Weekly Colonist.

FRIDAY, SEPTEMBER 24, 1886.

A SWING BRIDGE.

With the Island railway within a stone's throw of the city the question that naturally presents itself is the means of transit for passengers and freight from the terminus to Victoria proper. Apparently, the most simple and economical means would be an ordinary ferry, but while available for temporary purposes there are several objections to such a method of passage being employed in this particular instance. The most convenient point would of course be at the foot of Johnson street, directly across to the reservation, where there is at present a ferry boat service. The width of the channel here is about one hundred and twenty yards, and a large ferry constantly stationed at this narrow part would prove too cumbersome to shipping; placed as it would have to be at the end of a short pier jutting from the shoaling shore of the reservation. It is not many years since a well known M. P. P. strenuously advocated the construction at this point of a swing-bridge. At that time however this view was thought to be, and perhaps was, too anticipatory of the then requirements; but with a railway to the harbor's edge the case is entirely changed, and now, the establishment of a regular traffic way between the city and the reservation (no longer actually so) will probably take this form. It would seem to be the most convenient as offering the minimum of impediment to harbor navigation, while at the same time affording the greatest obtainable convenience for foot passengers and vehicles. When this proposition was mooted at the time previously alluded to, although it was not very seriously entertained it was met with the objection, amongst others, that shipping interests, centred in that part of the water front thus bisected, would be seriously injured. The same argument would probably be employed again, but while conceding its reasonableness from the point of view taken by those unfavorably affected, it is necessary to remember that the interests of a few nearly always suffer in any work for the interest of the many. That the object to be attained comes under the latter category, can hardly be combated; for all facilities for rapid and effective communication, especially in the case of railway travel and transport, are public boons. There is good cause therefore for considering that the question of the construction of a swing bridge connecting Victoria city with the Island railway terminus is one that the next municipal council will be called upon to consider.

A CHANGE DESIRABLE IN THE CLASS OF WAR VESSELS.

Sham naval battles undoubtedly have their uses, particularly when modern armored war vessels engage in them. Probably one of the most important things connected with them is the experience gained by officers manœuvring the immense warships, and in working the large guns with which they are armed. But a sham battle is after all a good deal of a dress parade. The vessels go through a certain amount of manœuvring in perfect security to themselves. The guns are handled by crews who have not the sight of dead and wounded men before them. With the exception of the noise of the guns everything on board ship goes on calmly, and with a certain decorum that would be considerably changed were the enemy in front. A genuine battle is the only sure way of testing the desirability of the modern war vessel. The handling of a war vessel must at such times depend upon the movements of an antagonist. Then skillful manœuvring will greatly help to win a battle. Otherwise it would be simply a matter of pounding—the one with the heaviest guns and the best gunners winning. The modern war-ship is of such large dimensions that it is a question whether under the circumstances it does not present to the enemy a broad target. If so it would be simply a matter of endurance between such vessels when in action. If at such a time there should appear upon the scene a vessel capable of rapid movement and equipped with guns of long range, who can doubt that it would inflict serious injury by being able to change its position quickly and deliver its shot with but little exposure to the guns of its cumbersome antagonists. The heavily armored ship is not altogether a desirable one. A more serviceable naval vessel will in all probability be adopted for its stead, and one that will be less expensive to build. There is little sense in continuing to construct the present style of war vessel. Perfection has not yet been reached in that respect and never will be so long as each new invention pertaining to them neutralizes to a certain extent the preceding one. Nations by following this course have really no better protection in their navy than if the unwieldy iron sheds were entirely out of existence and the wooden war vessel again afloat. In that case they would all be placed upon the same level as regards the material with which their war-ships are constructed, and great saving in the expense of building and maintaining them would be effected thereby.

GAS VS. ELECTRICITY.

"Ratepayer" in a communication which appeared in this journal yesterday is far astray in his figures, his estimate of the cost of producing the electric light being too high by many thousand dollars. We shall only consider one of them. He bases his calculation upon a consumption of seven tons of coal per day, at $8, and one cord of wood per day at $4. In his evidence before the committee, the engineer employed at the works stated that the consumption was three tons of nutor slack coal per run of eight or nine hours. Mr. Russell, city treasurer, stated that the cost is $5 50 for nut and $2.75 for slack coal. As the consumption of the two grades of coal is the same, it cannot be doubted that the council will burn slack at $2.75 in preference to nut at $5 50. "Ratepayer" calculates the cost of fuel (320 nights) at $19,200. But according to the statement of the engineer the consumption will be three tons of slack per day, at $2.75, which for a run of 320 nights, will be only $2,320! The total cost of running the entire electrical light outfit, interest added, will not reach $11,000; instead of $26,160, as calculated by "Ratepayer" in his wild estimate. The mayor and council are of opinion that even this figure is in excess of what it should be for the number of lights employed and are laboring to reduce it.

THE ELECTRIC ENGINE AND BOILER FAILURE.

Our esteemed morning contemporary looks like a wise man; but talks like an ass. He attributes the failure of the electric light apparatus to Coun. Higgins, who was not a member of the council that made the contract and is not a member of the electric light committee of the present council under whose superintendence the building was erected and the engine and boiler were made. This is doing a long way to invent a slander. Would it not be possible to connect Coun. Higgins with the last western cyclone or the Charleston earthquake; or the latest murder or *scan. mag.* case at San Francisco? The further remarks of Mr. DeCosmos, so far as they apply to the electric light committee, are impudent and unjust. Two of the committee are absent from the city; but the third member (Mr. Humber) is at home and is well able to protect his honor against the imputation of corruption made by our estimable contemporary. That the engine and boilers as they stand are failures goes without talking. Every skilled witness has condemned them and the consensus of unskilled outside public opinion is that the cost of running the dynamo under existing arrangements will be too great to be patiently borne. But the condemnation of the machinery by which the light is produced is a far different thing to condemning the light itself. The light is as far superior to gas as an illuminant as a journal which receives telegrams is to a journal that does not. Unprejudiced telegrams who have observed the streets since the new system came in admit that gas for street lighting purposes is entirely eclipsed by electricity. And a suitable boiler and a new cylinder are required to make the light as economical as it is efficient. One excellent contemporary intimates that *The Colonist* has changed its opinion as to the value of electricity as an illuminant. Nothing could be further from the fact. *The Colonist* has said nothing in disparagement of the electric light per se. It has only condemned the costly machinery which has been introduced to drive the dynamos. Experience may prove that the Sperry system is not the best that could have been adopted; but it is too soon yet to express an opinion pro or con on that head. In any case we are prepared to maintain that the late and present electric light committees acted for the best throughout. If they they have erred it has been in judgment and not from corrupt motives, as our esteemed contemporary insinuates.

Building Market Houses in Cities Without Pelf.

To the Editor:—If I had the parliament in my hand, of the market house that a few widowsaks Switzers built practically without money and without price, I would furnish the readers of *The Colonist* with some very interesting tales of Alaska and the Alleutes. I will, however, endeavor to show the principle on which that successful undertaking rested and only smack that of what has been done may be found. Let me suppose that a first-class market house is a popular want (which nobody can deny) in this fair city of Victoria; next, that a good site has been agreed on; next, that the design has been approved; next, that it will command the support of the public; and, lastly, that it will be conducted through the various stages of its formation (and afterward) on strictly business principles as the Switzers insisted upon, and only as a public institution. The price payable for the article is good running order may be, more or less, according to the circumstances demanding it, popular co-operating sentiment supporting it, and the rent ability to carry it out and on; but whether one or one hundred thousand, the same result can be reached. It can be made its own liquidator of all its costs and, when the proper time arrives be the absolute and unencumbered property of the city—a self-created and enduring market house. I must suppose again (to get at the figures) that (say) 100 stall tenants can each be taken a lease for (say) ten years at (say) 100 dollars per year. This would represent a cash annual income of ten thousand dollars, or, for the ten years $100,000. (Of course there would be other offices producing incomes, but I let them go the working expenses account, so as to make my figures as simple as possible in the construction.)

Here we have a $100,000 market house that is own ratepayer for a ten years. Now, about the capital to commence it is necessary to raise $100,000. Create this; that is, let the city issue market scrip in convenient denominations, to that amount, and pay contracts with it, having first done as the Switzers did, that is to say, secured the merchants of supplies as willing takers of the scrip for their goods at cash prices always offered them. Every year there would be a call for $10,000 from the holders for redemption out of that year's rental, and in ten years not only would the market house be its own purchaser, but after that term be a yearly producer of $10,000 a year (more or less) for the enrichment of the city treasury, having been all the while it was building a source of profit to all concerned.

F. ROGERS.

The Northern Railway Scheme.

Victoria, Sept. 17th, 1886.

To the Editor:—WANTED, a *bona fide* proposal from a *bona fide* company to build, equip and maintain a railroad between Tequis—alias the northern end of Vancouver Island. The railway to be the property of the company. It must be understood that three-fourths of the subsidy required to assist in building the railroad or guaranteeing interest upon a certain and fixed amount of capital for a certain period will have to be procured from the government of Canada and the remaining fourth from the government of British Columbia; but it is the same that proposed that each party should consult the other in order that a practical scheme suitable to all may be tendered. Of course it would simplify matters amazingly if the province would pay cash; but as the circumstances will not that difficulty will be overcome with other conditional curtailments, and as the public, it is grievous to say, may be averse to any increase of taxation, even for this national, essential and remunerative work, it is proposed to give land in lieu of cash. The company, therefore, in their tender will have to state the amount of land, or money required and whether the latter be payable in a lump sum or annually in small instalments. Also the rate of interest upon a fixed amount of capital, the payment to cease at a definite period, or when the earnings of the road become sufficient to pay interest (say ten per cent.) on the fixed amount of capital.

The railway will pass through fertile land sufficient to sustain one hundred thousand agriculturists. It will also traverse beds of coal, iron and minerals, which will afford support to a large number of miners, artisans and laborers who will with other natural inducements be the cause of creating new and populous towns, thus increasing very materially the population to say two hundred thousand people. In addition to these local people, their productions and necessary unavoidable travel, the railway will be likewise sustained and nourished by the products of fisheries, including the fur seal and the ships and men employed in those pursuits. The railway will also become the highway to the Northern American possession, viz., Alaska, and will with other adjuncts be the means of carrying freight and passengers also and from those regions. Consider the importance of this—I will be the intercourse with Queen Charlotte Islands and the northern coast, adding very greatly to the traffic and earnings of the railway, besides being the cause of an ever-growing commerce and ever-enlarging population. The sum of the subsidy required also probably be required for naval, military and other imperial purposes, such as rapid transit to places when Indian troubles may break out, and so forth, as the local government may to quell a riot, or for a similar purpose. To enable the company to form some idea of the progress likely to be made in the near future, past history will be a guide. A dozen years or so ago two or three steamboats annually visited the northern coast, Alaska (Sitka) and Queen Charlotte Islands. Now the Americans have two steamers per month going to Alaska, *well laden with passengers and merchandise.* Formerly the Hudson Bay Company and others sent their steamer to barter with the Indian population, exchanging one perishable article for another equally perishable; whereas now the trade, whether with whites or Indians, is conducted with imperishable gold or silver. Of late years the population and traffic have greatly increased, dozens of steamers, sailing vessels and schooners, employed, on account of various industries having been established; fisheries worked, paying mines of gold and minerals discovered and worked on the coast, as well as in the interior, the little having their commodious harbors with the northern coast. These mines and so forth are only the forerunners of greater industries. A dozen years ago but few settlements existed in Vancouver Island. Now they are becoming rapidly more numerous. A small steamer would visit Nootka once a week, and Comox twice a month. They carried only few passengers, and but little freight. Now steamers almost daily run to and fro, well laden with passengers and merchandise. The coal mining industry has grown wonderfully, giving employment to a large number of ships and men. A similar statement may be made of the lumber trade and so with all connection therewith. The greatest trade in salmon has sometimes stretched as well south as north, and is ever on the increase. The west coast of Vancouver Island now shows great signs of vitality, whereas formerly it was only the home of Indians, missionaries and a few white traders. Within the past dozen years the Northern Pacific and the Canadian Pacific railways, and only a little more anciently the Central Pacific railway, have been called into existence, bringing men, commerce, traffic and people to places where few or none existed before. This history, and consideration of the last dozen years might be considerably curtailed; but sufficient has been related to show the great progress made within the past few years. At this rate of progress what will result within the next dozen years? The country cannot go back—must go forward—by pressure and obstruction of British and American forces. How wonderfully too, the traffic between San Francisco, Puget Sound and other places has increased is a matter astonishing. Their history will show that more facilities for more rapid communication with increasing distances and new demands necessitates the railroad to bring distances close to our gates. When it is considered that the geographical position of Vancouver Island renders it the most suitable and, indeed, the only terrestrial highway near the coast to *Alaska* and the British northern possessions, it follows that this necessary railway must pass through Vancouver Island from south to north, and that the sooner it is put through the more chance it will have of capturing the north and west trade. At the northern terminus there will be cities and towns, such having communication by steamships and sailing vessels with the ever-growing population and trade of the northern countries, whether they be British or American. Vancouver Island is practicable for a railway, and it must be plain from the above that it will shortly after construction and by good management be made to pay handsomely, because it can, with the aid of British Columbia, merchants and Canadian enterprise, command the greater portion of the trade and passenger traffic not only of Vancouver Island but also of the Northwest coast, and last but not least, Alaska.

"It will soon pay the Canadian government, i. e., Canada, because a growth of population to 5,000 families will increase the revenue of the Dominion one hundred thousand dollars per annum, exclusive of that derived from additional commerce. It will pay the Canadians because it will afford them a larger market for the manufactures and productions, and by the same token pay Americans likewise. It will, undoubtedly, pay British Columbia largely; in fact, with her it will be merely placing her small capital, whether money or land, in a profitable business cheaply. Merchants lay out capital to make a business. British Columbia will do likewise. Nothing ventures—nothing have nothing.

For further particulars apply to the Federal and British Columbia governments.

Thanks to you, Mr. Editor, I have said my say—whether the seedling will grow and bear fruit soon—for parsh it cannot—must be left to the inhabitants and their representatives, the executive and members of the Dominion and local governments.

Now, gentlemen, send in your bids for the carrying trade of Vancouver Island, also that of the Northwest coast, and *Kennedy to Alaska.* The honor and glory of peopling the country will be thrown in.

J. H. S.

Gas vs. Electricity.

To the Editor:—After reading the evidence taken by the investigating committee on the electric light the enquiries and results brought out are not at all favorable to the interest of the city. With such great defects in the machinery the question arises, will it pay to remodel and make all the alterations necessary, which seem by the testimony of the expert almost needful, to the carrying on of the scheme? The question to the ratepayers naturally arises, when is this great expense going to cease? As far as I can learn the present plant cost about $30,000. Considering the interest on such a large amount, and continual increase of expenditure, we have no to ascertain before going into debt, if we can procure cheaper lighting, and whether it is a commercial or financial thing that will not be such an incubus to the city, for evidently the electric light is becoming more of an encumbrance every day, and the outlay still keeps increasing. It seems that its defects are only in keeping with the expense. Suppose we compare lighting the city with gas with that of the present system. It would stand, as near as I can reckon, as follows:—We have seven towers and twenty single electric lights, costing for fuel and labor:

Seven tons coal per night at $8	$ 56 00
One cord wood per night	4 00
Total per night	$ 60 00
Total per annum	19,200 00
Three or four men to run the affair, say per month, or say	100 00
Incidental expenses, repairs, etc	1,500 00
Interest on $30,000 at 6 per cent	1,800 00
	$26,160 00

Do it not appear, at this per month?

I do not think I have over-rated in this above estimate, as we have allowed forty-five nights without lighting, and everything at the usual rates. Estimating the cost of lighting the city with gas—say in all, with towers, according to the latest plans and single lamps—200 gas lamps would cost as follows:

200 gas lamps, at $2 per lamp per month	$ 400 00
A total per annum	4,800 00
Greatest one-quarter the present cost of electricity	6,540 00

The city could enter into a contract, so that the gas would be supplied up to a certain standard, and we would know exactly what the city had to pay yearly. But under the present arrangement the city is paying interest on a plant costing $30,000, which in a short time will be worthless. While if the city was its with gas, with even 400 or 500 gas lamps, it would then only cost the city half of the present system; in fact, every ratepayer in Victoria could have a gas lamp in front of his house at less than half his present cost to the city.

"Ratepayer."

The Ottawa Sensation.

Victoria, Sept. 16.

To the Editor:—I desire to say a few words with reference to the dispatch which appeared under the above heading in this morning's *Colonist.*

First, as to the unfortunate young man who lost his life. He was my pupil for a year or more at Trinity College school, Port Hope, and during his university career I was a frequent visitor to his room. So far from being "of a morose and melancholy disposition," he was, though of retiring habits and reserved with strangers, rather mirthful, and when among his intimates of a witty and facetious turn of mind. He passed his studies regularly and with success, having but lately been called to the bar. As to the theory of suicide, I may say that one would hardly expect a man to load but one chamber of a pistol for that purpose, and that in handling a revolver it is easy for a single loaded chamber to escape notice; the thing has happened to myself.

Secondly, Lady Campbell has been obliged for her health to reside for some years past in the south of Europe, and has not been for many years in an asylum in England.

Lastly, Sir Alexander Campbell, though hampered by incurable lameness, has abandoned the most lucrative of professions and devoted almost the whole of a long and laborious life to the service of his country. His long and successful political career, assiduously pursued in spite of constant ill health which necessitated his retirement to the upper house, speaks for itself. His able and exhaustive paper on the Riel question is yet fresh in the public mind, and British Columbians know with what patience and courtesy he met the innumerable claims upon his attention in this province, and that his best efforts were given to the furtherance of its interests, his public services might surely have shielded him from the imputation of insanity from any source save political malevolence. That so awful a shock may drive from public life a man in broken health is not impossible; but the suggestion that such an event would appear inconsistent with ordinary decency, and cannot but seem so emanate from some one with whom "the wish is father to the thought."

Henry J. Campbell.

OUR ENGLISH LETTER.

The Czar and the Prince.

Edinburgh's Lord Provost Rebuked—A New Authority in Bulgaria.

(From our Own Correspondent.)

London, Aug. 28th, 1886.

So long as the czar and his ministers thought that Bulgaria would prove responsive to every movement of

RUSSIAN AMBITION

all was well. It was originally imagined that in the prince [illegible] into exile Russia had found a pliant tool, and that they were not wanting evidence of the czar's complicity, when, in 1880, general of the Russian army, in a speech acknowledging the honor Alexander had conferred on him, expressed a fervid hope that he would continue the most faithful of Russian captives. But it soon became evident that the devotion of the prince to the czar had in it nothing of an Abdul-Hamid fidelity. Instead of remaining contented such as he was, and as temptated to faithlessness, he dreamed an pattern, the moment that detention promised to be profitable. With the instinct of self-interest, Alexander saw at a glance that the wider his domain the more independent he was likely to become. Accordingly, when, on the night of Sept. 17, 1885, the government of Eastern Roumelia was overthrown, and the union with Bulgaria proclaimed, the prince at once placed himself at the head of the movement. By this revolution Alexander virtually became the

RULER OF A UNITED BULGARIA,

England did not interfere to prevent this infraction of the Berlin treaty, but there was no doubt that it was specially distasteful to Russia. Indeed, she points in a very slightly veiled style to the changed state of matters in Bulgaria an apology for her faithlessness to to Bulgaria. Russia could not interfere openly, but a species of imp and mischief was resorted to. It was time for authority to constitute, and the few years that have passed since the prince was called to rule Bulgaria were not enough to give him a strong hold on the people. He had indeed shown himself a capable soldier, and military success invested him with a prestige that should have enabled him to baffle the intrigue before which he has fallen. But Russian agency has been all too potent in this emergency.

The Lord Provost of Edinburgh has received official information of the intention of the Queen to

CONFER A BARONETCY

upon him. Those who esteem such distinction a special honor will be glad to learn that in the present instance this mark of royal favor is personal upon one of eminently worthy character. The last baronet of the old publishing firm of William and Robert Chambers received a similar distinction just as he was passing into a world where such distinctions are unknown. Mr. Adam Black, publisher of the "Encyclopedia Britannica," declined any distinction beyond what his work conferred. It was during a very brief period that Lord Provost Clark's predecessor, Sir George Harrison, enjoyed the honor conferred on him by the Queen. Mr. Clark, however, is a considerable younger provost than were those now named. Few of his generation have done more for the diffusion of philosophical and theological literature. Under his auspices nearly all the more eminent German theologians and commentators have been introduced to our reading public in an English dress. The last project is also publisher of the best edition of "Neander's Church History."

The editor of the "public school spelling card" has drawn attention to a number of words which are

SPELT IN DIFFERENT WAYS,

an absolute rule to right or wrong having been as yet laid down. The list is too long for quotation; but instances such as "illainous" and "villanous" "reliable" and "retable" may serve as illustrations. It is a commendation of the society called to enjoy the privilege of a loophole; but on the whole it would be better to decide the matter for once and all and make the law hard and fast. Dr. Murray, who is editing the English dictionary, might, as the editor of the "Public School Spelling Card" suggests, be appointed as the standard authority for the future. It is not very difficult to do this. It was done in my boyhood's days, and even Lord Chesterfield, his enemy, agreed to give his vote, and to make a total surrender of all rights and privileges in the English language as a free-born British subject, to the said Mr. Johnson.

THE FIVE RECENT ELECTIONS

to the House of Commons have left the relative strength of parties as before. Mr. Jarvis, however, was returned by a good majority for the seat at King's Lynn wanted by the Hon. Robert Bourke, the new governor of Madras.

One of the M. P. detected of Parliament, a very singular affair has just found its denouement in Paris. Some days ago the body of a little girl, between 4 and 5 years of age, enveloped in a sheet and lying on a pillow, was found on a staircase in a house on one of the minor streets. The little creature was extremely pretty, she was neatly dressed and had evidently been well nursed, and taken care of during her short life. The first idea naturally entertained by the press and the public as well as the police, was that a crime had been committed, and that the child had been murdered by some person or persons interested in getting rid of her. But a careful examination of the little corpse by skilled physicians failed to reveal any traces of violence. It was then subjected to a refrigerating process and was exhibited for several days at the Morgue, but though thousands came to look at the poor little creature, no one could recognise her. Finally, a thorough post mortem examination was undertaken, and the cause of her death was at once revealed. The case is an extremely rare and curious one. The little girl had been troubled with that very common infantile affection—worms in the stomach. One of these parasites of unusual size had forced its way into the child's throat, a fit of coughing had ensued, and the worm had entered the windpipe, and suffocation had terminated the life of the little sufferer. It is supposed that she was not with her parents, whoever they might be, but was under the care of a nurse, who on witnessing the child's sudden death, had become terrified for fear of the consequences to herself, and who had then abandoned the body in the place where it was found. It was therefore thought that as soon as the real facts of the case were made known, the persons who had charge of the child, finding themselves thus relieved from all responsibility, would come forward and reveal the facts concerning her. Nothing of the kind took place. The little one was strangely deserted by her relatives and guardians, and has been quietly interred, and her name and identity must henceforth be cited among the undiscovered "mysteries of Paris."

New Orchestral Society.—We notice Professor Sorge's intention to start a new orchestral society. There have been several attempts in this direction in Victoria, but for some reason or other their existence has been of short duration, and very little has been achieved. As Mr. Sorge is an accomplished violinist, as well as a conductor, success should certainly now follow.

WESTERN JOURNALISM.

Glowing News from Philadelphia from the Centre of Semi-Civilization Recorded in Words That Burn.

(Satellite Bell.)

The following clippings are from the Harney Hooter, one of the most prized of the Bell's many exchanges:

There are cuts of the Chicago anarchists on our inside this week.

The parties who threw the old, rotten, bad-smelling strump at us, while we were returning to our home at a late hour last Tuesday night, might have been in better business.

We give notice to the sickly and weak-winded boy who makes a driveling attempt to run the disgusting opposition sheet, the Harney Howler, that we have been very busy with job work this week. Our business men know where to get good work. How do you like it sonny? We again want to place on record a prediction that the weak and wobbly career of the Howler is almost ended.

Numerous inquiries were made concerning us last Saturday, and much speculation indulged in as to why we were not at our office or seen on the streets. The cause was this: While at Jim Houck's popular Palace saloon, we learned from friends of a fiendish plot to blow us our office with dynamite. We instantly communicated the intelligence to the city authorities, and proceeded rapidly home, where we stayed, till we learned that the vile plan had been frustrated. Thus another cowardly attempt to down us, fails.

We are pained to announce that our greatly respected fellow citizen, Captain Thomas H. Howard, died at his handsome residence on Cotean street, early yesterday morning. He was universally liked. The coroner's jury had not returned a verdict up to the time of going to press. He was a kind husband and an indulgent father. He was an old subscriber to the Hooter and had paid eight months in advance. His family will continue to receive the paper regularly.

We deem a word of explanation due our readers in regard to an item published in last week's Hooter. It stated that our worthy fellow citizen, Judge Ezra B. Fuller, had been arrested and bound over for getting drunk and riding up and down the street on a mule he had stolen from a neighbor, and shooting right and left and wounding several persons. There was a slight error in the item, and it should have read that "Baldy" Ford was the man that was arrested and our esteemed friend, Judge Fuller, the justice before whom he was arraigned. We cheerfully make the correction. In the hurry of getting the forms to press for a large paper like the Hooter, small typographical errors like this will sometimes occur, and no one regrets them more than ourselves.

The gallant Col. Brayson, of this city, took a slight offence at a little unintentional item that we inserted in the last issue of the Hooter, and fired two shots through our window. Fortunately for us, neither took effect. The Colonel comes of some of the best families of Virginia and is naturally spirited and quick to resent an insult. If the genial colonel desires it, we would be pleased to print an apology, though we can assure him no insult was intended. As we both will continue to reside in Harney, we hope to live on good terms with him.

It has come to our ears that Bill Arnold, a cowardly, cringing sneak, who has hung around this city for some time, claimed to be dissatisfied with a statement made in our paper for last week concerning him, and went about the streets Monday telling people that he didn't like it. We take this manner of notifying the sneaking, disreputable pup, that he does not want to repeat the performance. If he don't like anything that we have said about him he can keep his mouth shut. We should have called him to account for his utterances before this, but he jumped the town the next day, and was gone to his former home in Ohio, to reside in the future. The dastardly cur had better remain there, for if he ever comes back here we shall make it warm for him.

A Very Likely Story.

New York, Sept. 15.—T. P. O'Connor, M. P., a London cable to the Star says: Fierce discussions reign in the royal family on the Bulgarian question. The Prince of Wales desires openly to wash his hands of the whole affair, but secretly opposes the brother of his sister Beatrice's husband, in favor of the successor of his wife's brother. His wife's brother has abandoned his attitude of reserve and declared himself warmly not in support of his own opinion but against the strong partizanship shown by the Queen for Prince Alexander, supported by her favorite daughter. Lord Iddesleigh, foreign secretary in attendance on the Queen, also strongly objects on constitutional grounds to further direct intervention by the sovereign in diplomatic negotiations carried on by the government. He is put forward by Salisbury to make these representations. The prince must rate at too much of a courtier to present them himself.

The European outlook is more peaceful but still full of peril. Russia expresses a willingness to submit to Europe. A dangerous stage will be touched when matters reach the phase of negotiation for revision of the treaty of Berlin.

A Terrible Double Tragedy.

Western Port, Md., Sept. 14.—About noon to-day while Edward White, a well-known citizen, was walking down the street, he was shot and instantly killed by David Johnson, a man who has been considered a harmless lunatic for some time past. Johnson was at once arrested and locked up. There was no known cause for the act, and it created great excitement. This evening at half past 8 a party of citizens attacked the building where Johnson was confined. They quickly took him out to a bridge across the Potomac, tied a rope around his neck and made him walk off. His neck was broken by the fall, and after allowing him to hang for a few minutes the rope was cut and the body allowed to fall into the river, where the swift current carried it out of sight in a few moments.

New Telegraph Service.

New York, Sept. 14.—The Post's Ottawa, Ontario, special says: An event which has been looked forward to with a great deal of interest by Canadians occurred yesterday, in the opening of the Canadian Pacific railway telegraph system, with through line from the Atlantic to the Pacific. The line opens with four through wires from Montreal to Winnipeg, a distance of 1423 miles. Direct connection is also made with Hamilton, Toronto, St. Catharine's, Buffalo and New York, where connection is made with the postal telegraph company, which includes the Mackay-Bennett system. From the connection formed with the Postal telegraph company's lines all important points in the United States are reached. The wire used in laying the through line was imported from Germany. In addition to its leased lines wires are now being laid to connect all small towns and cities in Canada.

AN INHUMAN REVENGE.

A Suppressed Sensation in the Upper Crust of New York Society.

New York, letter in Cincinnati Enquirer: There are crime chapters in New York history that have never seen the public light, and possibly never will. Wealth can hide the disgrace of a family, especially if the attainment of the ends of justice is not involved. The authorities are tender of the honor of old houses, and complacent to the influences of their gold. Thus many a dark deed is hidden forever from the public knowledge. An old officer of the New York force, for many years connected with the detective department, related to me to-day the curious and ghastly particulars of one of those affairs. Ever since the first commercial treaty with Spain, by which Cuban trade was encouraged, there has been a large colony in New York of the swarthy, black-haired and hot-blooded Cubans. The admixture of pure Castilian, Indian and negro races in the tropics develops a product which is curiously varied. The West Indian negro holds himself as far above the negro of the Southern States as the people of New Orleans hold themselves above a mulatto, or a mulatto above the Congo black; and in the tropical belt there is no great social barrier against the mixture of the white and black races.

There came to New York in 1862 as the junior partner of a great Havana firm a young Cuban named Sangreven. I am not certain but that he had a prefix to his name, as many Cubans have, by reason of some French blood, and that he was known at home as Senor de Sangreven. He traced his lineage back to a noble Spanish family, which had been near the occupants of the throne of Spain. The personal history of the immediate ancestors was not so well known as that of the ancient founders of the name. He had wealth, education, had traveled, possessed an elegant figure, fine face, and excellent address. With an assured business position it was not long before he drifted into New York society on a better footing than is accorded many a worthy young New Yorker with equal personal position, but no ancestry that can only be traced to the butcher-shop or a counter. Sangreven was hot-headed and passionate, like his countrymen. He fell in love with a belle of the season, the blonde and fair haired daughter of a Fifth avenue nabob, an old New Yorker, whose only business was to watch his wealth and to increase its accumulations. The nabob had married into the Astor family. The father was a millionaire several times over. He opposed the suit of the handsome Cuban, and unwittingly added fuel thereby to the flames of a passion that had sprung up in the heart of his child. She encouraged the Cuban and married him. There was nothing strange in New York in all this. Indeed, it was quite in the ordinary run of events. But there was one man to whom this marriage was like a cup of wormwood and gall. He was a young Southerner, who had met the bride in Europe, and followed her home to press a suit in which there had never been a moment's hope after she knew he was in sympathy with the rebellion which was then in its height. The father and daughter of New York even treated her lover with cowardice in pressing his attentions upon her at a time when, if he was really a believer in rebellion, he ought to be supporting his opinions on the battlefield. His name was Walter S. Randolph. When he learned that his favored suitor was a Cuban, he swore to revenge himself on the woman who had married a Cuban. To a Southern gentleman, for, like many of the Southerners, he looked on all Cubans as having negro blood in their veins.

The announcement of the wedding saw him on board of a steamer bound for Havana; six months later he was in New York with indisputable evidence that Sangreven was descended in part from the negro stock. This proof was accompanied by portraits that purported to be representations of Sangreven's black ancestors. With a cruelty that a demon—might envy, he had these photographs and proofs conveyed to Mrs. Sangreven by a hand so sure that she could not fail to get them. The effect was terrible. The poor girl was proud as her father. She really loved her handsome husband. But the thought of the negro blood in his veins was repulsive beyond measure. There was added to her horrible thoughts the knowledge that she was to become a mother, and that her child would also bear this taint. She told Sangreven nothing. Randolph had sent such proofs that it was impossible for her to doubt. She knew whence they came, and determined that the sender should not see her give way. She struggled month with her secret, the agony ever which carved its lines upon her face and wore her form away. Sangreven saw but did not understand. He called the best physicians to examine her for disease and took her to the famous resorts for the change and rest they prescribed, but to no purpose. A little over three months after Randolph's disclosures she bore a child. It was perfectly formed, but the weak body and spindling limbs supported a skeleton-like head covered with woolly hair. The features were those of a negro and the complexion mulatto. The nurses marveled. Sangreven was dumbfounded. The poor woman took one look at the child and swooned. When she came to her senses there was a look of despair on her face, but she was silent.

When her husband came to her bedside she held out her hand to him, gently pulled him down by her until his face was on her pillow. She wept a little, kissed him, but, though he essayed to talk, refused to let him. Finally she sent him away and called for the babe. She kissed it in its dusky body and its ugly head long and fondly. It moaned, the mother's instinct was aroused, and she placed it on her breast. She lay for a long time in silent then, with her eyes closed, that the nurse thought her asleep, and stepped for a moment into the hall. When she returned there seemed to be no change. But something had transpired that was to be known only to the supposed woman who reached from her bed to a table and from a decanted a bottle containing a power full poison, small doses of which had been administered to her as a stimulant in her illness. She seemed to sleep on, and the nurse retired to a corner of the room. An hour passed by. The nurse became alarmed, looked closer at her charge, and found her dead. The hands of the pale little thing were clasped about the throat of her child with a death grip, and the life had left its body also. Whether it was by accident or design none could tell.

Sangreven was like a wild man in his grief. His father-in-law alone had a full grasp of the situation. His wealth and position silenced the authorities, and the newspapers, if they got an inkling of the affair, were similarly silenced. Fortunately the papers that Randolph had sent his daughter fell into his hands, and he destroyed them, saying nothing to his son-in-law. The malicious Southerner got a warning to leave the country, and with the double burial in Greenwood cemetery New York forgot its belle, and society swept on as though she had never existed.

Eastern Canada Mail.

Ottawa, Sept. 13.—The government will immediately take steps to secure the release of the Canadian steamer Onward, recently seized in American waters by the revenue cutter Corwin. It is understood that the minister of fisheries has sent a demand to Secretary Bayard for the immediate and unconditional surrender of the Onward. Sir Charles Tupper agrees with this view and he understands the feeling of the British government on the subject is to the effect that the claim of the United States is novel, posterous, being in direct violation of the international law which was known to all the world, and which tells all that Russia, from whom the United States derived her title to Alaska, is specially agreed that British vessels should not be molested in the Pacific Ocean or Behring Sea.

Theatrical Notes.

The late Samuel Colville is said to have been worth $425,000.

Walter M. Leman's personal reminiscences of the stage, embracing a period of fifty years, is now in press and will be issued by the A. Roman Publishing Company shortly. It bears the expressive title of "Memories of An Old Actor," and numbers 400 pages. Mr. Leman's stage career dates back to the early days of the old Tremont Street Theatre, Boston, in 1827, and, in addition to his theatrical experience the book will touch on other interesting topics regarding people and places more or less connected with the stage.

Lewis Morrison intends introducing a novel effect in "Faust and Marguerite." In his make up as Mephisto, Mr. Morrison will wear a clover hoof emitting electric sparks. In his hat he is to have a small electric spark, and the sword he carries is to be a new idea in electric inventions.

The Standard Theatre, New York, of which Mr. Duff is the lessee, is put down by commissioners as one of the model theatres of the United States.

Edward E. Kidder is said to be negotiating for the production of his new play, "On the Stage." It is safe to predict, judging from the author's previous efforts, that it will not be long before it is "On the Shelf."

Jennie Winston had quite an ovation on the occasion of her farewell performance in Washington, where she is a tremendous favorite, especially among the fair sex.

Fraulein Zelmeyer, who will be the leading feminine attraction of Amberg's Theatre Theatre company the coming season, is said to be the most important engagement the Italia management have made since Gustinger.

Laura Wallack, who first visited San Francisco with Frank Mordaunt's Old Shipmates company about four years ago, died of her home in Milwaukee, Wis., July 29.

A New York rumor credits Gus Levick, George Wessells, W. J. Ferguson, George Clayton and Louise Sylvester with planning for a season next summer.

It is reported that Lola Sefton, a well-known variety actress, committed suicide in Butte City days ago on account of being abandoned by her husband, who is said to be Edwin Foy.

Helen Brooks, a handsome little soubrette, is in inmate of St. Vincent's hospital in New York city, and is reported to be dangerously ill. She is the wife of Charles H. Mestayer, whose former wife died in St. Mary's hospital in this city, after being cared for by the actor's friend for several months.

Celia Mallory telegraphs to her father denying her reported marriage to Lewis Morrison.

Tom Hart, proprietor of the New York Dramatic News, recently had a close call from an overdose of cocaine, the latest remedy for hay fever. H. H. Hallowell.

It is said that Charlie Reed has not created a sensation in Chicago, but that the honors are carried off by William Flora, a specialty artist.

Marcus Mayer assumes charge of the Burbank tour at Havana. The divine Sara opens in New Orleans February 14.

Miss Fortescue will have in her company next season a very clever writer, Kate Hodson, a sister of Mrs. Henry Labouchere of the London Truth.

A dispatch announces that Ethel Lorraine, formerly of the Tivoli in San Francisco, died suddenly in Philadelphia from the 7th instant of heart disease. She was the wife of Fred. Urban, the comedian.

John T. Raymond's health is causing his friends considerable alarm, rehearsals for his company, having been postponed on account of his heart trouble, and he is said to be very much depressed. No calendar is necessary to the jokers of the profession, and an actor was heard to remark that Sam Colville had John T. Raymond underlined, in allusion to his soon following the late of the late manager. Nat Goodwin is also credited with saying that Richard and Pringle are cutting tables for Raymond.

Sommer & Son, the New York theatrical managers, have opened a German establishment in San Francisco. They have the refusal of a large floor on Kearney street. Jacob Stettlinger, one of the firm will take charge of the Pacific coast branch.

The New York Mirror publishes the routes of two hundred and eighty six different amusement organizations, exclusive of circuses. The Boston's bill young people, and it is within the bounds of possibility that the Mirror will not have to many routes to publish a month hence.

Mlle. Zoe, the trapeze performer, who recently met with a severe accident in Butte City, was tendered a benefit by the management and company of the Theatre Comique in that city, on the 3rd inst., which proved a great financial success. Mlle. Zoe is rapidly recovering from the effects of her fall.

Miscellaneous Sensations.

Two well known Manitoba senators arrived over the Canadian Pacific railway last night and registered at the Clarendon. The one