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The Toronto World

SOWING THE WIND
By Mrs. E. LYNN LINTON
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ELEVENTH YEAR. TUESDAY MORNING, JULY 29, 1890. ONE CENT.

BLOOD STILL FLOWS.

Continuous Fighting in Buenos Ayres.

A FIERCE STRUGGLE FOR MASTERY.

The Minister of War Wounded and the Finance Minister Captured by the Insurgents—The Navy Joins in the Revolt—The President's Residence Shelled—Foreign War Vessels in the Harbor to Protest Against Bombarding a Defenceless City—The Troubled Republic and Its Railroads.

LONDON, July 29.—The Times has the following from Buenos Ayres dated July 27:

Noon—Fighting began yesterday at dawn and ceased at dark, both sides maintaining their positions. Celman's police and cavalry suffered terribly in attacking the civicas and troops. The provisionals were intrenched in an artillery barracks. The city during the night was like a city of the dead, but behind their shutters the citizens were on the alert armed with rifles. After nightfall the civicas advanced two blocks.

The provisionals reopened a heavy artillery fire at dawn to-day on the troops under Vice-President Pellegrini.

A terrible mistake occurred during the fighting. The Eleventh regiment, suddenly turning in favor of the provisional government, approached the artillery, and before they could make their friendly intentions known to the insurgents they were mown down within a narrow street.

11 a.m.—Cellman's officials assert that the civicas are treating for a surrender but this is disbelieved. Forty-six cannon have arrived for Celiman's forces, also 1200 troops. The foreign ministers have instructed the commanders of the American, British and Spanish gunboats if the fleet resume bombarding to protest jointly that it is contrary to the rules of war to bombard an open city without notice. Cellman has just arrived at the Government house. He will confer with the Ministers and generals. The polyglot population has almost entirely held aloof from the fighting. Only some Italians have joined the civicas.

3 p.m.—The Government troops have resumed firing. The streets leading to the Plaza Mayo are blocked with bales of hay. Celman offered terms to the civicas, promising not to proceed against civilians surrendering and to permit officers supporting the civicas to resign. The troops of the civicas show no signs of yielding. Celman's troops tried to carry the artillery positions of the civicas but were repulsed with heavy loss.

5½ p.m.—The chiefs of the Union Civica have accepted Celman's terms. The troops hailed the decision with vivas. Firing has been resumed.

The Minister of War was wounded, the Minister of Finance was taken prisoner. Col. Malmarmenda, Major Campos and many other officers were killed, and the commander of the firemen was shot by his own men.

A short armistice was held at noon and an effort was made to stop the butchery. The armistice lasted one hour. At 1 o'clock the ships began firing on the Government House, Pellegrini having refused to accept the terms of the provisional government. The Civica Union seized 20 tugboats and the gun-boats Chacabuco, Mesipu, Commande and Rosario. The British gunboats Beagle and Bramble have arrived to protect the English inhabitants.

5 p.m.—The whole navy has declared in favor of the provisional government. The Patagonia is bombarding the Government house and the Parana is shelling President Celman's residence. Gunboats command the railroads from the North.

6 p.m.—The warships have ceased bombarding. Bulletins announce that the revolution has triumphed. It is certain that the provisionals up to the present hour have got the best of the fighting. Armistice negotiations continue at the Government house. The adherents of Celman are positive that 3000 troops and 40 pieces of artillery are ready when the armistice is over to attack the civicas.

MONDAY, 9 a.m.—President Celman's troops occupied the house around the Plaza Mayo and have placed light artillery in the plaza. The demands of the Civica Union have been reduced to a request that Celman resign. The fleet lies a good way out with steam up. The armistice has been extended until 2 o'clock.

The Disturbed State.

The Argentine Republic is one of the most interesting states in South America, and has been quite prosperous. It has over 500,000 square miles, with a population of about 4,000,000, a territory about one-fifth larger than the United States when independence was declared, but with the same number of people. The debt never has been great and the thrift and careful government—about $8,000,000 annually for the army and as much for instruction. The exports are mainly agricultural. Buenos Ayres, the capital, has a population of about 500,000.

Ten Years' Argentine Railway Progress.

It may be instructive to pass under review one department of commercial enterprise in Argentina which cannot be justly held responsible for the speculative excesses now prevailing—the railway system, for the most part built with European money and subject to European management. Without it, indeed, the country could never have been in the intrinsically wealthy position which enables it to wrestle with its present trouble, a malady due rather to its surfeit of success than to any inherent weakness. In England a too rapid development of railways, necessarily involving the absorption of an immense capital, resulted in the money crisis of 1847. The financial panic in the River Plate cannot be attributed to this cause, for the Argentine railways have been mainly constructed with foreign money. It is only very exceptionally that any of the railways guaranteed by the Government have not as yet proved self-supporting, and if here and there concessions have been granted without any well-grounded expectation of ultimate success under the influence of private or official interests, that is at any rate not the case with the lines which are especially the boast of British enterprise and integrity. The South American Journal has just published a very instructive comparison of the state of railway development in the country in 1880 and in 1890. In the decade the railway mileage has increased from 1639 to 10,639—of which, however, nearly half is still in course of construction—and the invested capital from £13,344,000 to £294,524,000, an advance of 550 and 680 per cent. respectively. The importance, immediate as well as prospective, of this movement may be seen in a comparison of the number of square miles of territory to a mile of railway in the years 1880 and 1890:

	Area in sq. miles.	Square miles of area to mile of railway. 1880.	1889.
Argentine Republic (exclusive of territories)	517,700	317 09	48 66
Province of Buenos Ayres	63,000	84 62	19 60
Province of Santa Fe	18,000	270 00	10 27
Province of Cordoba	54,000	100 90	40 90
Province of Entre Rios	45,000	555 50	98 70
Province of Corrientes	54,000	2,250 00	101 50

That this extension of railway enterprise has been profitable to the investing public may be seen from the following table, which shows the appreciation in value of the stocks of the leading companies during the period under review. It is noteworthy, too, that present prices are far from being the highest on record, a heavy fall in all Argentine securities having been induced by the disastrous rise in the premium on gold:

1880.	Authorized issue.	Price in June.
Buenos Ayres Gt. Southern—Ordinary stock	£3,610,000	128
Debenture stock 6 p.c.	767,267	126
Buenos Ayres & Eusenada— 7 p.c. preference stock	350,000	59
Central Argentine— Ordinary stock	1,300,000	86
Debenture stock 6 p.c.	584,700	104
East Argentine— 7 p.c. preference stock	668,000	58
Debenture stock 7 p.c.	292,000	95
Buenos Ayres Northern— Ordinary stock	45,000	27
Guaranteed stock 7 p.c.	126,170	54
Mortgage debentures 6 p.c.	179,665	92
1890.	Authorized issue.	Price in June.
Buenos Ayres Gt. Southern— Ordinary stock	£3,600,000	173
Debenture stock 5 p.c.	2,000,000	131
Buenos Ayres & Eusenada— 7 p.c. preference stock	350,000	157
Central Argentine— Ordinary stock	4,496,590	134
Debenture stock 5 p.c.	700,000	153
East Argentine— 7 p.c. preference stock	668,000	94
Debenture stock 6 p.c.	350,000	108
Buenos Ayres Northern— Ordinary stock	179,329	194
Guaranteed stock 8 p.c.	122,880	244
Mortgage debentures 5 p.c.	154,505	115

Moreover, such is the progress of these railways in public estimation that the yield to the investor on their debenture stock has fallen, between 1880 and 1890, to the following extent:

	From per ct.	To per ct.
Buenos Ayres Great Southern	4.76	3.74
Central Argentine	5.77	3.35
East Argentine	7.24	5.55
Buenos Ayres Northern	6.52	4.32

Such is the record of these railways, which may truly be said to be the very backbone of the country which they traverse, and to have been the means of accumulating a reserve of commercial power which will suffice—when the present spasm of speculation, engendered by a rapid access of prosperity, has passed away—to bring about, under prudent government, an era of sound and legitimate prosperity.

VICTORIES FOR SALVADOR.

War News Interdicted By the Guatemalan Authorities.

SAN SALVADOR, July 28.—It is reported here from unofficial sources that the Salvadorian troops have made an advance from Otescatempo on Jutiapa and again met the Guatemalan army with the usual disastrous results to the latter, which had been again badly defeated and was in full retreat on Jutiapa, followed by the victorious Salvadorians. The Guatemalan authorities have interdicted all war news passing over their and wires via Mexico, whether favorable or not to Guatemalan interests. The Mexican minister in Guatemala has protested against the interruption of international telegrams as a violation of the Mexico-Guatemala telegraph convention of 1888.

When the first telegrams were forwarded through to the City of Mexico from Guatemala over the land line the Mexican consul-general in Guatemala, Senor Diaz de Bonilla, had laid a complaint before the Mexican Government, charging the Guatemalan government with suppressing telegrams of merchants and others, even those which contain no war notes. Senor Bonilla, who is also general agent for the Mexican national telegraph system, has to send his telegrams by mail to this port, and there have them transmitted by submarine cable to their destination at much greater cost than by land lines.

Two glorious victories for Salvador have been fully confirmed, one at Chingo in Guatemala, in the department of Santa Rosa, and the other at Otescatempo, in the department of Jutiapa. Great consternation prevails in Guatemala over the news of these two disasters to her army. Fresh revolutionary outbreaks have been initiated in San Meracs, in the Mexican frontier, led by Gen. Daniel Marroquin, who was declared a general by Barillas two years ago, and who is said to be working in the interest of exiled Gen. Martin Barankdine, and the latter himself is quite close to the Mexico-Guatemalan boundary with arms and troops.

The Salvadorians Advancing.

CITY OF MEXICO, July 28.—A La Libertad despatch says the censorship over telegrams only refers to the Guatemalan Government and that other despatches are allowed a free course. The Guatemalan authorities have cut the land lines connecting with the outside.

There is the greatest enthusiasm among the Salvadorians. General Rivas with 6000 Indians from Cojutepque has reinforced Ezeta's army.

There are rumors of another defeat of the Guatemalans, who are still retreating. The Salvadorians are advancing.

CENTRAL AMERICA.

The Mixture Contains Plenty of Hot Water and Red Pepper.

The aggregation of States known as Central America closely resembles the national dish of Spain. Expert opinions may differ concerning the actual amount of meat in an olla podrida, and the mystery of some other ingredients may be lost in the obscurity of the cook's mind, but the biggest tomfool could have no possible doubt that the mixture contains hot water and red peppers, and plenty of both.

Let the novice not suppose that the inhabitants of Costa Rica, Honduras, Salvador, Guatemala and Nicaragua are a warlike people. On the contrary, they are so great lovers of peace that they spend most of their time fighting to obtain it. The greatest harmony has always existed among them except on a single point. Nobody has ever been able to determine which glorious and independent state is boss of all the other glorious and independent states. This minor point has been debated with shotguns for many years, and the conclusion has not yet been reached.

A Little History.

The palm of age belongs to Costa Rica, which has stood on its own bottom since 1821, with slight diversions in the shape of cartwheels when somebody has become tired of being governed and has taken a hand at ruling, until he too has been superseded by a better shot.

From 1824 to 1839 the governmental diversion consisted in membership in a loose Confederation of Central America, but the country broke away in the political cyclone of that year, and, having managed to land a grappling hook to windward, it has continued to mind its own business and that of its neighbors ever since. The administrative department of the Government is carried on by a president and a cabinet of four ministers. The present chief executive, Gen. Don Bernardo Soto, was elected in 1886. His standing army consists of 500 men, but every mother's son in the Republic over 18 years old is liable to military duty if war breaks out, as it often does, and the army then numbers 40,000 heroes.

The little Republic is rich, is practically out of debt, has a farm of 23,000 square miles and the latest census, taken in 1883, showed a population of 182,073 persons. A large share of the inhabitants are of pure Spanish blood, and most of them live in the vicinity of towns of which San Jose, the capital, is largest, having 18,000 residents. Schools are well maintained and the coffee trade is flourishing. Most of the berries go to Great Britain.

The Republic of Guatemala.

Guatemala, a larger though younger brother of Costa Rica, is one of the fragments into which the Confederation of 1824 bursted in 1839. The present constitution was proclaimed in 1859 and modified twenty years later. The legislative power resides in a National Assembly, elected for six years by universal suffrage. The chief executive is also chosen for six years. Unless he has been deposed, as the despatches indicate, the present Chief Executive is Gen. Manuel Barillas, and was elected March 15, 1886. Guatemala is prominent just now from her scrimmage with Salvador. Her regular army contains 2180 men, but there is an available militia which contained, the last time it was counted, 64,135 officers and men. The population of the country is about one and a quarter millions, scattered over an area of 46,800 square miles. Two-thirds of the inhabitants are Indians. The country has a debt of $10,000,000, but its commerce is large and Brother Blaine believes that the exports of coffee, sugar and fruit would make it comparatively well-to-do if it would only send them to the United States instead of to England. The city of Guatemala, from which the recent war despatches have come, has a population of 60,000, but only one-tenth of that number are of European origin. Primary education is compulsory, and considering the material the schools have to work with, very good results are obtained.

The Hornet of the Collection.

Salvador, the belligerent neighbor with which Guatemala is just now having a set-to, has been an independent entity since 1838, when it left in a huff a nominal union which it had maintained with Honduras and Nicaragua. Its laws are made by a Congress of seventy deputies elected for one year. The President's term of office is four years long unless he dies or is deposed before the end of that time. Gen. Francisco Menendez was provisionally appointed President in 1885. He was elected in 1887, but he died recently, and Gen. D. Carlos Ezeta is rattling around in his shoes as the provisional President and commander of the invincible armies of Salvador. Said army boasts 2500 men when it is sober, but if, in the course of human events, it becomes necessary to knock the everlasting spots off Guatemala the 12,000 militia take a hitch in their belts and wade in.

The revenues of the country are derived largely from customs duties, which Reciprocity Blaine wants taken off. They amount to nearly $2,000,000 a year. The lively little State has only 7225 square miles to its name, but it manages to support twenty times as many persons to the mile as any other country in Central America. Its population in 1888 was 664,513, among whom not more than 10,000 are of pure European blood. The native population thinks better of civilization than do the inhabitants of surrounding States, and a large number of them are farmers. About four and a half million dollars' worth of coffee, sugar, indigo and balsam are exported every year and Great Britain and the United States are about a tie for first place as buyers. The capital city is San Salvador, which is somewhat shaky on its pins, it having been destroyed twice by earthquakes, but which, nevertheless, is a very creditable city indeed.

Much-Abused Honduras.

Honduras set up shop for herself in 1838, one year before the explosion occurred that sent the Confederation of Central America flying in four separate and distinct directions. There is a Congress of 37 Deputies and a President is elected quadrennially. Gen. Don Luis Bogran, the present Chief Executive, was first chosen in 1883 and was re-elected in 1887. He has been unusually lucky, as none of his predecessors in recent years managed to serve out a term. Salvador has a bad habit of sending a few hundred troops over the border to satisfy an old grudge and depose the President or so. Then somebody else is appointed or elected; it doesn't make much difference which in Honduras, as the people are not bigoted in their preference for any particular form of government. A cabinet composed of six ministers keeps the President posted regarding the weather, and tells him when it rains hard enough to go indoors.

There are two universities and several colleges in the country, and if there were more professors of political economy in Honduras, the condition of the public finances couldn't be worse. The expenditures persist in exceeding the revenues, and when the deficit is not large enough to satisfy Guatemala or Salvador, one or both of those countries sends a corporal's guard into Honduras to demand an indemnity. The debt of this country of 134,000 persons amounts to more than $36,000,000 in interest, but as no interest or principal has been paid since 1872, the country does not groan so loudly over its burdens as it might if called upon to liquidate. This interest and sinking fund on the national debt of Honduras, as, if paid, would amount to more than four times the present receipts of the government of that Republic; and yet the country is rich in resources. The 46,000 square miles produce mahogany, hides and india rubber to the value of $1,600,000 yearly, and might produce far more if the inhabitants would consent to reside within shooting distance of one another. Eight or a mile is about the present ratio in Honduras.

Nicaragua Is In It.

Nicaragua has followed the financial policy of Honduras without approaching it in completeness. The revenues of the government are almost as great as the expenses, and the public debt amounts only to $1,500,000. That is not much in a country with 49,500 square miles of territory—about as much as the States Ohio and Wanamaker owns; and it is not disastrous either to the 300,000 inhabitants of Nicaragua. There are a few schools in the republic and they are increasing in number, although not many descendants of Europeans reside in this State, most of the inhabitants being Indians, mulattoes, negroes or a mixture of all three. The exports are not large, amounting to two and a quarter millions of dollars in value. Coffee and india rubber are the chief exports, although a banana industry is springing up which promises to become important. Nicaragua has two branches to its Legislature, both elected by universal suffrage. Col. Evaristo Carazo became president March 1, 1887. He was elected for four years, and four Cabinet officers help him to keep as cool as Salvador and the climate permit.

Irish's Balsamic Inhaling Extract
Singers subject to throat affection should use Irish's Balsamic Inhaling Extract cold immediately before and after singing. For sale Rossin House Drug Store, Toronto.

HE QUOTES AN M.P.

Walter Borns Talks of Force of Arms in Behring Sea.

VICTORIA, B.C., July 27.—Walter Borns, who is interested in the seal fisheries, said today:

No British vessels will be seized this season in Behring Sea. Should an American cutter capture any sealer it is absolutely certain that British warships would never allow the prize to be taken to San Francisco, but would recapture it by force if necessary. The first word of a seizure would be a signal for several men-of-war to sail for Behring Sea from here. My authority for this opinion is principally Staveley Hill, the English member of Parliament, who has for the past two years championed the cause in the British Parliament. During his late visit he assured me that no seizures would occur this year, and that if such did occur Lord Salisbury would immediately order the British squadron to sail and retake them.

"Staveley Hill informed Lord Salisbury that he would give him no rest until the affair was settled and until British vessels received the protection due them, and he proposed to bring the matter up in Parliament at every opportunity. Lord Salisbury, in conference with Mr. Hill last June, wished to make this year a close season in Behring Sea, but to this Mr. Hill would not consent, scouting the idea of the American Government having any claim to this body of water."

Mr. Borns says the principal stockholders in the Alaska Commercial Company are English capitalists, that too high a price was paid for the franchise, and no money can be made in the fisheries. At present there is only one vessel flying the German flag in Behring Sea, the Adela. She is owned by Germans in Yokohama. The Adela has fished all through Behring Sea, has been in sight of cutters, but has never been molested. The Sealers' Association here once considered a scheme to run the Adela right into the arms of one of the cutters with fresh slain seals on her deck, for the purpose of forcing a seizure and then making a demand for protection on Germany.

Chemical Analysis shows Adams' Tutti Frutti Gum to be pure and healthful.

Animated By Jealousy.

LONDON, July 28.—A despatch received here from Buenos Ayres states that the leaders of the revolutionary movement belonged in that city. They were incensed that the best posts under the Government were given to men from Cordova. The despatch further says Senor Roca will probably resume the presidency, as it is believed he is the only man capable of restoring confidence. Previous to the arranging of the armistice the warships, which had just joined the revolutionary movement, bombarded the oyalists' stronghold.

A SKIN GAME ALL AROUND.

Especially as Far as I Am Concerned—The Seal to Pauncefote and Blaine.

[From The New York World.]

Gentlemen, I Presume it Matters Not How This Controversy Eventuates; I Shall Continue to be Skinned.

THE SENATOR IS BADLY MIXED

HE CONFOUNDS NEWFOUNDLAND WITH CANADA.

Seizure of the American Fishing Schooner Hattie Evelyn at Bay St. George—How a Yankee Ignoramus Would Retaliate Upon the Dominion—President Harrison's "Duty."

WASHINGTON, July 25.—The case of the seizure of the American fishing schooner Hattie Evelyn at Bay St. George, Nfld., has been brought to the attention of senators by Mr. Steele, president of the American Fishery Union. The statement Mr. Steele has forwarded from Gloucester shows that the schooner went into Bay St. George for the single purpose of purchasing bait. Payment of $16 lighthouse dues was demanded and made under protest.

The captain was then notified he could not purchase bait until he had procured a license therefor at an expense of $65. He protested against this in vain and was compelled to go elsewhere in search of bait. His plea that under the treaty of 1818 he was entitled to purchase bait was without avail.

A senator who has had occasion to look up the law says ample remedy is lodged in the hands of the President. In such a case he is authorized and by implication it is made his duty to close the ports of the United States to Canadian vessels. He should say to those vessels coming to Gloucester with cargoes of fish: "Please stay out until our vessels are permitted to enter your ports for legitimate commercial purposes, in accordance with treaty rights secured by them."

HOW'S THIS, MR. BLAINE?

The Habits of the Seal—The Value of the Fishing Grounds.

WASHINGTON, July 28.—A curious point is suggested by Capt. Bonnet, who during the last administration was at the head of the Revenue Marine Service of the United States, which may have had some bearing upon one of Mr. Blaine's unanswered conundrums. Captain Bonnet suggests that the explanation of the condition of things which seems to puzzle Mr. Blaine may be in the fact that it is only since 1886 that the official knowledge has been obtained of the habits of the seals in Behring Sea to make their capture in transit to the island to their feeding grounds so profitable an undertaking as it is now. It took Pribylof, the discoverer of the islands which bear his name and which are the chief resort of the seals in Behring Sea, twenty years to discover and locate the islands, shrouded as they are in perpetual fog; but he knew they must exist, and devoted all his time to finding them.

It is only within the last six years that it has been discovered that there are certain shoals about 60 miles from land to which the seals resort in vast numbers at the close of the breeding season and gorge themselves to satiety on the fish which exist there in inexhaustible quantities. Their capture on these feeding grounds is an easy matter. In fact they are frequently taken by hand as they lie asleep on the surface of the water, while a bottom of soft ooze, on board the Inuit Indians with their light canoes, who sometimes harpoon two or three hundred seals a day, or the vessels themselves spread out gill nets and gather them in by the thousands. Because this peculiarity in the habits of the seal was discovered, Capt. Bonnet says, it was not a particularly profitable thing to devote a voyage entirely to seal fishing. It was resorted to rather as an incident. Slow vessels which previously thought they were doing well if they brought home a few hundred skins bring them in by the thousand, and the industry is so enormously profitable that the profits of one trip will fit out five or six vessels for the next trip. This perhaps explains the Canadian anxiety to have the open sea seal fisheries continued.

No Cause for War.

NEW YORK, July 28.—The World says: All talk about war with Great Britain concerning Behring Sea difficulties is pure moonshine. It is perfectly true that this country is capable of taking care of its honor, and will not hesitate about going to war when its honor is involved. Any real attack upon the rights of American citizens will certainly be resented to the utmost and no American is afraid of the result.

The country's honor, however, is not involved in this Behring Sea affair. We have no right to the jurisdiction which has been claimed. We might as well, in fact, contend that none but American citizens should fish for cod on the Banks of Newfoundland. Whatever difficulty we are in is due to an unfortunate statute and a worse than unfortunate contract.

The United States do not lack self-respect. They have altogether too much to permit them to engage in a wasteful and wicked war for the purpose of maintaining a company of speculators in the enjoyment of a monopoly. The call to war sounds strangely in these days when arbitration is the first thought of nations which have a difference of opinion. This Republic will fight when the time comes, as it has always fought, but there is happily no sign that the time is near at hand. No human blood will be shed for the account of the seal-catchers. The cause for war must be more dignified than can be tortured out of our present relations with Great Britain.

Sealers Have Done Well.

SAN FRANCISCO, July 28.—The schooner Dashing Wave arrived here to-day from Sand Point, Alaska, bringing news of the sealing fleet. The sealing vessels have all done well, having caught from 600 to 1200 seals each. This year sealers rendezvoused at Konishi Island instead of Sand Point. All the sealers, 17 in number, have left for Behring Sea. The British schooner Lily did not appear, and fears are entertained for her safety. The revenue cutter Rush arrived at Sand Point on July 10 and left two days later for Ounalaska.

Drowned.

BELLEVILLE, July 28.—Annie Anderson, a 14-year-old daughter of the late Levi Anderson of Ameliasburg, was drowned while bathing near Rossmore Saturday night. The body was recovered.

LORD BOYLE DISCOVERED.

The Long-Lost Heir to An Earldom Turns Up—Strange Meeting Between Two Brothers.

NEW YORK, July 27.—The World says: "According to report from Washington, which, it may be assumed, emanates from the British Legation, and which was subsequently corroborated by an English resident of New York, this city was last week the scene of as strange a meeting between two brothers as any in fiction, and one that is surrounded, besides, by an atmosphere of romance and adventure such as the somewhat prosaic conditions of life on the other side of the Mississippi River supply.

"One brother was a young English barrister, fresh from the Inner Temple; the other a bronzed and athletic frontiersman, long cut off from the influences of civilization and family life. The frontiersman, according to the authorities quoted, was Viscount Boyle, the missing heir of the earldom of Shannon in the peerage of Ireland, who was thought to have been lost in the western wilds of the United States or Canada, for whom his family have been advertising in American and Canadian papers for nearly a year. His younger brother came to America as a last resort and determined to personally follow the faint trace which Viscount Boyle left behind him. An interview followed, and him soon after he reached New York. Here he anxiously awaited the viscount's arrival and when the long-parted brothers were united they lost no time, but hastened home and sailed hence last Wednesday on the Teutonic.

"The story of the wanderings of Viscount Boyle in Canada and the United States, his overlands life and adventures in the western country, his mysterious disappearance in the vast unexplored regions of the Canadian northwest provinces before his father died and the historical Shannon peerage descended to him make up a romance such as even the records of houses in British peerages have rarely equalled. From time to time vague and conflicting rumors reached Montreal, New York and London that Viscount Boyle was in California, that he had gone to Alaska and that he died fighting with Indians and was buried at Regina, in the Northwest. It seems, however, that the vigorous search which had been kept up, covering, as it did, an area of many hundreds of thousands of square miles of Western Canada and America, and reaching into unknown or little explored lands and territories, ultimately narrowed down to one clue which, being quickly followed, revealed the missing heir enthusiastically pursuing the adventurous life he loved so well. When he heard that he was Lord Shannon apparently he lost no time in rejoining civilization. Boyle is now 30 years of age and unmarried. His arrival in England this week will undoubtedly be hailed with delight by very many personal and family friends."

WHAT THE ALLIANCE WANTS.

The Questions Put to South Carolina Congressional Candidates.

COLUMBIA, S.C., July 28.—The Farmers' Alliance of South Carolina has determined to take a big hand in the Congressional elections this year, as will be seen by the following questions which have been formulated to be put to all candidates:

Will you commit yourself to support the following propositions, uninfluenced by party caucus, if elected to represent this district in Congress?

First—The abolition of national banks and the substitution of legal Treasury notes in lieu of National Bank notes, issued in sufficient volume to do the business of the country on a cash system, regulating the volume of money on a per capita basis as the business interests of the country expand, and that all money issued by the Government shall be legal tender in payment of all debts both public and private.

Second—The enactment of such laws as shall effectually prevent the dealing in futures of agricultural and mechanical products.

Third—Free and unlimited coinage of silver.

Fourth—The enactment of laws prohibiting the alien ownership of land.

Fifth—That all National revenues shall be limited to the necessary expenses of the Government economically and honestly administered.

Sixth—That Congress issue a sufficient amount of fractional paper currency to facilitate exchange through the medium of the mails.

Seventh—That means of communication and transportation shall be operated by and owned by the people as is the postal system.

Eighth—Do you approve and will you give full support to enact the sub-treasury plan?

The Alliance farmers will oppose any candidate who will not pledge himself to support the above propositions.

BOARD OF TRADE TOPICS.

The Pilfering of Goods in Transit—Report of the Gratuity Trustees.

The council of the Board of Trade met yesterday afternoon, President J. I. Davidson in the chair. The sub-committee appointed to consider the pilfering of goods in transit presented a report suggesting that the Montreal Board of Trade be asked to co-operate with a view to bringing about a conference between representatives of the respective boards and the railway and steamship companies, to bring about some change in existing affairs. The loss incurred through the theft of goods in transit is very heavy and the merchants to whom the articles are consigned are obliged to suffer the loss.

The fourth annual report of the gratuity trustees was received and will be printed for distribution. It shows that during the year there have been 16 deaths of members. One of the rules provides that the maximum number of death claims for which assessments can be levied is 15 and the other three claims were paid out of the reserve fund, which now amounts to about $50,000.

Mr. James L. Love (of W. D. Mathews) was elected a member of the Board of Trade.

United States News.

The Senate is reading the Tariff Bill by paragraphs for amendments.

The wool rate from Chicago to New York has been reduced to 3½ cents.

Ernest Hess of the Chicago Board of Trade has failed. He was short 2,000,000 bushels of oats. Liabilities $150,000.

R. G. Tennant, a provision man on the Chicago board, has been forced to the wall.

In a collision on Chesapeake Bay many excursionists lost their lives.

The Republican Senatorial caucus decided to continue the tariff debate for the present, but to let the Democrats have the floor, unless some point requiring an answer is made.

There is a genuine case of leprosy in New York.

Sheffield House Importing Company (Registered),
5 Yonge-street, below King, will sell goods retail at wholesale prices. We only keep the best goods. C. E. Robinson, Manager.

The cutters are thoroughly experienced. The tailors the best money can procure and you'll save money by ordering your clothing made at The Model Clothing Store, corner Yonge and Shuter-streets.

THE BERMUDAS AND HALIFAX

HOW THEY HAVE BEEN TIED BY SUBMARINE CABLE.

Captain Arthur W. Stiffe Gives a Detailed Account of the Progress of the Work—Soundings Three Miles Deep—How the Line Was Landed and the Shore Fastenings Made.

NEW YORK, July 28.—The work of manufacturing and laying the Bermuda-Halifax cable having been completed as announced some time ago, the officers of the expedition are now in this city enjoying a brief vacation prior to their departure for England. Among them is Captain Arthur W. Stiffe, under whose supervision the work of laying the cable was prosecuted. He is a guest at the Astor House, and a reporter saw him there last night. He gave a detailed account of the manufacture and placing of the cable.

It was made and laid under a contract with the British Government, which agreed to pay the company a subsidy of £8100 a year as long as the cable remains in working order, but to terminate at the expiration of 30 years. The main stipulation of the contract regarding the transmission of matter was that the system should be capable of sending at least 15 words a minute. This number, of course, is greatly exceeded by the cable in use.

The company organized to carry out the concession is the Halifax-Bermuda Cable Company, which is composed of about 20 wealthy men, whose headquarters are in London. They are now the owners of the system and are working it, the contractors having turned the line over to them the day after it was completed.

Completion of the Cable.

They finished the cable last October and intended to lay it in November, but they were greatly retarded by the London dock strike, and it was finally determined to defer the latter part of the contract until the stormy weather of the winter had passed.

The steamer Westmeath, of 4000 tons carrying capacity, was chartered by the company in March and the work of fitting her out for the expedition was begun at once. The vessel was not built for the purpose and extensive structural alterations were necessary.

The usual stores and buoys, including 20 miles of hemp and manila rope and steel wire, were put on board and the four cable tubs—the largest being 34 feet in diameter by 18 feet deep—were constructed. The latter held 450 miles of the ordinary deep sea cable.

These were completed and then the vessel was ready to receive the cable itself. Three weeks' time was consumed in coiling it on board, and for a part of the time the workmen were employed day and night.

All of these preparations were completed on May 21, and the ship on that day was taken down to Greenwich to adjust her compass and complete her equipment of the ship was carried out under the direction of Mr. Clifton, the resident engineer at Henley's works, and the expedition was entrusted to Captain Stiffe, who has for many years been electrical engineer-in-charge of the British government's telegraph cables in the Indian seas, and who with a staff of electricians and engineers proceeded with the work.

The Landing at Bermuda.

The Westmeath proceeded direct to Bermuda, where some days were spent in negotiations with the authorities and in selecting the best landing place for the southern terminus. Considerable difficulty was experienced, as it is a rock bound coast, but finally a cove known as Castle Harbor was chosen.

As this is some distance from Hamilton, the commercial port and seat of government, it was necessary to connect the landing place by a short cable twelve and a half miles long, which was partly laid on this visit, and was completed the day after the main cable was finished.

The next step was to take a series of deep sea soundings over the intended course of the cable to ascertain the depths of the ocean bed on which it was to lie and the nature of the bottom. This was also necessary to determine the gradations from shoal into deep water near each terminal point. At Bermuda there was a drop to 1000 fathoms in the first four or five miles from the shore, but the increase of depth was irregular.

At Halifax there was an outlying bank ranging from 80 to 90 fathoms, which extended about 30 miles from the coast, beyond which the water deepened rapidly but regularly to 1000 fathoms in a distance of about 25 miles. The depth over the greater part of the route was 2800 fathoms, or about 3¾ miles, with a bottom of soft ooze.

The method of sounding is one of interest. The apparatus is the invention of Sir W. Thompson and consists of a drum on which the sounding wire is wound and which holds 30,000 feet of wire. There is a mechanical counter for registering the revolutions of the wheel and consequent length of wire paid out. A small "Brotherhood" engine is employed to wind in the wire after sounding, together with a brake to regulate the speed of the drum and to prevent overrunning or stacking of the wire by the momentum, which would make it impossible to get the depth. The sounding wire is steel pianoforte wire and will bear a strain of over 500 pounds. Owing so its small size it sinks more rapidly than any line, the friction through the water being comparatively small.

The Soundings.

A deep sea thermometer was attached to the line to register the bottom temperature. With it is a metal tube with an iron weight, which detaches itself from the tube by a mechanical arrangement as soon as it touches the bottom. The tube is brought up with a specimen of the bottom inside it. There is also a balance bar on the ship's bows, with a pulley in the end over which the wire runs, and is kept balanced by India rubber springs attached to the inner end. As soon as the lead touches bottom the bar springs up and indicates the fact.

When the sounding had been completed the ship put into Halifax, where the cable but was taken up. Next the bay cable, ten miles in length and weighing ten tons to the mile, was placed in a steam lighter. The end was landed at the hut, and the lighter then paid out the cable and buoyed it until the weather permitted the beginning of operations from the vessel.

These were begun on June 24 by joining the ends of the cable together on board. When this had been done the vessel steamed towards Bermuda, paying out the cable at the rate of five knots an hour. Occasional stops were made to allow the engineers time to change from one tub to another when the bottom of a tank had been reached. At each of these changes several hours were consumed, and on June 28 an accident which almost resulted seriously to the success of the undertaking occurred.

An Accident Avoided.

The last change was to be made about 9 o'clock in the morning, and about all the cable had been exhausted from the tank in use. At daylight a gale came up from the north, which caused a heavy sea. In consequence the cable flew over the stern with a frightful velocity, threatening to exhaust the supply of cable and tear the drums out of their bearings.

A terrible strain was placed on the cable, which was visible above the waves for a distance of 300 yards astern.

Captain Stiffe, seeing the danger, succeeded in turning the vessel's prow toward the storm, and secured slack enough to make the change and save the cable.

Bermuda was sighted on the course laid down for the cable to follow at the expected time on June 29, and when within three-quarters of a mile of the shore the cable was cut and buoyed until July 6, when the splice with the bay cable was made. Then ensued a scene of general rejoicing and the first message was sent to Halifax.

During the whole voyage the cable was laid at a rate ranging from five to nine knots an hour in water that averaged 2600 fathoms deep. The total length laid is 837.8 knots and the length of the route is 760 miles, which shows that 10 per cent. of slack allowed was paid out. This was exactly the quantity anticipated.

The staff on board the Westmeath consisted of 98 persons, including the captain, officers and crew of the ship. The others were 37 cable artificers and men, with 18 engineers and electricians.

Captain Stiffe is pleased with the success of the undertaking, and will sail for England from Halifax on the Westmeath on Aug. 7.

A BRUSSELS BLAZE.

A Business Block Entirely Wiped Out—The Work of an Incendiary.

BRUSSELS, Ont., July 28.—About 1 o'clock Sunday morning a fire broke out in the Halliday block in Miss Montgomery's furniture store, which resulted in the complete destruction of the entire block. The buildings being composed of wood and the fire having gained great headway before any alarm was given, all hope of saving the block was abandoned, and the efforts of the firemen were directed successfully in confining the fire to its origin and in saving the adjoining buildings. The town fire engine, which did noble service, worked steadily, throwing two powerful streams for over three hours, when the fire was got under control, and but for its efficiency it is safe to predict that the adjoining buildings would have been destroyed.

The losses, so far as can at present be ascertained, are as follows: Miss Montgomery, furniture, partially destroyed, $500, insurance unknown; Thomas Ferguson, stoves and tinware, $1500, insured for $800; William Roddick, loss on building $800, insured for $350; John Halliday, loss on building $1500, insured for $1000; Misses Sample's loss on clothing and contents $500, no insurance. The fire is supposed to have been the work of an incendiary.

A Big Blaze at Montreal.

MONTREAL, July 28.—Fire broke out at 8¾ this morning in Walter Paul's grocery, corner Green-avenue and St. Catherine-street, Cote St. Antoine, totally destroying the grocery and outbuildings. The loss is $50,000.

Plow Works Consumed.

MINNEAPOLIS, July 28.—The plant of the Monitor Plow Works here was burned today. Loss $115,000. The fire caught from a locomotive spark.

A Washington Fire.

TACOMA, July 28.—C. M. Johnson's sash and door factory was burned to-day. Loss $75,000