THE RAILROAD STRIKES.

The Knights Order Out All the Members Employed on the Delaware & Hudson.

The Companies Moving Freight with the Aid of a Few Green Hands.

ALBANY, Aug. 23.—"Everything is in readinss for a strike," say both men and and Central road people this morning. The strikers were anxiously waiting for news from Terre Haute, but assert that whether favorable or not they will extend the strike and cause much trouble. Mr. Bissel, supt. of road at this point, said when asked what would be done in case of a strike: "We would probably have to close our freight yards and shops, but passenger traffic will not be delayed. We have plenty of switchmen and plenty of firemen to take the men's places who may strike. We have cleared most of our freight yards, and as we are not receiving in large quantities, why we will be in comparatively good condition." The true state of affairs here is about as follows: Upon the first day of the strike over 50 switchmen in the city went out. The road now has 15 green men in their places. In West Albany yard over 200 trainmakers, switchmen and brakemen went out. About 40 inexperienced men are doing the work. The switchmen on the Delaware & Hudson road at Green Island who complained yesterday to Mr. Hammond that his road was

MOVING CENTRAL FREIGHT,

struck this morning to the number of forty. This is the most important switch station off the road and controls all routes to Saratoga, Canada and the North. All trains are delayed. Green switchmen threw two cars of the track this morning, and passenger trains are late from two to three hours. The State board of arbitration met this noon and listened to the report of Commissioner Donovan. He said he had urged to the best of his ability the submitting of the matter to the board for arbitration. Mr. Powderly agreed readily to do so, but the Central R. R. people positively refused to allow the board to take any action. In the absence of Commissioner Robertson and in the present condition of affairs, the board postponed any action looking towards an investigation until Thursday next.

ORDERED OUT BY THE K. OF L.

ALBANY, N. Y., Aug. 23.—At noon today N. A. 246, K. of L., ordered all the members employed at the Green Island yards of the Delaware and Hudson railroad, as well as those at work in this city, to strike at once. The order was generally obeyed, and this afternoon the Delaware and Hudson Co. finds itself confronted with the same state of affairs that existed about a week ago when a similar tie up went into effect. The trouble all grows out of the handling of Central freight by the Delaware and Hudson road. A committee of Knights waited upon the company yesterday and asked that it be definitely agreed that no more Central freight be moved. A reply was forthcoming from the road this morning to the effect that the company proposed to transport over its lines all the freight that might be received. This ultimatum precipitated the tie up, which embraces all the yardmen and switchmen employed here and at Green Island yards.

NO DEFINITE RESULT.

TERRE HAUTE, Ind., Aug. 23.—President Sargent concluded his statement shortly after noon and a general debate ensued. At 12.30 he sent word to the United Press that no definite result was in sight. It is believed that the division in the council is stronger than at first supposed. Report has it that two or three delegates from the Firemen's union are opposed to the strike. Great interest is manifested in the outcome of the conference, and soon after the delegates had gone in secret session the rotunda of the hotel began to fill up with railroad men and citizens generally. Mayor Donaldson and Hon. John Harper, counsel for the Brotherhood of Firemen, with several members of the city council, were conspicuous in the throng. Dispatches from Wall street brokers and city merchants, and from a score of towns on the Central road, fairly rained upon the hotel people, and newspaper correspondents, all were of same tenor, asking for news, early and authentic, regarding the outcome of the meeting.

THE SITUATION AT THE STOCK YARDS.

CHICAGO, Ills., Aug. 23.—The situation at the stock yards among the engineers and firemen of the switching association who went on strike yesterday, remained unchanged to-day. The men are still out and business is paralized at the great slaughtering centre. The men are awaiting the result of the meeting of the superintendents of the various railroad companies comprising the association. The superintendents were in session last night and resumed their conference at 11 o'clock to-day with closed doors. It is believed, their deliberations will be unfavorable to the strikers.

At a meeting of the companies' officials today, it was resolved not to raise the wages of the striking engineers and firemen but the demand as to Sunday work would be conceded. It was further resolved that unless the men returned to work at once they would be considered discharged and other men would be employed to take their places. A meeting of the executive committee of the company and a committee of strikers will be held this evening.

NO DECISION REACHED.

TERRE HAUTE, Ind., Aug 23, 10 p.m.—Nothing has just sent the following despatch:

To T. V. Powderley, Grand Master Workman, St. Cloud Hotel, New York:

The supreme council has been in session all day but no decision has yet been reached. We are now awaiting important advices. The council fully realises your position and the position of your order, and you may be assured that your interests will receive due consideration. You will be promptly advised of further developments.

(Signed) FRANK P. SARGENT,
President.

POWDERLY'S REPLY TO WEBB.

NEW YORK, Aug. 23.—Mr. Powderly, in his reply to Vice-President Webb's statement, in which he says that the causes which led to the discharge of the New York Central employes were drunkenness, incapacity, insubordination, etc., says: "I see that you have at last ventured to break the long silence that sealed your lips in relation to the causes which led to the discharge of the fifty or sixty employes of the New York Central railway. Your alleged explanation is even less creditable to you than the silence it has broken, and does not in any way excuse the stand you have taken. Your statement is eminently worthy of the man who can see no cause for investigation in cases of drunkenness, incapacity, breach of duty, and insubordination." Mr. Powderly goes on to point out that Mr. Webb avoids saying that the men discharged for the above causes were fifty or sixty men whose discharge occasioned the strike. He also points out the injustice to a man discharged for lack of work, of bunching him with the men discharged for the above named causes. Mr. Powderly proceeds to say that Mr. Webb relies on the statements of subordinates in regard to the men. One of the subordinates is foreman John Brigge. Mr. Powderly submits the affidavits of several men, who allege that they were required to pay $2 per month to their boss in order to keep their positions under Brigge, also, that the use of liquor was condoned if the liquor was shared with the boss. Mr. Powderly says that by refusing an investigation Mr. Webb has made it impossible to expose such abuses which are going on under his nose. Powderly then quotes some words of President Depew in favor of arbitration. He also asserts that reliable men have informed him that they were asked by their foremen if they were Knights of Labor, and on their replying in the affirmative were discharged, no other cause being assigned. An investigation would have shown whether Mr. Webb's informants or Mr. Powderley's informants told the truth.

WITH THE SURVEY.

Notes Along the Route of the Survey Between Government and Railway Lands.

(Correspondence of THE COLONIST.)

GRANITE CREEK, 10¾ miles from Straits of Fuca, August 21st, 1890.

Having engaged to go on a survey which commenced at Miller Creek, the time of departure was set for Friday, August 1st, at 2 p.m. After much anxiety of mind we, the party, did not get away from Victoria until 6 p.m., at which time the steamship Badger cast off from the wharf and proceeded. After we passed Esquimalt the Captain cast his nautical eye to windward and remarked to our chief, "I guess I will go in under Albert Head and come to anchor as I do not like the look of the weather," so about half past eight p.m. we came to anchor. I must certainly say the steamship Badger is not noted for her palatial saloon accommodation. After the anchor was dropped we commenced to hunt out our staterooms. Some found repose in the hold, some on the deck forward, others on the freight aft; the captain slept on the top of the house while I and my partner found a room between a box of freight and the bulwarks and slept soundly. Next morning about 4 o'clock steam was got up and we proceeded on our voyage, and arrived at Muir Creek about 7.30 a.m.

The only incident of note that happened was this: The captain left the wheel, and going to the engine room said to the engineer, "Gus, how much steam have you got?" "Eighty pounds, and that is enough for this old kettle," said Gus. "Say, see how she will stand a hundred?" "Not much; while I'm in this engine room," replied Gus. However, I heard he ran it up to ninety pounds, and the Badger shook as if she had an ague fit.

At Muir Creek there is a logging camp where they are getting out some fine timber. The banks of the creek above the camp are about 140 feet high, and formed of clay, gravel conglomerate and sandstone. Our starting point is from a port on the left bank of the creek, crosses the creek and goes up a steep bank. On the top it is level, with an occasional small ridge. The soil is gravelly. All the timber handy to the water is logged off. A fire has run through and destroyed considerable timber.

At 1½ miles from the salt water we come into green timber again with an occasional alder bottom, also some cedar swamps. The cedar is small; at 1½ miles the timber is larger, with some good pile and tie timber about here.

At two miles we cross Coal Creek. The country about here is much broken, interspersed with yellow cedar swamps, some of which are fit for agricultural purposes. From about three miles to the Jordan river (9½ miles) the country is mountainous, from 1,000 to 2,500 feet high, and full of deep gulches. You can imagine what sort of a country it is when it took us 3½ hours to come 1½ miles (with a pack of 50 pounds) to this place.

So far we have not seen any game, with the exception of a few grouse. To-day one bear crossed just above our camp. Of course the guns were brought into requisition at once, and a lively chase ensued making it warm for Mr. Bruin. However, we did not have bear steak for supper.

MATTAWAMSETT.

A REAR END COLLISION.

Four Men Killed in an Accident on the Central Pacific Railroad.

SACRAMENTO, Aug. 22.—A bad wreck was reported at 4 o'clock this morning at Cascade on the Sacramento division of the Central Pacific railway. No. 19, closely followed by train No. 23, both freight, were going up the grade toward Truckee. No. 23 was taking a siding at Cascade Siding, when No. 19 broke in two and the rear portion ran back, colliding with the rear end of No. 23. Yank Kingsley and Connelly, conductors of the two trains, and Brakemen Beaver and Warren were killed.

LATER.—The Bee this evening says: One of the most terrible accidents which ever happened on "the hill" occurred this morning about 4 o'clock. Four men lost their lives. The cause of the terrible affair is buried with them. The details of the accident, so far as it is possible to learn, are as follows:

Freight train No. 19, east bound, reached the summit this morning about 4 o'clock, and drew up near the station. Conductor F. A. Hingsley was in charge, it was necessary to couple some cars to the train at this point, and the two engines which had been hauling the train up a grade were detached in order to bring on the cars. It was proposed to add the two brakemen went along to do the coupling, Conductor Kingsley remaining behind with the train. When they returned with the engine and cars the train had disappeared and Kingsley with it. It was thundering down the steep grade, the train gaining speed at every turn of the wheels; through outs and around curves the wild flight was continued and the cars kept the rail.

It was a ride to death, but Kingsley held to his post undismayed by the peril that stared him in the face at every click of the wheels over the steel rails. Far down the canyon and among the mighty mountains roared the echo of the wild train, which plunged madly along.

No power could stay its invincible progress, and although Kingsley tugged like a hero at the brakes, the movement already acquired was resistless, and his efforts were as puny as the lamentations of a child against a flood. At Cascade station freight train No. 23 was just entering a siding, expecting to pass a west bound train at that point. The roar of the dashing train could be plainly heard, but the twilight was yet too dim to discern it. No. 23 had got onto the siding all but one car and the caboose when the wild train dashed along. In an instant there was a terrible crashing. The flying train had struck the car preceding the caboose of No. 23, and in an instant ten or a dozen cars were piled up in wild confusion. For a moment the air was filed with fragments of the awful wreck. The caboose of No. 23, it is supposed contained Conductor Connelly, Brakemen Beaver and E. Vears.

The three men were killed outright, for death in such a wreck must have been instantaneous.

The last that mortal eye beheld of Conductor Kingsley was just before the awful crash. He was standing on top of one of the cars heroically setting the brakes. Kingsley was one of the oldest trainmen in the mountains, having served continuously since 1876. Had the runaway happened along thirty seconds later, No. 23 would have escaped, and whatever would have been the fate of the brave Kingsley, three lives would have been saved.

ARTHUR SHY OF POWDERLY.

A Misunderstanding Somewhere Between the Labor Magnates, Who Don't Understand Each Other.

CLEVELAND, Ohio, Aug 22.—A correspondent of the United Press called upon P. M. Arthur, grand chief of the Brotherhood of Locomotive Engineers, to-day, and asked him what he intended to do in the matter of Mr. Powderly's letter published to-day. Other letters, purporting to be from responsible individuals, were said to have been published, but it afterwards transpired that the alleged authors did not write them, and sometimes that they were not written at all. "While there is no reason to disbelieve that Powderly wrote the letter addressed to me," said Mr. Arthur, "I have no personal knowledge that he wrote it. I have received no direct communication from him. It would be very unbecoming for me to discuss or reply to such a communication before I have positively received it. Therefore I have nothing to say about it. If Powderly writes me a letter on that or any other subject it will be promptly answered. It ought not to be necessary for anybody to inquire how the Brotherhood of Engineers stands in regard to the strikes; that has been declared in print and otherwise hundreds of times."

A hour spoke with deliberation, and apparently endeavored to conceal any feeling one way or other, he may have in regard to the strike and the course of the engineers thereto. Continuing, Mr. Arthur said: "You may state, and I know of no way of putting it stronger, that we are minding our own business and will continue to do so. I notice Powderly complains that the engineers are acting as firemen and taking the places of strikers. No word or notice of this has been received by me. In fact our position on the whole trouble is thoroughly independent. I know nothing more of the strike than what has been published. I was not consulted or advised of affairs in the beginning, and therefore have no interest in it only so far as I am in sympathy with all classes who are trying to better their condition. Engineers will strike only on their own account; the order will take no official cognizance of the Central trouble unless complaints have been made by engineers; so we have taken no step in the matter.

CANADIAN NEWS.

Canada and the West Indies.

HALIFAX, Aug. 23.—Sir Ambrose Shea, governor of the Bahamas, is here endeavoring to obtain steam communication between Canada and Bahamas.

Through the Crow's Nest Pass.

WINNIPEG, Man., Aug. 23.—W. G. Parmalee, assistant commissioner of customs, arrived from Ottawa this morning. On Tuesday morning Hon. Mackenzie Bowell, minister of customs, will arrive, and in company with Mr. Parmalee and G. H. Young, inspector of customs, will leave for Lethbridge. Starting from there they will go across the country and through the Crow's Nest Pass to Kootenai, completing the trip along the boundary begun last fall when these officials went as far as McLeod. The party will return by the Northern Pacific.

Invited to Open the Exhibition.

TORONTO, Aug. 23.—The Earl of Aberdeen, who has arrived in Canada, has been invited to open the Toronto Industrial Exhibition next month. Hon. Jos. Chamberlain, now in America, has been invited to visit the fair.

Canadian Lawn Tennis Association.

TORONTO, Aug. 23.—The first annual tournament of the Canadian Lawn Tennis association, in affiliation with which are the Winnipeg and Victoria, B.C., clubs, will take place here Sept. 22nd and following days.

Why Did He Die?

TORONTO, Aug. 23.—Edward Gordon, a real estate dealer, who died suddenly at Oakville, was buried to-day. It is rumored that his death was the result of suicide from financial troubles.

Lacrosse Victory for Toronto.

TORONTO, Aug. 23.—To-day's lacrosse match with Corawall resulted in four games to two in favor of Toronto.

Steamers in Distress.

WEST SELKIRK, Aug. 23.—The passengers of the wrecked steamer Millie Howell have not yet arrived and no further news has reached here. Fears are entertained for the safety of the steamer Red River, which should have arrived here last Monday with a cargo of fish for the Robinson Fish Co. Capt Robinson started out this morning with the steamer Colville in search of the Red River and to relieve the Millie Howell.

Banquet to Prince George.

HALIFAX, Aug. 22.—The Halifax garrison artillery officers banquetted Prince George, Admiral Watson, Sir John Ross, Lieut. Stairs and other distinguished guests last night.

EUROPEAN GOSSIP.

The Russian Army Manœuvres did Not Prove as Successful as Anticipated.

The Emperor Starts for Peterhoff, Where Matters of Weight to Europe will be Discussed.

LONDON, Aug. 23.—The Russian army manœuvres, which have been carried out on a more magnificent scale than such manœuvres have ever been conducted, closed today, and His Majesty Emperor William starts for Peterhoff to commune with the Czar. The Kaiser has been a close observer of the mimic warfare carried on between the two divisions of the Czar's army, and showed a keen interest, especially in the pretended advance on St. Petersburg, which, however, did not prove as successful a part of the exhibition as had been intended. The retreating army failed through some blunder to burn all the bridges, the destruction of which was to have prevented the advance of the enemy. In view of this circumstance the building of pontoons to cross the same river was a little ridiculous, but with Tartan stolidity the programme was followed throughout. Altogether, while the Czar's army made a grand display, it did not impress the German visitor as compared with the vast machine which represents the military power of the German Empire. An order has been issued following upon the manœuvres, that all infantry and artillery soldiers recruiting in 1885, 1886 and 1887 are to be discharged into the reserve immediately. This will make a considerable reduction in the affective power of the Russian army, for the measure remits one year of active service which had still to be undergone by the contingent of 1886, and two years of the contingent of 1887. Moreover, from the beginning of next year the term of service is to be reduced from five years to four years for the whole of the infantry and foot artillery. The retirement of the Czar's best disciplined and veteran soldiers is regarded here as a sign that the Russian autocrat does not anticipate an early need for their services, and is desirous of showing Europe that Russia holds out

NO MENACE OF WAR.

On the other hand, the reserves are always within ready call while their liberation from the ranks will make a substantial diminution of the cost of the military establishment. The German Emperor has started for Peterhoff to spend a few days as the guest of the Czar, and it is expected that matters of weight to Europe will be discussed between the two sovereigns, who is stated on authority from Berlin that the Emperor takes with him no programme except the hope of impressing the Czar that his only aim is to maintain peace. As to the presence of Chancellor Von Caprivi, it is stated that he is not the negotiator of the mission, but simply the leading minister of Germany who desires to be presented both to the Czar and to his ministers. The Czar as a grateful act of courtesy to the Emperor, has extended clemency to the Luthern ministers convicted and imprisoned for making converts from the Greek church in the province of Courtland. The German residents of the Baltic provinces of Russia have not lost the opportunity of the Imperial visit to bring their oppressed condition to the knowledge of the Emperor, and to remind him, under cover of addresses of welcome and esteem, that France was not the only nation that took advantage of Germany's crippled and disunited condition in the oldeu time to seize upon German provinces, but that Russia also has its Alsace and Lorraine. The outlook at present is that Russia will not take any step that would provoke a conflict with the tripple alliance, with England, Sweden and Belgium behind it; but will otherwise go as far as may seem prudent in coercing the Turkish Sultan, and keeping up a ferment in the Balkan States.

THE DIVISION OF AFRICA.

The division of a continent is completed with the virtual decision of the Anglo-French and Anglo-Portugese agreements as to the allotment of territory in Africa. Just as America was divided three centuries ago, the continent which was the home of Egyptian civilization is alloted in 1890. One of the parties to the agreement, Portugal, Spain, has no share in the spoils of Africa, and Portugal, while retaining an extensive territory, holds but a secondary place. England is the most important gainer, and France and Germany acquire a colonial standing superior to any occupied by either of these powers; since France was driven out of North America. Even in the Niger region, England has the lion's share, while leaving France the privilege of making the Sahara desert passable, just as France was permitted to establish the Suez highway to India, which England afterward appropriated. The French appear to have a very indistinct idea of what they have gained in the West Africa. One of their papers, the Siecle, speaks of "Kong" as if it was a river, whereas Kong is a town of some importance. Substantially, however, the whole of the Senegal is French, as well as the Sahara, between the Senegal and Algeria. The British Royal Niger Co. control an extensive region, and are carrying on a flourishing trade, adjoining the Niger. The Soudan states are rather within British influence than French.

DALTON'S SWIM, A FAKE.

He was Followed by a Party in a Boat and was Never Seen to Enter the Water.

NEW YORK, Aug. 22.—The Herald's London correspondent cables as follows: In quick confirmation of the opinion I cabled exclusively that Dalton's supposed feat of swimming the channel was not to be accepted as true without much better evidence, comes the following letter, published in this morning's Times and copied in nearly every London paper to-night:

"Sir—We have read with astonishment the statement in your issue to-day that one Dalton, an American, had started to swim across the channel, 100 yards off Boulogne pier, on last Sunday morning and had eventually reached Folkstone. We left Boulogne harbor at 3:45 o'clock, just ahead of the Ocean King. Having heard a rumor of the projected swim, we watched the boat carefully as she gradually caught up and passed us some three-quarters of a mile from the harbor, at less than 200 yards distance and though she continued a short distance ahead of us until dusk and we followed her course carefully with glasses in a state of expectancy, we never saw any one jump from the boat or swimming near her. We saw a dingy without any occupant behind the lifeboat so long as she was visible. We may also add that we can substantiate our statements to the letter. We do not wish to reflect on your correspondent, but only to place on record that we, who were in such an advantageous position to give an authoritative opinion on the subject, failed to see any of the performance.

We remain your obedient servants:
F. B. HULKE,
E. M. FLETCHER,
C. G. STIRLING,
H. G. PULLING,
On Board the Yacht Argo."

Dalton now proposes to swim the channel again. Indeed, he talked willingly to me of swimming the Irish channel, but after what has transpired, anything he may do will be looked on with suspicion. He finally decided to save his reputation and swim half way across the channel tomorrow in the presence of representatives of the press.

WESTMINSTER SPECIAL.

Lively Times In Fellce Circles—Shipments of Salmon to Montreal—Interesting Rifle Competitions.

(From Our Own Correspondent).

NEW WESTMINSTER, Aug. 23.—The police court docket this morning was the heaviest and most varied known here for years. The fines amounted to $299. The city is filled with Siwashes and Chinese from the canneries, and money in consequence is flying around lively.

Southern Railway locomotive 202 and 14 flat cars arrive here to-morrow (Sunday) afternoon. The other engine left Donald to-day, and will be here Monday.

Steamer Clyde has been sold to Vancouver parties, who will engage in the farm produce carrying trade.

Eight carloads of salmon leave here tomorrow (Sunday) morning for Montreal.

The Trades and Labor council of this city will send a big deputation to take part in the Vancouver demonstration on Labor Day.

The annual prize meeting of the New Westminster Rifle association took place at the Brownsville range to-day with the following results: President's cup, Dr. Bell-Irving, 45; Militia match, J. C. Cameron, 43; All-comers match, J. C. Chamberlain, 94; Corporation cup, Dr. Bell-Irving, 46. In the team match there was no competition. Grand aggregate prize, Dr. Bell-Irving 180. The greatest number of Bull-eyes Prize, Dr. Bell-Irving 22. The fewest misses prize in three ties—Dr. Bell-Irving, Lieut. Cotton and J. C. Chamberlin, was won by Lieut. Cotton. Some of the finest shooting ever done on the range was done to-day, which was a very good day for shooting; there was a dull sky, no wind, good light, but a little trying on the sight at the long ranges, with a slight rain. There was a telephone between the butts and ranges. Three challenged shots were amicably adjusted.

THE MONEY MARKET.

Brokers Feel That the Danger Line Has Been Passed—What Causes the Stringency.

NEW YORK, Aug. 22.—There was an enormous number of brokers on the stock exchange at the opening, arranging for a renewal of their loans. Renewals were nearly all made at 6 per cent. per annum, with a premium of fourteen per cent. added, but, as the loans made today carry the brokers over until Monday, the premium does not make the rate nearly as high as yesterday. Toward noon three-eighths premium and interest were paid, but the urgent demand was easily supplied and the rate fell off in the afternoon. Money is comparatively easy and a hopeful feeling prevails.

London houses are liberal buyers of stocks. It is reported that Secretary Windom is in the city, and would confer with the bankers, but up to 1 p.m. no conference was had. The general belief is, however, that the last circular of the treasury department assured an easy money market after September 1 and that the danger line is passed.

WHAT CAUSED THE STRINGENCY.

NEW YORK, Aug. 22.—The Evening Post figures out that the cause for the money stringency arose after July 1. It says statistics for this port alone show an increase of imports for July and the first two weeks of August of $9,831,224, while the exports fell off enough to make a loss of $12,000,000. Then during the same period there were exports of $12,000,000 in gold, against $5,000,000 for the corresponding six weeks in 1889. These facts caused the stringency.

VICTORIA ATHLETIC CLUB.

The Raison D'Etre of the Gymnasium—Its Advantages and Benefits to the Young Man.

The early approach of darkness just now forcibly reminds one of a time when the days will be very short and the evenings very long, when the sun will be altogether too much out of sight. This is winter, when indoor life is more popular than outdoor existence; when the fireside is more sought after than the bench. Time would hang very heavily on one's hands, though, if one were doomed to the seclusion of house life throughout the winter season. It would be dull and uninteresting were it not for the social excitements gotten up for this particular period specially, in the shape of dinner parties, balls, operas and other amusements. Even these would fail of interesting the vigorous bodied and minded young man, were it not for an institution which no place with a population of young men should be without.

The gymnasium, which is the institution referred to, is not by any means a modern idea. We read of gymnastic instruction having been part of the popular education from the very earliest times; indeed, it was once the only education given the boy, the higher arts being reserved for men who intended to pose as scholars, philosophers and priests. Gradually, as time wore on, the two ideas blended till now the doctrine is implicitly believed and experience unequivocally demonstrates it that a mind to be healthy, strong, vigorous and buoyant must exist in a body possessing similar attributes. This is why the several games are encouraged at school; races, jumping, swimming are promoted and furthered; anything that induces physical activity.

A public gymnasium is as essential as public baths, and both should be conducted on principles and lines having for their object the development of the human frame without dwarfing or distorting the mind. As soap and towels are indispensable in the public bath, so is manliness in the gymnasium.

Ere long, the city of Victoria will have two what may be called public gymnasiums, but the one which at present commands attention, and which has done a great deal of good, is the Victoria Athletic club, whose rooms are situated on Government street. As the season is just now about to commence it may not be out of place to glance around these rooms and make a few remarks as to its existence and what it is capable of.

The club was started on a small scale, in October, 1884, in the old hook and ladder house, with Messrs. John Earsman, Thos. Deasy, William Duck, J. R. Adler, W. H. Whittaker, Edward North, Cameron and R. O. Robinson as the original founders. The admission fee was $5 and $1 per month. Now the admission fee is $2 and 50 cents per month for dues. The apparatus is one of the best to be had, consisting of all the latest and most approved inventions for developing the muscles. It consists of all styles of horizontal and parallel bars, dumb bells, chest, loin, neck and combination pulley weights, trapezes, spring boards, vaulting horses, a home trainer velocipede, Indian clubs, boxing gloves, and in fact all that can possibly be procured. There is also a fine reading room attached with library, with chess, checkers, dominoes and other harmless amusements. There is no charge for instruction and as a great many of the members are first-class athletes, new beginners are soon taught. The rooms are large, airy and well-lighted, and in a central locality. Taken as a whole, it affords the young men of Victoria one of the best possible opportunities of increasing their muscular strength and power. The club is in a good financial position and gaining numerical strength daily, having now a membership of 160. The present officers are; Thomas H. Baker, president; Philip J. Hall, vice-president; E. D. Shade, corresponding secretary; David L. Davies, treasurer; P. J. Davies, financial secretary. The directors are Jos. Jagger, Wieler, H. P. Mellish, John L. Smith, J. H. Mansell, F. P. Gouge, James Fisher.

The rooms are open to the public each Saturday evening, when large numbers of visitors spend a pleasant quarter-of-an-hour inspecting the appurtenances.

THE U. S. CRUISER CHARLESTON.

The Flagship of the American Pacific Squadron Arrives at Port Townsend—Her Object in Visiting Puget Sound.

The U. S. cruiser Charleston, flagship of the American Pacific squadron, with Rear Admiral Geo. W. Brown on board, arrived at Port Townsend early yesterday morning. Her arrival was expected, and when she came to an anchor, one of the reporters of the Morning Leader went on board. He was received by Lieut. J. K. Patch, officer of the watch, who stated that no one on board knew why the ship had left Honolulu for Puget Sound, how long she was going to remain, or why she had come. Rear Admiral Brown had retired several hours before, and the few officers about gave several solutions as to why the Charleston had come to the Sound. Most of them thought that it was for the purpose of giving the Admiral an opportunity to assist in the location of the proposed navy yard in that section, while a few thought it not improbable that the reason of the vessel's appearance was the welcoming to this section of Secretary of War Redfield Proctor, who is reported to be on his way to Port Townsend for the purpose of investigating the condition of the defences of the coast.

The officers said none of them, not even Admiral Brown, had any idea how long the ship would remain on the Sound. They had received orders to come to Port Townsend and the future was to them a mystery. Admiral Brown, if he was aware what the ship's orders were, had kept his own counsel.

The vessel left at noon yesterday for Seattle. There she will take coal and if it is decided to stay any length of time on the Sound, the crew will be put to target practice.

When the Charleston left Honolulu the United States ship Nipsic was on her way there from New Zealand, having been intercepted by dispatches while sailing. The Mohican has also been ordered indies.

The Charleston left the Sandwich Islands capital, August 7th. Her only stop has been at Yaquina Bay. She did not try to make speed on her trip as her coal supply was short. She arrived off the Straits about 1 o'clock Friday afternoon.

The Charleston is perhaps the prettiest vessel in the American navy. She is a schooner rigged, steel, screw cruiser 300 feet long, 46 feet beam, and 19 feet draught of water. Her displacement tonnage is 3,730 tons, she has two screws, 2 horizontal compound engines with 7,500 horse-power, with a speed of 18½ knots. Her battery consists of 10 6-inch breach-loading rifles, 4 6-pounder rapid firing rifles, 2 3-pounder rapid firing rifles, 2 1-pounder rapid firing rifles, 4 Hotchkiss, revolving cannon and 2 gatlings. Her small arms consist of the latest improved Hotchkiss rifles and Colts revolvers, with Smith & Weston patent attachments, all of the most recent design. She carries 35 officers, 30 marines, and a crew of 296 men, making a total of 361 men on board.

AMERICAN NEWS.

Hanged for Arson.

DANVILLE, Va., Aug. 22.—George Early and B. Woods (colored) were hanged at Rocky Mount, in Franklin county, to-day, for arson committed in October last.

The N. Y. Central Strike.

NEW YORK, Aug. 22.—The latest development of the New York Central strike is a mass meeting to express the sentiment of the people of New York against the existence of "Pinkerton's private army," and the right of the citizens to organize a meeting, was held to-night, at which arrangements were made for a demonstration to take place next Tuesday evening. The meeting was instigated by the Radical club. Among the speakers invited are T. V. Powderly, Samuel Gompers, Robt. G. Ingersoll, J. J. Holland and Roger A. Pryor. A personal canvas of every labor organization in the city was arranged for to insure the success of the demonstration.

Drowned While Bathing.

NEWPORT, R.I., Aug. 22.—Walter Howe, a prominent New York resident, was drowned this afternoon at Bateman's Beach, at the south end of the island. He was in bathing with a number of cottagers who reside in that vicinity and suddenly he was missed. The body was recovered in an hour afterwards. He was a good swimmer and was probably seized with cramps. Mr. Howe is well known in New York, having been appointed aqueduct commissioner by Mayor Hewitt and being a prominent civil service reformer. He was 45 years old and leaves a family.

CAPITAL NOTES.

Frost in Manitoba Does Considerable Damage to Potatoes and Early Vegetables.

Sir Fred. Middleton's Version of the Fur Matter—Kingston Dry Dock to be Enlarged.

OTTAWA, Aug. 23.—Professor Sanders director of the Experimental farms, telegraphed the minister to-day that a slight frost in Manitoba last night injured the potatoes and early vegetables. A large part of the wheat crop has been harvested. The price of flour was increased 25 cents per barrel to-day.

Ten Homing pigeons travelled the distance between Ottawa and Kingston, 120 miles, in two hours and 24 minutes.

Hon. Mr. Bowell and Mr. Hickey, M. P., left for Winnipeg to-night en route for the Rockies.

The new cable to Anticosti has been successfully laid.

In the lacrosse match the Montreal's beat the Shamrock's in 7 straights.

The Government has definitely decided to widen the entrance of Kingston dry-dock to 55 feet to enable the largest vessels on the lake to enter.

A Hamilton deputation has interviewed the Minister of Customs to protest against bent felloes of hickory being placed on the free list.

A horrible story of cannibalism comes from Buckingham village, thirty miles from here. Mrs. Cote, a farmer's wife, went berry picking on Tuesday, leaving her baby in charge of two boys, deaf mutes and lunatics, named Newton. When Mrs. Cote returned two hours later a horrible sight met her gaze. The lunatics had actually eaten away the baby's cheek and a portion of the neck. Their faces were besmeared with blood and both were revelling in fiendish glee over the performance. The child died next day.

One Scotch farm delegate sailed yesterday for Scotland, under Dominion auspices, to see the crops in Manitoba and the Territories.

Capt. Evans, of "C" Co., and Capt. Denison, of "D" Co., are the first Canadian officers to take first-class certificates in the Hythe school of musketry.

Sir Fred. Middleton's farewell to the people of Canada is all the talk here. His version of the fur matter has created a profound sensation, and the Critics are already in anticipation of the capital they expect to make out of it.

The secretary of the Dominion Rifle association was notified, to-day, that a team from the man-of-war Bellerophon would not compete in the coming rifle contests.

Dr. McEachran, chief veterinary inspector, has just returned from the ranching districts of Alberta. He speaks highly of the prospects.

A SPREE ON WATER.

The Reformed Member of Congress and His Hilarious Friend.

There is a member in the House who has for many years been fond of fluid to invigorate, writes the Philadelphia Telegraph's Washington correspondent. The other day he resolved to quit—I don't know for how long. On the very day of this resolution, but before it had had time to cool or grow feeble, he met a friend with whom he had often spent a merry evening. The first proposition was to go and get a drink. The member—who withal is an original fellow—said he did not drink, but he would go along. They went to a fashionable restaurant; the friend ordered wine and the member took water. He managed to make as merry as his companion. More wine was ordered and more water, and, as the friend warmed under the influence of the active liquor, the member followed in all the merriment of his mood. When the wine-drinker pounded the table with his fists in maudlin energy and called for more wine, cursed the waiter and asked where his straws were, then ordered devilled crabs and lobster salad, pickled pigs' feet and diamond-back terrapin, the member did likewise. He grew as hilarious as his friend, sat sidewise in his chair, hammered the table, cursed the waiter, and ordered as great conglomeration of food as ever a jolly inebriate fancied his palate demanded. His tongue wagged as thick as that of his friend; he sat as limp in his chair with as great an air of recklessness and abandon. So the evening went on, the friend drinking wine and the member drinking water, but each showing the same evidences of intoxication. When they left the restaurant the friend staggered, and so did the member. The friend's hat was mashed on the back of his head. The member's hat was pulled down over one eye. The friend put the wrong end of his cigar in his mouth; the member did likewise, and then they saw each other home—or, rather, the friend was seen home safely, after which the member straightened up and became as sober as a Scotch deacon.

"You know," said the member, with a confidential whisper in the ear of his friend, "it is just as much fun as being actually drunk, and I have no headache; but I tell you confidently that I never took so much Potomac water at one time before in my life."

Preservation of Lard.

James L. Demoville, Ph.G., finds the alum process for purifying lard all that can be desired. The lard is melted, a little powdered alum being stirred in; then strained, cooled, and upon an inclined slab rubbed briskly with a muller, while a stream of water is allowed to trickle over it.

For preserving the lard, experiments were made besides with benzoin, with balm of Gilead buds, storax, salicylic acid, turpentine and tolu. The best results were obtained by using one per cent. of balsam of tolu; the lard was white, kept well, and had its peculiar odor well masked by the slight but pleasant odor of the balsam.

Suddenly Prostrated.

GENTLEMEN,—I was suddenly prostrated while at work by a severe attack of cholera morbus. We sent at once for a doctor, but he seemed unable to help. An evacuation about every forty minutes was fast wearing me out, when we sent for a bottle of Wild Strawberry, which saved my life.

MRS. J. N. VAN NATTEN, Mount Brydges, Ont.