BOARD OF TRADE BUSINESS.

The Site for the Board Building on Bastion Street Accepted by the Council.

Nelson & Fort Shepard Railway Endorsed—Preparations for the Annual Meeting.

President Robert Ward was in the chair, at a specially convened meeting of the Council of the Board of Trade, held yesterday morning.

The principal business up for consideration, was the subject dealt with in the following somewhat long communication:—

NELSON, B.C., May 29, 1891.

Secretary Board of Trade, Victoria.

SIR—The following resolutions were passed at a public meeting, held at Nelson on the evening of the 28th inst:

Whereas, it is currently reported that interested parties are exerting their influence with the Dominion Government to procure the disallowance of the "Nelson & Fort Sheppard Railway Act, 1891," and

Whereas, the southern portion of Kootenay District—one of the most promising mineral regions in the entire Dominion—is retarded in its development by lack of a transportation route that can be operated during the winter as well as during the summer; and

Whereas, for want of all-year transportation facilities the owners of our mines are compelled not only to pay exorbitant, if not prohibitive, freight rates on the output of their mines, but are unable to get their output to a market for six months in the year; and

Whereas, the Canadian Pacific Railway Company is either unable to discover a practicable route for a railway from the Kootenay Lake Country to its main line, or unwilling to build a railway if a route has been found; and

Whereas, the people of the western portion of the province have been allowed to construct railways that give them competitive transportation facilities, as well as connection with the railway systems of the United States, as have also the people of Alberta, Manitoba, Ontario, Quebec and the Maritime provinces; and

Whereas, the bill chartering the Nelson & Fort Sheppard Railway Company was passed by the Legislative Assembly by a vote of 23 yeas to 3 nays, notwithstanding the active opposition of the Canadian Pacific Railway Company, who appeared by counsel before the Railway committee of the Assembly; therefore be it

Resolved, that the people of Southern Kootenay earnestly protest against the disallowance of the "Nelson & Fort Sheppard Railway Act, 1891," by the Dominion Government, deeming such action, if it occurs, to be not only an injustice to the people of the district, and an interference with provincial rights, but a monstrously unfair proposition to make an entire section of country as a preserve for the benefit of a single railway corporation; and, further

Resolved, that we assert the right of the people of the district to construct railways in any direction which their interests may require, and that we declare our fixed determination to maintain such rights at any and all costs; and further

Resolved, that the Provincial Government be requested to make an earnest protest against any such disallowance, and to make the most strenuous efforts to urge upon the Dominion Government the great injustice and the bad financial policy of such action; and further

Resolved,—That a copy of these resolutions be forwarded to Hon. John Robson, premier of the province, and a copy also sent to Mr. Mara, our member in the Dominion House of Commons, with the request that he use his influence against the disallowance of the act, and lay these resolutions before Sir John A. Macdonald, premier of Canada and minister of railways and canals.

As the question is one that concerns the business interests of Victoria (for if the Nelson and Fort Sheppard railway is built, your city will have direct as well as a competitive freight route by which to ship merchandise and mine machinery to the towns and mines on Kootenay Lake, it is to be hoped that the body of which you are secretary will take favorable action in the matter and use its influence with Mr. Earle and Colonel Prior, members of the House of Commons at Ottawa.

Yours truly,
JOHN HOUSTON,
Secretary of Meeting.

After discussion the following resolution was passed:

"Resolved, That after consideration of the communication from Mr. John Houston, secretary of the public meeting, held at Nelson on 28th May, and inasmuch as the Legislature of this Province after a full discussion of the matters involved, by an almost unanimous vote (19 to 4) approved of the construction of the "Nelson & Fort Sheppard Railway," this Board approves of the construction of said railway, and instructs its secretary to write to Messrs. Earle and Prior and ask them to use their best endeavors to secure the passage by the Dominion Government of the necessary legislation required to ensure the building of said railway; and that a copy of this resolution be sent to Mr. Houston."

A communication from the Toronto Board of Trade, in reference to the commercial travellers' license fees, and similar in contents to one previously received from the Montreal Board, was received, and the secretary was instructed to reply that the subject had already been fully considered by the Board, and the law in relation to the tax had been entirely changed by recent amendments to the Municipalities Act.

MR. WARD reported, verbally, that he had purchased a lot on Bastion street, adjoining one of equal size, which the Assistant Commissioner of the Hudson's Bay Co. offered to the Board at the same price, $5,100. This offer was, however, conditional upon the erection of a suitable brick or stone building within one year. The president offered the lot purchased by him to the Board, at the cost price, and it was, on motion decided that the Board approve the purchase of the two lots, at $5,100 each, and erect thereupon a suitable Board of Trade building.

The President, Vice-President, and Messrs. M. T. Johnson and R. P. Rithet were named as a committee to obtain information and designs relative to the suggested new Board building, and report to the council in due course. A letter from Mr. J. G. Tisdale, asking permission to submit plans, was read and referred to this building committee.

The general annual meeting of the Board will be held on Friday, July 3, when the report of the year's work will be considered and officers and council will be elected. Should any member have any new business to bring forward at the annual meeting, he is requested to give notice of its character to the secretary not later than the 24th inst. After the annual meeting, the entrance fee will be increased to $35, and so business men desirous of becoming members of the Board would do well to at once apply for admission while the old fee of $20 prevails. Names can be given to the secretary or to any member. The membership has increased 37 per cent. thus far, this year, and a number of propositions are already in the hands of the secretary.

KAMLOOPS.

(Correspondence of the COLONIST.)

Mr. J. O. Beattie, C.P.R. station master here, has left with his family on a six weeks trip, East. They expect to take in Montreal, Hamilton, Toronto, and places of interest. Mr. J. P. Brewster, Revelstoke, is acting station master here pro tem.

A highly successful garden party was given at her residence by Mrs. Lauder, on Tuesday evening last. The local brass band was on hand, and discussed an excellent programme of music. Not less than one hundred persons partook of Mrs. Lauder's hospitality, and enjoyed a capital evening's amusement, embracing parlor and outdoor games. A collection was taken up in aid of the Presbyterian church building fund.

Ten carloads of prime cattle were on Tuesday night shipped for the coast market by Messrs Hayes & Porter, Vancouver. The cattle were shipped from the ranches of the Douglas Lake Cattle Co., and were in excellent condition after the spring grazing.

The well known racer, May-Flower, is still in town, and is being worked into form by the popular jock and trainer, James Wilson.

The great gathering of Indians at the Kamloops reservation, terminated on Tuesday, when the tribes were dismissed with a blessing by Bishop Durein. Although about 1,300 Indians had assembled, and their services lasted over a week, everything passed off quietly. Next year's gathering is expected to be one of the largest ever held in the Dominion.

Confirmation service was held in the R. C. chapel here, on Sunday last, by Bishop Durein. His Lordship was presented with an address by the congregation.

Mr. J. Rooney, chief of the mailing staff at Vancouver, who had been temporarily acting as postmaster here, during the absence, on sick-leave, of Mr. H. H. Jones, has returned to his old post. The place is now being filled by Mr. J. Venn, a former postmaster at Kamloops.

Several fine draft horses, employed by contractor Graham during construction work on the S. & O. Railway, have been shipped for the coast.

Although the waters in the river continue very high, few of the local anglers are unsuccessful. Some good baskets have been made during the past week, the fish being of respectable weight.

The sufferers by the recent railway accident, near Revelstoke, are doing well. Their condition is every day improving.

Mr. W. T. Thompson was in town during the week, and gives the most encouraging reports of the mining prospects of the Rock Creek and Kettle River districts. At the former place the Laura Hydraulic Company have started active operations, while a rich seam of excellent coke coal has been struck, and some 3,360 acres staked off by parties who are determined to work the rare find. There is no lack of capital with those who have taken the matter up, the names of several Eastern and British Columbia capitalists being prominent among the names of those forming the company. Coke coal is not to be found anywhere on the Pacific Slope, and the present discovery is a great stroke of luck for the entire province. A seam of from five to six feet is now visible.

NO PLACE LIKE HOME.

Dr. J. C. Davie Returns from the European Capitals, After Six Month's Travelling.

His Opinion of Koch's Lymph—The Jubilee Hospital a Thoroughly Modern Institution.

After six months of travel, both in America and Europe, Dr. J. C. Davie, who returned home on Sunday night, is convinced that there is no land like British Columbia, and no place like Victoria. The inhabitants of North America should, he thinks, be the envy of the people of Europe; and the residents of Victoria live in the garden of the continent. Strange as it may seem, the doctor ran across Victorians wherever he went; and in the central part of London someone from home was almost sure to be met every day.

The whole territory extending along the Straits of Fuca, and Puget Sound, he found to be attracting marked attention in the old countries, and he was called upon, at almost all stages of his trip, to answer questions for those interested in this promising land of the West. The Sound cities appear to be the best known sections of the Coast, and Dr. Davie noted, with some surprise, that of the great mass of emigrants from the congested centres of Europe passing westward over the C.P.R., fully three-fourths find homes in the States of Washington and Oregon. This seems all the more strange when it is remembered that to reach the wooded lands of Washington the immigrants pass through immense stretches of fertile prairie, offering immeasurably greater advantages to the agriculturist. More should be done, the doctor thinks, to make known to the world the extent and fertility of the farming land of British Columbia.

Dr. Davies' tour was principally for the purpose of rest and study, and during his absence he spent some time in New York, London and Berlin, making the acquaintance of a large portion of the leading medical men of each country visited, and seeing them operate. In hospital construction and equipment little change has taken place during recent years. There are but few pavilion hospitals, like the Jubilee, in existence, and these are conceded everywhere to be the most modern and the best in every respect.

In speaking of Koch's lymph, Dr. Davie says that it cannot be termed a curative agent at the present time. The announcements made regarding it were all premature, Prof. Koch's hand being forced by the profession in Berlin. The medical leaders are generally agreed upon the fact that Koch's discovery or experiments will lead, in the near future, to the material modification of treatment of a large number of diseases, on the same lines as small-pox is modified by vaccination. Looking at the lymph as a curative agent, while it, without doubt, affects marked improvement in tuberculosis of external parts, it cannot be said that tuberculosis of the internal organs has received any material benefit from it. On the contrary, in people having large tubercular deposits in the internal organs, the re-action produced by the remedy is so great that death frequently results.

The doctor brought home with him a full outfit of the very best surgical instruments procurable for the Jubilee Hospital.

HORRORS OF CANNIBALISM.

An African Tribe Demands a Child From Each Family for Food.

LONDON, June 15.—A letter from Calabar Town, on the west coast of Africa, gives an account of a horrible case of cannibalism in the district of Bayong, a short distance in the interior. It appears that the inhabitants of the village of Aro, in that region, having been reduced to utter destitution by the raids of a neighboring tribe, compelled every family among them each to give up one child to be killed for food. This horrible business had been going on for two weeks before the news reached Calabar Town. The traders there at once sent assistance, free of any cost, to the unfortunate town, many of whose inhabitants were found to have perished of hunger. Those who were able to be removed have been taken to friendly villages near the coast, secure from their former enemies.

THE SWISS HORROR.

Eighty Persons Slain in the Railroad Bridge Wreck—Sad Scenes at Bale.

The Angel of Death Has Saddened Every Household—Gathering Mangled Corpses.

BERNE, June 15.—The total number of persons who lost their lives, yesterday, by the collapse of a railroad bridge on the Moenchenstein & Bale railroad is now placed at eighty, with hundreds more or less injured. The victims are mostly leading citizens of Bale and vicinity.

Shortly after the first horror of the crashing of the engines and cars through the bridge and into the swiftly running stream had died away, the survivors saw a scene which rivalled in horror the most heartrending features of the Johnstown disaster. Beneath what remained of the bridge was a hideous mass of broken car wood, car wheels, engines, etc., intermingled with still quivering heads bespattered with blood and brains, protruding arms and legs, bloody garments of all descriptions, hats and bonnets, umbrellas and parasols, hands and feet, while floating down the stream were numbers of dead bodies and faintly struggling men, women and children. A few now and then uttered horrible cries.

After the first moment of paralysis which followed the revelation of this horror, the survivors did their utmost to rescue those whose lives were in danger. The work of pulling those who remained in the two suspended cars from the perilous position in which they were placed was one of great danger and difficulty, and resulted in a number of instances of heroic conduct. In the meanwhile passengers were dispatched on all sides for medical relief, which was most urgently needed by the hundreds of wounded people, whose distressing cries of help and prayers to God asking Him to relieve them of their sufferings were most heart-rending.

When the relatives of the dead and wounded began to arrive and identified some of the victims, there was another most awful series of incidents. The wildest grief was expressed on all sides. Weeping and mourning filled the air, and several people were with difficulty restrained from casting themselves headlong into the stream.

As night drew near enormous crowds of country people and citizens of Bale gathered around the fatal spot, taxing the power of the military to the utmost in the efforts of these people to get a nearer and closer view of the horrors piled beneath the bridge. To such an extent did this desire prevail that crowds of people imitated the soldiers, firemen and railroad men, and bivouacked for the night in the vicinity of the remains of the broken bridge.

Scenes which were heart-rending were witnessed in Bale to-day, when the bodies of a large number of the victims were taken there by their sorrowing relatives. Several families were practically wiped entirely out of existence by the disaster, the full extent of which is not known even at this hour. Bale is a scene of bitter desolation and mourning. Nearly every family in the city may be said to have been touched by the calamity, for those families who have not actually lost one of their members have dear friends or acquaintances who are either among the dead or among those who are mourning the loss of relatives. Those who are wounded include so many serious injuries that almost each hour records another death or another case in which the physicians give up all hopes of saving the patient's life. Everything the local and municipal authorities can do to help the wounded, recover the dead, or assist those in distress is being done. Clergymen, priests and physicians, a large force of troops and firemen, and scores of vehicles to be used as ambulances have been despatched to the scene of the wreck.

The troops and firemen are busily engaged removing the wreck, recovering the bodies of the dead and transporting the wounded to their homes or to hospitals. Physicians and ministers of the gospel are doing noble work in administering to the wounded and comforting the bereaved. The neighborhood of the collapse of the bridge now resembles in many features the closing acts in some warlike struggle. Still more so was this the case, last night, when the river banks were illuminated by large fires, while troops and firemen were working unceasingly, dragging the river for the dead, nursing the wounded and keeping guard around spots where it was not thought advisable to admit the crowds of people, who had flocked to the scene from every village in the canton.

The work of the soldiers in dragging the river is greatly impeded by the fact that the stream is considerably swollen by melted snow. Thus the waters have carried away many bodies, and several days' dragging will be required before the soldiers' work will be completed. That somebody is to blame for the accident no one doubts, but the people are so taken up with their present duty that the question of blame has been postponed for the present from official consideration.

BALE, June 16.—The official account of the disaster says there were no foreigners among the victims in the Jura and Simplon railway accident. The company, it is said, will have to pay at least one million francs insurance.

A QUESTION OF NATIONALITY.

The Captain of a Steamship Offends his Passengers by Giving Precedence to Queen Victoria Over President Harrison at Prayers.

SAN FRANCISCO, June 15.—An interesting incident occurred on the steamer, Rio De Janeiro, during her last voyage from Hong Kong and Yokohama, which ended Saturday night. Captain Ward, of the steamer, and all of the officers and crew, except the Chinese sailors and firemen, are Americans, and there were 24 American passengers on board. On the last Sunday out, at divine services, the Captain's assistants read the prayers, and when the blessing was invoked Queen Victoria's name was mentioned before that of the President of the United States. The American passengers, among whom was Mrs. Dexter, sister of Secretary Blaine, were indignant at this, and a number of them remonstrated with the Captain for the proceeding. Captain Ward told them that he was Bishop of his own ship, and could have prayers read any way he liked. Upon hearing this, they threatened to make complaints against Ward on the arrival of the steamer at San Francisco. He immediately took warning, and the following Sunday Queen Victoria was left out of the invocation altogether.

It is expected that on an early day a commencement will be made upon the Roman Catholic church at Chemainus.

THE TERMINAL CITY.

The Westminster and Vancouver Tramway Expected to be in Operation by the 15th of August.

(Special to THE COLONIST.)

VANCOUVER, June 17.—The Westminster and Vancouver Tramway Company have at last decided upon the route by which they will enter the city, and if the ship with the rails arrives by July 1st, as expected, the road will be opened by August 15th.

Allan MacDougall, C.E., of Toronto, arrived, to-day, to act as consulting engineer for the city in the approaching waterworks arbitration.

THE LATE PREMIER.

In course of the sermon preached at the forenoon service, on Sunday last, at St. Andrew's church, the Rev. J. C. Smith, B.D., of Guelph, Ontario, made the following allusion to the lamented death of Sir John A. Macdonald:

Taking for his theme, "The Constituents of Christian character in the Individual, the Family, the State and the Church," based upon 2 Peter, 1, 5-8 v. the Rev. gentleman thus feelingly referred to the great national loss which Canada has recently sustained in the removal by death of the Premier of the Dominion: Keeping in view the standard here divinely set up, and embracing all that lies between the two extremes of Faith and Charity, it was claimed "These things being in us and abounding, we shall not fail to make real and substantial progress, in the building business of life. How then stand we related to these things, here in Canada? As to race and creed, a mixed community, are we contributing, each in our place and measure, to the development of a vigorous and pure national character, by guarding with a jealous care, the Divine institutions, the Family, the State, the Church? Are we buttressing these institutions within our borders, as channels ordained of God, for the regeneration of society and the salvation of the world, with those virtues which alone can give "glory to God in the highest, on earth, peace, and good-will towards man?" To an onlooker, forgetting for the time being the zeal of party warfare and the bitterness which, as a rule, too often marks the arena of political life everywhere—the spectacle which may be witnessed, to-day, in our fair Dominion, of a nation, bending in sorrow over the new-made grave of one of her honored sons, to whose genius and patriotic devotion the material prosperity of this country, under a fostering Providence, is, by universal consent, largely due—the spectacle must be an interesting and suggestive one.

"Is it not the unmistakeable voice of national unity? Is it not the outstretched arm of a stalwart faith in the future? Is it not the inspiring prophecy of onward progress?

"When death, the stern leveller of all distinctions, has come and removed from the vanguard of public life one who has long been a prominent figure in the councils of State, a tried and trusted leader through many eventful crises of our Colonial history, now placed beyond the reach of earth's commendation or censure, it is a tribute of no ordinary significance, that Canada was moving but the other day, as one man, in the funeral procession of the first Minister of State, whose name, by the enthusiastic verdict of the land he loved so well, shall henceforth stand high in the roll of honor, among the statesmen and patriots of Canada.

"A spontaneous outburst of popular esteem, extending from sea to sea and emanating alike from the ranks of those who had been political opponents or allies, is a testimony which means something—an incident seldom paralleled in any land.

"True statesmen, we all know, are not so plentiful as politicians are. They come to the surface, as history shows us, only at long intervals. Canada, therefore, does honor to herself in honoring the memory of John A. Macdonald, whose life work is now handed over to the chronicles of the past. The act is at once a graceful and a generous one,—honorable and creditable alike to the intellect and heart of British Canadians.

"He whom the nation mourns was not immaculate. He was of our common kindred, and, like the rest of us, compassed about with manifold infirmities and sins. He, nevertheless, with a remarkable fidelity, truth and devotion,—with a tact and magnetism peculiar to himself,—served his day and generation and has now fallen asleep, leaving his work to be taken up and carried on by others. His failings let us cover over with the big hand of charity, and his virtues and his sterling qualities let us write, not in water or in evanescent gush, but in immortal deeds, adding piety to our patriotism, and ennobling our common humanity by that which is divine.

CONDENSED TELEGRAMS.

At Providence, R.I., yesterday afternoon, the thermometer registered 107 degrees. Reports from all over the State show extensively hot weather.

Strs. Empire and Bertha, from Nanaimo, and bark Gen. Fairchild, from Departure Bay, have reached San Francisco.

Str. San Benito and bark Memnon sail from San Francisco to-day, for Nanaimo.

British ship Clan Macfarlane arrived at San Francisco, yesterday, 131 days from Hamburg. On Saturday last she spoke the bark Valparaiso, which reported a fire on board. The Valparaiso is coal laden and tugs have been sent to her assistance.

The annual convention of Jewish ministers opened yesterday in New York, Rev. Dr. Gottheil presiding. Resolutions were passed condemning the persecution of Jews in Russia.

August Vogt, an Ottawa man, tried to kill his wife, yesterday, at St. Peter, Minn., by hacking her with a hatchet. His children went for assistance, and while they were gone Vogt hanged himself to a tree.

Near Benicia, Colorado, yesterday, by a collision between two trains near Port Costa, the rolling stock was smashed all to pieces and the head breakaman was at once killed as well as a couple of others, many passengers and train hands being injured.

BURGOYNE BAY PUBLIC SCHOOL.

The annual meeting of the above school was held, on Monday, Mr. Frederick Foord occupied the chair.

Mr. A. W. Cooke, being voted secretary, read the report. The report being adopted, the meeting proceeded to appoint a trustee in place of Mr. Alexander Wilson, whose tenure of office expired.

Mr. Charles Horel proposed, and Mr. John Maxwell seconded, that Mr. Wilson be re-elected. No other candidate being proposed, Mr. Wilson was elected unanimously.

This being the only matter of importance before the Board, the proceedings terminated.

Two Years Ago.

TWO years ago I was troubled with an ulcer on my ankle. Having used B.B.B. for bad blood, I procured a bottle and a box of Burdock Healing Ointment. After using 3 bottles and 3 boxes I was completely cured. Mrs. Wm. V. Bord, Brantford, Ont.

CANADIAN POLITICS.

How Premier Abbott's Elevation Influences C.P.R. Stock—It Gains Increased Strength.

Ministerial Caucus—Kingston Would Elect Sir Charles Tupper—Sir John's Life Insured.

MONTREAL, June 17.—The placing of Hon. J. J. C. Abbott, for many years solicitor of the C.P.R., and until a few days ago a director of the company, at the head of the Canadian Government is having a marked effect upon the company's stock. When the death of Sir John became certain, Canadian Pacific stock took a decided drop, and it ruled weak until Mr. Abbott's elevation to the premiership was announced, when it rallied and has been gaining strength ever since. To-day the rise culminated in a regular boom. The stock steadily advanced and there was a brisk demand all round. The result was that nearly 100,000 shares changed hands at 80 and at 80½, the highest figure the stock has reached here for some time.

OTTAWA, June 17.—A ministerial caucus will be held, to-morrow, when Premier Abbott is expected to meet his supporters, with many of whom he is comparatively unacquainted.

A prominent Kingstonian, who is mentioned as Sir John's successor, says the feeling is strong there that Sir Charles Tupper should succeed Mr. Abbott as premier after the session. Kingston, he says, would be glad of the honor of electing the High Commissioner by a large majority.

It is understood the late Premier was insured in two policies of £2,000 each, in the Standard Insurance Co. This amount he bequeathed equally to Lady Macdonald and Hugh John Macdonald. The executors are Hon. E. Dewdney, Hugh John Macdonald, Fred White and Jos. Pope.

EUROPEAN GOSSIP.

NOT A FORTUNE-HUNTER.

LONDON, June 16.—A friend of Sir William Gordon-Cumming has written to the United Press correspondent, saying that "to remove possible misapprehension it was desirable to state that Sir William is entirely independent of any fortune that his wife may bring him, and is able to meet the cost of the recent trial without serious impairment of his estate; that Lady Cumming has not married a 'Chateau en Espagne,' and will, as customary among Americans and Britons, retain entire control of her property; that Sir William's proposed visit to America will not be in connection with getting a portion of his wife's estate under his control, as he is under no such necessity; and that, in the opinion of the writer, 'the loss of the society of the Prince of Wales will be amply repaid to Sir William by increased ability to live within his means.'"

MRS. GRIMWOOD HONORED.

The Queen and Princess of Wales are much interested in Mrs. Grimwood, who is now staying with her mother, Mrs. Moore. The Queen sent Lord Cross to see her, the other day, and the Princess invited her to luncheon, as she is most anxious to hear from her own lips the account of her terrible journey in India. In crossing a river, Mrs. Grimwood injured the sinews of one foot, and is extremely lame in consequence. It is feared she will always be a little lame, and she has a slight wound in her arm. One man was shot when standing within an inch of her, while he was attending to the wounded, and fell against her, yet she still continued to work undaunted. Mrs. Grimwood is only 23 years old, and has been married three years. Mrs. Grimwood will receive the Victoria cross in addition to the Red cross.

THE EXILED RUSSIAN JEWS.

Advices of a reliable character from Berlin state that any denials to the contrary, notwithstanding, all the exiled Russian Jews who pass through Germany are bound for New York and receive tickets for that city if they have no means to buy tickets, a Berlin committee receiving them at Charlottenburg and passing them on to Hamburg or Bremen. There they are received by another committee and sent on to New York, to be taken charge of by another committee. The intention, the Berlin correspondent says, is to turn the whole exodus, which is expected to amount to millions, toward the United States, and all other schemes talked of are but visionary projects to blind Americans to the facts and prevent alarm in that country.

LORD COLERIDGE CRITICIZED.

It is a long time since any deliverance on the part of an English judge has been so severely and generally condemned as the summing up of Lord Coleridge in the baccarat case, and the prevailing sentiment was expressed by a learned gentleman thus: "I had not known until to-day that the Lord Chief Justice was retained for the defendant." Another distinguished auditor described the summing up as a supplementary speech for the defendants: "The court presented a scandalous sight, all things considered, during the trial, and I hear that the Queen has expressed her sentiments on the subject, with the result that several ladies who, it was stated by daily papers, had been present, have been taking great pains to let everybody know that they were not near the court."

A NAPOLEONIC WAR DEBT.

A bill pending in parliament, but not likely to go through this session, calls attention to the singular and almost ironical fact that England is responsible for the considerable balance of a debt incurred by Russia, many years ago, for the purpose of crushing France. It was in the latter days of the first empire that Russia needed 25,000,000 florins to help her to carry on the war against Napoleon. England immediately became responsible to the Holland capitalists, who loaned the money, for both principal and interest. Russia has allowed England to meet the obligation so far, and it is desired to wipe out the remainder, amounting to £520,000 sterling, by prompt payment, instead of awaiting the operation of the one per cent sinking fund.

A PILGRIMAGE OF DEATH.

The Times of India asserts that one-third of the pilgrims that go from Bombay to Mecca never return; that they die, owing to the overcrowding of the steamers or owing to disease or violence on the land journey from Jedda. The Times calls upon the Government to inquire into the matter.

C. Brice and wife, of Tacoma, who with Miss Brice have been staying at the Revere for several days past, have gone home.

SPORTS AND PASTIMES.

THE WHEEL.

Beacon Hill track is now in better bicycle condition than it has been for months, and the race for the Bourchier medal, Saturday, will, no doubt, be a keen one. In order to make the contest more interesting, Mr. C. T. W. Piper has contributed, as second and third prizes, a handsome Salisbury lamp in silver and one in enamel. Pneumatic tire wheels will be sent away from the scratch, cushion tires will be given 75, and solids 125 yards start in the mile. Roadsters only are eligible. The entries so far received are: C. J. Piper, Herbert Tiedemann, T. R. Norgate, H. Sheirwood and W. Jeffry.

After an enjoyable club run around the city, last evening, Heisterman and Dalby ran off their mile at Beacon Hill track. Heisterman, on a Rudge, won with hands down, in about four minutes.

THE OAR

Unless McLean will consent to fair conditions, it is not likely that there will be any race between him and Peterson. J. Muirhead, backer of Peterson, is on his way here from San Francisco, and will arrive Saturday afternoon. He wired Frank Campbell, yesterday, that Peterson would not row on the Fraser river, but would row McLean on Shawnigan Lake, at Victoria, or on any fair course.

McLean at first declined to go to San Francisco to row, although Peterson was willing to allow him $200 for expenses, and refused to allow Peterson anything for expenses to come north. The sum of $150 was finally offered Peterson for expenses to row the match on Fraser river. It looks as if McLean and his friends are making a grand bluff, or they would be ready to make a match for a race on a fair course, which the Fraser, or any other running stream, is not considered to be, when one participant is thoroughly at home on it and the other is a stranger. If McLean has any idea he can beat Peterson he should be willing to row on still water, where neither party would have an advantage.

THE GUN.

The Victoria Gun club held their first shoot for the Routledge cup at the Driving Park, yesterday afternoon, when a strong wind, blowing steadily, prevented the possibility of good scores. The match was at Peoria blackbirds, unknown angles, the possible being twenty-five. White and Henly tied on 19 birds each; and on five more birds being put up, each broke three. On the next five, White scored four and Henly three, which gave the first match for the cup to Mr. White; he will have to win it twice more to obtain permanent possession. Yesterday's scores were as below:

W. White	19
W. Henly	19
W. Bickford	18
H. Clay	18
W. Adams	14
E. Wall	13
G. Giles	12
J. Switzer	12
O. Weller	11
J. S. Rollin	11
W. P. Allen	11
J. Nicholson	9
S. Whitaker	9
C. McCluskey	8
L. A. Wright	8
G. Bridges	5

HERE AND THERE.

The Victoria cricket club are arranging for a match with the representative team of the California Athletic Association.

FIRE FROM THE SKY.

Electric Storms in Oregon and Eastern States—Tornado Ruins Kansas Crops.

Lighting Strikes Picnickers—Intense Heat in New York—A Cloudburst in Tennessee.

PORTLAND, Or. June 17.—About 1.30 a.m. an electric storm put out all the electric lights, and parts of the city are in total darkness.

PITTSBURG, June 16.—Several electric storms are reported throughout Eastern Ohio and Western Pennsylvania, and much damage is reported in the several localities.

WICHITA, Kan., June 16.—A tornado is reported to have swept over New Burdock, on the Wichita & Western railway, this afternoon. Considerable damage was done to crops, but no one was killed. Wichita got a slight hail storm.

ST. LOUIS, June 16.—During a severe storm, this afternoon, some twenty-five picnickers huddled in an outhouse in Forest park for protection from the rain. Suddenly there was a sharp flash of lightning, a quick report of thunder, followed by shrieks and moans and cries for help, issuing from the building. A wild scene of confusion followed. Policemen hurried to the scene. Nearly all the occupants had more or less injuries. One was killed and three were very seriously, but not fatally, hurt. Others suffered a severe nervous shock.

NEW YORK, June 16.—Reports from the State of New York and points in New England show that the weather was even hotter than yesterday.

KNOXVILLE, Tenn., June 16.—At Neumanville, Queen county, Saturday, a cloudburst did great damage. The place is remote from the railroad and telegraph. The fall of water was terrific. The storehouse, residence and outbuildings of T. N. King were swept away. The postoffice was kept in his store, and everything was lost. A number of other houses were carried away, and all the crops along the creek bottom-lands were destroyed. Considerable stock was drowned, but no lives were lost. The damage will amount to a large sum.

FREIGHT RATES FALL.

And Northwestern Traffic will Come in for the Benefits.

MINNEAPOLIS, Minn., June 16.—A new cut in lake and rail rates is announced, which is bound to stir things up in railroad circles. The lake and rail tariff from Boston and points near to it, to Minneapolis and St. Paul, will be 85 cents for first-class freight, which is a drop of 16 cents.

The present lake and rail rate by way of Chicago is $1.11, first-class. The cut will also demoralize local rates to points in the Northwest. The rates from New York have not been changed. The cut rates for the six classes of freight are 85, 71, 50, 40, 32 and 30 cents. The new move takes effect to-day.

Health in Herbs.

HEALTH-GIVING herbs, barks, roots, and berries are carefully combined in Burdock Blood Bitters, which regulate the secretions, purify the blood, and renovate and strengthen the entire system. Price $1 a bottle, six for $5. Less than 1 cent a dose.

A SMUGGLER'S PARADISE.

How Chinamen Gain Access to the United States.

Looking at the map one may see that the northwest corner of the state of Washington is torn off, and the space that is left is filled with water, dotted with an archipelago. The island of Vancouver fits partially into the gaping corner as if it had been torn out by some gigantic convulsion. The tatters and debris of the rent form the archipelago. Our national interest centered in that corner long ago when that portion of the boundary was in dispute, and the tension of a war feeling was only relieved when a foreign arbitrator settled the boundary, and gave us the island of San Juan, the most important in the group. The city of Victoria, writes Julian Ralph in Harper's Magazine, confines nearly all the population on that corner of Vancouver island; the city of Vancouver is the main settlement on the British Columbia shore, and on our borders are such little places as Whatcom, New Dungeness, and Port Angeles, in the state of Washington. Port Townsend, on Puget sound, is the principal American town near by, and the headquarters of the scanty force of customs officials who are supposed to guard against the smuggling, and who are entitled to the presumption that they are doing their best in this direction. Victoria has only twenty thousand population, Vancouver fewer still, and the islands only here and there a house. Deer abound upon these islands, which are heavily timbered, and the waterways between them feel the keels of but few vessels—of none at all, except the smallest craft, outside the main channels. It would be hard to imagine a more difficult region to police, or a fairer field for smugglers. Old London itself has scarcely a greater tangle of crooked and confusing thoroughfares than this archipelago possesses, and these waterways are so narrow and sheltered that mere oarsmen can safely and easily travel many of them. It is a smuggler's paradise.

Those who transport the Chinamen are all white men. The resident Chinese act as their confederates and as the agents of the smuggled men, but do no part of the actual smuggling, that is to say, the boating. The great smuggling is of opium. The introduction of the Chinese themselves is of small account, so far as the defiance of our laws is concerned, as compared with the introduction of opium. Yet that extensive business also is carried on by white men. The Chinese can not pass to and fro as white men can, therefore they leave the traffic to the whites.

These white men are of the class one would expect to find in such business. A government employe in Victoria told me that I would "be surprised to know what important and respectable persons were connected with the smuggling," but as he gave me no further enlightenment, and as I failed to obtain any proof that any number of so-called respectable men profited directly by the business, I did not and do not believe that there are many such. Those who do the smuggling of the Chinese are unprincipled and reckless characters. They make their bargains with those Chinese whose business it is to arrange for the carriage of their countrymen into our country. The boats employed are small sail-boats, and quite as small steam-launches. When the owner of one of these boats has secured a sufficient number of Chinese to make the venture profitable if it succeeds, the journey is made at night, without compliance with the law which requires vessels sailing after dark to display lights at their sides. At times the contrabands are landed near Whatcom, at times near Port Angeles or New Dungeness. San Juan island, within our border, is only twelve miles from Victoria, and has a few Chinese resident upon it. At times Chinamen are carried there. Once there they can cross to the mainland with more freedom, and with a possibility of obtaining testimony to the effect that they are and have long been domiciled on American soil. The smugglers charge twenty dollars to twenty-five dollars for landing each Chinaman on our coast; twenty dollars is the ordinary and usual charge. Wherever the Chinamen are landed they find either men of their own nationality to secrete them, or white men awaiting their arrival, and ready to take them to some Chinese quarters. Once on land the danger of arrest is greatly lessened, and after a newly-smuggled Chinaman has made his way to one of the larger towns or cities near the coast, his fear of detention by our government vanishes entirely.

Descendants of Great Men.

It is a noticeable fact that great men seldom leave direct descendants. Napoleon, Wellington, Washington, all prove the rule. Shakespeare left only two daughters, whose children died without issue. Probably the nearest relative to the great poet now living is one Thomas Hart, a resident of Australia, who is said to be the eighth in descent from Shakespeare's sister Joan. Walter Scott's line ended with the second or third generation. It is also a notable fact that great men rarely leave great descendants, as witness Bismarck and Gladstone. Among other celebrities who left no direct heir was Beaconsfield.

The Original "Sucker."

"The word 'sucker' originated at the Galena mines in Illinois in the fall of 1822, at a time when there was a great exodus. A large returning party, while boarding a steamer at the Galena wharf, was asked: 'Wher' ye go.n?' 'To hum,' was the reply. 'Well,' was the rejoinder of an old miner, 'ye put me in mind of suckers, they do go up the river in the spring, spawn, and all return down ag'in in the fall.'"

The Term "Bank."

The term "bank" is derived from the Italian "banco," a seat or bench, because the early dealers in money were accustomed to sit on benches in the market places of the principal towns. The earliest public bank established in modern Europe was that of Venice, which was founded in 1157.

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THE BEHRING SEA

The Alert and Mohican S North to Enforce the Law.

Sealers Will Be First W Seized if Afterwards Hunting.

Steps Will Be Taken to Recurrence of the Black Episode.

SAN FRANCISCO, June 18. steamers Alert and Mohican s bound for Alaskan waters. from Washington are to carr structions based on the recent agreement. It only became kn just what those orders are. The in the history of the Behring's Bulky envelopes brought th mail, but a ten-page dispatch ton, yesterday, gave the final No vessels seized this season a away as was the Black Diam skipper permitted to snap his navy while his vessel in Victoria harbor. Ev encountered is to be w and a memorandum of the d will be entered in the log of steamers. If, after being war is caught sealing, she will be s corted to Unalaska; there the removed and stored, and the crew will be taken to the nav steamer which is to be sent up, this port or the Sound for this pose. A force of naval marin all the captured sealers, and t few, if any, of the cases put in The Alaska Commercial Co. ha awarded a contract for taking coal to Unalaska to supply the fleet during the season.

CANADIAN NEW

Ministerial Caucus of the Both Houses—The Prob Question.

The Proposed Monument A. Macdonald—C. P. R. D Meeting.

Ministerial Caucus

OTTAWA, June 19.—The caucus, this afternoon, of members of both Houses, Mr. Algoma, presided. The chai duced Premier Abbott, who lengthy address. He said he f of the great honor conferred u he promised to devote his best perpetuation of Conservative Conscious of the great trust him, he would endeavor to new Government upon the lines by the late Premier. Sir Hec and Sir John Thompson e Governor-General's choice. then invited expressions of opi ing the prohibition question, further debated next Wed lengthy discussion followed. pression prevailed that the proposed to support Taylor's a a plebiscite, which, if carried,ously compromise the Govern Abbott suggested the wisdom a Royal Commission, entruste task of obtaining all informatio the working of prohibition in states of the American Union. further discussion the matter hands of the Government.

In Memory of Sir John M

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