Weekly Colonist

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BY

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OUR ARCHIVES.

Once a year the important work being done in the Canadian Archives Department at Ottawa challenges public attention through the annual report of Mr. Douglas Brymner, Dominion Archivist, presented to Parliament by the Minister of Agriculture, and which has just reached our table. Mr. Brymner and his *collaborateurs* are patiently collecting documents and records relating to the early history of Canada which throw light on obscure periods of our history, and which already form a veritable mine of wealth to the investigators and writers of those times. With the somewhat limited means allowed, the collection has attained respectable proportions, and if the archives cannot produce a great history of Canada, they will at least render such a worthy task possible of accomplishment when our Gibbon or our Grote makes his appearance. In his report for 1887 Mr. Brymner presents the results of a year's labor, and the researches appear to have been wisely directed and to have borne good fruit. There have been added to the archives, amongst other things, the unpublished annals of the seminary at Quebec, prepared years ago by Cardinal Taschereau, giving the history of that ecclesiastical institution which played so important a part in the early days of French-Canada; important papers relative to the settlement of the Eastern Township; a further instalment of the Haldimand collection of correspondence; an account of the taking of Fort Shelby, afterwards Fort McKay; and facts in connection with the movement of Loyalists to Eastern and Western Canada, which took place in Haldimand's time. The narrative contained in the Haldimand papers clears up some of the misapprehensions concerning that official's conduct as Governor of Canada, besides furnishing material for an account of the period of his rule, which one writer, probably from lack of accessible information, has wrongly characterized as presenting few important events, while the period was really one crowded with occurrences of no ordinary import, such as "the transfer of Canada from French to British rule, the passing of the Quebec Act of 1774, and the Constitutional Act of 1791, the Revolutionary war and formation of the United States, the advent of the Loyalists and foundation of Upper Canada." General Haldimand, having served in various places in different capacities as a representative of the British Crown in America, was in August, 1777, appointed Governor of Canada, and as his correspondence seems not to have been framed with any desire to put the best face upon his administration of affairs it is on that account rather more satisfactory. The charge that there was a wholesale imprisonment of Canadians for political offences during the progress of the Revolutionary war is explained by the fact that many of the prisoners were prisoners of war who had fallen into the hands of the troops in different engagements. It is further demonstrated that military service was not exacted from the people without compensation, though undoubtedly this duty had been newly imposed since the introduction of British rule. Charges of extortion and other iniquities practiced by public functionaries during Haldimand's *regime* cannot be substantiated by any records contained in the correspondence. These reflections upon the governor and his administration rest upon the assertions of Du Calvet, who was himself a prisoner, but who, there is reason to think, was somewhat reckless in his statements, giving rise to impressions regarding the events of this time as discreditable to those concerned as we may now believe them to be erroneous. General Haldimand took part in two leading events which are of interest to Canada: The negotiation with Vermont for its re-union with the British crown, and the settlement of the United Empire Loyalists in Canada. The first of these may be passed over, as the negotiations were futile, by noting Mr. Brymner's remark that "the documents interchanged, reports of the interviews, etc., have very few of them been made use of by historical writers." Regarding the Loyalists, however, the published writings on the subject have not exhausted all the information, for the Haldimand collection contains many interesting details not hitherto utilized. The Loyalists began to come "over the border" soon after the conflict between the Colonies and Mother Country took serious shape. In September, 1778, Conrad Gugy was ordered to afford accommodation to a party of arrivals at Machiche, and many sought refuge at Three Rivers and St. John's. When the rebellious colonies obtained their independence, General Haldimand directed exploratory surveys to be made of lands suitable for settlement by the Loyalists. Parties were sent to examine the lands along the Ottawa, the Rideau, the St. Lawrence and the Bay of Quinte; the country between the River Beaudette to Kingston was laid out in lots, to be drawn for so that no partiality might be shown; agricultural implements, seeds, and provisions were supplied though wheat was very scarce, missionaries and school teachers were employed, grist and saw-mills were built, and every effort made to settle the sturdy population comfortably. General Haldimand was at particular pains to extend considerate treatment to this people, whose descendants now form an honored part of our population. A settlement around Missisquoi bay was discountenanced as being too near the States. In the collection may be found "all details of the settlement, lists of Loyalists incorporated and unincorporated, surveys, and the establishment of townships." It would require more space than we can afford to touch upon the other features of the report, but from what has been outlined an idea may be gained of the value of the archives.

THE BEECHER BAY EXTENSION.

In the Commons on Wednesday the bill to connect the Island railway system, by means of transfer boats, with the proposed terminus of the Southern Pacific railway on the Straits of Fuca, passed and has gone to the Senate, where it will also pass. Some doubt was expressed in quarters where the scheme is gall and worm-wood as to the bill ever reaching fruition in the Federal Parliament—these "soreheads" will learn with regret the important intelligence we chronicle this morning. The bill permitting of the extension of the Nanaimo and Esquimalt railway to Beecher Bay also passed the Legislative Assembly unanimously yesterday, notwithstanding the recent factious opposition of the leader of the Opposition and the member for Comox. Contrary to the expressed opinions of those two wise men, backed up by the Opposition organ in this city, the bill, preamble and all, was considered sufficiently sound by all the representatives to pass the House, Messrs. Beaven and Humphreys both concurring. Eleventh hour confessions are seldom sincere. The legislation at the federal and provincial capitals cannot fail to be entirely satisfactory to the people of this city. We have just celebrated the entrance of the Island railway into Victoria with great *eclat*—an even grander event it will be when connection is had with the American system of railways to the south of us. It is believed that the visit of Messrs. Huntington and Crocker of the Southern Pacific railway directorate (mentioned elsewhere) is intimately connected with the extension of the Southern Pacific railway system to the Straits. We congratulate our people on the great future opening out before this Queen City of the West.

THE NEW LAND ACT.

The new land act which passed its second reading yesterday is an important measure. Among other matters the Military and Naval Settlers Act, 1863, is repealed. This act was originally passed to induce the settlement in the province of retired military and naval officers, who were allowed certain privileges that were not extended to any other class. The new act places that class on the same footing as others, a desirable provision, as the act in the opinion of most people, has always been of doubtful utility, and has been practically a dead letter for some time. The most important clauses in the new bill relate to the repeal of the Act of 1887, which withdrew from sale all timber lands and permitted them only to be leased. The government, after a trial of twelve months, have come to the conclusion that the system was unjust to the public without producing any appreciable increase in the revenue. The new bill permits the lease of unpre-empted Crown lands for a term of years for the purpose of lumbering, subject to an annual rental per acre and a royalty on all lumber manufactured. The right of persons to pre-empt Crown lands leased as timber limits is continued; but no pre-emptor will be allowed to cut timber on any such land except for his own use. Should he sell or offer for sale any timber so cut he will at once forfeit his pre-emption right to said land. The license system is extended and improved. Special licenses may be granted to cut timber on Crown lands for an area not exceeding 1000 acres or for a longer period than one year. General licenses to cut timber on land not being timber limits may be granted without any reservation as to area. A ground rent of — cents per acre for each acre included in any timber lease which has been granted since the 31st December, 1879, and prior to the passage of this act is imposed. A royalty of — cents for every thousand feet, board measure, cut upon any crown lands, patented lands, timber leaseholds or timber limits will be collected. Correct books must be kept and declarations made of the quantity of timber cut or delivered at the mill. The act does not apply to miners, travellers or farmers who may cut timber for their own use; nor to proprietors of coal mines cutting timber for colliery purposes, nor to persons cutting cordwood for their own use, or for the use of steamers or school purposes. The penalties provided for in fractions of the law are heavy. Among other penalties it is provided that: "Where timber has been cut, without authority on Crown lands, patented lands, timber leaseholds, or timber limits, and has been made up with other timber into a crib, dam, or raft, or in any other manner has been so mixed up as to render it impossible or difficult to distinguish the timber so unlawfully cut on Crown lands, patented lands, timber leaseholds, or timber limits, from other timber with which it is mixed up, the whole of the timber so mixed up shall be held to have been cut without authority, and shall be liable to seizure and forfeiture until separated by the holder, satisfactorily to the officer making the seizure." It is believed that the effect of the new bill will be to largely increase the revenue from timber lands. The revenue is now only $13,000 per annum; it is thought that under the new system it will reach $30,000 the first year and present a constant increase each subsequent year.

EDITORIAL COMMENTS.

ACCORDING to the report of the minister of agriculture there is a decrease in the number of Chinamen in British Columbia. Mr. Jessop, the agent at Victoria, estimates that the number has come down from 16,000 to 8,000.

THE Interprovincial resolutions have been defeated in New Brunswick and Nova Scotia, they are likely to be in Quebec, and may be in Manitoba, while British Columbia and Prince Edward Island hold aloof. The premier of Ontario is likely to form a committee of one, to lay the Quebec bantling "at the foot of the Throne."

THE Quebec newspapers are greatly excited over the resignation of the "people's Jimmy." The *Herald*, Peter Mitchell's paper, thinks a great mistake has been committed while the Conservative papers believe Mr. McShane's retirement from the Cabinet sounds the death-knell of the present ministry. Opinions differ among the French papers, but it seems to be unanimously agreed that the Cabinet has been greatly weakened, and that chaos is likely to reign until Mercier throws up the sponge to give place to a Conservative Premier.

THE NEW KOOTENAY BILL AND ITS ADVOCATE.

TO THE EDITOR:—If Mr. Baillie-Grohman's facts and figures regarding the expenditure of Ainsworth & Co. under their first railway bill are as misleading as his dates, I must be excused for refusing to attach the slightest importance to either. I have examined your paper of November 21st, 1883, to which he refers me for proof that he favored the Ainsworth scheme of that day, and find nothing there from his pen or that of any other person. I may have done Mr. Grohman an injustice in stating that he trained with its opponents while the bill was on its way through the house; but I happen to know that for some time after the passage of the measure he was at "daggers drawn" with the gentlemen of whose interests he is now a most zealous guardian, and, if my recollection serves me, their railway as well as their mining enterprise came under the ban of his displeasure.

Mr. Grohman professes ignorance as to the meaning of the words "political and speculative" when applied to railway enterprises. While I cannot believe that your correspondent is as green as he would fain have your readers think, I could say that a good illustration of a "political" railway is the one that connects Victoria and Nanaimo. That road was projected as the outcome of a treaty between British Columbia and the Dominion; it was subsidized by the Dominion with money and the province with lands. In the hands of Mr. Dunsmuir and his associates it is proving to be a valuable property, so that what was originally projected as a political road is destined to fill a most important part in the commercial progress of the province. The best illustration of a speculative railway is the one that Mr. Grohman favors; a road which has remained "in the clouds" for the past six years for no other reason than that it could not be floated on the London stock board. If Ainsworth & Co., in 1883, meant development (as Mr. Dunsmuir did) why did they not proceed with the work of construction immediately on securing their charter, as they promised to do? Mr. Grohman, in a previous letter to you, attributes their failure to carry out the scheme to a "blow out" of the galena deposits on Kootenay lake. But in his letter to-day he says the importance of the mines can be proved only with machinery and that that machinery cannot be placed on the ground unless the railway is built. Was I to infer from this last statement that his first was incorrect? Allow me to jog his memory. According to his letter on Tuesday, Ainsworth & Co. spent $100,000 in prospecting their mines and found that they were worthless. Now he asks the house to permit them to make a further and, perhaps, larger expenditure, in building a railway to the identical mines which they have already ascertained (according to Mr. Grohman) to be of no value whatever. I cannot, Mr. Editor, reconcile these conflicting statements. The "subtlety of mind" of your correspondent may enable him to furnish an explanation; but to me they present a problem that exceeds in profoundity the famous 16 puzzle.

In his two letters Mr. Grohman has supplied the very strongest arguments against granting the charter to Ainsworth & Co. He has not only declared that the timber lands asked for are of but slight value, but has characterized the big ledge, on the strength of which the original charter was obtained, as a "worthless blowout." Now, I put to Mr. Grohman in all seriousness the question: If the timber grant is of little value, and the mines "worthless," what can be the object of Ainsworth & Co. in applying for a charter? It cannot be for the purpose of development, if there is little or nothing in the district worthy of development. It must, then, be for the purposes of *sale*; for I cannot believe that Ainsworth & Co. are so intensely heroic as to prepare to build the road for what Mr. Grohman shows does not exist in Kootenay district. If the promoters mean business—if they mean to build the road—they will be content with the grant of the right of way and a small donation of land for terminal purposes. They will thus escape the yearly payment of $21,000 in taxes, as Col. Baker says, on land that is of little value, as Mr. Grohman says, on mines that are "worthless blowouts." Under the circumstances as produced by the gallant Colonel, and the no less worthy gentleman whose letter I am discussing, the house would be doing an act of great unkindness to the promoters by saddling them with a responsibility the magnitude of which they could not have understood when their bill was drawn.

I am not, as Mr. Grohman intimates, opposed to the introduction of capital from abroad; but I am strongly opposed to the granting of franchises which, in the event of their failure to enlist the support of foreign capital, must eventually fall to the ground.

WATCHFUL.

La Patrie, the Liberal organ, in an evidently inspired article, says the public will be informed sooner or later of the true reasons for the retirement of Mr. McShane.

CABLE NEWS.

The French Situation—Boulanger Interviewed—Election of President of the Chamber of Deputies.

American War Ships Expected to Enforce Demands of the Government in Morocco.

Prisoners in the Equitable Insurance Company Remanded—Others to be Arrested.

Boulanger Interviewed.

LONDON, April 4.—The *Pall Mall Gazette* publishes an interview with Boulanger. The General says he is not like an ordinary candidate for the Chamber of Deputies and that he did not appeal to the department of Nord for personal vindication in the petty department questions, but on account of the great principle, therefore his presence at the polling district and personal canvass were unnecessary. Of a victory, there was no doubt that was certain. The principle which was represented in this election and declared by the General to be a revision of the constitution of the French republic. The Chamber of Deputies, he said, was impotent and failed to represent the people at present.

A Boom in Suicides.

It is estimated that fifty persons have committed suicide at Monte Carlo during the last three months, while the receipts of the established games at that place were during the same period largely increased.

Forbidding Foreign Trade.

An order of the Chinese government forbidding foreign steamers to trade at the inland port of Chun King has created great excitement in Manchester, which city has hitherto conducted an extensive trade with that port.

Defrauding Insurance Companies.

DUBLIN, April 4.—Smyth and Orr, who were arrested on a charge of defrauding the Equitable Insurance Company, of New York, were examined to-day at Belfast. Orr's solicitor demanded that two other persons be arrested on similar charges to those against Orr. The prisoners were remanded until April 12th.

Election of President.

PARIS, April 4.—In the Chamber of Deputies to-day a third ballot was taken for the president of the chamber, resulting in the choice of Meline by a majority. He and Clemenceau receiving 168 votes each. The senate resolved, that in view of the gravity of the situation, a too lengthy prorogation of the chamber would be attended with great inconvenience.

Condition Satisfactory.

BERLIN, April 4.—The *North German Gazette* says that the Emperor's condition is perfectly satisfactory, except his rest, which is disturbed by coughing and expectoration.

Returning Thanks.

The *Reichsanzeiger* publishes the thanks of the Emperor for the universal expressions of sympathy and congratulations upon his accession to the throne.

Expected to Enforce Demands.

TANGIER, April 4.—The government of Morocco has replied to Consul Lewis, refusing to accede to the demands of the American government with reference to the imprisonment of Rabai. It is expected American war ships will take vigorous measures to enforce demands.

THE NEW KOOTENAY BILL.

TO THE EDITOR:—It would benefit "Watchful's" arguments if he showed more regard to facts and did not lay himself so much open to flat contradictions. Thus you must allow me to deny emphatically the statement that I opposed the Ainsworth bill in 1882-83 or, for the matter of that, at any time. I was not here in 1882 and I never heard so much as the name of Ainsworth when in the summer of 1882 a shooting trip took me through Northern Montana and Kootenay. In fact I had never heard of the bill till it had passed in the session of 1883. If "Watchful" will turn to the files of THE COLONIST of November 21st, 1883, he will see in a long letter on Kootenay I wrote that, while drawing attention to certain drawbacks in connection with mineral features, I strongly recommended a liberal land policy to enterprises such as the Ainsworths. "Watchful's" insinuation of improper reasons for my present attitude towards this bill is on a par with his other arguments. I was at one time opposed to the Ainsworths on mining matters and was involved in mining law suits with them, which arose from the then unsatisfactory condition of the quartz mining laws of the province. My opposition had never anything to do with their land grant, which I always thought the best bargain the province ever made, so long as it did not include mineral rights, which at one time the mining population on Kootenay Lake believed it did.

"Watchful" undertakes to correct my statement that absolutely nothing was given by the country in return for the expenditure of $125,000, and asserts that the province gave the Ainsworths "*absolute control and possession of 750,000 acres in Kootenay district.*" This is an absolutely incorrect statement, the province did no such thing as give possession of this or any other land; a general reserve was placed on the 750,000 acres by the government, and this reserve being now removed it is again public land, and if "Watchful" has his way it will remain so, no doubt, until the day of judgment.

The lower Kootenay country has retrograded since 1883 back to its primeval condition and will remain so till steam communication is opened and to judge from his reasoning this is the condition in which "Watchful" would like to see the whole country. As I am not a politician and do not possess the subtlety of mind which would make me one I fail to realize what is exactly meant by a "political railway," and what by a "speculative railway." I thought the railways were generally speculative enterprises, dependent for their success upon the development of the country they open up. If a political railway is one like the Inter-colonial which costs Canada annually millions to keep it up and running, the fewer the country has of these "political railways" the better. As to the Crow's Nest road being built to the Kootenay lake independently of any developments brought about by the Ainsworth railway and only to connect with the N. P. R. R., I sincerely hope for the sake of the country that "Watchful's" correction may prove true; in the meanwhile I must ask him to allow me to abide by the opinion I have expressed.

His argument that the Ainsworths should make sure of the Kootenay Lake mines before asking for a railway charter and land grant displays a total nescience respecting the requirements of the Kootenay Lake quartz mines. These mines have been prospected as far as it is possible to do without machinery and until such appliances can be got to the spot, by railway or steamer, no man can say whether they will prove stable and paying mines. I know personally of many instances in the Butte City, Helena, Wood River, Phillipsburg and Cottonwood mining districts in the country abutting on Kootenay, where $100,000 to $500,000 have been spent in developing mines which finally turned out worthless. Veins may peter out, a fault in the formation may intervene and, what is more often the case, the character of the ore, be it carbonate or sulphuretic, may suddenly undergo a radical change as a greater depth is reached. In this lies the speculative character of the mines and the speculative character of the railway which is to be built exclusively for the sake of these mines. The greatest bugbear to "Watchful" seems to be the fact that English capital was sought by the Ainsworths to carry out the scheme which had taken larger proportions than they had anticipated when they initiated it. What is there wrong in this? The tone of public feeling here is I always thought one rather of welcoming than ostracising English capital. "Watchful" draws the correctness of my figures in respect of the $100,000 expenditure in Kootenay into doubt. I was on the spot when these expenditures were made and know to my own cost the outlay of similar work in that remote corner in those earlier days and am convinced that Mr. Ainsworth's books would prove the correctness of a statement which I did not make rashly or without good information.

W. A. BAILLIE-GROHMAN.

CAPITAL NEWS.

Certain Natural Products to be Placed on the Free List.

Congress Has Placed Their Equivalents on the American Free List—Reopening of Parliament—Discussion of the Unrestricted Reciprocity Resolutions.

[From Our Own Correspondent.]

OTTAWA, April 4.—A proclamation will be issued in a few days placing on the free list certain natural products specified in clause 9, of the Canadian Tariff Act, the equivalents of which have been placed on the American free list by congress. The attention of the Canadian government has been officially called to the matter by the Washington executive, through Sir Lionel West, in a communication which reached here last Saturday. Attention was drawn to the action of congress in regard to the placing of certain natural products on the free list, and expressing the hope that Canada would reciprocate. The question has been fully considered by the privy council, and although clause 9 is held to be clearly susceptible of the interpretation placed upon it by Sir John Macdonald in the house last Wednesday, being desirous of carrying out its policy of reciprocity in natural products, the government has decided to accede to the American government's request.

Parliament re-opened to-night. The debate on unrestricted reciprocity continued by Freeman, Brien and Wilson, was again adjourned.

OF BENEFIT TO CANADA.

Lumber, Iron Ore, Grain, etc., Proposed to be Placed on the United States Free List—H. M. I. Opposition Make a Row—Lansdowne to Leave on the Queen's Birthday.

(From our own Correspondent.)

OTTAWA, April 4.—The Opposition made a big row in the House to-day over the government's decision to place on the free list, green fruits, seeds, trees, and shutes, claiming a great victory for them. The change was made with a view of helping the Washington administration to get a tariff bill through congress. This bill will be of great benefit to Canada inasmuch as it proposes to place on the free list, lumber, iron ore, grain, etc.

The reciprocity debate was participated in by Messrs. O'Brien, Haggart, Aymot, Masson, Bowman and McKenn.

Lord Lansdowne leaves on the 24th of May.

THE CASTORS.

Hon. James McShane Wants Them Out—He Defines His Position Towards the Government.

MONTREAL, Que., March 30.—McShane in an interview to-day declared he would not address his constituents until the house meets. Being asked how he intended to act this session, he replied: "I don't say I will oppose the government, and I don't say I will support them. I was elected as a straight liberal; not as a castor, or a Rielite, or a nationalist, and I have nothing to do with that clique. I am a liberal, and I will be as liberal to the conservatives who supported and elected me as to my own party friends. I cannot very well go back on my principles, can I?" The reporter thought he could not, and the Hon. James added: "You see how I am placed." "Wait a little," said one of the others, "and we will get the castor gang out of that."

THE WIMBLEDON TEAM.

Col. Macdonald, of Halifax, in Command—Personnel of the Team.

It is definitely decided that Col. Macdonald, of the Sixty-sixth battalion, Halifax, will command the Wimbledon team this year, and that Capt. Wright, of the Forty-third Ottawa rifles, will be second in command.

The team this year will consist of Lieut. E. A. Smith, of St. John, N. B.; Sergt. S. Case and Gunner Campbell, of Halifax, N. S. Lieut. H. C. Chamberlain, Forty-third Ottawa and Charleston rifles; Staff Sergt. Ashall and Private Duncan, of the Queen's Own, Toronto; Lieut. C. K. Fiske, Sixty-third battalion, Halifax; Lieut. J. Dover, Seventy-eighth battalion, Colchester, N. S.; Private D. Mitchell and Sergeant W. M. Duncan, Thirteenth battalion, Hamilton; Lieut. W. Mitchell, Thirty-second Bruce battalion; Lieut. H. H. Gray, Sergeant Short and Private J. A. Armstrong, Governor-General's foot guards, Ottawa; Staff-Sergeant Wilson, Thirty-third Huron battalion; Sergeant Adams, Sity-second battalion, St. John, N. B.; Sergeant Marks, Sixth fusiliers, Montreal; Private McAfee, First Prince of Wales' rifles, Montreal; Capt. G. A. McMicking, Forty-fourth Welland battalion; Sergeant Miner, Seventy-first battalion, York, N. B.

THE MONOPOLY QUESTION.

Greenway Starts for Home Satisfied with the Results of His Mission.

An Ottawa dispatch of the 31st instant says: Premier Greenway and Attorney General Martin started for Winnipeg last night by way of Toronto and Chicago, at which cities they will make stoppages of a few hours duration. Greenway bears with him a document by which the Dominion administration binds itself to secure the total abrogation of the monopoly clause of the Canadian Pacific railway. This, of course, embraces the whole Northwest as well. There are no conditions attached to this engagement. Greenway has absolutely refused to purchase the Emerson branch. In reply to a question he stated that he was very ignorant of the terms agreed upon between the Canadian Pacific Railway and the Government for the surrender by the former of their monopoly. Greenway, as a parting word, said: "We are entirely satisfied with the result of our mission." He expects to arrive in Winnipeg next Wednesday. It is understood that work on the Red River Valley road will be commenced immediately upon the Premier's return to Manitoba.

AMERICAN NEWS.

A Jail Burned to the Ground and Five of the Prisoners Perish in the Flames.

Tramps Murder a Night Watchman, Who Attempts to Drive Them From a Train.

Election To-Day in Rhode Island Gives the Republicans a Majority in the Legislature.

State Elections.

NEW YORK, April 4.—The state election held in Rhode Island to-day resulted in victory for the Republicans, by electing the Governor and a majority of the Legislature.

Unfounded Rumors.

Ex-Mayor Cooper denies all knowledge of his rumored appointment or of any intention to appoint him Minister to Berlin.

Smuggling Lead.

WASHINGTON, April 4.—Senator Stewart, of Nevada, to-day offered a resolution in the senate, which was agreed to, directing the secretary of the treasury to report what precautions have been taken to prevent the importation of lead and lead ore from Mexico and Canada in violation of the revenue laws, and what legislation is necessary to prevent such smuggling. A rigid enquiry will be instituted.

Murdered by Tramps.

CHICAGO, April 4.—A party of tramps who were trying to steal a ride on the Alton train last night shot and killed Ed. Kreigh, a watchman, who attempted to put them off, and mortally wounded another watchman. Officers scoured the vicinity of the murder all night, but were unable to discover any trace of the murderers. At first there was an impression that the murder was connected in some way with the railway strike, but Lieut. Shea said he was satisfied that there was no ground for this notion.

Attempted Suicide.

LOS ANGELES, April 4.—Hattie Woolsein who is being tried for the murder of Dr. Harlan, attempted to take her life last night by strangulation. Officers discovered her just in time to prevent the purpose being accomplished.

Return of Relief Train.

The relief train sent to the scene of last night's railroad collision, which resulted in three deaths, returned at two o'clock this morning with several of the injured men. Another train has just arrived with the bodies of the dead and more of the injured. Coroner is holding an inquest.

Beheaded by a Train.

A switchman attempted to jump on a flat car this morning in the Southern Pacific yard and fell under the wheels. His head was cut off completely.

Manufacturing Establishments Burned.

POTTSDAM, N. Y., April 4.—Thomas S. Clarkson's sash and blind factory and organ factory, H. P. Manley's undertaking establishment, Bachelor & Son's furniture factory, and E. A. Hamlin's furniture store, and the electric light works were burned this morning. Loss, $86,000.

Prisoners Burned to Death.

MEMPHIS, April 4.—Just before daylight yesterday morning the jail at Friar Point, Miss., was discovered to be on fire. Desperate efforts were made to release the five prisoners it contained, but without success, and they perished in the flames.

SAILING OF THE BATAVIA.

Passengers and Freight—Four Immigrant Sleepers, All Crowded, Reach Vancouver.

(Special to THE COLONIST.)

VANCOUVER, April 4.—Steamship Batavia sailed this evening for Yokohama with eleven passengers, fourteen Chinese and a full general cargo. A large quantity of cargo was left behind, the steamer not being able to take it.

Immigration has fairly commenced here. Yesterday's train had four emigrant sleepers, all crowded, besides the Pullman and day coaches.

A SMELTER FOR VANCOUVER.

The City Council Has Received Notification of the Acceptance of the City's Proposition by London Capitalists.

(Special to THE COLONIST.)

VANCOUVER, B.C., April 5.—The council has received notification of the acceptance of the proposition of the city by London capitalists for the erection of a smelter here, the city giving a bonus of $25,000. The smelter is to treat 50 tons of ore a day and will be built immediately at a cost of $75,000 or $100,000.

The company building it has secured mines sufficient to supply a smelter without buying any ore and will enlarge the works as the ore offered for sale increases.

An American company is also considering the location of similar works.

THE UNION MINE.

The Pilot Loaded with Passengers and Freight—Excitement Among the Chinese.

The steamer Pilot sailed yesterday noon, says the Nanaimo *Free Press*, for the Union Mine, of Messrs. R. Dunsmuir & Sons, with Mr. Joseph Hunter, Superintendent R. & N. Railway; Mr. St. Cliffe and a large number of Chinese laborers. Yesterday morning Johnston's wharf presented a lively scene with the steamer Pilot taking on a large quantity of supplies and implements to construct the ten miles of railway from the loading wharves at Jack Hair Point to the Union Mine. Considerable excitement was noticed among the head men of the different Chinese labor companies. On inquiry the reporter found that the arrangement was that the Chinamen thrown out of work by the exclusion of the Chinese from the Wellington collieries were to go to Comox to assist in the construction of the railway. The other Chinese labor agents heard of this and thinking no doubt to ring in some of their men, Chinamen (with the inevitable bamboo) could be seen on Sunday or Monday wending their way to the Wellington, to mingle with the celestials there, and thus get work on the Union Mine railway. Sing Kee is said to be the originator of this rather sharp work, but the scheme was brought to an ignoble end yesterday morning, when the celestials were sorted and only the Simon Pure allowed to proceed. Wing Chung also came in from East Wellington with a number of Chinese laborers, but they were not wanted and returned from the steamer rather crestfallen. We understand that it is the intention of the company to construct the line with day labor, excepting the bridges and trestles which will no doubt be erected by Mr. W. E. Blackett under contract.

How to Save Money.

Always buy the best because it is the cheapest in the end, and not only is Burdock Blood Bitters the best medicine known for all chronic diseases of the Stomach, Kidneys, Liver and Blood, but it is really the cheapest, as it needs less to cure and cures more quickly than any other remedy. tu-th-sat-dw

From THE DAILY COLONIST, April 5.

LOCAL AND PROVINCIAL.

Inspector Wilson Better.

Mr. D. Wilson, Inspector of Schools, was much better yesterday, and his friends hope to see him convalescent shortly.

To Correspondents.

At the present time when every inch of our space is valuable, correspondence, which fails to be brief and to the point, will find its way to the waste paper basket.

Customs Returns.

The following are the returns at the Nanaimo custom house for the month of March:

Import duty	$3,013 43
Sick M. Dues	107 02
Petroleum inspection	22 50
	$3,143 35

The E. & N. Railway Time Table.

According to time table No. 6 of the E. & N. railway, trains leave Victoria station daily at 9 a.m., standard time, reaching Nanaimo at 1 p.m., and Wellington at 1:24 p.m. The down train leaves Wellington at 9:20 a.m., Nanaimo at 9:44, and reaches Victoria station at 1:44 p.m.

Royal Hospital.

At a meeting of the directors of the Royal Hospital held yesterday afternoon, Dr. John C. Davie was appointed visiting surgeon for the ensuing year. Mr. L. Goodacre was awarded the contract for meat and vegetables, and S. E. King for bread. The contracts for groceries and drugs have not yet been awarded.

In the Senate.

A characteristic incident occurred in the senate the other day. An hon. member rose and proposed a motion in this style: "Honorable gentlemen, I beg to move, seconded by my hon. friend beside me, who is asleep, that such and such a petition be read." The sleeping member nodded an involuntary assent to the resolution, which passed unanimously.

Diseased Meat.

At the meeting of the city council, held last evening, a report was received from Dr. Blanchard, Dominion veterinary inspector, stating that a flock of diseased sheep were pastured near Rocky Point, and directing the attention of the council to the fact. The mayor explained that it was the duty of the council to look after the health of the city, and the report was referred to the sanitary committee for investigation.

Volunteer Gymnasium.

The gymnasium in connection with the volunteers will be open this evening as usual at the drill shed. The membership has been steadily growing and as thoroughly competent instructors are always on hand, the progress made is very satisfactory. A complete course of calisthenics is just what every volunteer should have and the institution ought to be liberally patronized. It has been suggested that standing aloof from such a beneficial organization as the gymnasium is not exactly the most effective way in which officers can keep their men together. All should lend a hand in helping along everything which has for its object the popularizing of the service.

Toronto Industrial Exhibition.

Mr. Bernard Saunders, of Toronto, is in the city with the object of obtaining, if possible, an exhibit from this province for the Industrial Exhibition to be held at Toronto during the summer. With this object in view, Mr. Saunders had an interview yesterday with Hon. Mr. Robson, who promised, on behalf of the government, to favorably consider the matter. Mr. Saunders also induced the mayor and council to look upon the matter favorably. He was present at the council meeting last evening, and having served in the city council of Toronto for three years, naturally takes an interest in civic affairs. He would like the exhibit from this province to embrace the various minerals with which the country abounds.

Nanaimo Pilotage.

The following amendments to clauses 29 and 34, of the Nanaimo pilotage district by-laws, have been adopted:

That clause 29 be amended by adding thereto the following:

That a line to be known as the outer line shall be at or outside a line drawn from Trial Island to Dungeness lighthouse, including all ports on Vancouver Island shore north of said line.

That clause 34 be repealed and the following substituted therefor:

All steamers carrying Her Majesty's mails from any foreign port to British Columbia shall pay for inward and outward pilotage one dollar and fifty cents per foot exclusive of gulf pilotage.

Provincial Museum.

Contributions to the museum for March: Victoria—Ashdown Green, specimens of fish and crabs; Harry Wootton, Indian arrows; B. Pettingill, free gold ores from Cayoosh Creek; H. P. Halpenny, one kingfisher; R. B. McMicking, one white-crested cormorant; Capt. Harman, two vol. Proc. United States national museum. Fort Simpson—W. B. Anderson, two hundred shells, three bird skins, four Indian curios, piece of coral, rock with garnets, lignite and samples of ores.

Somenos—E. Jones, four evening grosbeaks, four pine siskins, Indian arrow heads.

Highland district—J. H. Scafe, a number of curios and old coin.

Ladner's—T. McNeely, one snow goose.

Plumper's Pass—T. Collinson, one sawbill.

A Wild Steer.

The steamer Yosemite stopped at the outer wharf yesterday afternoon to land a band of cattle consigned to Mr. L. Goodacre. One of the animals was a savage steer, and when it was being transferred from the steamer to the wharf its fury became so great that it made a vicious charge at the mate, Mr. McLeod. The officer nimbly sprang over the gangway, but was hardly quick enough, as the infuriated animal just grazed his thigh with one of its sharp horns, ripping his pants open and slightly bruising the flesh. Mr. McLeod lost no time in seeking safety, and the steer, disappointed in its attempt to gore this victim plunged madly on to the wharf, breaking down all barriers in its rage. Then ensued a regular stampede, the spectators, one and all, stood not upon the order of their going, but went, helter-skelter, the steer prancing along in the rear, and bellowing with rage. The animal was given a clear track and, despite all efforts, it pursued its headlong pace through the streets for a considerable distance, before being finally captured.

Attacked and Beaten by Chinese.

About five o'clock yesterday afternoon there was an exciting scene on Janion's wharf. The wharfinger, Mr. A. Borde, was superintending a gang of Chinese unloading a coal-laden schooner. The Chinamen, five in number, became enraged at something Mr. Borde said, and turned on him in a body. They seized their shovels and boldly proceeded to attack him. Borde defended himself ably, knocking down two of his assailants, and shielding himself as best he could from the blows of the other infuriated Mongolians. They managed to inflict several ugly blows, however, and Borde might have been seriously if not fatally injured had not assistance arrived. The Chinamen then fled, leaving two of their number on the ground apparently unconscious. Borde was placed in a hack and driven home, where it was found his wounds were not of a serious nature. Subsequently two Chinamen who were left on the ground, and found that they were only shamming, their unconsciousness being feigned, and they were accordingly marched off to the lock-up.

For the Orient.

The steamship Batavia, which arrived from Vancouver last night, was boarded at this port by the Saturna, containing Capt. Webber, and Messrs. G. B. Dodwell and C. I. Malhuish, the representatives of the company at Shanghai and Yokohama respectively.

The Boat Capsized.

On Thursday a man named Sweeney was sailing on Burrard Inlet, between Brockton Point and the C. P. R. wharf, in a small boat, when a squall of wind capsized the boat, throwing the man into the water. He managed to hold on to the stern of the upturned boat, and so kept himself afloat until assistance came in the persons of two sailors of the barque Bundaleer, who gallantly put out a boat and rescued Sweeney from his perilous position, none the worse for his ducking.

Sneak Thief.

An old man giving the name of "Charley," was arrested yesterday afternoon charged with purloining several articles from a room in the Clarence Hotel. The accused was noticed going up stairs, and upon being asked