious murderers of the last 30 years have been seated. Their names are inscribed on its back, one of them being Toppmann, who just before the Franco-German war, but in an entire family. French criminal counsel have found that these confrontations almost always result in the confession of their clients. As looked into the matter, and believe they have discovered that the examining magistrate has no legal right to submit a private confession to the jury. For the future they are going to advise their clients to refuse to allow themselves to be taken to the morgue, and it seems that it is a moot point whether the authorities will be able to convey them thither by force.

PECULIAR AND PERTINENT.

McSwatters—What did you give up to so broad? McSwatters—Five hundred dollars and fifteen cents.—Syracuse Herald. In the rock of Gibraltar there are 70 miles of tunnels. Every inch of the lemon grows in Italy; in France, 11. The Moors of Arabia and Spain were the first to display colored globes with chemists' wands.

The Registers of City Hotels

The Annual Tourist Traffic Particularly Heavy at Present.

Reported Victims of Overland Route Personally Deny the Story.

Mr. William Whyte, general superintendent of the C.P.R., and Mr. L. A. Hamilton, the company's land commissioner, who are making one of their periodical tours of inspection, arrived in the city last evening and are guests at the Driad. They have been all over the lines throughout the province, including the coast route, give the Boundary Creek; country transportation facilities. This line was completed to within seven miles of Cascade City when Mr. Whyte was there, and it is expected that the track-layers will reach that city on August 1, Grand Forks on August 15 and Midway at the end of August. Mr. Whyte looks for a great improvement when the railway is completed. The general superintendent is accompanied on his trip by his chief secretary, Mr. D. F. Coyle, and his son, Master Whyte.

ALL THE HOTELS ARE PRETTY WELL FILLED, MANY OF THE TOURISTS WHO MADE THE TRIP TO ALASKA ON THE QUEEN LEAVING THAT VESSEL UPON THEIR ARRIVAL HERE TO SPEND SEVERAL DAYS IN THE CITY.

Among those at the Driad are Mr. and Mrs. H. G. Villard and Mrs. Henry Villard, of New York; Charles N. Gregory, of Madison, Wis.; Mr. and Mrs. J. D. Pitney, Miss Wittaker, Mrs. Hodgman, Miss Lee and Mr. and Mrs. Davis, of St. Louis; Miss Rhine and Miss E. P. Rhine, of San Francisco; Mr. and Mrs. A. Z. White, of Oakland; Mr. and Mrs. H. O. Howels, the Misses Howels and Miss Tilgham, of New York.

At the Dominion are a party of men who attempted to reach Klondike by the Edmonton route. The party was known as the Halifax party, reported to have died on the trail. They are here living with relatives in denial of the report. The party includes F. W. Ferguson, of Yarmouth, N. S.; H. Y. Jones, of Swift Current, N. W. T.; P. K. Lean, of Manchester, N. H.; C. McQuin, of Liverpool, N. S.; F. M. Simpson and E. Costan, of Yarmouth, N. S.; J. Morrison, of Selkirk, Man.; and H. F. Barthelms, of Toronto. They tell the now familiar story of trials and hardships.

John M. Taylor, secretary-treasurer and general manager of the Dominion Building Company, Limited, of Toronto, and Mr. Boyd, the British Columbia representative of the company, spent yesterday in the city as guests at the Driad. Mr. Taylor is the chief commissioner of the Hudson's Bay Company, is here on his periodical tour of inspection. He is at the Driad, and will be in the city for several days. General and Mrs. Kincaid, of Surrey, Eng., who have been visiting Nanaimo, returned to the Driad yesterday. Hon. Dr. McCallum, president of the executive council, came down for the caucus and is at the Driad.

PACIFIC CABLE SCHEMES.

Existing Companies' Vain Effort to Dissuade the Imperial Government.

From the Canada Gazette. A deputation from the various cable companies dealing with Australia and the East waited upon the chancellor of the exchequer and Mr. Chamberlain, secretary of state for the colonies, at the treasury on Thursday afternoon last, with reference to the proposed all-British Pacific cable. The Marquis of Tweeddale, who introduced the deputation, said they desired to submit their reasons for viewing with serious apprehension the reported intention of the government to enter into negotiations with Australia and Canada—into direct and active competition with the cable companies. The cable companies had hitherto been treated by Her Majesty's government as a monopoly, and they were not prepared to see the administration of the affairs of the Empire. He denied the imputation that they were monopolists. It was perfectly well known that Australia and the colonies which you have taken to the present proposals is that it would give a bounty on the cable companies. What more is certain except perfectly true, because the United States trader is nearer to Australia. But if this is not done by us, you will have the competition of foreign cable. Already the United States have a cable to Hawaii, and if this cable is not gone on with it do not doubt that cable will be extended to Australia, which will give them more advantages, perhaps, than the proposals of the government. You are inclined to be alarmed without cause. You do not anticipate that this cable will compete for a large portion of your lines, but where it does compete it will be a great benefit to you. The government will not make the new cable remunerative but will leave your traffic in the hands of the government. What more is the government entering into this without regard to profit and loss. If any government were mad enough for to vote money for such a purpose. The whole idea is chimerical. I think your fears are unfounded, and I am glad that cable is worked it will be found to merely furnish an alternative route. Your competition to the present cable is not handed to me, and we will in due time give you an official reply. After some remarks from Lord Tweeddale the deputation withdrew.

A RICH MINE.

Nelson, July 26.—The Ymir mine, whose manager, J. Roderick Robertson, is a leading spirit in the Mine Owners' Protective Association, has been discovered promising output of the Semla government is paying \$3.50 a day for miners, and has been for some time producing not less than \$30,000 in free gold and concentrates during the month of August. A prospect for this man employed at the mine and mill.

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Gay Throngs At the Courts.

Tennis Players Preparing for Next Week's Big Open Tournament.

A Race Meet Projected for Labor Day—Other Notes of Sport.

Entries closed yesterday evening for the open tournament of the Victoria Lawn Tennis Club, commencing at the courts on Belcher street next Monday, and which promises to be not only the best in the history of the club, but the most notable tennis meeting of the year on the North Pacific coast. It will be a day or so at the earliest before the complete list of the entries can be got in shape for publication, but this much may be said regarding it—that the entries are much more numerous than in any previous year, and the quality of the players who will participate is notably good. Among the gentlemen visitors will be four such cricketers as George A. Hoyle, J. Pelly and Samuel Russell, of Seattle, Mr. Russell being the gentleman who last year had the great distinction of defeating Champion Foulkes—and whom Mr. Foulkes has been waiting for ever since.

From Tacoma comes a delegation headed by Messrs. P. J. Franshull, W. Tidmarsh and F. Fletcher, so that there will be no lack of high-grade outside players to contend for what will probably be an international western championship. The club tournament was continued yesterday, and fast and exciting matches were in order, a large proportion requiring three sets to decide. Among the most interesting of these were J. F. Foulkes and Miss Bell vs. Johnston and Miss Prior, the former winning after a most interesting display of first-class tennis.

The following are the results of the day's play: W. T. Williams (rec. 15) defeated F. J. Patton (rec. 10) 6-4, 6-0. J. F. Foulkes (rec. 10) defeated P. Powell (part) by 6-0. B. H. T. Drake (rec. 4) defeated C. Pooley (rec. 15) 6-4, 6-2. J. F. Foulkes (rec. 10) defeated C. Pooley (rec. 15) 6-4, 6-2. J. F. Foulkes (rec. 10) defeated C. Pooley (rec. 15) 6-4, 6-2. J. F. Foulkes (rec. 10) defeated C. Pooley (rec. 15) 6-4, 6-2.

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