THE ILLINOIS CYCLONE.

Further Particulars of the Frightful Tempest which Devastated Earlville and Pawpaw.

Not a Thing Left Standing in Its Path—Giant Trees Broken Like Reeds.

The Loss of Life yet Unknown—Relief Parties Searching for the Bodies.

EARLVILLE, Ill., June 21.—The scene when the tempest struck the town yesterday was full of horror. The whole village was enveloped in a black cloud, and a fearful roaring was heard. In an instant the air was full of flying wood and timbers, and, as the tempest passed quickly over, it was seen the town had suffered a fearful stroke. Not a thing was left standing in the path of the cyclone, and where once stood comfortable homes there were now but scattered ruins. The names of the killed cannot be learned yet as the telegraph wires were blown down, and there is no communication with Paw Paw, save by carrier. At the scene of the calamity near Earlville, the search is still going on for the bodies of some of those who perished in the school house. As soon as the downpouring subsided, and it was found possible to get out, those living near and far

CAME TO THE RESCUE,

and worked like heroes in the search for victims. At the school, Jacob Randolph was the first on the scene, and, in crossing a swollen stream between his residence and the school house, he was carried down, and only saved himself by grasping an overhanging limb some distance below. While yet in the water the bodies of Miss McBride, the school teacher, and a little girl, floated down to him, and all were taken out together. The telegraph connections between Earlville and Pawpaw have been cut off, and news is difficult to obtain. Earlville is a village of 2,000 inhabitants, in La Salle county, Illinois, on the Burlington and Quincey, seventy-five miles south-east of Chicago. Leaving the school house at the four corners,

THE STORM SWEPT

in a direction almost straight northward, destroying everything in its path. Occasionally it lifted, but the whole country from Earlville to Pawpaw, in Lee County, is marked with the ruins. At least fifty farm-houses and other buildings were wrecked, and more persons killed. All the buildings, fences, orchards and crops were ruined, and the damage done was very great. Even the forests were unable to resist the terrible force of the wind, and huge trees were torn up bodily or broken down as if they had been but reeds. The cyclone continued with increasing violence in its awful way, until it reached the village of Pawpaw Grove, where the greatest loss of life and property was caused. Pawpaw Grove is a village of about 400 inhabitants, in Lee County, on the Chicago, Burlington & Quincy, about thirty-eight miles west of Aurora.

THE PATH OF THE STORM.

The storm began in the outskirts of Sublette, on the Illinois Central Railway, where it struck the house of Mrs. Littler and killed her instantly. From this point the storm passed north by north-east and came in south of Compton, where it carried away the home of Geo. Politsch and killed the whole family. Changing its direction at this point, the terrible destroyer swooped toward the east, and when within three miles of Pawpaw it struck the school. The school was out, and all the children had gone home, excepting the seven who were killed, and their teacher. These were waiting for the heavy rain to cease. A large number of the citizens of Pawpaw and the surrounding country visited the scene within half an hour, among them being the parents of the children who had been in the building. All of the children were found at points around the school, some of them being picked up a mile away. All of them were in the creek along the course of the storm, excepting Edna Hunt, who was found in a field near by.

PORT CRESCENT GOSSIP.

(From the Port Crescent Star.)

Work has commenced on the warehouse at the first "ell" of the new wharf.

J. E. Lutz has been appointed general agent of the Victoria, Port Crescent & Chehalis railroad, with office at Port Crescent.

The rain during the past few days has done a wonderful amount of good to the hay crop in this vicinity.

Work on all parts of the townsite still continues, and everything has now arrived at that stage when the labors of each day can be plainly seen.

J. S. Jackson, of Victoria, B. C., was here several days this week. Mr. Jackson informed us that he will return about the first of July and open a butcher shop.

We are informed by the Improvement Company that work on every department will take a new lease of life from now on. A large force of men will be employed and work commenced in new fields.

The Markham house is being fitted up rapidly and will be opened to the public on or before July 1st. The company has spared no expense in the furnishing of this house, and everything possible will be done to make it first-class in every respect. Mr. Chas. C. Wellmann, the manager, is an old hotel man, and has been connected with some of the best hotels on the Pacific Coast.

T. Lubbe, of Victoria, B. C., vice-president of the Port Crescent Improvement Company, arrived here on the Ferndale yesterday. This is Mr. Lubbe's first visit to Port Crescent since work was commenced on the townsite, and he expressed himself as being both pleased and surprised at the amount of work and improving that has been done in so short a time.

A TYPICAL BUSINESS MAN

Passes Away Full of Honor Among His Fellow Merchants—A Remarkable Character.

The St. Louis Reporter says: "The wool industry of this market received a severe shock in the death of Charles Bienenstok. The influence of this man was not confined to this market, but its scope was widespread and embraced the wool-producing districts as well as the chief consumptive markets of the entire country. He was one of the boldest and shrewdest operators in the country, but his boldness was not characterized by rashness, nor his shrewdness by any trickery or sharp practice in trade. His boldness was born of confidence in his business, and his shrewdness in his ability to grasp at sight the quality and condition of offerings before him, hence he was a quick trader. While too much cannot be said in the memory of Mr. Bienenstok, we are not disposed to take a hopeless view of the future of this market because of his loss to it, for his mantle will fall on other shoulders. Whose shoulders will it be? His example is well worthy of emulation. Who will emulate? There is a vacancy to fill. Who will fill it? While a leader is acknowledged as such, others stand in the background in deference to that acknowledgment; but when the leader is dethroned by death or other cause, an opportunity is afforded for some other to succeed. Who will succeed Charles Bienenstok as the leader in the wool business? The Reporter will welcome the party who steps to that front, and will be prepared to say: 'All Hail, Thane of Cawdor, King that shall be!'"

[Mr. Bienenstok was brother-in-law to Mr. M. J. Davis of this city, and the news of his demise was a serious blow yesterday.]

NEEDFUL SURVEYS.

The Boundaries of the West Coast Reserves to be properly defined.

Mr. D. H. McNeill, the scout, who returned from the Nitinat valley a few days ago says that a number of posts have been planted in various parts of the Nitinat country by Chief Charley stating in regular form his intention to purchase a tract of land about four miles long by half a mile wide. This land is all outside of the reserve and the Indians have no right to it. A white man led the Chief to believe that by putting up his posts, he could acquire as much land as he wanted, and this action may lead to trouble. An Indian who desires to follow the example of the industrious white man and farm land of his own can obtain his farm by applying to the Lieut-Governor. Land however cannot be preempted by Indians in the same manner as by whitemen. As it is necessary that the Indian reserves on the West Coast shall be surveyed at once, to prevent any conflict in regard to their boundaries, the steamer Sir James Douglas, will leave for Nitinat Inlet with a surveying party, as soon as she returns from repairing the Dungeness cable.

AMERICAN NEWS.

Jay Cooke's Estate Sold.

PHILADELPHIA, June 20.—The remainder of Jay Cooke's estate was sold at auction to-day. The stocks, bonds, mortgage, etc., which were sold, brought what were considered good prices.

The Switchmen's Strike.

CLEVELAND, June 20.—All the striking switchmen, except those formerly employed by the Valley Nickle Plate, Cleveland, Canton and Cleveland and Pittsburg roads, are working to-day, and fears of a wood and coal famine have vanished. Work in the Lake Shore, Big Four, and Erie yards is progressing as if no strike had taken place.

Weather Report.

SAN FRANCISCO, June 20.—For Oregon and Washington, fair weather; in eastern Washington, light rains, followed by fair weather. Saturday elsewhere, light winds and fair.

Ascent of Mount Shasta.

SISSON, Cal., June 20.—Prof. Taylor, of Oakland, started from here at three o'clock Monday p.m., and was 48 hours in making the ascent of Mt. Shasta. He got within 30 feet of the summit, when his pole broke. He had a very hard trip through the snow, many times sinking in it up to his waist.

Fatal Train Wreck.

NEW YORK, June 20.—A fatal railway accident occurred at 2 o'clock this morning on the Baltimore & Ohio Railway. Two men were killed and fourteen injured more or less. As the Southern express train, which left Washington at half past ten last night, reached Child's Station, forty-four miles from Philadelphia, the parallel rods of her engine broke, from some unknown cause. The train was going at full speed at the time, and the resistances offered by the steel rods tearing the track derailed the engine. Fireman Jas. McNamara was instantly killed, and Charles Aschenbell, chief engineer of the Staten Island Rapid Transit, was so seriously injured that he died shortly afterwards. The entire train left the track, the front cars coming into collision with the engine. The passengers in the Pullman cars suffered most.

A Couple of Clever Swindlers.

NEW YORK, June 20.—Chas. M. Wells and Henry Hall, clerks for G. R. Cowper, a flour merchant of this city, have been arrested for robbing their employer. They stocked a store in Brooklyn with goods stolen from Cowper, and obtained on false representations from other merchants, and ran their business under the name of Bowen and Hammond. Mr. Cowper, finding his profits unsatisfactory, engaged an expert book keeper who soon detected the thefts. Wells was Cowper's credit clerk, and Hall was an outside salesman. "Bowen and Hammond" ordered goods from Weeks and Parr and other flour merchants, and gave Cowper as reference. When Cowper was referred to, he turned the inquiry over to Wells. Wells investigated, and reported that Bowen & Hammond were "O K." Bowen and Hammond got quite a large stock on hand. In addition to what they stole from Cowper, they had just sold out their stock at auction and pocketed the money when arrested. They made a full confession.

National Commissioners of the World.

CHICAGO, June 20.—Arrangements for the reception and banquet of the National Commissioners of the World's Columbian Exposition by the city of Chicago at the Palmer House on next Thursday evening, are about complete, and everything points to one of the most successful entertainments ever given in this country. It is complimentary to 104 commissioners. The others invited are members of the cabinet, Chief Justice Fuller, Justice Harlan, Governor Fifer and Mayor Cregier. Besides these, tickets have been sent to about 250 representive Chicago citizens, including 45 directors of the world's exposition. The theme of the evening will be the World's Columbian Exposition. First, its relation to international unity; second, its relation to interstate unity; third, its relation to arts and sciences; fourth, its relation to commerce; fifth, its relation to our national resources; sixth, its relation to our national growth; seventh, its relation to the press; eighth, its relation to education and literature. Hon. Henry Exall, of Texas, will respond to No. 2, Hon. Thos. B. Bryant to No. 5, Hon. Thos. Whalmer to No. 7. Other parts of the theme have been assigned and acceptances are expected to-morrow. Secretary Blaine and other members of the cabinet are expected to be present.

HER LAST TRIP.

The C. P. N. Co.'s Steamer Sardonyx Strikes Hard on an Unmarked Northern Reef.

And Is Expected to Become a Total Wreck With the First Fresh Breeze.

Earthquakes Have Thrown up the Reef That Struck the Vessel Her Death Blow.

"Steamer Sardonyx total wreck off Queen Charlotte. Passengers all safe."

Such was the brief but comprehensive telegram which was received in this city on Sunday evening. The news that some misfortune had befallen the steamer was not altogether unexpected, for she was several days overdue, and grave doubts had been already expressed in regard to her safety. None, however, were prepared for the intelligence of so serious an accident, and the meagre news of the wreck soon became the all-absorbing topic of conversation upon every street corner.

Upon the arrival of the Boscowitz, which brought down several of the shipwrecked passengers and one of the crew, full details of the disaster were obtained. The accident occurred on Friday, June 13th, on the down trip, between Skidegate harbor and Rose spit. The steamer was proceeding at full speed, about thirteen knots, with the fairest sky and sea imaginable. Capt. W. J. Smith, who had only a few days before assumed command, was in the wheel house when, without the slightest warning, the steamer crashed upon a

LONG REEF OF SUBMERGED ROCKS,

running out about two miles from White Cliff. There was scarcely a ripple on the sea, and no wash was observable about the treacherous rocks to mark their existence. With the way the steamer had on, she was carried high up on the jagged reef, the rocks tearing great holes in her bottom. In less than a minute of time she lay fast between two big boulders, on an even keel, the water pouring into her. In less than ten minutes the inrushing torrent had extinguished the engine room fires, and officers, men and passengers realized that it would be useless to attempt to do anything towards saving the ship. The boats were lowered—one could step from the main deck into them—and mails and passengers embarked. The anchors had been let go to hold the ship until the crew could return to her; and, leaving a dead Chinaman, who was being brought to Victoria for shipment to the home of his ancestors,

IN SOLITARY POSSESSION

of the Sardonyx, the four boats started for Skidegate, thirty miles distant, which was reached safely at 12.30 o'clock Saturday morning. It was half tide when the ship struck, and the general opinion was that when the water receded the back of the steamer would break, and no more would be seen of her in any form but that of wreckage cast upon the shore. The line of rocks upon which she came to grief could not be found marked upon any of the charts, and the conclusion to which the Captain was forced was that it was of recent origin—probably being

FORMED BY THE EARTHQUAKES

of the last few months.

At the time the steamer was wrecked she had little freight on board, the greater part of it being salt remaining to be discharged for the canneries, and supplies for the islands fishing stations. There were fourteen passengers on board, seven Indians and seven whites, among them Rev. Mr. Miller of Skidegate, Mr. Gordon of Toronto; Mr. George Laing, superintendent of agencies of the British Empire Insurance Co., of Montreal; and Mr. Johnson, the agent of the company for British Columbia.

Mr. Laing was one of the passengers down by the Boscowitz, and his story of the wreck, as told to a COLONIST reporter yesterday, is as follows. Said he: "On all

THE WINTER'S TRIP

there was one thing noticable to me, and it was the great care taken by Capt. Smith. A more careful man could not be found, and not the slightest blame can possibly attach to him in any way. We had a big lot of up freight, with which we reached the Nass safely and got back to Port Simpson. We sailed from that port at 3.15 Friday morning for Skidegate, and at about 1.30, the same afternoon, struck the reef full on. The shore, I should judge, would be about two miles away. It was the coast of Graham Island, thirty-six miles to the north of Skidegate. We soon found the ship filling and were obliged to

TAKE TO THE BOATS,

four in number, in which we started for Skidegate, all together, at about 4 o'clock. We reached our port safely at about half an hour after midnight, and soon were enjoying the hospitable care of Rev. Mr. Miller. That truly charitable gentleman lost no time in procuring a good fire and something hot for us to eat, and then put us into comfortable beds. After dinner a party of us started for the wreck again—the captain had procured a Columbia river sail boat to send word of our mishap to the mainland. This boat was manned by a portion of the crew, and Mr. Johnson and I accompanied them. The first night, Saturday, we

CAMPED ON THE SHORE,

six or eight miles from the wreck, darkness having set in. We made a start again at daylight, and found the ship in very bad condition indeed. The sea, at high tide, had broken completely over her; and at low tide the side nearest the shore was in six feet of water. We found the interior of the ship all broken up—the staterooms were full of water, the doors were swinging both ways, everything was racked, floating and desolate. The hold was full of water, and almost everything portable had been appropriated, presumably by Indian visitors. We left the helpless steamer at 7 a. m. on Sunday, with a favorable but light wind, which died away in less than an hour, leaving us to find our way over the sea without even a single pair of oars. At three o'clock fortune relented; we got a good wind, which increased towards sunset to

ALMOST A GALE.

At about a quarter past eleven we made a successful landing on Goschen Island, where after a tiresome search we found a quiet bay and a sandy beach. Fifty feet from our landing, we found, as if Providence had provided it for us, a cedar hut. A fire was soon blazing, and before it our blankets were hung to dry. Then came supper—coffee, ham, potatoes and biscuits—after which we resigned ourselves to sweet, sound sleep. We were up bright and early and had breakfast, and then prepared for our departure. Our boat, with the going out of the tide, had been left 70 feet from the water, and so considerable time was taken in again floating her. The

BEAUTY OF THE SCENERY

I shall never forget; it was such as defied description. The quiet waters of the bay, the cedar covered islands, the bold, rocks, the open water beyond—everything was picturesque, and all formed one beautiful picture as the rising sun warmed us that we must lose no time in once more embarking. At nine o'clock we had our sail hoisted, and headed for Inverness on the north arm of the Skeena, where we arrived the same afternoon. We came down by the Boscowitz, and the captain, purser, engineer and the major portion of the crew remained to do what they could at the wreck. When we reached Inverness, Mr. Stapledon and his bookkeeper, Mr. Robertson, received us with the greatest kindness, and we can not praise too highly their hospitality. There is still, I think, a prospect of saving the machinery, but if anything is done in that direction it must be done quickly. The first gale that comes will assuredly complete the destruction of the Sardonyx."

CAPT. SMITH'S REPORT.

Capt. Smith's report of the accident to the company was also received yesterday, and is as follows:

Skidegate, June 14th, 1890.

To Capt. John Irving, Manager C. P. N. Co.

DEAR SIR:—I have to inform you that the Steamer Sardonyx is ashore about 50 miles from Skidegate village and expected to become a total wreck. She struck on a rocky shoal yesterday at 1.45 p.m., which shoal the people here tell me has been thrown up by the late earthquake. You will find the spot on chart of Cape Caution to Fort Simpson, Laura Hill, Skidegate entrance, bearing South Mag and white cliffs in line with the south side of a hill on the Masset side, near Chevior brook, bearing N. W. x W. mag. 5¾ miles off shore and fully a mile outside of soundings given on chart six fanthoms. She was going full speed, weather good and not much sea on, low tide. She refused to back off, and while running out a ridge she began to fill in the engine room. The steam was blown off, boats launched, anchors thrown off the bows, and at 3.45 p.m proceeded with all boats fully laden with passengers, mails, baggage and provisions for Skidegate village. I reached there at 12.30 after midnight with first boat to arrive and fourteen passengers. The others followed close behind; all got here in good time safe. The steamer seems hung under the engine room, and should a breeze spring up from the eastward she will certainly break up. At the time of leaving I was of opinion that with prompt assistance from Victoria or elsewhere she might be saved; but the chances are small as the weather cannot remain quiet long here. I have this morning hired a small sloop to take despatches and any passengers who wish to go to Inverness to catch the Boscowitz. This boat goes in charge of Mr. Ash, the mate. Till I hear from you I will remain here and try and save what I can, or until the vessel breaks up. Although the sea was not high she jumped and rolled heavily. When we left the water was nine feet in the engine room, and five in the hold, and rising with the tide. The water began to come in ten minutes after she struck. Until the vessel struck she was handled in a careful manner, and after she struck I did my best coolly. There was no excitement on board. Awaiting your advice and instructions, I am, your obedient servant, W. J. SMITH.

FOR THE SCENE OF THE WRECK.

The Louise, Capt. Irving in command, will leave for the scene on Friday, carrying up the mails, passengers and freight for all Northern ports. It is not likely that anything will be left of the Sardonyx when the relief reaches her. The wrecked steamer was purchased from Messrs. H. Saunders and E. Crow Baker about three years ago by the C. P. N. Co., who valued her at about $75,000. She was insured for $50,000; in $40,000 with Lloyd's, London. She was 150 tons register, built in London, and for some time employed in freighting on the Mediterranean and in carrying iron and salt out of Liverpool. Messrs. Madigan and Meyers purchased her in England about seven years ago for the San Francisco-Victoria route, for which she received her upper deck and cabins. She was afterwards employed on the Northern route, in which service she was continued on passing into the hands of the C. P. N. Co.

SCOTTISH HOMES.

Interesting Sermons and Address by Mr. Quarrier, of Glasgow, Scotland.

For a long time the name of Mr. William Quarrier, a Scottish philanthropist, has been familiar to the public, as well on account of the good work done by him on the other side the Atlantic as because of the many young people who, under his auspices and those of his associates, among them Miss Macpherson, have been provided with homes and employment in Canada. In the course of a visit to the western provinces of the Dominion, to satisfy himself as to their capabilities, Mr. Quarrier found himself in Victoria, and in the First Presbyterian church, on Sunday morning, before the Presbyterian Sabbath Schools in the afternoon and in St. Andrews church on Sunday evening gave interesting accounts of the commencement, progress, present condition and prospects of the Scottish Orphan Homes of which he is the founder. St. Andrews church was packed on Sunday evening and in terse and telling terms Mr. Quarrier told his story, under the title of "Answers to prayer," upon texts illustrative of which he based his discourse. It was about forty years since, he said, that a little destitute boy on the streets of Glasgow had made up his mind as to what he would do, if prosperous in the future, for those who were similarly situated to himself. He showed how he had been led by a way which he knew not, and that though his own idea had been to establish an institution upon a much larger scale than that on which it had been commenced, its progress and present position had been much greater than he had dared to think of. The Glasgow home, the first, had been started twenty-six years ago with one boy, in a small room not much bigger than the platform of St. Andrew's church, but since that time thousands of children had been taken in and cared for, and upwards of a quarter of million of pounds sterling had been expended. Homes had been established in Glasgow and other cities. The Glasgow Home is situated at the Bridge of Weir, a short distance outside that city. There never had been any soliciting of funds or anything that was required, but in a remarkable manner God had answered prayer, for He had said "If ye ask anything in my name I will do it."

SCRAPS.

Gretchen—Oh, I vas so happy now as never vas!

Caller—Why are you so happy now, my good girl?

Gretchen—Hans vas gone down town to got both those licenses.

Caller—What do you mean by both licenses?

Gretchen—Vy, von to marry me und von to run ein beer saloons mit.

CAPITAL NOTES.

Plans for the New Drill Shed at Victoria to be Prepared Without Delay.

Col. Prior and Mr. Eberts at Ottawa—Ministers Interviewed Relative to Victoria.

Two Companies Secure Control of all the Cordage Factories in Canada.

[From Our Own Correspondent.]

OTTAWA, Ont., June 23.—The Minister of Marine and Fisheries has received a letter from some gentlemen in Newfoundland who are deeply interested in the fisheries in that colony, which states that the report that the delegates visited Scotland and Holland in connection with the herring industry has been widely read and much appreciated in Newfoundland, the report having been referred to as "practical and exceedingly valuable."

S. F. Stairs, of Halifax, says two Canadian cordage companies which were incorporated last week, have secured control of all the cordage factories in Canada, except the one at Brantford. This will be obtained in the event of the English syndicate, which has first offer, declining to take the business. The reason for consolidating the cordage business of Canada, is to enable the companies to obtain advantage of the reduced prices in raw material by co-operation with the States syndicate, which now controls the world's supply.

Hon. Mr. Tupper says the instructions to the fishery protection cruisers are the same as last year. The men are armed with batons, as it takes too long to instruct them in the use of cutlasses.

Heavy gun batteries at Sierra Leone have been built by two graduates of the Royal Military College of Canada.

Col. Prior and Mr. D. M. Eberts arrived this morning. Col. Prior visited the departments during the day. He saw Sir Adolphe Caron, who has issued instructions to the architect of the department to prepare plans for the new drill shed at Victoria without delay. He interviewed Hon. Mr. Haggart relative to the provisional allowance for the post office employees; he saw Hon. Mr. Bowell regarding customs matters, and Hon. Mr. Tupper with reference to the building of the new government steamer in British Columbia.

Mr. Eberts left for Chatham to-night to visit his parents.

A WAR OF RACES.

Fierce Fight Between Japanese Fishermen and Chinese Canners on Lulu Island.

Many of the Chinese Seriously Injured—Twenty-Five of the Combatants Arrested.

(From Our Own Correspondent.)

NEW WESTMINSTER, June 23.—One of the greatest battles ever fought on the Fraser River took place yesterday afternoon, at Duncan's cannery, on Lulu Island, between thirty Chinamen and twenty-five Japs. The Japs are fishermen and the Chinese canner hands, and they have a great national hatred for each other. Yesterday the Japs were all more or less intoxicated, and gathered in front of the Chinese boarding-house to enjoy themselves. The Chinese did not like their presence and commenced jeering at them. This led to trouble, for the plucky Japs would not be made fun of. A fight between two of the opposing parties finally started, and in less than five minutes a regular battle was in progress, sticks, fists, nails and axes being the weapons used. The Japs, though less in number, proved the better fighters, and soon drove the Chinese inside of their boarding-house, which was quickly locked against the fierce fishermen.

Not being able to gain admittance by either door or window, the Japs quickly tore out the end of the building, fought their way inside, and then the battle became terrific. For over an hour the struggle continued, and was only stopped by the complete rout of the Chinese, who were thrown through the window or kicked out of the doors. One man was terribly injured and will probably die, and more than thirty received serious injuries. Mr. Moresby, of Westminster, got word of the battle, and reached the scene at ten p. m. He returned here this evening bringing 25 prisoners with him.

CANADIAN NEWS.

Another Batch of Q. C's.

OTTAWA, June 23.—Another batch of Q. C's. has been created in the Northwest. The lawyers on the list are C. Hamilton, of Regina, and C. C. McAnlfort, of Macleod. The list is composed largely of maritime province barristers, and includes the Minister of Marine, and R. C. Weldon, M. P.

Mr. Van Horne's Visit.

WINNIPEG, June 23.—President Van Horne left for Vancouver at 1:30 p. m. yesterday. He is accompanied by R. B. Angus and Senator Drummond.

Prison Reform Commission.

TORONTO, June 23.—The Ontario government has appointed J. W. Langmuir, for many years inspector of prisons in Ontario; Dr. Rosebrugh, secretary of the prison reform conference, and Hon. T. W. Anglin, a prison reform commission.

Drowned While Bathing.

GODERICH, Ont., June 23.—Geo. Harvey, attending high school here, was drowned to-day. He took cramps while bathing.

St. Jean Baptiste Festivities.

WINNIPEG, June 23.—Governor Royal, of the Northwest Territories, has arrived to-morrow. It is expected trains will be running on the new line from Lethbridge to Great Falls, Mont., by Sept. 1st. The coal output at Lethbridge will be doubled by that time.

Found Drowned.

BROCKVILLE, Ont., June 23.—The body of Miss Amy Petepcie, of Ashton Mills, was found in the St. Lawrence, two miles below Brockville, to-day. The unfortunate lady, who is said to be wealthy, has of late been raving in her mind. It is supposed she drowned herself.

A Chinese Missionary.

TORONTO, June 23.—At the Metropolitan Methodist Sunday school, yesterday, Thos. Chew, a Chinese lad who received his education in this city, bade good-bye to school, preparatory to leaving as a missionary for British Columbia.

The Missing Lord Boyle.

WINNIPEG, June 23.—A gentlemen who has just arrived from northern British Columbia, says that he saw the missing Lord Boyle recently making his way to Alaska on a mining prospecting tour.

CABLE NEWS.

Poisoned by Diseased Pork.

LONDON, June 23.—Sixteen persons have been poisoned at Elberfeldt, Germany, by eating diseased pork. Several of them are in a very serious condition.

A Gas Syndicate.

LONDON, June 23.—A syndicate of American capitalists and British bankers have been formed, with Sir J. Goldsmith, M. P., as chairman, for the purpose of buying the gas works of the principal American cities. The capital of the syndicate has been underwritten, and the company will shortly be floated.

The German Army.

BERLIN, June 23.—It is reported that in the lobby of the Reichstag to-day, General Du Wernois, Prussian minister of war, in the course of conversation with several members, promised that after the passing of the army bill a large number of men would be removed from active service at the end of the second year of their term.

English Political Situation.

LONDON, June 23.—The liberal leaders met to-night and decided to continue their opposition to the bill on the ground, as Mr. Hugh C. E. Childers remarked in the lobby, this evening, that the measure is reactionary and unconstitutional. The entire bill would have been dropped, but Mr. Goschen and Mr. Ritchie threatened to resign if such action were taken. On the other hand, Balfour insisted upon deferring the compensation scheme, and pushing the land purchase bill. The government appealed to Lord Hartington, who advised a compromise, to which effect the clause of the compensation clause was decided upon. W. S. Caine, Unionist whip, who has been one of the strongest opponents of the measure, resigned his seat in the house to-night with a view to test the feelings of the electorate on the question of seeking re-election. The temperance leaders held a meeting to-night and issued a manifesto declaring the government's scheme worse than useless, and entirely misleading. The principal of compensation remains untouched, and must be overthrown. The temperance party is therefore resolved to continue its strenuous opposition, relying upon the country for support.

The Duke of Clarence.

LONDON, June 23.—The House of Lords was filled with peers and other privileged persons this evening, on the occasion of the administration of the peers' oath to the newly created Duke of Clarence (Prince Albert Victor of Wales). The Queen's message to the lords, formally announcing the bestowal of ducal rank upon the prince, and establishing his status in the order of precedence, was read, by which it is ordered that he take precedence after the Duke of Connaught, but before the Duke of Albany. The procession then entered, headed by Admiral Sir Jas. R. Drummond, gentleman usher of the black rod, followed by the Duke of Clarence, with his sponsors, the Prince of Wales, his father; and the Duke of Edinburgh, his uncle, all in their ducal robes. After the usual formalities, the Duke of Clarence took the peer's oath, and signed the roll. He was then conducted to the bar, where he bowed thrice to the throne. The Lord High Chancellor acknowledged the salute. He was next conducted to the chair of state, and shook hands with the Lord Chancellor, soon after which he withdrew.

The Police Situation.

LONDON, June 23.—The police situation is rapidly growing more serious, and the firemen have taken a hand in the practice new general among public employes of airing their grievances. The latter have lodged a strong petition with Capt. Shaw, chief of the fire brigade, for a general amelioration of their condition by an increase of wages, a reduction of hours, and a radical improvement in the character of the quarters provided for them. This petition has been turned over by Capt. Shaw to the county council, with favorable recommendations. The police are furious at the contemptuous silence with which chief commissioner Sir Edward Bradford had treated their petition requesting permission to hold a meeting, and threaten to hold one without his consent. It is quite apparent Sir Edward purposes ruling the London department as he did the native police in India, and it is equally plain that the attempt to do so will fail.

Greeted by the Queen.

LONDON, June 22.—The Duke and Duchess of Connaught landed at Liverpool to-day and proceeded immediately to Windsor, where the Queen and their children gave them an affectionate greeting.

THE GREAT NORTHERN.

Has Three Surveys Between Montana and Seattle. The Route Not Yet Chosen.

ST. PAUL, June 19.—Colonel Clough, vice-president of the Great Northern, speaking to-day of the extension of the company's line to Seattle, said: The only thing that delays commencement of work is definite selection of the route. The money necessary for completion of the work was raised in London. We marketed our bonds there two days after the books were opened. Two million pounds of English money, or $10,000,000 of our money, was subscribed. This money is to be used in building the line to the Coast.

"We will certainly commence work some time this summer. We have had several surveying parties in the field for a month. They have located at least three passes through the mountains and as many different routes. As soon as we decide which is the most feasible we will begin construction of the line, which will give the Great Northern by long odds the shortest route to the Coast."

INTERIOR NEWS.

The Victim of the Stabbing Affray at Nelson Doing Well—His Assailant Taken to Kamloops.

Kootenay Lake Mining News—The Reported Rich Find at Tatla Lake a Fizzle.

(From the Inland Sentinel and Kootenay Star.)

DONALD.

The C. P. R. Co.'s stores at Donald have furnished during the month of May $36,000 worth of supplies to the construction of the Columbia & Kootenay railway.

Thomas Stevens (known by the name of Ike Stevens) died at Illecillewaet Thursday noon very suddenly. He had gone up from Revelstoke on the morning train, apparently in his usual health, and walked to Swan Anderson's hotel with some slight assistance. Sitting down he at once complained of being sick and asked to be taken to a bed, but was unable to reach it and sank down on the floor, dying almost immediately.

A court of assize was held at Donald on Monday, Judge Walkem presiding. The only case of interest was that of Frank Provost, charged with the killing of Joseph La Page, in the Upper Kootenay country, some time ago. The affair was the outcome of a quarrel between the men mentioned, when the accused (in self defence, it was alleged) struck the deceased across the arm with a billiard cue, which splintering, inflicted a wound upon his forehead, La Page dying shortly after, it was thought, as the result of the blow, and the defendant was arrested. Medical testimony, however, went to show that the blow had in no way contributed to his death, the deceased having died from disease superinduced by excessive use of alcoholic stimulants. The prisoner was accordingly acquitted.

KOOTENAY LAKE.

The victim of the stabbing affray at Nelson is doing well and no fear is entertained for his recovery, though his usefulness for hard work is forever destroyed. The prisoner Brady was transferred to Officer Kirkup, who left with him for Revelstoke on the way to Kamloops, where he will be tried at the next assizes.

At Nelson buildings are going up in all directions; a great many prospectors are still in town owing to the backwardness of the season. The Hall and Poorman are the only two properties really working up to the present, but in a few days active operations will be commenced on the Tough Nut, the Cottonwood Creek mines and others.

At Hot Springs the properties are looking well as far as developed, and it is expected that in the neighborhood of $50,000 will be spent in development work in this camp this season. Three large American companies are interested in this camp, from Spokane, Milwaukee and Portland, and they intend to work their properties for all they are worth.

There have been several new finds during the last month, some of which are looking very well for the amount of work done on them. Across the lake from Hot Springs, the Hendryx mine is being opened up in good shape, a tunnel 800 feet long cutting the vein and showing 87 feet of ore, principally galena, carrying from 15 to 35 dollars per ton in silver.

The Chinese are taking out a considerable amount of gold dust from '49 creek. The Mongolian firm of Kwong On Wo do an extensive business with their countrymen, in the way of bartering goods for the precious metal.

Meagre reports concerning a lucky find made by a Frenchman, come from down the river. The ledge, which is located as being 20 miles below Sproat and some six miles up a certain creek, is said to be 40 feet and averages $50 to the ton.

KAMLOOPS.

The stockmen of the interior are now engaged with the spring round up and branding.

A great amount of rain has fallen at Kamloops during the present week, and reports from all sections of the interior are to the effect that the rain has been general. Farmers and gardeners are quite jubilant thereat, and good hay crops are now assured.

CHILCOTIN.

The reported rich find of alluvial gold in the neighborhood of Tatla Lake, has, much to the disappointment of the settlers in this country, turned out a fizzle. Most of the men have been here returned. A party consisting of Messrs. Brody, Sword, Robinson and Baer, report not having found any trace of gold. These men went to Chilco Lake with the same result.

Crops are very backward; a sharp frost cut down the vegetables at the start. The weather throughout this spring has been very cold and cloudy, with occasional thunder storms and high winds.

About 500 head of steers belonging to the Harper estate have been driven across the Chilcotin river at the mouth on to what is known as the Harper range. There is also a large band of brood mares running on the same land.

A petition largely signed by the residents of Chilcotin last winter was laid before the House by Mr. J. Mason, M. P. P., asking for a bridge across the Chilcotin river at Hanceville. The government has decided to comply with the request, and $1,000 have been appropriated for the purpose. The estimated cost for completion will be nearer $5,000.

O'CONNOR DEFEATED

By James Stansbury, of New South Wales, in the Race on the Paramatta River.

SYDNEY, N. S. W., June 23.—The rowing match between James Stansbury, of New South Wales, and William O'Connor, of Toronto, Canada, champion oarsman of America, which took place on the Paramatta river to-day, was won by Stansbury.

Poetic Sentiment.

TO apply the poetic words "a medicine that's able to breathe life into a stone" to B.B.B. savors of exaggeration, but considering its countless cures and wonderful work even exaggeration seems justifiable if it convinces those who hesitate to try B.B.B. and be cured.