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OUR OTTAWA LETTER.

Hon. Mr. Foster's Budget Speech and the Reduction in the Sugar Duties.

The Oriental Mails — The P. E. I. Tunnel and What It Would Cost the Dominion.

(From our own Correspondent.)

OTTAWA, June 27.—This has been a great week for Canada. The Budget speech, which was delivered on Tuesday was expected to produce some important changes, but no one anticipated that the Government would bring down such a revolutionary measure, and yet one which will be so acceptable to the people. Two million dollars of taxation struck off at one fell swoop is a step which required the most careful consideration, and no less courage to propose it. Mr. Foster has made the proposal. While it may be that a year hence we shall see, and naturally expect to see, a remarkable falling off in the revenue, yet the country will not object to this, as they will be in pocket to the extent of two million dollars. The sugar duties have been radically dealt with. The revenue on raw sugar has been dropped entirely and the old duties have been retained in such a way only that they will operate as a protection to the refiners. While it may be true that we have not quite a free breakfast table, seeing that there still exists a tax upon sugar of four-fifths of a cent a pound, yet the Canadian people will have cheaper sugar than formerly. The reduction is an important factor for everybody. It is estimated that in Canada, 44 pounds of sugar per head, annually, are used. At two cents per pound this means a tax on the article of 88 cents a head, or $4 per family of five. To make up for the loss of revenue, the taxes, both import and excise, upon malt liquors, spirits and tobacco, are raised considerably. They have been on the jump, to a large extent, during the past two years, and after all the country cannot object, seeing that the principle of taxing luxuries, rather than the necessaries of life, is the correct one.

A POSTAL MATTER.

On the receipt of a message from Victoria that no direct mails had been received at your port, from Yokohama and Hong Kong by the last two C.P.R. steamers, Colonel Prior at once took the matter in hand with a view to having the omission rectified. As I telegraphed to the COLONIST, on Wednesday evening, the matter is one in regard to which the Dominion Government has no say whatever, although something can be done towards assisting your merchants in securing the consummation of their desires. I had another talk with Colonel White, the Deputy Postmaster-General, to-day and he told me that a direct bag from Yokohama and Hong Kong respectively for Victoria could only be obtained through the orders of the Postmaster-General of the Empire of Japan and the Postmaster General of the colony of Hong-Kong. It may take a little time to bring sufficient pressure upon them in order to gratify Victoria's desires, but the Deputy Postmaster-General promised to write direct to the Imperial authorities with this object in view. For the present, therefore, your people will have to be content with matters as they stand.

THE P. E. I. TUNNEL.

There was a spicy little debate in the House of Commons, the other day, arising out of a motion of Hon. Mr. Davies for papers in connection with the proposition to build a tunnel from the mainland of New Brunswick, P. E. I. The members from that province, whether they be Grit or Tory, are strong advocates of the construction of such a tunnel, although the expense, according to Sir Douglas Fox's estimates, will range all the way from ten to fourteen millions, according to the diameter of the work. Mr. Cockburn, the pedagogic member from Centre Toronto—pedagogic because he was head master of Upper Canada College for a number of years, and still carries the way of a dominie about him—had evidently been anticipating the debate, as he came down to the House with facts and figures referring to the island which were somewhat of a marvel, and, if nothing else, served to wound the susceptibilities of the island members. According to Mr. Cockburn, a careful examination of the Auditor-General's accounts, in so far as they related to the Island Province of the Dominion, show a sum of $600,000 a year of net loss to the Dominion, or $5 per head, so far as P. E. I. is concerned.

Mr. Cockburn was in a funny mood, and he suggested that it would be cheaper to the Dominion to transport all the inhabitants of the island, on the approach of winter, to the mainland, rather than build a tunnel at the enormous expense which it was likely to cost. He gave many comparisons of expenditures on account of public services for the different provinces, mainly to the disadvantage of P.E.I., and it was evident from the interruptions to which he was subjected, that the Island Members did not altogether admire this frank criticism. Mr. Cockburn is convinced that he has been successful in staving off the realization of the tunnel project for many years, if not forever.

THE PROHIBITION QUESTION.

On Wednesday evening, or rather Thursday morning, there was an exciting time in the House of Commons. The prohibition question had been fixed for consideration for that evening. The debate dragged its weary length along for several hours until the vote upon Mr. Taylor's amendment to leave the question to the decision of the people, whether in the shape of a plebiscite or in some other form, had been taken and the amendment negatived by an overwhelming majority. Only seven members voted for it. Immediately after the announcement of the figures, Mr. Foster rose and in about half an hour's speech delivered one of the most important utterances which I have heard him make for a long time. At the outset it was in the nature of a defence. As Minister of the Crown, Mr. Foster is not able to take such a stand upon non-party questions as a private member would do. Holding the position that he does as Minister of Finance, in the event of prohibition being accepted by the people, the all-important question would force itself upon him of suggesting a means by which the revenue needs of the country could be met. Mr. Foster let the house clearly understand that he had not swerved one iota from his allegiance to the prohibition movement, and that when the time arrived he would be willing, manfully, to face all the problems connected with the carrying out of such an important proposal. His contention was, however, that the House and the country wanted accurate and full information on the question, and it was with the object of securing this that Mr. Foster moved his amendment in favor of the appointment of a Royal Commission of Inquiry. There has been a good deal of speculation as to the manner in which this proposal will be received by the Dominion Alliance. In the House, towards the close of the discussion, the Opposition seemed to take the view that a plebiscite should be had upon the question, although but a little while before they had voted down Mr. Taylor's amendment in favor of such a vote being obtained. It was said that this was what the Dominion alliance was anxious for, and that they would be satisfied with it rather than have the question shelved, by a Royal Commission being appointed. Mr. Vidal, President of the Dominion Alliance, was seen next day, and promptly put a different aspect on the question. He states that he regards the decision to appoint a Royal Commission as the most important step in advance in the cause of prohibition that has been taken for many years, and he thinks the temperance people generally will be satisfied. He believes that the Government is sincere in this matter, and is actuated by a desire to meet the views of the petitioners for prohibition as far as is at present practicable. This statement will undoubtedly carry weight in the country. It is understood that no time will be lost in appointing the commission. It will be composed of men of standing in the community, who will be required to make a thorough examination into the question in all its bearings, utilizing for the benefit of the people of Canada the experience of prohibition states and countries. A valuable report will undoubtedly follow the labors of the commission, and upon it, doubtless, the future action of Parliament will be based.

AN EVIL PRACTICE.

There was an important session of the Committee on Banking and Commerce, yesterday, when two bills relating to the proposed incorporation of two Canadian benevolent organizations were under consideration. The two societies are the order of Canadian Home Circles and the Septennial Benefit Society. While, as regards these particular organizations, there may be nothing to object to, yet the committee was anxious to have all possible light thrown upon the management of such companies, and to ascertain whether their system of insurance is sound. Mr. W. Fitzgerald, Dominion Superintendent of Insurance, was present, and read a report on the system of insurance by assessments which was decidedly adverse. The report contained quotations from an important document prepared by Col. Merrill, Superintendent of Insurance for the State of Massachusetts, which strongly condemned certain Associations in that State, the chief purpose of whose promoters was to carry on the assessment endowment business, although the names of the Associations suggested rather the social and fraternal aspect. The only business, says the Inspector which is more profitable for its promoters is the business carried on with jimmies, i. e., burglary. Mr. Fitzgerald himself spoke of visionary schemes, which, for their successful working, would require the invention of a new multiplication table, and it seemed in the minds of the many members of the Parliamentary committee that the two companies under discussion might be included under that head. I call attention to the matter not for the purpose of referring to these two societies particularly, but that your people may be on guard against the system pursued. So far as the Government officials are concerned, they often entertain strong views as to the soundness of the principle on which such societies are run, and it is possible that another year an effective measure will be presented to Parliament dealing with this class of society. The committee did not come to any action in regard to the two societies which have their headquarters in Toronto, but the impression prevails that the bills will be thrown out at the next meeting.

NEWS OF THE PROVINCE.

Completion of the Sale of the Moodyville Sawmill Property to an English Syndicate.

(Special to the COLONIST.)

NEW WESTMINSTER, July 3. — Lieut.-Governor and Mrs. Nelson are in the city.

The new school building has been commenced. Its conspicuous feature will be a 92-foot tower.

Major Dupont has bought the interest of D. R. Harris in the Begbie property lease, and to-day called for tenders for a four story block, 132x66 feet.

A man named Griffin was sent up for trial to-day, for attempting rape on an eight-year old child.

Work has been commenced on the great drainage scheme near Chilliwhack, which will reclaim 10,000 acres of land.

VANCOUVER, July 3.—Mr. Wulffsohn, of Bowicke & Wulffsohn, went to Victoria, to-day, to complete the purchase of the Moodyville Saw Mill property. A considerable sum has already been paid, the balance, awaiting transfer papers, being bonded. Mr. Wulffsohn practically becomes general manager for the new proprietors. This is the heaviest deal that has ever taken place in the province, and approximates one million dollars. The Earl of Chesterfield, the Earl of Durham, A. Heywood Lonsdale, Hon. O. Montague, Edmond Evan-Thomas and other well known English capitalists are interested in the new company. The realty consists of about 10,000 acres, and the timber areas under lease aggregate 31,448 acres.

An agreement has been reached between the Western and Vancouver Tramway Co. and the city council by which the tramway will be granted a charter to enter the city substantially on the terms proposed by the company.

THE TRIPLE ALLIANCE.

Emperor William Says It Means Peace—A Russian Paper Disagrees.

HAMBURG, July 1.—Herr Nissen, of the Hamburg-American Packet Company, in an interview to-day with reference to the visit of Emperor William, said that after the dreibund treaty the emperor addressed him as follows: "I am able to impart to you the joyful news that, yesterday evening, the dreibund was renewed for a further period of six years. Peace is thus again assured for a long time." Herr Nissen added that the announcement was received with the greatest joy on all sides.

ST. PETERSBURG, July 1.—The Novoe Vremya, to-day, in commenting on the renewal of the dreibund, says that unless France and Russia reply to this treaty shortly, by concluding a formal alliance, the central powers of Europe will become too confident as to the impotency of their adversaries to enable the latter to counteract their ambitious desires, and they will consequently bring about events which will render a European war inevitable.

NEWS OF THE FAR NORTH.

Currie, the Venturesome Canoeist Reaches Fort Simpson—A Fast and Pleasant Trip.

The Martha Fisher Sails for Liverpool—Lieut. Schwatka on the Navigation of the Takon.

There is a strong probability that next summer will see one or two, perhaps three first-class steamers plying between Victoria and Alaska, in opposition to the Queen. The reason for this is plain. The popularity of the excursions to the far north cannot but increase, as long as the service is kept at the standard of excellence maintained by Capt. Carroll. The grandeur and novelty of the scenery met with on the trip can never fail to attract the attention and command the admiration of travellers.

The Queen is keeping up her speed record, this season, arriving down with her third party ahead of time, yesterday. The majority of the tourists, including thirty of the round-the-world passengers brought by the Empress of Japan, made the full trip, and enjoyed it immensely. The weather was favorable for sight-seeing, no accidents occurred, and captain and officers devoted themselves assiduously to making their guests comfortable. Among the notables on board were Lieut.-General Sir Allan Johnson, of London, England; Dr. W. W. Mayo, of Rochester, State Senator for Minnesota; Hon. and Mrs. H. C. Greeley, of Clinton, Mass.; Prof. Martin Stalker, of Ames, Ohio; Hon. A. K. Delaney, of Juneau; Hon. and Mrs. Charles S. Johnson, of Sitka; Col. and Mrs. J. D. Fry, of San Francisco; and Bishop Vladimir, of Alaska and the Aleutian Islands. General Sir Allen Johnson, Mrs. Mullins and her two daughters, of San Francisco, and Messrs. Henry Lubbock and Harry Battler, of London, England, remain at the Driard for a few days, which they will devote to seeing Victoria and the country surrounding. Sir Richard Musgrove and Mr. Joseph Boscowitz, of this city, were also among the round-trip excursionists.

The Queen did not bring down much news. What little the Alaskan papers contain is in the following three paragraphs:

George G. Currie, the ambitious canoe tourist, was sighted in Tongas Narrows about three weeks ago. He was then seated in the stern of his "Midnight Sun," heading for Fort Simpson, which he has probably reached ere this. Hambrock, the companion who started from Juneau with him, deserted at Wrangels, and Currie continued his adventurous voyage alone. The Mining Record notes that when last seen his craft was so heavily loaded astern with thoughts of the press notices to be received that daylight could be seen under the bow.

The Alaskan says "the British bark, Martha Fisher, Capt. Herbert G. Lee, cleared on June 20th for Liverpool direct, with a full cargo of oil and fish guano, laden at Killisnoo, Admiralty Island. Much importance attaches to this, the pioneer shipment of Alaskan products, to the United Kingdom direct, and President Carl Spuhn, of the Alaska Oil and Guano Co., is in high feather over the outcome of his calculations. The ease with which Capt. Lee brought his ship into Chatham Straits and to the company's wharves at Killisnoo, will do much towards correcting the highly erroneous impressions given out heretofore, on the part of persons inimical to the development of the resources of Alaska, that unknown dangers and a forbidding coast confronted the mariner who sought our havens, and Capt. Lee, whose enthusiasm knows no bounds, declares that never in his seafaring days has he had so little trouble in picking up his land marks and making harbor as on this voyage. The value of the Martha Fisher's cargo is $33,620. The next vessel to load at Killisnoo may be looked for in the early part of 1892, and she is to be from 400 to 500 tons larger than the pioneer Fisher."

Under date of Great Lake, British Northwest Territory, June 16, Lieut. Schwatka writes as below to Hon. L. L. Williams, of Juneau:

My party got here to-day, after one week on the Takou river and two weeks on the trail. As to the river: It is 38 miles to the Forks from the mouth and four from there to head of canoe navigation, according Dr. Hayes' measurements. I feel fairly sure that a powerful river steamer can make the Forks at the stage of water we saw, but it may be different later in the season. As to reaching what is called "Head of Canoe Navigation" on Forth Fork, I would want the opinion of an expert steamboatman. A good trail, however, leads out from the Forks and joins that leaving "Head of Canoe Navigation," so the Indians familiar with the locality will tell you. As to the trail: It is 79 miles across, and I feel sure that a pack train route could be readily constructed. The greatest obstacle to one is not in the mountainous character of the country, but in the swampy valleys, and the numerous mosquitoes, there being enough of the latter to kill ordinary mules, I believe. The country is really open enough to construct a wagon road or even a railroad if the traffic justified either. From here, on the big lake, a river steamer can undoubtedly reach Behring's Sea, and consequently on the Yukon river. I have no doubt but that you can get stuff in cheaper by this trail than by Chilcat, if enough of it can be had to justify establishing a pack train. The citizens of Juneau must judge of that part of it. Otherwise small lots will continue to go in over the Perrier Pass on the Chilkoot trail. Even if the present traffic does not justify making such a trail, it may be demanded at any time in the future and it is very well to know that you have such an opening ready for you. I will make you a much fuller report, with Dr. Hayes' map, so far, as soon as I get back this fall, unless some Indian scalps my bald head before then or the mosquitoes eat me up. Give my kind regards to friends in Juneau, and tell them that the prospects look as bright, if not brighter, than I expected when I started. Sincerely yours,

FREDERICK SCHWATKA.

JAPAN'S NEW CABINET.

A General Shake-Up—A Liberal World's Fair Provision.

NEW YORK, June 1.—Yokohama correspondence states there has been a change in the Japanese cabinet resulting, so the native papers say, from the incident at Otsu, where the Czarowitch was attacked. The minister of foreign affairs, Viscount Acki, has been succeeded by Count Enomoto. Count Saige, minister of home affairs, is succeeded by Viscount Shinagawa. Yeshiigaw, minister of education, is succeeded by Viscount Tanaka.

For several days the news has been wrapped in mystery, but the native papers are now publishing the reason. It is said that as a matter of courtesy the Russian prince wired from China asking permission to take his fleet around the island of Kagoserma. No such permission was needed, but the request was made through the Russian miniter at Tokio to avoid giving offense. The Japanese refused permission for any but the prince's own vessel to visit Kagoserma, whereupon the Russian minister informed the authorities that other vessels would accompany the flag ship and for them to stop the fleet at their peril.

The Japanese display at the World's Fair is assured by an appropriation of $500,000 by an imperial ordinance. A special exposition bureau was created, consisting of one chief, two assistant chiefs and several counsellors, five managers, and several secretaries, all men of rank.

EUROPEAN GOSSIP.

BATTLE WITH BOBBIES.

LONDON, July 1.—A hundred soldiers in Folkestone, yesterday, had trouble with the police, which at one time threatened to be serious, and which set the whole town in an uproar. A woman had been arrested whom the soldiers felt themselves bound to defend, and they attempted to rescue her. A fight followed in which the soldiers used their belts and the police their batons. The soldiers were at first victorious and cleared the streets, the police being too few in number to resist them successfully, being assailed from the windows, and they threatened to wreck the town hall.

The soldiers started on their way thither, when the police, re-inforced by mounted men, armed with cutlasses, came up with and attacked them. This time the soldiers who were unarmed got the worst of it. They were compelled to give up the woman, whom they had taken out of the hands of the police, and 40 of them were arrested and taken to jail amid the howling and jeering of the mob, which had collected in large numbers to assist the police.

Fortunately, neither side was in possession of fire arms, or the loss of life would have been deplorable. As it is many heads were broken, and two of the soldiers who were arrested received sabre cuts, which may prove serious. There is much excitement in the barracks over the arrest and hard treatment of the soldiers, and there are fears of a renewal of the disturbances. Both the military and local authorities are taking precautions to prevent any lawless outbreak. The conduct of the troops will be investigated, and it is possible they may be sent abroad as a punishment and a cure for their insubordination.

A CLERGYMAN'S DISGRACE.

A striking fall from grace has been that of Arthur Johnson, just sentenced to a year's imprisonment at hard labor. It was only last year that Johnson, a man of remarkably handsome person and appearance and noted for his evangelistic labor, founded the Trister branch of the church army, an organization which it was proposed to build within the established church as a substitute for the Salvation Army. He was patronized by bishops, and no one was more conspicuous in good works than Johnson. Last February, the brilliant and handsome evangelist eloped to Australia with the pretty wife of his landlord. After remaining there some time he returned to England and gave himself up.

MURDERED AND ROBBED.

A hermit named Brunel, who for 50 years lived in the tower of the Church of Our Lady of Grace at St. Etienne, has been murdered by some unknown person and robbed of the savings of his lifetime, which he accumulated from alms received from visitors.

A MONUMENT TO SIR JOHN.

At the suggestion of Lord Rosebery, the Imperial Federation League has started a fund for the erection of a statue to Sir John Macdonald in St. Paul's cathedral.

DOWN ON MACHINES.

The members of the labor committee exhibited much amusement, Wednesday, over the evidence of a coal porter, who appeared before them as a witness in regard to the condition o things in his occupation. He delivered a vigorous tirade against the use of labor-saving machinery and appliances, and favored taxing them out of existence, on the ground that they were responsible for most of the misery of the masses.

CHILI'S NEW PRESIDENT.

Vicuna Chosen to Succeed Balmaceda—Blood About to Flow.

NEW YORK, July 1.—A Coquimbo, Chili, correspondent telegraphs, under date of June 28, that the President of the Government party has been elected. The provinces in Southern Chili, all under Balmaceda's control, voted on Saturday. As was a foregone conclusion Balmaceda's candidate, Vicuna, was chosen as his successor. This is only the general report of the vote.

The final result will not be made public till July 25. Between now and then Balmaceda will remain in office and will hesitate at nothing to stamp out the revolution. He is in the fight to the bitter end. There will be no compromise. Either he must fall or the insurgents will have to make an unconditional surrender.

This town is alive, to-day, with warlike scenes. Everything points to a fierce fight at a very early date. News reached here that all the insurgent ships, with one exception, the Esmeralda, are in rendezvous at Caldera, 200 miles to the north, the port where the Blanco Encalada was sunk. Their purpose is, without doubt, to attack Coquimbo at once.

It seems that the insurgents have been encouraged by the reports emanating from here of dissatisfaction among the supporters of Balmaceda. They hope to be joined by hundreds of deserters as soon as they make a descent upon this place. If this is so, it will make a big difference in the coming fight.

It looks as if the insurgents and the Balmacedaists would be in conflict by July 1 or 2. There are 7,000 government troops in this town, and much less than one-half of these are regulars. The rest are volunteers, and are not much to be depended upon. It is from their ranks that most of the deserters to the other side are gathered. There is no telling what the strength of the insurgents at Caldera is, but it is reported that they have 8,000 well-armed troops in all; and that only for lack of ammunition they could put a much larger force in the field.

I have just been informed that an attack by both land and sea upon Coquimbo may be looked for; Balmaceda's officers here are making preparations for a savage resistance. They are trained men and good fighters. The weakness of the Balmaceda army is in its volunteers.

Struck by a Cyclone.

BOONE, Ia., July 2.—A cyclone which struck the town of Gray, in Audubon county, last evening, demolished a number of houses, injured crops and did other damage. At Hall Buron, a man was killed. A heavy hail storm also prevailed throughout Audubon county, lasting 20 minutes, and did much damage to crops and window panes, especially in the vicinity of Great Arcadia and West Side.

THE RAVENNA DISASTER.

Particulars of the Awful Train Wreck on the Erie Road in Ohio.

The Bodies Burnt and Mangled Beyond Recognition—Story of One of the Survivors.

RAVENNA, Ohio, July 3.—Nineteen people were killed and twelve injured, at an early hour this morning, in the most frightful railroad accident of the present year. At 3 o'clock the east-bound express on the Erie was lying at the station, while some repairs were being made to the engine. Flagman Boynton was started back with a lamp, to ward off any possible danger from the rear. Suddenly, without warning, the headlight of a locomotive flashed around a curve, and a fast stock train dashed down a steep grade from the west, crashing into the rear of the passenger train standing at the depot. There was some dreadful mistake. Nineteen precious human lives were crushed out in a moment, and twelve persons maimed and injured.

The passenger train was about ten minutes late, owing to trouble with one of the cars. The train, at the time of the accident, lay on the main track just at the bottom of a steep grade, and though the trainmen knew they were followed by a fast freight no one seemed to think the freight was at their very heels, and once on the down grade coming into the station it was a hard matter to stop, especially as the freight did not intend to make Ravenna a stopping place. What might have been expected actually happened. The freight was making fast time and came down hill with a rush, the engine and tender being fairly hurled through the rear cars of the passenger. When the correspondent arrived on the scene after the accident the scene was awful.

Piteous cries for help arose from the wreckage, and willing hands were already tearing at the heap of broken and twisted timber and iron.

Suddenly here and there a tongue of flame sprung up from the crevices of the wrecked train. Fire had added to the horrors of the wreck, and, fight as they would, the rescuers could not drive the ugly element back one foot from the writhing victims, who shrieked and implored in vain for help, that was willing enough, but was far too weak to tear aside the iron and timbers before the wreck and flames had done their worst. There were very few injured who did not die, and very few dead who were not bruised and broken and blackened and burned out of all resemblance to the form of their maker.

There was no delay in ready assistance, but all efforts were fruitless until the arrival of the city fire department. The flames could not be stayed until water had been poured into the wreck for hours. It seemed slow work to the agonized onlookers, but in reality all human power could do was done. At daylight a subdued and fearful crowd of several hundred stood at the station gazing on the sickening sight, while all about them was the smothering smoke of burning human flesh arising from the mass of heaped up wreckage. Now and then the eye chanced upon little shreds of clothing or scarred flesh and bones, all blackened and roasted to a horrible degree.

Possibly the most fearful sight, if one could be worse than another, was the appearance of the boiler of the freight engine. In the first shock the front end of the boiler was broken in, and as the engine ploughed its way through the mass of humanity, four poor fellows were actually scooped up in the cauldron, wounded and helpless, and there they lay, slowly roasting to death, before the eyes of the spectators, who would but could not aid them. Their bodies were afterwards fished out piece-meal by firemen's hooks and covered with sheeting.

Aid for the wounded was soon at hand, but for the dead there was nothing but to hide them from sight as soon as possible. The Ætna building was transformed into a morgue, and as the masses of burned flesh were hooked they were hastily removed there, and either stretched at full length or huddled in little heaps. An enormous crowd had gathered about the morgue, but the doors were closed. Some of the morbidly curious crept up to the windows, only to fall back aghast at what they had seen, the remains of what had been nineteen human beings, covered with sheeting, through which a bare, blackened limb now and then protruded, while blood soaked through the white cloth and puddled on the floor. Coroner Sherman with his assistants stepped from one to the other, searching for letters or some means of identifying one mass from another. This was difficult. In half a dozen instances the entire head had been burned off, leaving only the blackened trunk, grim and ghastly, defying all efforts at identification. The names and other data could only be secured from surviving friends. No one could tell one trunk from another.

It was here in the morgue that the most touching and awful discovery of the night was made. The coroner tenderly removed from one form a cotted sheet to find beneath it the unmistakable form of a woman and, worst of all, clasped in her arms was an infant child. She had shielded the babe until the last, and even in death her blackened arms were unwilling to be separated from their charge.

On the person of Willie Kin, of Corning, N.Y., a glass-blower, was found $300. The boy had been saving his money to surprise his widowed mother, and death stopped his journey.

Among the entire nineteen bodies but two had retained anything resembling the features of a human being.

Of forty glass-blowers, who occupied the rear car, seventeen were killed, all the others being more or less injured, two fatally.

STORY OF A SURVIVOR.

Tom. Hanley, of Corning, who was in the fatal rear car with some of his fellow-glass-workers, on their way home to Corning after a season's work in Ohio, says it was a miracle that a single occupant of the car escaped to tell of what followed the crash. He said:

I was half asleep when I fancied I heard a man cry out in alarm. Too sleepy to fully investigate, I glanced around the car and sank back into the seat. Opening my eyes the next moment, it seemed as if I had fallen asleep and awakened in another world. I seemed to feel no shock, only a smothered crash and a dull sensation of pain, resulting probably from a blow received on the back of the head. Then a realization of what happened came only too soon, as the most horrible groans and cries came from every side from poor fellows, who, an instant before, had been exchanging some merry remarks.

Then came the fire, and with the first blaze I stopped my ears to the screams of pain and terror that arose. I was wedged in by some one, my friend, probably, but he was so bent, twisted and doubled under the seat and about my benumbed legs that I could not tell what it was, except that it was living at one time, but dying now. Many were caught and pinioned to their seats and squeezed against the walls of the car or against the engine that had dashed into and through the cars. Wherever they were, they stood or lay, pleading in vain for help and seeing every moment the flames creeping closer and closer, winding about their limbs and licking their faces, and one by one their cries were stilled. My escape was therefore simply a miracle, and came about through no effort of my own. I was forced or knocked toward a break in the car, and after hard work extricated my legs from the mass of wreck and human forms and found myself standing in the outside air, badly hurt, but alive.

By 9 o'clock the wrecking car had the debris nearly cleared, and the wounded were being cared for. Trainmaster Corbin was early on the scene. Superintendent Matson would give no opinion nor make any statement in regard to the wreck, but the case will be fully investigated and the strict rules of the Erie system will be enforced. Many wild rumors are afloat, but none worthy of credence, and only a close investigation can place the blame where it belongs.

THE PROHIBITION DEBATE.

(Montreal Gazette, June 26.)

If the members of the minority who took part in the prohibition debate in the House of Commons on Wednesday evening were half as anxious to advance the cause of prohibition as they were to worry the Government, the prohibitionists throughout the country would have the best of reasons to congratulate themselves. Prohibition would have become an issue of the day, with a reasonable, if not a certain, prospect that its settlement in the desired way was to be looked for at an early date. Unfortunately for the prohibitionists, there was much more party politics than prohibition sentiment at the back of the opposition to the Government's proposals. It did not need that a man so much under the influence of stimulants as to be barely responsible for what he said should assail one who never touches alcoholic liquors to show this. Towards the end of the discussion the Liberals' efforts were not directed to proving that prohibition was possible or that the Government's proposals would injure the cause, but to annoying Mr. Foster. To some narrow minds this may give pleasure, but the cause is not benefited one whit by such a course. The Government's resolutions are such as commend themselves to every thoughtful mind. They provide for an enquiry into:

1. The effects of the liquor traffic upon all interests affected by it in Canada.

2. The measures which have been adopted in this and other countries, with a view to lessen, regulate or prohibit the traffic.

3. The results of these measures in each case.

4. The effect that the enactment of a prohibitory liquor law in Canada would have in respect of social conditions, agricultural, business, industrial and commercial interests, of the revenue requirements of municipalities, provinces and the Dominion, and also, as to its capability of efficient enforcement.

5. All other information bearing on the question of prohibition.

This information must be obtained by a commission or by the Government of the day (whatever its complexion) acting for itself before Parliament can know what it will have to do, in addition to passing the bald prohibitory enactment, when it decides that such a policy is wise and workable. The simplest study of the question suffices to convince one that this is the case. In putting themselves on record against the proposal, prohibitionist members are hardly to be congratulated. The Liberals, of course, had other objects in view. They annoyed the Government and abused the Finance Minister, and with the men who lead the Liberals at Ottawa now this is regarded as the highest type of tactics. The commission resolved upon will have a very important work to do. The Government will doubtless see that good and thoroughly representative men are nominated. The information it gathers will be of the highest interest; but it is a question if it will appreciably advance the triumph of prohibition. Between total abstainers on the one hand and drunkards on the other there is a large mass of people who neither make nor look upon drinking as a sin. These it is who have in their hands the power to affect legislation. It is a question if the majority of them will give the subject attention enough to read the commission's report.

EXPORTS TO THE UNITED STATES.

The subjoined is the official statement of exports from British Columbia to the United States, as entered at the port of Victoria, during the fiscal year, ending June 30, 1891. It should be borne in mind, however, that at the beginning of the year Vancouver made its own return, since which time the Victoria statement has been mainly that of exports from the Island of Vancouver:

Animals	$ 5,537 50
Boats	260 20
Coal	2,191,865 09
Chinese goods	171 50
Cars, railway	2,007 50
Dry goods	2,473 37
Flour	13 80
Fish	377 47
Fertilizers	217 50
Furs, hides and skins	168,967 67
Guns	272 28
Hemp	129 30
Household goods and personal effects	44,358 40
Iron, old	5,372 55
Iron ore	248 35
Jewelers' sweepings	91 00
Lime	4,657 35
Liquors	8,606 74
Logs	15,061 47
Lumber	2,987 26
Miscellaneous merchandise	5,260 26
Nursery stock	103 00
Printing	139 00
Quicksilver	242 50
Returned American goods	18,400 00
Rice	15,196 42
Rubber clothing	133 00
Salmon, canned	280,261 50
Steel bars	297 49
Stone	3,871 50
Tar	139 50
Tea	324 30
Tobacco and cigars	4,945 11
Tin plate	1,490 50
Treasure	383 076 36
Wool	3,786 50
Total	$3,169,831 96

The World Enriched.

The facilities of the present day for the production of everything that will conduce to the material welfare and comfort of mankind are almost unlimited and when Syrup of Figs was first produced the world was enriched with the only perfect laxative known, as it is the only remedy which is truly pleasing and refreshing to the taste and prompt and effectual to cleanse the system gently in the Spring time or, in fact, at any time and the better it is known the more popular it becomes.

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THE NEWS AT KAMLOOPS.

Dominion Day Right Royally Celebrated With Athletic and Aquatic Sports and Horse Racing.

Examinations of School Children and School Teachers—Remarkably Heavy Rainfall

(From our own Correspondent.)

Dominion Day was duly celebrated here, and an excellent programme of sports, under the auspices of the St. Andrew's and Caledonian Society, enjoyed. There were not as many visitors as usual, owing to the fact that in almost all the interior towns they had made arrangements for local celebrations. The Kamloops programme included athletic and aquatic sports, as well as horse racing. A $50 purse brought three horses to the start, and resulted in favor of Alex. McConnell's Glassey. A race for a saddle brought five horses to the scratch, and was won by an Indian cayuse. There was a pyrotechnic display in the evening, and the day's celebration was wound up by a grand ball in the pavilion.

School Inspector Wilson and Mr. J. Anderson, B. A., are conducting the annual examination of school teachers here. Fifteen have presented themselves for examination, and so far the results are favorable and very creditable to the teaching fraternity of the province.

Mr. Jas. McEvoy, successor to Dr. Dawson, of the Geological Department, and Mr. J. Murray McGregor, C. E., are in town. They start out in a few days for work, and will be back again to meet Dr. Dawson on his way to Victoria, prior to his departure for the Behring Sea.

Mr. Thos. Fortune has received news from England of the death of his uncle, Mr. Thomas Boomer, at Atterington, Yorkshire. The deceased wills a considerable sum to the nieces of Mr. Fortune, who have been living with him for some years past.

On Saturday last there was one of the heaviest rainfalls of many years. The streets were fairly flooded, and considerable damage was done to private property.

The closing exercises of the public school have been held with very creditable results. Six of the pupils received rolls of honor, and the examination papers proved that, with few exceptions, all had secured a high percentage of marks.

Dr. Turner has been elected school trustee vice Mr. R. E. Smith, retiring by rotation. The doctor will make an excellent trustee, and has expressed his determination to attend to duty.

Arrangements are being made for the holding of a three-days' race meeting here early in September. Some large stakes will be offered, and by this means a good class of animals will be attracted.

The weather during the week has been very warm, the glass ranging from 85 to 90 degrees in the shade.

CLEVER EDITING.

A singular story is related of Edgar Fawcett's new novel, "A New York Family." It first ran serially through the pages of the Illustrated American. Mr. Fawcett left for Europe before the first chapters were published. For a time everything went on swimmingly. Fifteen chapters had made their appearance, and the novel was gaining new friends for the paper. Suddenly, at the last moment, the printers announced that the next two chapters were missing from the MS. Search was made everywhere—in the editorial rooms, in the printers' office and in the office of the artist who was illustrating the work. At last all hope was abandoned. It was Wednesday. The paper went to press on Thursday. What was to be done? Mr. Fawcett was in Europe. He could not be appealed to—it would take weeks before he could supply the missing chapters. Then one of the editors stepped into the breach. It was he who had read and accepted the MS. He volunteered to supply the missing chapters, depending partly on memory, partly on his inventive faculties. He went out that night to his seashore hotel, called for a bottle of claret and half a dozen strong cigars, and by 10 o'clock next morning turned up at the office with six thousand words of copy to fill up the hiatus so unexpectedly produced. The novel appeared as usual, and none of the readers of the paper was a bit the wiser. And, later on, as Mr. Fawcett found himself too busy to substitute his own two chapters, and as he was content with the version of his involuntary collaborator, the latter's two chapters form a portion also of the printed book.

COMPARATIVE STATEMENTS.

The following statements of customs collections, etc., for the fiscal year, will prove of interest.

PORT OF VICTORIA.

	1889.	1890.
July	$ 68,249 65	$ 67,077 94
August	85,199 23	77,188