Weekly Colonist.

FRIDAY, OCTOBER 8, 1886.

"GENERALLY ADMITTED TOO SMALL!"

The Nova Scotians having tried the experiment of a "cheap and nasty" government have come to the conclusion—according to Premier Fielding—that it is a failure. With so distinguished an example it is not likely that the British Columbia government will try the same experiment. But while the Nova Scotian government is "cheap and nasty" and the portfolios number only three, there are four ministers who, although unsalaried, draw mileage and so much *per diem* whenever they sit in executive council—their perquisites amounting to as much, if not more, than if they were paid an out-and-out salary. The frank acknowledgment of Mr. Fielding that the plan on which his government is run is a failure, ought to be sufficient to satisfy the most rigid political economist that to attempt a similar system here would prove equally disastrous. "Generally admitted too small," wired Nova Scotia's leader to the Times, fearing, no doubt, that British Columbia was about to make the same error; and the Times man, like a little goose, published it—sent it forth to the public as sustaining his position when, in reality, it did exactly the reverse. Our evening contemporary endeavors to escape from the dilemma in which his stupidity has placed him by drawing a distinction between salaried and unsalaried ministers. But he cannot escape in that way. He gave the public to understand that there are only three ministers in Nova Scotia, when there are really seven. He is equally unfortunate with regard to the governments of other provinces. Even Manitoba, which is nearly bankrupt, has six ministers. British Columbia, which is in a flourishing condition, is asked to get along with three, when the country has just approved of four. Why is a reversal of the government policy demanded by the opposition organ? To create dissension in the government ranks. He argues in his pitifully small mind thus: If the editor of *The Colonist* is not called into the cabinet there will be "war in the camp." So it is the Times man's little game to prevent the fourth portfolio being filled at all—to try and make Mr. Smithe believe that to fill it would be unpopular, and so cause dissensions in the government ranks. The Times man "measures other people's corn with his own bushel." He judges other men by his own standard. As was stated in a previous article, whoever Mr. Smithe may select as a colleague will meet with our hearty endorsement. Personal ambition and personal aspirations should always give way to party exigency. The Times has been taught, as the result of this controversy, a much-needed lesson. His "facts" are shown to be falsehoods; his policy is condemned by the premier of Nova Scotia, and his vulgarity is deprecated by everybody. He came here to reform the press of British Columbia; and the press of British Columbia will have to reform him. The task is an unsavory one; but with patience and perseverance it will be accomplished.

VICTORIA'S COMMERCE.

The Columbian, chief organ of the secretarialists, has drawn attention to the falling off in customs collections at Victoria and Nanaimo, and the increase from the same source at the port of New Westminster. When it is stated that the so-called "port" of New Westminster comprises the "ports" of Vancouver, Port Moody, New Westminster, Cheoyoss and Kootenay, the "increase" is fully accounted for. And when we state that the bulk of the goods received at Victoria and Nanaimo are Canadian goods which pay no duty the falling off in customs dues is also fully accounted for. During the year ending June 30th, 1886, Victoria received $2,549,975 worth of dutiable goods which yielded a customs revenue at the rate of 30 per cent. of $782,095. She also received $440,038 worth of foreign goods which came in free, and $968,667 worth of Canadian goods which also paid no duty. The total imports for that year reached $3,958,680. Now if no Canadian goods had been imported during 1886, there would have been a sum approaching $300,000 to add to the duties actually received. This would have swollen the customs revenue to $1,082,095, a figure largely in excess of any preceding year. Since the opening of the Canadian Pacific railway Victoria merchants have placed larger orders in Canada than ever before. The quantity of Canadian freight received here is almost nil, as any one who may visit the C. P. N. Co.'s wharf will see. As a natural consequence there is a falling off in duties collected while there is a very large increase in the volume of trade. In fact, business was never so brisk in Victoria as now; but as the goods received from Canada are not entered at the customs house statistics cannot be obtained. It is, however, surprising to the oldest merchants that the customs duties continue to represent so large a sum as they do in face of the transference of more than the half of the trade to Canadian hands. While, therefore, the "port" (or rather "*ports*") of New Westminster owes the small increase with which it (or they) are credited to a multiplication of entrepôts, Victoria's slight decrease is attributable to a natural and patriotic desire to purchase goods in Canada instead of in foreign lands.

CITY MARKET BYLAW.

The city council last evening took up Councillor Higgins' bylaw to raise a loan for the establishment of a public market in the city of Victoria. The council, in committee of the whole, decided to ask for $25,000 for the purpose. The bylaw will be finally passed at the next meeting and submitted to the ratepayers soon afterwards. The feeling of the council was unanimous in favor of the bylaw.

COLOSSAL ARMAMENTS.

The recent Polish manœuvres, and those of the Russians at St. Petersburg, have been the cause of much discussion as to the utility of keeping up vast standing armies and costly military equipments. It is stated that the collective aggregate of the army and navy estimates of Europe's five great powers amounted last year to one hundred and fifty millions of pounds. Russia stood at the head of the list with forty-seven millions charged to her credit; France standing second with thirty-four. Great Britain comes third with thirty-two millions, then Germany with an expenditure of twenty-three millions, and the Austrian empire foots up a total of fourteen millions. We will not ask what the five great European powers might do with the vast annual revenue which they now spend in this way, or what might be effected by the prodigious masses of men in the prime of life who now follow the drum or handle the marlin-spike, were they to devote their energies to useful and productive labour. One pregnant illustration may be adduced to show what the cost of insurance against foreign attack or domestic disturbance means to the most fortunately situated, the wealthiest and most civilized continent in the world. The United States as a powerful and progressive community cannot be surpassed, and they boast a population which will very soon be double that of Great Britain and Ireland. Their lucky geographical position enables them, how ever, to be satisfied with a standing army which never exceeds thirty thousand men and sometimes falls considerably short of that number. The navy, again, is merely nominal, and is far surpassed in strength by that of the puny republic of Chili. The consequence is that within less than a quarter of a century they have been able to reduce their national debt—the offspring of their stupendous civil war—from over three thousand millions in 1865 to less than thirteen hundred millions in 1886. The annual charge for the American army and navy combined amounts to about twelve million pounds. Had it been possible for Great Britain to spend no more upon her fighting resources during the last forty years, and to devote twenty millions annually to reducing her national debt, it would have disappeared by this time. As matters now stand, the opening year of the twentieth century will probably see the United States free from any kind of national indebtedness. Take the opposite case of countries not remote from rivals. The nominal strength of the Russian army is two million three hundred thousand men on a war footing, and nearly eight hundred thousand on a peace footing. The effective strength of the French army is about five hundred and ten thousand soldiers; but in time of war, including all reserves, it mounts to a total of three million seven hundred and fifty thousand men. In 1884 the German army, on a peace footing, consisted of four hundred and thirty thousand privates and nearly twenty thousand officers; while on a war footing the total strength amounts to a million and a half of privates and thirty-six thousand officers, exclusive of the Landsturm. Finally, the Austro-Hungarian empire shows two hundred and seventy thousand men and seventeen thousand five hundred officers upon a peace footing, and can muster one million and fifty thousand privates and thirty-two thousand officers in time of war.

THE PUBLIC MARKET.

The unanimous action of the city council in deciding to ask the ratepayers to sanction a loan of $25,000 for public market purposes meets with popular approval. Without a market the farming community who trade at Victoria have always been at a disadvantage. They have often been compelled to return home with produce which they could not dispose of except in "barter" for goods which they did not need. This is not creditable to a large and growing town like Victoria, and the city council have determined, so far as lies in their power, to put an end to the scandal, providing central and comfortable quarters in a suitable building where producers may meet consumers face to face and dispose of their goods *for cash*. In a few days ratepayers will be called on to record their votes "aye" or "no" on this bylaw. We earnestly hope that the response will be unanimously in its favor.

PACIFIC EXPRESS MEETS WITH A BAD ACCIDENT.

The Road Bottom Slides Into a Muskeg.

Four Passengers and Three Train Officials Wounded.

The Driver Not Expected to Recover.

[Manitoban, Oct. 4.]

Fifty-eight miles east of Rat Portage and two miles west of Gilbert station, the road after running through a long rock-cut

TAKES A SHARP CURVE

and runs along the base of a steep hill, cutting for two hundred feet across the corner of a muskeg of some eight or ten acres in extent.

Yesterday morning, shortly before one o'clock, a heavy freight train of twenty cars passed over this piece of road in safety, and twenty minutes later crossed the eastern express at Gilbert. The latter train with a full head of steam on dashed past the station and was soon in the long rock-cut. As the engine emerged from it and swung round the curve Engineer Fetterly looking through the head-light saw immediately in front of him,

THE RAILS SWERVE DOWN

to the water, in place of keeping straight along the side of the lake. He caught the lever to reverse the engine, but too late. The engine leaped into the morass, and the engineer was fatally bruised and scalded.

When the train left the track the passengers were calmly slumbering, but in a moment's time everyone was awake. The baggageman, Wm. Gray, woke up to find himself caught by heavy trunks and securely made a prisoner. To his horror and dismay

THE LAMPS EXPLODED

under the shock, and in a moment the whole car was ablaze. What his sensations were as he lay there pinioned fast despite his most desperate efforts to release himself, watching the flames draw nearer and nearer, may be left to the imagination, but soon the welcome sound of the axe was heard and strong hands soon freed him.

In the second class car three men were injured, F. B. Shaw and Joseph Beavill, two lumbermen from Georgian Bay. The most painful injuries were sustained by Mr. Charles Shaw, C. E., formerly of the C. P. R., and well known throughout the Northwest. He was sleeping near the stove, and the shock threw his feet right against it. A seat falling on him pinioned him there, and the stove broke, scattering its coals over him. After several desperate efforts he got from beneath the seat and escaped from the dreadful fate of being burned to death, but not before his left foot was shockingly burned. First-class passengers were badly shaken up, and George Pearsal, a commercial traveler for Packard & Co., Montreal, was thrown thrown ten feet and had his right leg hurt. The Pullman was unhitched and ran backwards as fast as

THE WOUNDED WERE EXTRICATED

from the debris; they were borne back into it and soon it became quite a hospital. The ladies on the train immediately set to work to do all in their power to relieve the sufferings of the wounded, and were kept busy until the arrival of a physician some hours later. Men were sent both ways to stop trains and soon the fact of the accident was known in Rat Portage.

A WRECKING TRAIN

left there immediately, and by 4 o'clock it arrived at the scene of the disaster.

Among the people on the train were Ald. L. M. Jones, wife, sister-in-law and cousin, Mr. Robt. Kerr, Mr. Hugh Sutherland, M. P., wife and two children, Mr. Dan Mann, Mrs. F. B. Rose and Mr. Potter, a young Englishman visiting the country with Mr. Hugh Sutherland to look after the interests of the English capitalists interested in the Hudson's Bay scheme.

Nearly every passenger lost his baggage as only a dozen trunks were saved. The heaviest loser in this respect is Mr. Hugh Sutherland, who lost a number of trunks with valuable contents. One trunk was saved with papers in connection with the Hudson's Bay railway, but it bore decided evidence of having been through the fire. It is estimated the loss to the company will be from $8,000 to $10,000, exclusive of damage to baggage, which in most cases will have to be made good. The locomotive having landed in mud is not badly injured.

The track was repaired yesterday, and the train left for the east sharp on time.

MAJOR ROGERS.

Looking for Another Pass Through the Rockies.

HELENA, Mont., Sept. 30.—A Missoula special says: Major Rogers arrived here yesterday with his engineering party by way of Cadotte's Pass and the Big Blackfoot. It is supposed he is looking for a route to the Pacific coast for the Manitoba system. He will probably go west from here by the Lou-Lou Pass. He is on the right trail for a short route to the Pacific Ocean.

"It is Dangerous Condition."

Any man, woman or child in in a dangerous condition when neglecting a constipated state of the bowels. There can be no perfect health without a regular action of this function. Burdock Blood Bitters cure constipation by imparting a healthy tone to all the secretions. tu-th-sat-dw.

CHICAGO, MILWAUKEE & ST. PAUL R'Y.—This is the connecting line with both transcontinental railways to all points East from St. Paul.

W. H. MARSHALL,
General Agent.

FROM CLINTON TO THE 134.

Beauty of Scenery in Clinton's Neighborhood.

Through the Green Timber to Lac la Hache Valley.

The Fine Dairy and Grain Ranches of the District.

(From our Traveling Correspondent.)

The surroundings of the little town of Clinton, are of so attractive a character that, now access is so easy, they must become the objective point of many in search of recreation and pleasure. There are many lakes and streams in which trout are abundant; there are a plenty of grouse, prairie chicken and duck in the wood and waters; deer, mountain goat, bear and other larger game are numerous in the surrounding hills, and offer special inducements to exciting sport. The scenery in the valleys is of a charming and pleasing description, while a climb up to the summit of some of the higher hills gives a point of vantage from which a magnificent view of the surrounding country is obtained.

TO REACH CLINTON

from the railway occupies about five hours in one of the B. C. stages, through a country full of interest. With the growing demand for new fields of recreation, the little interior town will, no doubt, soon become a popular resort.

Though there is a stage three times per week from Ashcroft to Clinton, but once does the stage leave for the north—every Tuesday morning. We were fortunate in having for a fellow-passenger Mr. Jos. Mason, M. P. P., for Cariboo, and from the box beside the driver the different interesting or historic points were detailed to us. The road from Clinton to the "61," a station of the company, is of a very hilly character, but the horses were a good team and well handled by our driver. The 61 is at the point known as "the Chasm," a huge rent in the earth, a thousand feet deep, about a half mile wide, and extending for a distance of seven or eight miles. The various strata of earth and rock are exposed, many colored, and formed into fantastic shapes by the action of the elements. It is a very interesting sight for tourist and geologist, and will become one of the attractive points near the line of railway. The stranger is always taken or directed to the chasm while the change of horses is being made, and finds himself well repaid for the trouble.

Leaving the 61, we are soon in the "green timber," the name by which the section between the last point and the 100 is known, the road running on the summits of high hills, covered with a growth of fir, black pine and cottonwood. Along this there are many prettily situated lakes, all alkali water, the home of the wild duck. There is no cultivation of the soil, but the summits form a fine feeding ground for cattle, while near the lakes are extensive meadows of wild hay, cut for winter feed. At the 70 (Boyd's) there is an extensive dairy ranche, the make of golden butter being famous from one end of the road to the other. This is also a place of refreshment. The 83 is also a station of the company, situated adjacent to extensive hay meadows. Water secure fresh horses here. Though the cold is intense along this stretch of country in the winter, the thermometer reaching 40 deg. below zero, the air is dry, and last winter stock had only to be fed a few days. Before coming to the 83, the bridge on which

THE LATE STAGE ROBBERY

was committed, was crossed. The road agents selected a very good point for their work, as the bridge is reached by a winding hill from the north, and the ascent on the south side is also heavy. On our return trip driver Tate explained the *modus operandi* of the highwaymen. Just as the stage neared the bridge a couple of shots were fired and the bullets whistled unpleasantly close to his head. He slowed the horses up and was told to stop them. Having done this he was asked to tie his lines and dismount. Pleading that the horses were restive, he was gruffly told that he would be safer on the ground than where he was. This was apparent, for one of the two men covered him from the centre of the road with a Winchester rifle, "the barrel of which," Mr. Tate said, "looked as big as a stovepipe," while the other held two cocked revolvers unpleasantly close to his head. He did his lines and climbed down. He was then told to unhitch the two inner traces of the wheelers. This rendered the flight of the horses impossible as they would immediately become entangled with the harness if they started. During all this the man with the rifle kept Mr. Tate covered, and, as the latter was unarmed, he requested him to lower his aim, as it made him feel nervous. In this, request the robber acquiesced. Meanwhile the treasure bag was ripped open by the second, and about three thousand dollars secured. Another bag with twelve hundred dollars tied in it lying underneath was overlooked. After securing their booty the two agents mounted their horses and rode away. This was the first stage robbery since the company has been in business—but having taken desperate chances once and succeeded, the robbers may try it again.

From the 83 to the 100, Bridge creek, there is no habitation—it is a continuous wind through the timber, often rendered picturesque by lakes, some of them studded with islands. It is a pleasing sort will be interesting: "Now, see here, Jake," he would say, "if you don't get down into your collar and leave off pulling on that strap, I'll cut a steak off your haunch." We were surprised, and asked him if he could do that. "Do it!" he exclaimed, "just look at that knife, sharp as a razor." At another time he, whose was of so distinctly a character that we asked him if he had ever commanded a Mississippi steamboat, as it put us in mind of the answer of the negro, after the mate had been leveling any quantity of blue invectives at his head. Gazing with admiration, he said, "Golly, massa, you ought to be captain." Outside of these peculiarities our driver was a very good fellow, told many a funny story, and made our trip interesting by racing his stage, driving experience on the plains before the Central Pacific was built.

After leaving the 100 the next ranche we pass is that of W. Abell's, (111) a well-watered and cultivated farm. At 115 we reach

MR. S. MCKINLAY'S

where the mail is resuscitated for the waybag. While this was being done we had a chat with Mr. McKinlay, who is now eighty years of age, almost blind, but who still retains a clear recollection of incidents and dates of the early history of Oregon and British Columbia. He came to this country in 1835, via old Fort Garry (Winnipeg), striking the waters of the Fraser in October of that year. He was the Hudson's Bay company's factor in Oregon, and after leaving the service engaged in trading for himself. During the Indian uprising he supplied provisions to the territorial troops, the debt for which the U. S. government repudiated, but afterwards they paid a small percentage. This ruined his firm. In 1860, he came to his present home at the head of Lac la Hache, where he has a magnificent farm, on which he has resided ever since. His wife, four sons and two married daughters are still living. It was his son Jack who discovered the mica mine in Cariboo. His sons are all clever hunters, trappers and prospectors, and keep the ranche in a good state of cultivation. The house is the one built on his arrival in 1860, and like nearly all old residences in the interior, its living room has wide open fireplace, on which a couple of sticks were blazing. The ranche is the most picturesquely situated in the valley, looking out upon the placid waters of the lake, its shores lined with the evergreen, mingled with a lesser growth of cottonwood, the lovely autumn tints of the latter adding beauty to the scene, while the bright green or golden yellow of the fields stretched either way. The valley of Lac la Hache is one of the most charming stretches of land and water in the province. There is a pleasing beauty about it that cannot but call forth the praise of ones who has seen it for the first time. The cultivated side is that which the wagon road passes through, here and there being the thrifty looking farms of the settlers, the low-lying rolling hills forming abundant feed for stock. On the opposite side the scenery is unquiet, the hills covered with a luxuriant growth of timber and shrubs. The lake is the resort of solid fowl in great numbers; its waters teem with fish—the greatest number being similar to the Ontario white fish. These are caught in quantities by the settlers, they in one or two hauls of a seine hooking a wagon load of fish, varying from six to twelve inches in length. These they place in pickle for winter use.

The mail being assorted, we finish our pleasant chat with the aged pioneer and again climb to the box.

THE DISTRIBUTION OF THE MAIL

along the line is satisfactorily accomplished by means of postoffices here and there, where the mail is assorted for the various houses. The chief mail is assorted at Clinton, and at the farms and houses letters and papers are handed out to the driver from the way-bag until the next postal station is reached, where it is overhauled and restocked. Letters are similarly collected and posted to destination at the first post office. The system is simple and no complaints are made, drivers being very careful to deliver at the correct points. Each ranch is known by the number of miles distant from Lillooet, the starting place on the old Cariboo road, via Harrison lake and portages.

After leaving McKinlay's we pass the old Gannon ranche (117), now owned by G. F. Hetherington; J. R. Fulher's (126) ranche and dairy; Thos. McDonald's (132), and in law of J. McKinlay; J. Wright's (137) dairy and stock farm; S. S. Cox (139), A. Abel's ranche with post office, cottage on hillside; and at 152 arrive at the ranche of Mr. W. Morris, where we partake of lunch and change our horses. This is the company's forward post, the residence, storehouse, stables, sheds, office, harness shop, corral, etc., being of a well-built and spacious character. There is a very large extent of the choicest hay and grazing lands all under fence. There is stabling for over fifty horses, and one hundred or more are always wintered at this point. The company have a blacksmith and a carpenter constantly employed. There is an air of solidity and neatness about the place that convinces one of the fact that it is under good management. Our team of two pairs of cayuse proves that the animals are well treated; in fact, a good home cannot be found in the company's south.

AN OLD MAID IN HEAVEN.

THE MORMONS THINK THAT THEY WILL HAVE A HAREM TO THEM SELVES.

John T. Caine, the Mormon delegate in Congress, appears to be an enthusiastic Mormon. He has only one wife, however, and Mrs. Caine is a pretty, dark haired woman, who stays with him a good deal at Washington, says a correspondent of the Cleveland Leader. She does not go into society to any extent, she is however, well educated and well bred. She is a relative of Florence Nightingale, and Caine apparently thinks too much of her to take a second wife into his family. Mr. Caine himself is a man over 50 years of age, though he does not look it. He is very straight, rather slim, and has cold, blue eyes, brown hair and sandy side whiskers. He dresses well, wears a tall silk hat and is a well educated gentleman.

In talking of marriage among the Mormons, he said:

"Marriage is with us a duty, and it is founded on that passage in the Scripture which says that man must multiply and replenish the earth. The women of Utah look upon marriage as a religious duty and they marry in many cases more with a view to their condition in a future life than in this. According to our belief a person does not enjoy heaven in all its fulness without he has accomplished to the full all the possibilities of his nature in this world. The woman who does not marry does not attain her highest perfection on earth, and the old maid goes to heaven imperfectly prepared and unable there to stand on an equal plane with women who have been married."

More About the Disaster on the Canadian Pacific.

SAN FRANCISCO, Oct. 4.—A special to the Call from Winnipeg says: The Canadian Pacific's passenger train went through a trestle bridge 170 miles out of here this morning. Five cars, including the mail car and four passenger coaches, were badly wrecked and afterward destroyed completely by fire, caused by the upsetting of stoves. Several persons were injured, some fatally. Six feet of mail matter was destroyed and five letters. All the baggage was burned, among which were many valuable ladies' outfits, including jewelry and some very valuable papers belonging to President Stephens of the Hudson Bay railway company, who was just returning from England.

WISE LIBEL CASE.

The Yale Memorial Discussed and Several Witnesses Called.

The case of Wise vs. Tuttle and others came up for hearing in the supreme court yesterday before Mr M. B. Begbie, chief justice. Mr. Thos. Davie appeared for the plaintiff; Hon. A. N. Richards, Q. C., J. Roland Hett, and J. P. Walls for the persons included in the defence. The following jurors were selected: Messrs. William Wilson, foreman; Robert Ward, Dennis Harris, R. Plummer, R. J. Styles, Adam Gheddenaing, M. Dickinson and E. Stevens.

Mr. Davie opened on behalf of the plaintiff, referring to what was considered privileged communications and the law on libel. A memorial was read which had been forwarded to the lieutenant-governor by several citizens of Yale complaining of the conduct of Mr. Wise as chief constable and government agent, and praying for his removal. Specific charges were made and cases named, which the learned counsel said could be satisfactorily disposed of. He referred to a letter which appeared in the Times of last November signed "Junius," the author being James Irwin, one of the defendants.

Deputy Attorney-General Irving as the first witness for the prosecution, testified that the memorial produced was the one received from Yale. He did not know how long Mr. Wise had been constable; but he was a resident of Victoria previous to his appointment. The attorney-general had written Mr. Wise a letter, (also produced) which accompanied a copy of the memorial transmitted to Wise asking his attention and reply thereto.

To. Mr. Richards, on cross-examination, he testified that the attorney-general expressed himself in a letter that he was satisfied with the explanations made by Wise.

Mr. McLagan testified to the publication of the letter signed "Junius," as well as the letters written by Mr. Irwin to him relating to that publication, which Mr. Davie read.

George Wise, the plaintiff, was next called as a witness and, being examined by Mr. Davie, gave a history of the Kaine case. He knew the defendants, all of whom except Mr. Irwin were saloon-keepers in Yale. Mr. Irwin was public school teacher. Relative to the arrest of James McArther on the Indian reservation, he said that he went to the hut of an Indian named Jim and found James McArthur inside sitting with her. She was intoxicated and an Indian named Charlie said McArthur was responsible for her state; so he arrested and locked him up on information sworn by Special Constable Geo. Wallis. About five hours afterward the prisoner was brought before Mr. Deighton, J. P. and the case was adjourned until the 12th of October and McArthur admitted to bail in the sum of $55. On the 12th the case was again remanded to the 19th, when it was dismissed on motion of himself, as he saw the witnesses had been tampered with and he could not prove his case. The bail was refunded and costs paid. In regard to the charge of maliciously obstructing the sidewalk in front of the court house, he stated that he had built a new gravel walk and placed four posts across the sidewalk to protect it from his neighbor's cows, and that the posts were not down more than forty-eight hours. He had not arrested several persons in conjunction with W. Bell and taken certain sums of money from them, and then had said he would them not to appear, so that the bail would be forfeited. The only time he ever acted with Bell was in assisting to arrest a dangerous Indian. He denied the truth of the letter written by "Junius." He conscientiously believed that the charges which have been brought against him have retarded his progress in the service and that the annoyance had seriously injured his wife's health. Recess was then taken until 2:30 o'clock.

AFTERNOON SESSION

Mr. Wise resumed the witness stand, and on cross-examination by Mr. Richards stated that he came to British Columbia four years ago. He resided in San Francisco one year and previous to that he resided in Australia, where he was connected with the colonial secretary's office. He received a large sum of money from home which he lost in San Francisco. He was editor of the Evening Post in Victoria for two years. He did not write severe editorials attacking citizens. He was appointed constable at Yale by the application of his friends. He had endeavored to conscientiously perform his duties, and presumed there was a feeling against him at Yale by Tuttle and others who had caused the memorial to be issued. Regarding the charge of trying to get money from Mr. Geisler, which it was claimed that gentleman had already paid to Mr. Irving. He denied any irregularities; he had heard no rumors in Yale as to his manliness, or as to his assuming too much authority; he never called Mr. Hicks a "cur" nor used insulting language to Mrs. Yates; he had no warrant for the arrest of McArthur;—it was not necessary; he was ambitious to become a stipendiary magistrate and believed the action against him retarded his promotion at this position; he was intelligent in the matter of consent and his wife to bring this suit in vindication of his character.

To Mr. Walls—The fines are all recorded in a book, but no record of the costs is kept; his salary was $60 a month, and he was not entitled to any perquisites other than for the keep of prisoners. An entry in his book was shown him in the case of John Staley, dated 1885; no receipts was produced for $475, paid by Mr. Bossi in the same case. He explained that the difference between the receipt and book entry was that the costs and constable fees, which were paid in the presence of a magistrate, were not entered and stayed made by direction of a magistrate. He did not remember of receiving two sums of $50 from Mr. Boschesi; he might have paid the same into court. If he received any money from Mr. Fleming it was properly credited. He did not put up a job of Mr. Rose to sell a bottle of whiskey to Indians. If he had he would have succeeded.

Mr. John B. Lovell was sworn and by direct examination by Mr. Davie testified that he was a justice of the peace and had resided at Yale for three years. He recollected the case of McArthur coming before him, and it was dismissed on account of the equivocation of witnesses. McArthur asked compensation for his time but was refused. Mr. Wise did not collect constables' fees on his own account; he remembered of no instance of this kind. He found Mr. Wise always a zealous officer, in fact too zealous. He would have liked better not to have tried to have suppressed gambling and whiskey selling—that is liquor selling to Indians.

To Mr. Richards, on cross-examination—He was in Yale when plaintiff came there; he heard some dissatisfaction expressed, making about the substance of the memorial; he did not know all the signers of the memorial; there were some Italian names he never heard before; the charge of obstructing the sidewalk he thought was very frivolous.

To Mr. Walls—There was no evidence ruled out in the McArthur case, nor any offered, that did not appear in the record of the case.

Mr. Davie here submitted several affidavits of persons who signed the memorial, setting forth that their signatures had been obtained by wrong representations.

Mr. Richards, in closing said, that the memorial was a privileged communication, and no evidence had been given that showed malice on the part of its signers. It was their right to petition for the removal of an objectionable officer, and they fully believed the rumors that had been circulated relative to the plaintiff, and on such believe it was their privilege to petition for his removal.

Adjourned to 11:30 this morning.

Highest Praise.

The well-known drug firm of N. C. Folcom & Co., of Kingston, writes that Dr. Fowler's Extract of Wild Strawberry has long been considered the best remedy for Summer complaints in the market, and adds that their customers speak in the highest terms of its merits. Wild Strawberry is the best known remedy for Cholera Morbus, Dysentery and all Bowel complaints. tu-th-sat-dw.

THE ALASKA SEIZURES.

A Common Sense View of the Whole Situation

A Brooklyn Paper Speaks Out—What is the Law?—The Greatest Maritime Judge Living—The Seal Monopoly.

From the Brooklyn Eagle.

The recent seizure of vessels in Behring sea, by the United States revenue steamer Corwin for the alleged illegal capture of seals in the waters of the United States, has attracted a surprisingly small amount of attention, in this quarter at least. This is probably due to the fact that the Cabinet has not had a meeting for some time, and that but one Cabinet Minister remained in Washington, so that there was a lack of information on the subject which was unfavorable to its discussion. Now, however, we have something like an official report of what has taken place from the Captain of the Corwin, and the matter is ripe for the attention of the press of the United States. No one who gives the subject his notice can fail to recognize the fact that it is one of the most important questions this Government was ever called upon to discuss, and that it may involve consequences of the highest moment.

The Captain of the Corwin, it appears was acting under positive instructions received at San Francisco, commanding him to seize, and deliver to the United States District Court of Alaska, for condemnation and seizure, all vessels found engaged in the capture of seals within Alaskan waters, which were defined to include all of Behring sea east of the line from Behring Strait to a point west of the most western of the Aleutian Islands. Under this interpretation a vessel might be more than five hundred miles from the mainland of America and still a trespasser in Alaskan waters, and therefore liable to seizure. The complaints which led to the issuing of these instructions, came from the Alaska Fur Seal Company, who lease the seal fisheries from the Government for the payment of $317,000 annually.

THE VESSELS CAPTURED

were six in number—three of them being described as British, one American from San Francisco, but the nationality of the other two is not given. It is not pretended that any of them was within a marine league of the shore; in fact, the only vessel whose place of capture is specifically stated in the despatch, is the British schooner Thornton, which the Captain of the Corwin says, was captured about seventy miles south south-east of St. George. This would bring her 150 miles from the chain of the Aleutian Islands, and 300 from the nearest point of the main land.

The captured schooners were taken to Unalaska, where they were libelled for condemnation, and their crews were conveyed to Sitka, where the masters and mates, in addition to the loss of their vessels, were tried before Judge Dawson and fined and imprisoned. In the case of the Thornton, the Captain was fined $500. Judge Dawson, in passing sentence, was very severe on the prisoners and likened their offence to piracy, telling them that they had no more right to go into the waters of another nation to interfere with its industries, than they had to go upon another man's land and appropriate his crops. Judge Dawson, although only a district Judge, considers that his jurisdiction extends over the whole of the waters of Alaska, comprising about a million square miles of what would elsewhere be regarded as the high seas, so that he may safely be regarded as the greatest maritime judge extant.

IT IS SHOULD BE REPORTED

some days in the papers that a Gloucester fisherman had been captured by a Canadian cruiser 300 miles off the coast of Nova Scotia, and that her master and mate, in addition to the loss of their vessel, had been heavily fined and were then languishing in a Canadian prison, there would probably be some indignation in New England. Yet that, as regards the maritime aspect of the case, is substantially what the Alaskan seizures amount to. It is maintained, however, that the circumstances of these cases are modified by the fact that Russia claimed the whole Behring sea as part of her territory, and that the waters claimed by this Government were ceded as part of Alaska. Judge Dawson is reported to have said on this point that Russia had claimed and exercised jurisdiction over all that portion of Behring sea embraced in the boundary line set forth in the treaty, and that claim had been tacitly recognized and acquiesced in by the other maritime powers of the world for a long series of years prior to the treaty of March the 30th, 1867. He held that the jurisdiction had been transferred, and that the United States had acquired absolute control and dominion over the sea described in the treaty, and that British vessels manned by British subjects had no right to navigate the waters for the purpose of killing fur-bearing seals. It is a good law, that in the end of the matter, but is it good law? Unless we are greatly in error, there are copies of dispatches on the files of the State Department, written prior to 1867, in which the Russian claim is distinctly repudiated and denied. Circumstances may have changed since then as to our attitude toward the subject, but the principle has not. And we doubt greatly whether the United States would even have it made by another nation. What would be said, for instance, if the British undertook to prevent an American whaler from entering Hudson Bay, or traversing the western isle of the firm of the Atlantic ocean which leads to its Maritime ite, and international law are the same whether on the Atlantic or the Pacific, and there is certainly something grotesque in the sight of hundreds of American fishermen hovering on the Canadian Atlantic coast just beyond the three mile limit, and claiming to enter and have more than three miles wide at the mouth and bay, while on the Pacific Canadian vessels are captured three hundred miles from the mainland, and the claim is made that a bay more than one thousand miles wide at the mouth shall be a closed sea to them.

There is another aspect to the case, not international but national. Once the vessels are seized, an American schooner from San Francisco, if she ventures to approach the Alaska Seal Fur Company's islands, will be forcibly excluded from these waters, which are claimed as belonging to Alaska. Is there any warrant for this in the Constitution of the United States? It has been the evil policy of the nation to give up the whole territory of Alaska to one gigantic monopoly, to discourage settlement and all legitimate enterprises not connected with the fur trade. Is this policy to be continued? It surely was not for this purpose that the territory was bought, but that its resources might be developed and such parts of it as are suitable for settlement opened to industrious workers. But for sixteen years Alaska has seen nothing but the power of a great corporation, which is even now striving to obtain a renewal of its franchises there. The matter is one of the greatest interest and importance to the American people, who are not desirous of establishing monopolies in Alaska or elsewhere, but wish to see all their territory opened up and made available for the use of all our citizens.

LONDON'S RAILWAY HORROR.

The Fourth Case in a Month of Similar Murders.

LONDON, Sept. 25.—Mortimer A. Fischer, who was found last night in a first class carriage of the London underground railway, with his skull crushed in, is still alive, but unable to speak. It is not likely he will recover or be able to speak before death. The affair creates a marked sensation because it is the fourth case within a month of similar mysterious deaths on railways leading from London. The present case is less mysterious than were the others, because the nature of the wounds make the theory of suicide impossible.

Dr. Russel, who was called to attend Mr. Fischer, says: "The railway officials are attempting to show that the injury was caused by putting his head out of the window. This is impossible, as the window was barred so that no man could get his head out sufficiently to strike the side of the tunnel. I think Fischer was stunned by a blow on the temple with a hammer and then, recovering, stuck his head out at the window to call for aid. The assassin pulled him back and struck him a terrible blow on the forehead with some sharp instrument." Fischer is a German Jew. His mother lives at Hamburg; his brother at Amsterdam. He was a commission dealer for German firms but was never known to carry much jewelry.

The Marquis Tseng.

PARIS, Sept. 13.—A rather curious incident occurred to the Marquis Tseng while he was passing through Paris. A reporter attached to the Figaro went to see him, and here is the conclusion of the account which he gives of the interview:

"I put a final question to the Marquis. What do you think of the new policy of your old enemy, M. Jules Ferry? 'Enemy!' hastily interrupted the old plenipotentiary, 'I am not the enemy of M. Ferry any more, I suppose, that he is my enemy. There have been between us serious differences of opinion, but all that is forgotten; and I must tell you that I have all along believed and said that M. Ferry is a true statesman, and perhaps the only person worthy of the name you have in France.' On my manifesting some astonishment, the Marquis emphasized his opinion by adding that his view was shared by all the members of his Government."

This gave rise to quite a stir in the Ministerial camp. It was explained to the Marquis that in Europe praise is never bestowed on a fallen Minister, and the next day the Figaro announced that the Chinese Embassy had sent in a correction. It was not M. Ferry, but M. de Freycinet who had been referred to by the Eastern diplomatist. This equally sincere and spontaneous correction fails to explain how the whole context could possibly apply to M. de Freycinet, who had never differences with the Marquis needing to be forgotten.

Eastern Canada Mail.

(Per Canadian Pacific Railway.)

MONTREAL, Oct. 1.—The steamship Carmon, which is ashore at Lake Saint Peter, got out of the channel, which is 900 feet wide, where she struck, in a dense mist and rain. The cargo is very valuable, the live stock alone being worth $100,000. It consists of 1,000 sheep, 600 cattle and 100 horses. Most of the horses are intended for the British cavalry. The vessel lies on firmly aground in the mud that a great deal of the cargo will have to be taken out before she will float.

BRIDGEWATER, Oct. 1.—Ira Hay, aged 21, while tending a threshing machine to-day, missed his footing, fell head first into the feeder and was cut to pieces.

TORONTO, Oct. 1.—The Phœbe street public school has closed owing to the prevalence of diphtheria. The disease is prevalent in different parts of the city.

Hon. Mr. Mowat has recovered from his indisposition, and is able to attend to business.

Snow fell at Bridgetown to-day. At Owen Sound there was also a short snow storm.

Ernest Eaks, a law student, was accidentally shot in the thigh at Milton yesterday by county constable Brouten and died in a precarious condition. He didn't know the revolver was loaded.

Early this morning Burns' pottery works and two dwellings on Broadview avenue, were burned to the ground. Loss over $5,000, covered by insurance.

WILLIAMSTOWN, Oct. 1.—Andrew Newcombe, for stealing cattle from Mr. Smith, Pelham, got ten years in the penitentiary yesterday.

BARRIE, Oct. 1.—At the assizes yesterday Albert Kelly, charged with the murder of Andrew Sloan, a farmer of West Williamsburg, pleaded guilty to manslaughter and will be sentenced to-morrow.

ENGLISH VISITORS ROBBED.

NEW YORK, Sept. 23.—There is another sensation among the elite of English Staten Island Cricket club. About three years ago one of the members was discovered rifling the pockets of a fellow member. Now several of the English cricketers on a visit to this country have been robbed, and two of them, Messrs. Roller and Turner, when they returned to the dressing room, found that valuable watches and chains were gone. Detectives are investigating the members of the club are very much mortified over the occurrence.

Connecticut Election.

HARTFORD, Oct. 4.—The annual town elections throughout the state took place to-day. The vote was light. The returns indicate no material change. About half the towns in the state have voted no license.

HARTFORD, Oct. 5.—Returns from 100 towns give the republicans 54 towns, the democrats 31 and divide 15. The same town last year stood, republican 49, democrat