

## OUR THIRD MEMBER.

It was pretty well understood at the time that the settlement of the grievances of the Victoria postoffice clerks against the postoffice department, which grievances gave rise to much hostile criticism of the government, was due primarily to the Governor-General, who, happening to be in Victoria during the turmoil, interceded on behalf of the unfortunate clerks with the petty tyrant at the head of the department. It will be remembered that Messrs. Prior and Earle had pleaded, with tears in their eyes, for fair play and justice, and that their supplications had had no effect whatever. Lord Aberdeen's telegram did more in a minute than our members had accomplished in a year. And so with the San Pedro. It is just a little over four years since the San Pedro dived up on Brodie ledge. All efforts to float the vessel were long ago abandoned. There again Messrs. Prior and Earle used their powerful influence by repeatedly pressing upon the department of marine, under whose jurisdiction all the wrecks are, to have the eyesore removed. They were backed by the board of trade, which passed resolutions, and by the press and public opinion generally. The old bulk, with its new still defiantly facing every storm, lying as it does in full view of every vessel that passes through the Straits of Juan de Fuca, is not a pleasant thing for Victorians to look upon. Its presence, it is true, should not give any person of intelligence an erroneous opinion about the safety of navigation in our waters, for the vessel for such matters must know that when a ship undertakes to climb over an island like Vancouver the result is bound to be a catastrophe of this kind. Nevertheless the wreck has had an unpleasant look for four long years to Victorians, who have been persistent in their solicitations to Tupper the Younger to blow the ill-omened thing into the hundred fathoms of water alongside. But Tupper, like the wreck, wouldn't budge an inch, and there is no reason to suppose that anything ever would have been done if Mr. Joseph Martin, of Winnipeg, had not interested himself in the matter. By calling the attention of parliament to the wreck he has shamed the government into doing something, for a few days after Mr. Martin made his inquiry the deputy minister of marine set to work in earnest to do what might have been done two years ago. A word from Mr. Martin had more effect than the pleadings of our representatives, just as in the other instance a wire from Lord Aberdeen was more potent than all the other influences in inducing the government to remedy a wrong. Mr. Martin, we are pleased to see, has not forgotten his promise, made in public, to assist in furthering Victoria's interests.

## A GLORIOUS RECORD INDEED.

Minister Foster and some of the government organs having ventured to boast of the "glorious record" of the Conservative regime, the Halifax Chronicle responds with the following summary of the said glorious record—

1. The gross debt of Canada increased by \$144,000,000—from \$174,000,000 to \$318,000,000—since 1878. The net debt of Canada increased by \$113,000,000—from \$140,000,000 to \$253,000,000—since 1878.

2. The public expenditure increased from \$23,500,000 to \$38,000,000 since 1878 notwithstanding the promise of Sir Charles Tupper that the Tory government would govern the country for a million dollars less than the Mackenzie government did.

3. Deficits aggregating \$17,730,000—\$4,153,000 in the last fiscal year—notwithstanding the pledges made in 1878 that the Tory government, with the aid of the national policy, would forever abolish deficits.

4. Taxation increased from \$17,841,000 in 1878 to \$25,446,000 in 1895—\$30,314,000 in 1891—notwithstanding the declaration of Sir John Macdonald that they did not propose to increase, only to readjust, taxation.

5. Our trade with Great Britain is \$8,000,000 less than it was twenty years ago, notwithstanding that one of the avowed functions of the N. P. was to increase our trade with the mother country.

6. Our imports from Great Britain \$6,000,000 less than they were in 1878.

7. Our imports from the United States \$6,000,000 more than they were in 1878, notwithstanding that one of the avowed functions of the N. P. was to discourage trade with our American neighbors and increase our trade with the mother country.

8. Several periods of depression since 1878—the severest and most long-continued being now—notwithstanding the promises of the national policy dogmatists that it would restore and retain uninterrupted prosperity.

This looks decidedly like a record of failures. But in one respect the Conservative administration has been entirely successful, namely in the extraction of money from the public chest for the benefit of its pets and hangers-on. Some of its achievements in this line are thus enumerated—

1. The Oudonck scandal in which Sir Charles Tupper figured, and which cost the people of Canada \$1,118,000.

2. The McGreevy-Connolly scandal which resulted in the booting of nearly three-quarters of a million dollars of public money.

3. The "hard-pan" claims scandal with its cost of \$272,000.

4. The Curran bridge scandal with its cost of \$270,000.

5. The loan of \$300,000 to the Fred-

erickson Bridge Company, on which no interest has been paid, and which is yet dishonestly paraded by the government as an interest bearing asset of Canada.

6. The waste of \$476,000 on the Tycan canal for the special benefit of Minister Haggart's mill.

7. The waste of \$224,000 on the Caraque railway job.

8. The waste of \$124,000 on the Little Rapids lock—a useless work which has no traffic and yields no revenue.

9. The waste of \$600,000 on the Galopas Rapids channel, which shipping men will not use because of its danger.

10. Wasted, stolen or hoodled on the St. Charles branch of the I. C. R.—\$1,500,000.

Nobody will be foolish enough to suppose that the British vessel Cadzow, under the guiding hand of the gentleman whom the Toronto Mail styled the "prince of political cracksmen" and the Conservative Atlantic Weekly described as "unscrupulous."

## NOT ADVISABLE.

A curious piece of legislation is proposed by the provincial government in the bill providing for the sale of public land in order to raise an educational fund. A few years ago the policy of selling off the public domain to speculators was deliberately abandoned and the policy of encouraging settlement upon it, as deliberately substituted. There has been a general approval of the change, and there will be as general surprise at the action of the government in proposing to reverse the land policy in the irregular way now proposed. If the bill becomes law the old state of affairs will be restored—lands locked up in the hands of speculators and actual settlement retarded. The scheme may succeed in relieving the government from some of the financial embarrassment which its own bad methods of administration have brought on, but assuredly the province will pay dearly for it if it goes through. The public at least has the right to demand that if the land policy is to be so radically changed the change shall be made in a regular way, and not by a sort of side wind. We do not believe the bill will commend itself to the people of the province, who have a lively recollection of the evils which attended the old system of dealing with the public land.

## ANOTHER EXPLANATION.

The Colonist states that Rev. Mr. Trotter's letter, explaining a statement made in a sermon, was not published because the sermon did not appear in the Colonist. This explanation, our contemporary says, is very simple. Most people will agree with it; it is simple enough to be foolish. The newspaper that declines to publish a letter because it deals with a matter which the editor has not had time to consider, or which he may have deemed it inexpedient or impolitic to take up, is very far behind the age. It thereby constitutes itself a personal rather than a public organ. And it is, perhaps, because the Colonist is a "private organ" that it recently refused to give publicity to a very excellent criticism of the Chief Justice's work of statute revision which was sent to it for publication by a prominent gentleman. But generally speaking, the pique of an editor, the prejudices of a manager or the financial exigencies of a counting room shape the policy of newspapers of this class. Had Mr. Trotter's complaint been the first of the kind, the Colonist's excuse might impose upon a credulous public; but as hundreds have been treated like Mr. Trotter, the "explanation" will deceive no person. There is a road to the Colonist's columns for everything and for everybody, but it is rough and crooked and has a toll gate at either end.

## THE REMEDIAL BILL.

Ottawa reports state that the Manitoba remedial bill as introduced in parliament was accurately outlined in previous dispatches. According to those dispatches the main provisions of the bill are as follows:

"The provincial authorities are authorized to appoint a Catholic board of education for the province, consisting of not more than nine persons, who must be Roman Catholics, three of whom will retire annually. This board will be charged with many duties, chief among which are the control and management of the separate schools, the selection of text books, the issuing of teachers' certificates, but it is specially enjoined on the board that the text books must be equal to those used in the public schools of the province, while the teachers themselves are not to be inferior to those who have passed through provincial normal schools, and are employed in public schools. In the event of the provincial authorities failing to appoint a Catholic board of education, such board will be appointed by the federal authorities. A superintendent of separate schools is to be appointed by the provincial authorities, who will have general supervision and direction of the Catholic schools.

"Separate school districts may be created on petition of ten heads of families who are Catholics, and who must pledge themselves to a certain amount of financial support to the school each year. Where a municipality fails to organize a Catholic school district, power will devolve on the board of education. In the event of a municipal council failing to collect taxes, power is given to the Catholic board to raise them. No Roman Catholic will be taxed for the support of a separate school if he notifies the municipal authorities that he desires his taxes to go to the public schools, but his responsibility to pay Catholic school taxes will remain until the day of declaration of his desire to support public schools. In cases where Roman Catholics predominate in any school district, and Protestant children

have to attend these schools, provision is made for regard to the wishes of parents in the matter of children abstaining from Catholic exercises. Inspectors of separate schools may be appointed and in the event of any school proving inefficient, the provincial grant may be withdrawn. It is assumed that the provincial grant will be made to the Catholic schools, as to the public schools, and consequently no machinery appears in the bill for supplying financial assistance."

It has been said that this measure was submitted to the Catholic bishops before its introduction, and that it received their approval, but that statement does not at all comport with the declarations that have all along been made by and on behalf of the ecclesiastical authorities. These would have led any person to believe that nothing short of control of the separate schools by the church, as in former days, would suit. Have the church authorities modified their views? Or is this bill accepted on the supposition that the Manitoba government and legislature will not comply with its provisions, leaving room for the Dominion authority to enact a more drastic measure in the event of the present government being able to retain power? There is great reason to suspect a "plant" of this kind. And there is little reason to suppose that if this bill does pass the Dominion parliament, and is accepted by Manitoba, the agitation will thereupon cease. The bishops and their friends in parliament would move, session after session, for amendments to give the church greater control over the separate schools; the ecclesiastical authorities would never rest content until the old order of things should be re-established. The dispute would be kept open for an indefinite period of time. One provision of this bill must attract considerable notice in Ontario, namely, that which makes all Catholics separate school supporters unless they signify their desire to support public schools. It was over a similar provision in the Ontario law that James L. Hughes and other pure patriots of his stripe raised a hullabaloo at election times in that province. It may be expected, though, that these high-minded gentlemen will enthusiastically approve as a Dominion enactment a clause that coming from the Mowat government constituted one of the deadly sins.

## ENGINEER JORGENSEN.

To hang a man first and try him afterwards may not always result in showing that an innocent man has suffered, but it can never fail in demonstrating that, whether innocent or guilty, the procedure was illegal and unjust. We are not prepared to say that Engineer Jorgensen has been treated to Federal justice, but from the facts at present in the possession of the public there would seem to be prima facie evidence that the mayor in suspending and the council in dismissing Mr. Jorgensen have acted with at least undue precipitancy.

Mr. Jorgensen's offence is that he refused to sign a letter to the contractors, written by the mayor, for the reason that he would thereby personally commit himself to statements the letter contained, and this, it is understood, was not prepared to do. While willing to carry out the instructions of the council, so long as it was clearly understood that the instructions were those of the council, he was not willing to adopt, and execute as his own, instructions which he conscientiously believed to be unjust and untenable. He expressed, we are informed, readiness to send the letter to the contractors if he were permitted to add a sentence to the effect—"the above are instructions received by me from the mayor and council," etc. This request was declined him.

It is difficult, for one not in the position of the mayor or of an alderman to understand the contributing causes for this arbitrary proceeding. The offence, if it may be so described, did not merit dismissal; it did not even merit suspension. The position of an engineer is surely a little more than that of an automaton, or an amanuensis, who may be required to write or sign anything that his superiors may require of him. As well, it appears to us, as dismiss the officer for a similar exercise of judgment were he to decline, to sign a document written, say, by the city clerk, with the law of which he was not strictly in accord.

It would seem to us that Mr. Jorgensen ought to be reinstated. When he refuses to insist upon the contractors carrying out the policy of the council, as set forth in its resolution, of which the letter was practically a copy, it will be quite in order to dismiss him without even the formality of a trial.

If Sir Charles Tupper's stay in London has changed his character in any way, it has evidently not been in the direction of increasing his respect for the truth. He must have known that he was uttering a falsehood when he stated that the Liberals spent \$25,000 on the Cape Breton election. Nobody but Sir Charles would have had the "gall" to stand up in the house of commons and utter a lie so outrageous.

The Colonist heads one editorial, "Martin the Talker," in which the members for Winnipeg are ridiculed, and another, "A Good Speech," in which Hon. T. Mayne Daly is "eulogised" for his "forebode and well reasoned" address. The measure of a politician's ability depends very often upon the measure; still there are very few persons in Mani-

toba or in Ottawa, in a position to judge, who will estimate the ability and services of Messrs. Martin and Daly as the Colonist does. Manitobans, at least, know that there is as great a difference between these two men as there is between an electric light and the rays of a tallow candle. And they know that Daly is not the electric light.

Toronto Globe: Driving Sir Mackenzie Bowell into the remedial order business was an essential part of a scheme to lop off the official head and keep the Tupper epidermis whole. It is working out nicely. What do you think of it, Sir Mackenzie?

The Rossland Miner announces that the Crow's Nest or British Columbia Southern railway is to be built through from Maclod to Nelson during the coming summer, and on this account indulges in a little congratulation. Two days ago a bill was introduced in the legislative assembly to extend the time for the completion of this portion of the road to the end of the 1899. Even the eastern section, under this act, need not be completed before the end of 1898. The gentlemen who control the British Columbia Southern do not seem to be in so much of a hurry as the Miner has been led to suppose.

The following from a Halifax newspaper has attracted a good deal of attention: "The two young men charged with burglary from Adams' store, were sentenced by Judge Johnston to six months each in the county jail. An effort is being made to get the prisoners on the North-West mounted police, and if it is successful they will be allowed to go. But if at the expiration of six months such arrangements have not been made they will be sentenced for the Hubley and Grant burglaries." The idea of putting burglars on the mounted police force must have originated in the brain of a genius. In parliament the other day the matter was taken up, and Minister Dickey promised that the government would "look into it." We should think there is need to do so.

"While the member for Winnipeg is talking, the members for Victoria are working,"—Colonist.

The public will be pleased to hear that the members for Victoria are "working," as such a departure from the old habit of do-nothing will be most welcome. Nevertheless, the industry of Messrs. Earle and Prior may not accomplish everything that is attempted, and it might be found advantageous to them and to their constituents to accept the assistance of Victoria's third member. Mr. Martin has the willingness and the ability to serve us, and to a better purpose than either Earle or Prior have ever done. Even Mr. Martin's "talk" may be more efficacious than our resident members' "work."

## VICTORIA MARKETS.

Retail quotations for Farmers' Produce Carefully Corrected.

For the past few weeks flour and wheat have been steadily advancing in price, but retail men are now of the opinion that the limit has been reached. During the week large quantities of Fraser river wheat have been received by the local commission men and the prices are very plentiful and are retailing for 25 cents per dozen. Corn, whole, is selling at 10 cents per bushel. This is a high price when compared with prices in Seattle, where fresh eggs are selling at 10 cents per dozen.

Ogilvie's Hungarian Flour	5.50 to 5.75
Lake of the Woods Flour	5.25 to 5.50
Kaiser	4.75
Saunder	4.25
Plainsifter	4.75
Green Flag	4.75
Olympic	5.00
N. X	4.25
Wheat, per lb.	\$20.00 to \$25.00
Oats per ton	25.00 to 27.50
Barley per ton	22.00 to 25.00
Midlins, per ton	20.00 to 22.00
Brn, per ton	20.00 to 25.00
Ground Feed, per ton	25.00 to 27.00
Corn, whole, per lb.	45.00
Cracked	50.00
Oatmeal, per 10 lbs.	40.00
Oatmeal, per lb.	45.00 to 50.00
Rolls Oats, per lb. (8 & K)	5.00
Apples, local	3.00
Potatoes, local	3.00
Cabbage	15.00 to 25.00
Saunder, per head	15.00 to 25.00
Hay, baled, per ton	\$8 to \$12
Straw, per bale	1.00
Green Peppers	1.00
Onions, per lb.	5.00
Spinach	5.00
Lemons (California)	25.00 to 35.00
Bananas	20.00 to 25.00
Apples, Oregon, per box	\$1.50 to 1.75
Pears (Beverly)	15.00 to 20.00
Pine Apples	25.00 to 30.00
Cranberries, Cape Cod, per gallon	1.00
Quinces	1.00
Fish—Salmon, per lb.	10.00
Small Blinn	10.00
Kipper Herring, per lb.	12.12
Eggs, Island, per doz	25.00
Eggs, Manitoba	25.00
Butter, Creamery, per lb.	30.00
Butter, Delta Creamery, per lb.	30.00
Butter, Fresh	25.00 to 30.00
Cheese, Cheddar	15.00 to 20.00
Hams, American, per lb.	14.00 to 17.00
Hams, Canadian, per lb.	15.00 to 18.00
Bacon, Boneless, per lb.	20.00
Bacon, American, per lb.	14.00 to 17.00
Bacon, Rolled, per lb.	12.00 to 15.00
Bacon, Long clear, per lb.	12.00
Bacon, Canadian	18.00 to 20.00
Shoulders	14.00
Sides, per lb.	15.00 to 18.00
Meats—Beef, per lb.	7.00 to 12.00
Veal, per lb.	10.00 to 15.00
Mutton, whole	7.00 to 12.00
Spring Lamb, per lb.	10.00 to 12.00
Pork, fresh, per lb.	10.00 to 12.00
Pork, sides, per lb.	8.00 to 12.00
Chickens, per pair	1.00 to 1.50
Turkeys, per lb.	15.00 to 20.00

Sarsate once found his memory deserting him at a recital; he discovered the reason, however, in time to prevent a failure. A lady was fanning herself in the front row of stalls. The violinist stopped playing and said: "Madam, how can I play two-four time when you are beating six-eight?" The lady stopped fanning and the recital continued successfully.

Mother—I hear the lieutenant had the impudence to kiss you at the station. What did you do?

Daughter—Oh, I kissed him, too, so as to make people think we were relatives.

## ROYAL Baking Powder.

Highest of all in leavening strength.—U. S. Government Report.

## THE CADZOW FOREST

## Dominion Steamer Quadra Ordered to Go in Search of the Missing Bark.

## Extensive Repairs to the Steamer Danube—Other Shipping Items.

Acting under instructions from the Department of Marine, the steamer Quadra, Capt. Walbran, will leave Wednesday night or early Thursday morning to search for the British vessel Cadzow Forest. The British consul at Portland wrote Lieut.-Gov. Dewdney, stating that it was reported that a vessel answering the description of the Cadzow Forest was seen near the west coast of Vancouver Island and asking if a steamer could not be sent to aid her. The Lieut. Gov. handed the letter to Capt. Gaudin, marine agent, and he telegraphed for instructions to Ottawa. A telegram was received to-day to send the Quadra. Capt. Walbran intends making a thorough search of Vancouver Island and along the coast of Queen Charlotte Islands. Marine men are almost confident that the Cadzow Forest has gone to the bottom. She is a British vessel of 1068 tons register. She arrived at the mouth of the Columbia river in ballast from Calcutta on Jan. 4th, and after taking Gresham, a Columbia river pilot, on board was compelled to put to sea again for safety. She has not since been heard of. The schooner Sailor Boy and the barkentine Portland, which arrived in Port Townsend on Jan. 20th, reported seeing a vessel in a dangerous position near Claypoint Sound. It is probable that the British consul at Portland acted on this report.

Gloucester, Mass., Feb. 11.—The three masted schooner Alliance, which left New York last Sunday, went ashore on Plum Island last night, and was stove to fragments. Four of the crew of the crew of the schooner were saved and three were drowned. The schooner had tons of coal for St. John, N. B., and was commanded by Capt. Mellon. She reached Edgartown, where she rode out Friday, and made Cape Cod yesterday afternoon. The captain kept off shore in the teeth of a streaking northeast gale, but he soon heard the whistling buoy, and signalled Plum Island light. Before they realized it, the schooner struck, and was driven up against the beach through the breakers. She struck head on, the spar came out, and she went to pieces. The men drowned were Capt. Mellon, St. John, N. B., 30 years old, unmarried; John Reid, Calais, Me., aged 26; Andrew —, cook, Spring Hill, N. S., 40 years of age.

Amesbury, Mass., Ber. 10.—The schooner Florida, from Belfast, Me., was wrecked last night and her crew of seven men drowned. She struck on the sand belt, a very dangerous spot, where the schooner Jennie was wrecked about a year ago and her crew thrown into the sea. All efforts of the life-saving crew to go to the rescue of the drowning men were unavailing on account of the roughness of the sea. The drowned are: Arthur Brown, captain; M. R. McCullough, Albert Williams, Gus Smith, John E. Johnson, Walter Bell, William Willis.

During the time the C. P. R. Co.'s steamer Danube has been out of service extensive alterations and repairs have been made. Several staterooms have been enlarged and her saloons have been overhauled and refitted. The alterations will give the steamer greater accommodation for the increased passenger traffic that is expected on this northern route next season. The Danube left for the marine slip, Esquimalt, this afternoon to have her hull cleaned and painted. She will leave for the Skeena and way ports about the first of March.

Tacoma, Feb. 9.—The steamship Strathnevis was released from the hands of the United States court on Saturday upon the giving of bonds amounting to \$175,000, \$100,000 being in favor of the steamship Mineola, and \$75,000 in favor of the Miowera. The bondsmen are Burrell & Son, of Glasgow, owners of the Strathnevis, who furnish as surety the American Surety Company of New York. She will go to sea to-morrow.

To float the stranded ship Kilbrannan from off Point Wilson, a novel plan is to be adopted. It is proposed to utilize a monster dredger and from deep water to the stern of the vessel's beam a dredged space forty feet wide and four feet deep is to be made. With an eight foot rise in the tide this will give twelve feet of water. It is believed the vessel can be floated when all the spurs and ballast are removed.

The American sailing schooner Wild Ainsworth, Crockett master, bound from Seattle to Yokohama, put into Honolulu on the 30th ult. in distress. She ran into a storm on the 28th while off the island of Molokai that carried away her topmast and rear mast.

Port Townsend, Feb. 11.—The schooner Aida, twenty-six days from Shanghai, arrived to-night, having made the best passage across the Pacific ocean on record for a sailing vessel.

The steamer Rainbow returned from her initial trip to Sooke yesterday. The Rainbow will in the future make weekly trips there, leaving here every Tuesday morning at nine o'clock.

Inspector R. Collister left for Read Island on the tug Constance to-day to make a survey of the burnt steamer Mary Hare.

Owing to the large amount of freight to be handled, the steamer Maude was unable to leave for the west coast last night. She will sail this evening.

Sydney, N. S. W., Feb. 11.—The Canadian-Australian steamship Warrimoo arrived yesterday from Victoria, all well.

At an early hour this morning the Dominion government steamer Quadra

left in search of the missing bark Cadzow Forest. A report from the British consul at Astoria to Capt. Gaudin in a measure refutes the opinion expressed in marine circles that the vessel seen off Gray's harbor on the evening of January 5th was the Cadzow Forest. Capt. Archer, of the Astoria, who reported the derelict at Astoria, states that she was a wooden vessel of about 800 tons, while the Cadzow Forest is an iron vessel of 1068 tons register. The British consul also reports that the opinion prevails among Oregon mariners that the Cadzow Forest is either wrecked on the coast of Vancouver Island or her ballast, which was a single, shifted and she turned over.

The famous collision between the collier Williamette and the steamer Pioneer near Point No Point was recalled Monday evening, when United States Commissioner Spriggs commenced taking testimony. The case was before Judge Hanford, a long time ago on the libel brought by the Puget Sound Tugboat Company. Salvage amounting to \$100,000 was claimed. The testimony at the trial brought out how the Wanderer went from Tacoma and the tug Tye from Port Blakely to the assistance of the vessels, but the information did not cover all the points, so leave to amend was given. An answer was filed and now the matter has come again for the retaking of testimony before Commissioner Spriggs.

Robert Ward & Co. are advertising for tenders for the purchase of the hull and machinery of the steamer Mary Hare. Captain Collister, inspector of hulls, returned from Reid Island yesterday having made a survey of the burnt steamer. He found everything burnt to the water's edge, but the machinery is but little injured.

The C. P. N. Company's new steamer St. Pierre, recently purchased in Halifax, left there at noon to-day. She is commanded by Capt. Sears, who left here some time ago to take charge of her. With everything favorable the St. Pierre should arrive here about the 1st of May.

D. Cartmel, Lloyd's surveyor, returned from Tacoma this morning, where he superintended the steam trial of the Strathnevis, which proved very satisfactory. The steamer will now have a new record at Lloyd's. She began sailing yesterday, and will leave this evening for the Orient.

Beginning yesterday, the Willapa will carry mail between Seattle and Juneau, Alaska, making two trips each month. This doubles the mail exchanges with Alaska, as the Pacific Coast Steamship Company now carries mail twice each month.

## GERMANY'S SIDE NOW

## The Official White Book Gives a Report of the Transvaal Affairs.

## Baron von Bismarck's Endeavor to Justify His Now Famous Telegram.

Berlin, Feb. 13.—The white book was issued to-day on the Transvaal developments. In it is published the first dispatch sent by Baron von Bismarck to Count von Hatzfeldt-Wildenburg, German ambassador at London, dated February, 1895, upon President Kruger's toast in honor of Emperor Wilhelm upon the occasion of the latter's birthday. In this message Baron von Bismarck von Bismarck declares that German material interests require the maintenance of the Transvaal as an independent state in the sense of the treaty of 1884, and the upholding of the statu quo regarding the railway and harbor at Delagoa Bay. It is added that Dr. Jameson's idea that Rhodesia was to become the commercial or federal center of the South African states is antagonistic to German interests. The German ambassador at London replied saying the Marquis of Salisbury had stated to him that he concurred with Germany in the wish that the statu quo in the Transvaal should be maintained. On December 29th, 1895, the Germans of Pretoria telegraphed Emperor Wilhelm imploring him to intervene in order to prevent misery and bloodshed. Baron von Bismarck, on the following day, telegraphed to the German consul at Pretoria saying that in case of emergency, after consulting with President Kruger, and for the purpose of protecting the German consulate and the lives and property of Germans, he was at liberty to make requisition for a landing party from the German cruiser so long as the disturbances continued. At the same time the German minister at Lisbon was directed to acquaint Portugal that Germany intended to serve only humane purposes, and counted confidently upon the assent of Portugal to land at Delagoa Bay a detachment of sailors not to exceed fifty men. Count von Hatzfeldt-Wildenburg telegraphed on January 1st that it was his impression that Dr. Jameson's expedition was in every way distasteful to the British government. On the same day the German consul at Pretoria telegraphed that all danger was over. The white book concluded with a dispatch from Baron von Bismarck to Count von Hatzfeldt-Wildenburg protesting against the view taken by the English press on Emperor Wilhelm's telegram to President Kruger, was an act of hostility to Great Britain or an encroachment on British rights.

## "FOR SUCH IS THE KINGDOM."

## A Minister Unacquainted With the Master's Love for Little Ones.

Little Rock, Ark., Feb. 13.—Rev. J. H. Huntey, Baptist minister, has been with his wife and two children, a one-year-old baby cried while he was preparing a sermon, and the preacher became irritated at the annoyance and choked the child to death.

San Francisco is inclined to be a stranger in its own land. It seems as though it were a stranger in its own land. It seems as though it were a stranger in its own land.

She—if you have love you do me? He—My dear, I believe I am.

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London, Feb. commons to-day dress in reply to resumed. Mr. neltie, said he the beggarly ch to Ireland in the firmly fix in the conviction that ed from England. Continued the treat force and the Irish political would oppose.

tures proposed of the surplus Mr. Dillon also ment to the ad erment for no ment for Irelan Mr. Dillon, con control of the America. He support they ha in the years, bu he asserted, w the Irish ques the Irish in A constitutional a Mr. Dillon fur great deal of t ing in America, he added, had English people dent Cleveland election dodge, the American afraid to face the English re arbitration wa after America threaten, it w Great Britain when Secretary of State, the attitude of the Irish utmost any of Britain and Mr. John R ber for Water qu of the Sal home rule w know what the Liberal leaders Mr. Gerald for Ireland, lengthily reply the attitude of home rule wou the government its of the cas