The Colonist.

FRIDAY, JULY 6, 1894.

PUBLISHED EVERY FRIDAY MORNING BY

The Colonist Printing & Publishing Co'y, Limited Liability.

W. H. ELLIS, Manager. A. G. SARGISON, Secretary

TERMS:

THE DAILY COLONIST,

PUBLISHED EVERY DAY EXCEPT MONDAY.

Per Year, (Postage Free to any part of Canada) $10 00
Parts of a year at the same rate.
Per week (if delivered) 25

THE WEEKLY COLONIST.

Per Year, (Postage Free to any part of the Dominion or United States) ..... $ 2 00
Six Months 1 25
Three Months 75
Subscriptions in all cases are payable strictly ADVANCE.

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The Celebrated "Mary Parker" Scuttling Case Results in an Acquittal.

An Entirely Unanticipated Decision—The Substance of the Testimony.

The Mary Parker case, before the United States court at Seattle Saturday, has thrown a considerable amount of new light on the mysterious sinking of the schooner off Race Rocks.

Capt. F. L. Bangs and James Heay both took the stand.

Heay told about the trouble the vessel had on her way down Sound, saying she was twice nearly lost, once at Bushy Point and again at Neah Bay. On cross-examination he admitted that he had been reminded of this by the counsel, having forgotten it the previous day. His cross-examination dealt at great length with the position of the vessel when she was sunk. He said he did not look at the charts before the vessel went down nor rescue them, and, when asked if he did not say in his confession that she was sunk in seventy-four fathoms of water and that he got this information from the chart, said that he looked at the chart at Ballard on his return. He said the vessel was headed towards Victoria with her stern towards Dungeness and then was confronted with his confession, in which he said she was lying between Victoria and Port Angeles about six miles northeast of Race Rocks, heading for Port Angeles light with the Victoria light right on her stern. He explained the discrepancy by saying that he intended the confession to refer to the direction and position of the small boat in which he escaped after the wreck.

The testimony of Captain Bangs was principally directed to support that of Heay regarding the transactions with McCarthy, particularly Campbell's visit to his house. He pronounced the vessel to have been very old and rotten. He generally confirmed Heay's story, but on cross-examination denied almost everything.

Bangs' wife, his sisters, Mrs. I. A. Judkins and Mrs. Etta McKay, and his father, all gave evidence designed to prove that Bangs was insane and had been so for the last year. They said he had been absent-minded and would continually walk the floor and showed other signs of insanity.

Commissioner C. D. Emery and Deputy Marshal E. V. Ruger, testified that both Bangs and Heay had voluntarily admitted to them that their confessions were true. Captain F. J. Burns gave further evidence as to the insurance.

Detective McCarthy was recalled in rebuttal of Heay's story and denied it entirely, saying that he had offered no reward, that there was no such man as Campbell, and that he had no confederates in his scheme to get the confessions except Captain Burns and Captain Bryant.

Samuel C. Moore, one of the crew of the Mary Parker, said the vessel was in a rotten condition, and was nearly lost twice on the way to Neah bay.

Much to the surprise of the prosecution, the jury late Saturday night brought in a verdict of not guilty in the case of both Captain Bangs and Heay. The argument for the defence was made in eloquent terms by S. H. Piles, who was assisted by Mr. Bromley, and United States Attorney Brinker closed for the prosecution. "The result", says the P. I., "may be attributed directly to the skillful management of the defence by Attorney S. H. Piles."

The Telegraph referring to the matter says: "Probably the most remarkable case ever disposed of in the federal court here closed yesterday with a verdict quite as remarkable. The case was that of Frank L. Bangs and John Heay, charged with scuttling the sealing schooner Mary O. Parker. With two written confessions staring his clients in the face, Lawyer Samuel H. Piles secured a verdict of not guilty on the evidence of the two defendants almost wholly unsupported. It was to the general surprise of those who heard the testimony that the defendants were found not guilty. The jury was out but a short time before it concluded that the defendants should be acquitted. One of the jurors remarked afterward that 'Captain Bangs certainly scuttled the ship, but under the court's instructions Heay could not be convicted.' There was no foundation for such a remark."

If you decide to take Hood's Sarsaparilla do not be induced to buy any substitute article. Take Hood's and only Hood's.

A BATTLE OF GIANTS.

Fight Between the Railway Companies and Their Operatives a Tremendous One.

Disasters Which may Result Impossible to Estimate—Half the Continent Affected.

CHICAGO, July 1.—The Pullman car boycott and the union of twenty-seven railroad managers in a defensive alliance against what until now has appeared to be a mushroom organization originated by professional agitators, marks the beginning of a combat—be the results what they may—which cannot fail to mark the beginning of a new era both politically and financially. Defeat by either side means death to the several interests involved. This much and more was demonstrated yesterday when, in the heat of passion, spurred on by speeches calculated to arouse the utmost enthusiasm among laboring men, the many trade and labor unions of the city and state, through their representatives, voted to sustain the American Railway Union in its fight against the Pullman Co. and the railroads now represented in the General Managers Association. A meeting of the chiefs and masters of the labor organizations in Chicago was held at the headquarters of the Railway Union last night, ostensibly for the purpose of proposing resolutions denouncing the use of armed force by corporations to oppose the contestants of the rights of labor. The question announced as involved was barely touched upon at the meeting, the resolution passed bearing chiefly on the attitude of the state officials and asking for the abrogation of all franchises held by railroads under the state law, which it claims is being violated by the road in refusing to supply transportation facilities unless they are permitted to run Pullman cars. The most important clauses of the resolution bearing on the action of the state officials were drafted by a woman, Mrs. Fanny Kavanaugh, and the swinging into line of the many trade unions present was brought about by the speeches made by prominent labor leaders of the city and state. While not acting in caucus the unions were all pledged before the meeting to join in supporting the railroad men in their struggle, and at a later meeting of the Trade and Labor Assembly, the central division of the united labor unions, a committee was appointed to wait upon the officials of the American Railway Union and offer the united strength of every trade and labor organization in the city.

The tender was made at headquarters yesterday afternoon, and it was pledged that every union man in the city would go out on strike immediately if the officers of the American Railway Union deemed it necessary. The proposition made and accepted was that in case the trouble between the union and the railroads was not settled within the next day or two, every union man in the City of Chicago, from the highest to the lowest, would be called out in sympathy with the railroad men. At the lowest estimate this means a strike among the labor unions alone of over 150,000 men. Added to this will be the many thousands who will be thrown out of employment by the forced shutting down of the industries affected by labor agitations. It will mean for Chicago alone the forced idleness of at least 20,000, not counting the railway men who are now out of work. It will mean crippling and great financial loss to hundreds of factories and corporations. The immensity of the lock-out or strike cannot be estimated correctly at the present time, and the ultimate disaster which is bound to follow is sufficient in appearance to cause the most courageous to shudder. When the proposition was made to the Union officials to-day there was scarcely a man who did not pause to estimate the consequences. After a long discussion with the executive board of the American Railway Union, President Debs accepted the offer of the unions on condition that they would not strike until called upon to do so by the Union. Whether or not this call is issued is dependent upon the action of the railroads which are now fighting the Union.

The firemen, trainmen, operators and clerks are all reported out on the division mentioned, and further orders were issued to tie up the Wisconsin division as soon as possible. The most important tie up of a new line was the strike ordered on the Chicago & Calumet terminal, and the walkout has resulted in the closing down of a number of factories using oil as fuel. It was reported at headquarters that the Calumet strike would result in the closing of the Standard Oil Company's plant. About 5 000 men are employed by the oil company here. Reports at headquarters are to the effect that the firemen on the Illinois Central road engines were out in a body. The firemen's division on the Central numbers about 300. The firemen on the Santa Fe have voted to withdraw from the Brotherhood and join the American Railway Union. A formal notice of surrender of the charter of the lodge was sent out and the men all quit work.

In the Panhandle yards all the firemen and engineers joined the strikers, as did a number of the Fort Wayne men. On the Santa Fe 50 freight handlers refused to handle cars switched by non-union crews and strikers. They marched in a body to the union headquarters where they organized a local union. On account of the action of the Milwaukee in handling a Pullman car and refusing to withdraw from the manager's association, a general strike was ordered, but the men subsequently returned to work. The action of General-Manager Newman of the Lake Shore in working the switch tower for Rock Island trains, caused the union to declare a strike. Strikes were also declared on the Nickel Plate, the Northern Indiana, Big Four and the Colorado Midland. On the Big Four the complaint is that the company has Pullman cars at Cincinnati. The order for a general strike on the Gould system has also been issued. On account of the Michigan Central being a member of the general managers' association, a strike was ordered on that road and almost immediately a number of yardmen and roadmen went out.

It was reported at union headquarters that the railroad companies had asked the Western Union and Postal telegraph companies to supply them with men to take the places of striking operators on the different divisions, and, acting on the same, the union officers are threatening to cause a strike among Western Union operators, who have recently joined the union. A general tie-up of the Union Pacific has been attempted, and the men on the Iowa division of the Chicago, Great Western have been ordered out. Union officials say that there is nothing in the reports that the employes of the Chicago, Great Western, Chicago elevated roads and the street car lines have been asked to strike. A complete tie up was reported on the Monon as far south as La Fayette, Ind.

Late last night it was announced that an understanding had been arrived at by the union officials and the grand officers of the firemen's brotherhood. All firemen would be permitted to act either in a body or individually in supporting the union. Strikes among the firemen will be ordered on all roads in consequence. The engineers of three divisions in Chicago have agreed to take advantage of the interpretation of the rules by Chief Arthur and return to work with green crews.

What is looked upon as a significant move on the part of the capitalists, as the union designates all employers, was the visit to headquarters yesterday of P. H. Studebaker of Studebaker Bros. Mr. Studebaker is a large stockholder in the Pullman company, and while the conference between him and the union officials was secret, it was given out that it was for the purpose of arranging for a meeting. It is not known whether the subject will be a compromise with the Pullman company or a protection to the Studebaker works.

WASHINGTON, June 30.—Attorney General Olney's position that any car carrying mails is sacred from interference, has aroused a feeling among labor unions. Mr. Kyle intends to offer a resolution in the senate declaring that the detachment of Pullman cars shall not constitute an offence against the United States laws.

CHICAGO, June 30.—There was a stormy meeting of engineers, firemen and conductors last night. Some of those present told the officers of the Brotherhood of Locomotive Engineers some plain facts. The engineers are apparently tired of working with non-union crews. The division chief of engineers, fearing the engineers would strike, declared the meeting adjourned. Two hundred engineers employed on the Chicago, Great Eastern, Chicago Northwestern, North Pacific and Wisconsin Central at a meeting decided to go out this morning. They justify the strike by saying in the last letter received from Chief Arthur it gave them authority to refuse to work with non-union crews. The Union Stockyards Railway and Transit Company is completely tied up this morning.

DENVER, Col., June 30.—Three hundred members of the American Railway Union declare they will lay a petition before the United States court on Monday asking that the receivers of the Atchison railway be prosecuted for interfering with the mails. The petition sets forth that the employes offered to move all trains and requested to be allowed to move the mail car, but that the receivers refused to order the train out unless the Pullmans went along. The Atchison to-day is paralyzed.

HAMMOND, Ind., June 30.—The situation here this morning is a waiting one, both on the part of the mob and the sheriff. The latter has asked the government for troops to aid him in releasing the trains of the Monon and Erie roads, which have been captured during the past two days and are still held.

CHICAGO, June 30.—The American Railway Union has given out the following bulletin to the press: "In reply to a telegram from General Manager Seals, of the Mobile & Ohio, stating that that road had cut off all Pullmans, and asking for an order releasing the tie-up. President Debs yesterday afternoon wired an order to the Mobile & Ohio asking whether it was a member of the General Managers' Association. If not, an order will be sent the men to return to work. President Debs states that twenty-five organizers have sent East to organize Eastern roads, and that every road represented in the General Managers' Association, whether pulling Pullmans or Waggons, will be boycotted and tied up. An official notice to this effect will be issued. All the Alton yardmen who had not joined the strike have gone out.

Last night all the important division points and terminals of the Alton were tied up. Positive orders were issued to the committee in charge of the Rock Island to tie up that road at any cost. Telegrams were sent out along the line instructing the union men to quit work and asking assistance from all employes. On account of General Manager St. John's position as president of the Managers' association, a bitter fight will be made against the Rock Island, and almost any sacrifice will be made to keep that road blockaded to the last."

MONTREAL, June 30.—Eugene V. Debs, president of the American Railway Union, who passed through Montreal, being interviewed regarding the Pullman boycott, said: "It means in the end that the brotherhood of locomotive engineers, who have promised us support, will compel Mr. Pullman to give in no matter how he may feel; it means that every brakeman can refuse to attach air pipes to Pullman cars; that switchmen can refuse to sidetrack them; that conductors can refuse to collect the company's fare, and, best of all, an engineer can simply notify his master mechanic that he will not haul Pullman cars. It is all nonsense to imagine that the average railway official is friendly to the Pullman company; they are not. All these things are having their weight, and while the public may not at first be friendly to us they will eventually find we are right, and right wins."

MOST MAKES MERRY.

NEW YORK, July 1.—Here is a translation of Herr Most's editorial in Friday's Freiheit on the assassination of President Carnot: "This was not only an atonement for the official murder of Ravachol, Vaillant and Henri, but also for innumerable judicial and police barbarities practiced during Carnot's administration upon innumerable anarchists and other workmen. Carnot did not only sign questionable death sentences in cold blood, but he was also in perfect accord with the scurvy trickery of the reactionaries and enemies of freedom. He declared himself a helper of all his associates in the crimes of the reactionary party, and at the same time prided himself as representative and personification of class rule, of the French bourgeoisie, which at present showed itself the dirtiest and bloodiest mass of corruption that ever encumbered the earth, just as the bloody week in May looms conspicuously forth.

"Who shed tears over the body of the executed one. Only rascals and asses, but none among the oppressed and suffering mourn the tyrant's death; rather tears of joy and thanksgiving were shed by the enlightened of all countries. Then know, oh! ye rich and powerful, ye have brought it about that there is only one feeling left in the hearts of those ye have trodden down, a burning sense of rage and hatred When the time comes for you to be purged from the face of the earth, like the poisonous worms with pitch, sulphur and fire, then will you hear nothing but songs of rejoicing and singing in your ears."

Herr Most concludes with a glowing eulogy of the anarchist assassin, and talks of him as a "brave good fellow," whose martyrdom when it comes will be well worthy of revenge.

Rheumatism Cured in a Day.

South American Rheumatic Cure, for Rheumatism and Neuralgia, radically cures in 1 to 3 days. Its action upon the system is remarkable and mysterious. The first dose greatly benefits. Sold in Victoria by D. E. Campbell.

COLONIAL CONFERENCE.

List of Delegates to the Ottawa Convention—What the "Times" Says.

Order of Business to Be Discussed—Some Hard Thinking Will Be Required.

(From the Winnipeg Free Press.)

The following is a list of some of the most prominent delegates to the Intercolonial Conference, to be opened at Ottawa, June 26. West Australia, Newfoundland and the West Indies are practically the only self-governing portions of the Empire that have not yet notified the Dominion government that they will be represented:

Imperial Government—Earl of Jersey.

Canada—Hon. Mackenzie Bowell, Sir Adolphe Caron.

New South Wales—Hon. H. W. Suttor, vice-president Executive Council.

Victoria—Sir Henry Wrixon, attorney-general; Hon. Simon Fraser and Hon. N. Fitzgerald.

Queensland—Sir E. Forrest and Hon. A. J. Thynne, minister of justice.

South Australia—Hon. E. Pulford.

New Zealand—Alfred L. Smith.

Cape Colony—Sir J. H. DeVilliers, chief justice, and Sir Charles Mills, agent-general in London; C. Hofmeyer.

Tasmania—E. N. C. Braddon, agent-general in London.

The London Times says: "It is scarcely doubtful that the tone of the Ottawa conference will be imperialistic, but it is essential that sentiment give way to the business object of the convention, which is to promote shipping and telegraphic communication with a view to develop trade within the Empire. * * * Delegates will probably be asked to bear in mind that the primary object of the conference is to produce a practical scheme for the Pacific Union cable. Upon this step others necessarily will follow. But if the attention of the conference is allowed to wander over a whole range of interesting topics, it will be vain to hope for a definite result."

Hon. Mackenzie Bowell, whose recent trip to Australia was one of the causes which gives rise to the conference, speaks of the objects to be considered by the Colonial delegates with greater authority than the Times, however, and this is the order of business that he has outlined: Closer trade relations between Canada and the Australian colonies; second, the laying of the Pacific cable as of an exclusively British character. The delegates will also discuss an agreement whereby the constitutional bar to preferential tariff treatment of other countries may be removed.

This programme, while not occupying much space to relate it, covers a great deal of ground, involves an enormous sum of money and also involves points, particularly in regard to the preferential tariff treatment that will tax the resources of British diplomacy. For instances, should the delegates to the convention "resolve" on tariff concessions to one another, there is the "most favored nations" clause to be considered.

Then take the Pacific cable. Apart from the necessary guarantee of 4 per cent. on a capital expenditure of £1,800,000, there are a multitude of other questions relating to this project to settle. Perhaps one of the greatest magnitude is the extension of the submarine wire to the Cape. But there are others that will tax the minds of even the clever men who will assemble at Ottawa.

The important Wellington conference recently held, proposed that the cable should touch at both the Sandwich islands and Samoa. But Mr. Sandford Fleming, the chief Canadian promoter of the scheme, who has suggested five different routes, urges that no places should be touched at where British influence is not supreme. The matter, therefore, calls not only for earnest thought, but a quick decision, as the French government is beginning a new line from Queenstown to New Caledonia with the object of connecting via Honolulu with America. Either Vancouver or San Francisco will probably be the point of the North American continent to be decided upon as the termination of this line. Certain disadvantages, from a British point of view, would attach to a cable touching on French territory, and this competition of the French will doubtless stimulate still further the energies of those who promote the British scheme.

Close trade relations between Canada and the Australian colonies involves what is now very much talked about, the fast Atlantic and Canadian-Australian steamship lines. Without a line to Australia there can be no business done. There is no guarantee that the present service between Australia and Canada would be permanent. Anyway, it is capable of being improved upon. The trade already seems to warrant the assertion that it should be improved upon, in order to lead to further development of our commercial relations with the antipodean colonies. Australia, says Mr. Bowell, in a recent report, has a larger foreign trade than any other British possession, and he thinks some of this foreign trade should be diverted to Canada. The exports last year from Canada to Australia amounted to $436,603, while our imports from there reached more than double that amount, namely, 881,028. In agricultural machines alone there were 2,072 sent from Canada to Australia. This is but one item of the trade for which it is proposed to provide a strictly first-class line of steamers. Canada alone can point proudly to the connecting link between the two oceans, the Canadian Pacific Railway. But the fast steamship lines questions is going to give the colonial delegates as well as the Earl of Jersey, the Imperial delegate, some hard thinking before they can evolve a scheme that would be practicable.

A BAD, BAD MAN.

VANCOUVER, July 1.—(Special)—Blankly is the name of the man who, with a gunnysack mask, a la Ku Klux clan, has been terrorizing passengers by the Cariboo stage and robbing the express. He was brought down by Superintendent Hussey and his intelligent co-workers, and is now safely lodged in Kamloops jail. Blankly twice within ten days "held up" the Cariboo stage and compelled the driver to empty all the valuables, including the express chest, in the middle of the road.

The highwayman was identified by his gunnysack, which he stole from a woman he was boarding with, named Hamilton. The gunnysack bore the trade-mark of "Pinchbeck," and was found at the scene of the robbery.

Blankly was an outlaw before his capture, having attempted to kill a man with an axe. He had been living by robbing Chinamen of their gold, of which he had a quantity in his possession. The Chinamen in Cariboo are jubilant at Blankly's arrest. They say he often stood over them for hours with a loaded gun making them wash gold for him, and that he robbed them in this way of thousands of dollars.

WESTMINSTER PENITENTIARY.

NEW WESTMINSTER, June 30.—(Special)—The penitentiary inquiry was continued yesterday before Mr. Justice Drake. Deputy Warden Fitzsimmons concluded his evidence, and several previous witnesses were recalled for cross-examination. Accountant Jeary swore that the Deputy Warden was the real ruler of the prison, that he was tyrannous and showed favoritism. Work had been done for the Deputy Warden to the value of $6,750, which was never paid for. He discovered Guard Smyth in the act of spying, and was present when convict McDonald returned to prison after being outside with the Deputy Warden's key to the prison door. Guard Smyth denied having told half a dozen of the guards that the Deputy Warden was the biggest thief in the country, and that he could tell enough to put him behind the bars.

WHAT ARE HIS QUALIFICATIONS?

(From the Era.)

As a stranger is amongst us, anxious to get himself elected to a prominent position, it may be worth while to ascertain his fitness for it, and whether it is to our advantage to place him there, and oust one, who has hitherto proved himself the right man in the right place and who decidedly has the first claim on us, both as possessing an intimate knowledge of our district and its requirements, its inhabitants and their wishes, as well as holding a large pecuniary stake himself in the constituency.

We need scarcely say that Col. Baker is the man; who for some years has satisfactorily represented the district at Victoria, and judiciously expended the money allotted by the government; who is a courteous gentleman, accessible to all, and who at present, actively engaged as he is in ministering to the wants of the sufferers by the floods, is unable personally to advocate his own cause. He deserves the support of every elector, and it would be disgraceful if voters, in his absence, should allow themselves to be led away by the specious but empty arguments of an utter stranger.

And what has Mr. Schou to urge in his own behalf, or what sensible reason can he give why he should be elected to supersede a good man? Can he show any record of previous experience in representing any constituency? Can he give us any guarantee that he possesses the slightest knowledge fitting him for the position? Has he any acquaintance with the topography of this part of the country, its necessities, its people, or how to carry out improvements already commenced, or planned for the future? In fact, does he know the least thing about it except perhaps the roll of its electors.

It appears to us the height of presumption for such a man to show himself here. Should he possess any qualifications for administration why has he not shown them in his own district, where it is possible he may be known, or is that the reason of his going so far afield. We recommend him to save his time and money, and should he be anxious to acquire notoriety let him try somewhere else, and we assure him that should Col. Baker ever fail us we have plenty of men more capable than himself of fulfilling the duties. So far all we find in the would-be representative is a fairly glib tongue, but it is "*vox et præterea nihil.*"

THE FATHERLAND.

Kaiser Wilhelm Expresses Sympathy With France and Suggests Action Against Anarchism.

Spain Willing to Co-operate—The Subject Discussed by Representative Newspapers.

BERLIN, June 30.—The Emperor William aroused general interest by his three hour conference yesterday with M. Herbette, the French ambassador, aboard the Imperial yacht Hohenzollern. The interview did not end with marking Germany's sympathy with France in mourning for M. Carnot. It had a practical aim, which has been revealed clearly since the French ambassador returned from Kiel. The Emperor spoke during the interview of the necessity of an international agreement of the European governments against the anarchists. The French ambassador is said to have responded favorably for his government, and to have sketched with the Emperor a plan of international action.

The Spanish ambassador had a long conference with Chancellor von Caprivi last evening, and expressed Spain's willingness to take the initiative in the anti-revolutionary movement. It it understood that Chancellor von Caprivi maintains his old opinion that the German law and police methods suffice to hold in check the forces of anarchism. He is not ready to propose any special measure, although he favor's Germany's co-operation with the other powers at any conference looking toward united action.

The Berlin dailies are already involved in a discussion of the probable efficiency of international regulations. The National Zeitung, National-Liberal, says: "Since the anarchists only yearn to exterminate their opponents they deserve no pity. Anarchism is not an intellectual movement, but a criminal upheaval, as may be seen in the experience of all countries. It is a social disease, and must be cured somehow. If it be found that socialism breeds anarchists, then exceptional laws against socialists ought to be enforced again, while the socialists ought to be deported to desert places."

This language reflects faithfully the opinion of the upper middle classes, who are now exasperated with the Social Democrats, whom they regard as affiliated with the anarchists. The Social Democrat newspapers are as unconditional as ever. Their comments on the Lyons murder suggest sympathy with the policy of assassination. Thus the Social Democrat advises its readers either to keep silent on the subject or, better still, to defy openly the bourgeois notice of anarchist methods. "It would be shameful cowardice," says the editor, "on the part of the social newspapers if they were to join in the cheap anger of the bourgeois press and brand as a contemptible pariah the unhappy politician whose blind zeal impelled him to use the surgeon's knife on the existing social system. We socialists would rather treat him as the victim of his pitiable surroundings."

Talk of this kind which tries to raise murder to the dignity of political surgery is regarded by most persons as the height of impudence just at present, when the government is known to be considering the revival of anti-socialist laws.

Besides speaking with M. Herbette on the Lyons murder, Emperor William touched upon the international outlook. "I have watched the result of the election in France," he said, "with a certain amount of anxiety, although I expected that M. Casimir-Perier would be chosen. I have full confidence in him. I believe he desires to preserve good relations between France and Germany. He has my best wishes."

Prince Bismarck is once more in good health. On Wednesday he will begin his journey from Friedricharuhe to Varzinovia, Schoenhausen, Posen and Bromberg.

The Mannheim house of Philip Poth, the largest German importer of petroleum, has refused to join the ring formed by the Standard Oil Company and the Russian producers of petroleum.

RESULT OF A PLOT.

PARIS, June 30.—The police of Marseilles have ascertained that the assassination of President Carnot was the culmination of a plot. The conspirators met last in Cette. They drew lots to determine who should kill the President and the task fell on Santo. The police say they have clues that led to the arrest of other guilty men. Several men who were arrested in Montpelier, owing to the utterances of Laborie's wife, have been examined and discharged.

President Carnot's body will be laid in the Pantheon beside that of his grandfather. The President shrank from visiting Lyons, and hesitated a long time, owing to weariness, his health never having recovered from the strain caused by the fetes in 1889. However, when his entourage mentioned the rumors that the anarchists in Lyons were determined to avenge Vaillant, he felt in honor bound to go. Since Vaillant's execution he has received daily menacing letters. He disdained to notice them, and refused to take any precautions.

PETERBORO, July 1.—Willie Drake aged 11 was drowned while bathing in the Otonabee river here yesterday.

ROYAL COMMISSION.

The following report of the Royal Commission appointed to inquire into certain matters concerning the Nakusp & Slocan Railway is published for general information.

By Command.

A. CAMPBELL REDDIE,
Dep. Provincial Secretary.

REPORT.

To the Honourable Edgar Dewdney, Lieutenant-Governor of the Province of British Columbia:

We, the undersigned Commissioners appointed by the Commission of the twentieth day of April, 1894, to inquire into certain matters therein mentioned, concerning the Nakusp & Slocan Railway Company, have the honour to report that the manner in which that inquiry has been made, and the evidence taken therein will appear by the record of the proceedings of the Commission, which we have the honour to submit herewith.

It will be seen from the notes of evidence, that, though full notice was given of the time and place of sitting, and also, in our opinion, a sufficient intimation that the reasonable expenses of witnesses would be recouped to them through the Commissioners, no one has thought fit to appear in support of the accusations.

The only person from whom we have received any assistance in this direction has been the Hon. Robert Beaven, M.P.P., who, though not responsible for making the charges, brought forward some facts upon which he suggested the absentee accusers might have relied.

These were, first: irregularity in acting upon the Statute of 1893 before it had actually been brought into force, which could only be done by an Order-in-Council.

But this seems, though an irregularity, to be quite inadequate to support the charge of corruption against the Minister. The Statute of 1893 was brought into operation by an Order-in-Council almost immediately afterwards. The whole transaction has been confirmed and ratified by the Statute of 1894, and the irregularity, so far from demonstrating that the Minister was then the agent of the Company, points distinctly in the opposite direction, since it would have been the first care and duty of such an agent to see that everything was in order.

And secondly: Mr. Beaven pointed out that in the opinion of many persons, the undertaking which the Statute of 1894 imposed upon the Government, in lieu of that under the Statute of the former year, was so manifestly disadvantageous, that it was to be inferred that it could only have been introduced and supported through corrupt motives; though it must be added that he did not make such a charge.

It does not follow, of course, that a bad bargain must be a corrupt bargain. An honest Minister, with no motive or desire except to serve his Province, might make a mistake. We do not wish to suggest for a moment that any such mistake has occurred in the matter into which we have been inquiring. On the contrary we think that under the evidence adduced, and the arguments addressed to us, only one conclusion is open to us, and that is that the arrangement for the construction of the Nakusp & Slocan Railway which was ratified by the Act of 1894, is more advantageous to the Province than the arrangement contemplated by the Act of 1893, and we have had no difficulty in arriving at that conclusion. But, however that may be, on the issues more directly submitted to us by the Commission, there we think no room for doubt, and we find as follows, that is to say:—

Firstly: That the Honourable the Premier of the Province, in advising the guarantees mentioned in the said Commission, did not work for the Company, but worked for the Province;

Secondly: That the statement made by the Honourable Member for Nanaimo District, in his place in the Legislative Assembly, that it appeared that the Honourable the Leader of the Government had been working for the Company and not for the Province, is not true;

Thirdly: That no corrupt motives of any kind existed with or influenced Your Honour's Ministers in the advice tendered by them to Your Honour in relation to the Nakusp and Slocan Railway Company;

Fourthly: That no one of Your Honour's Ministers has had, or has, any interest, directly or indirectly, in

(a.) The Nakusp and Slocan Railway Company; or

(b.) In the Construction Company by which such railway is being built; or

(c.) In any contract by or with either of the said Companies, either in furnishing materials or supplies, or in any way whatsoever.

All of which is respectfully submitted.

Dated the 15th day of May, A.D. 1894.

MATT. B. BEGBIE,
GEO. W. BURBIDGE,
Commissioners.

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