E IN KANSAS.

Sprout in the Soil of the
re Must Beg For Help.

. 21.—The effect of the
ht in Eastern Colorado
Kansas begins to look
ool weather of the past
settlers in the dry dis-
where their supplies are
s a great many of them
claims, and not all of
so that they have noth-
othing to borrow upon.
ched Denver to-day from
of Arapahoe county, sent
t district in quest of aid.
will be generously fur-
Colorado as a whole has
th unusually good crops
will be amply provided
those who have not be
astern portion.
Kansas, which comprises
ras, and where not even
grown the past year, will
o call upon the people of
istance before the winter
Already hundreds of
ne to Colorado from West-
ere they report that the
d oats that have been
districts were lost. There
moisture in the ground to
he fall rains set in a week

Springs quite a number of
ng in tents. All seem to
in good health, having se-
e their arrival.

SHIP CHARLESTON

Ordered to Return to Hone-
n as She Can Re-Coal.

Aug. 26.—The state de-
pparent ignorance of the
ution in Hawaii. Assistant
tou said this morning that
had received absolutely no
shadowing trouble on the
vy department is in the
nothing official having been
nt Secretary Saley said that
had sent its orders to Ad-
come east with the Charles-
in the belief that she would
there any longer. It took
weeks to reach the Admiral,
obedience almost at once,
s coast before the letter from
rtment could get here. He
ordered to return as soon
l.

ARDLY MURDER.

lled in the Kettle River Conn-
by one Jenkins.

eived in Kamloops last week
aly, a well-known rancher in
r country, was on Friday
shot and instantly killed on
rve in Washington, south of

Daly and Jenkins got into
over some business matters,
s about to enter a cabin, to-
hey were walking, Jenkins,
ort distance behind, drew a
hot him in the back, killing

f Jenkins who was present
d the men, asking Jenkins
d when the murderer turned
pting at him five times. Some
ring the shooting came on to
d secured Jenkins. It was
the shots fired by Jenkins at
d taken effect, and that both
e broken and one hand shat-

taken to Spokane Falls and
and there lies awaiting trial.
y was well known and highly
ughout the district in which
nland Sentinel.

rtz, first president of the Na-
Port Angeles, is in Victoria.
nied by Mrs. Schwartz.

Saved His Life.

N.—I can recommend Dr. Fow-
ract of Wild Strawberry, for it
hen I was about six months old,
it in our family when required
d it never fails to cure all sum-
. I am now fourteen years of
RANCIS WALSH, Dalkeith, Ont.

ROYAL
FULL WEIGHT
ROYAL BAKING POWDER
ROYAL
BAKING POWDER
AKING
OWDER
olutely Pure.

er never varies. A marvel of
gth and wholesomeness. More
than the ordinary kinds, and
ld in competition with the multi-
test short-weight alum or phos-
rs. Sold only in cans. ROYAL
WDER Co., 107 Wall Street, New
au15-1y

CTURE.

JAS. W. ROBERTSON,
airy Commissioner and Professor
y at the Dominion Agricultural
College at Guelph,
under the auspices of the B. C.
Association at the Philharmonic

Evening, Sept. 13th, 1890,
AT 8 O'CLOCK.

SUBJECT:
HUSBANDRY," with a view to
ment of the Dairy interest in the

tendance is especially requested.
free. C. E. RENOUF,
ec. B.C. Agricultural Association.
au26-eod-d&w

The Weekly Colonist.

THIRTY-SECOND YEAR. VICTORIA, BRITISH COLUMBIA FRIDAY, SEPTEMBER 5, 1890. VOLUME XXXII.. NO. 39.

THE RAILROAD TROUBLES.

The Strikers at Buffalo Stone and Severely Injure Many of the Non-Union Men.

Master Workman Lee of the Knights Makes a Statement on Behalf of His Brethren.

ALBANY, N.Y., Aug. 28.—At a meeting of the state board of arbitration to-day, the following motion order was served upon Vice-President Webb and Master Workman Lee: Resolved—"That in the judgment of this board it is best to inquire into the causes of the controversy growing out of the difference between the New York Central and Hudson River Railroad company and certain of its employes, who on and since the 8th inst. have been on strike; and that such inquiry be commenced in the city of New York on Tuesday next at such place as may be hereafter designated. It is requested that the parties to the controversy be prepared with their evidence to enable the board to proceed promptly at the time named. Witnesses for whose attendance a process may be required will be summoned by subpoena upon presentation of their names and residence to the secretary of the Board. Commissioner Donovan will leave here this afternoon for New York, and the others on Monday." The reason for the short delay is that Lee will not be ready, and Saturday afternoon and Monday are holidays, so that no good would be gained by meeting before.

STRIKERS BECOMING VIOLENT.

BUFFALO, Aug. 28.—The strikers are becoming violent here. Trouble is reported in the second police precinct, which covers the Central tracks from Michigan to Elmwood streets. Several non-union switchmen have been stoned and the railroad hospital and palace cars at East Buffalo contain several who were severely injured. The police have so far been unsuccessful in discovering the stone throwers. A. V. Allen, of Cleveland, was knocked unconscious by being struck by a rock last night. It smashed his head open and took half his ear off. Michael McDonald, of Chicago, was struck on the head last night and badly injured. Edward Mitchell, of Chicago, had a jaw broken. Some lively cars ran in front near the East Buffalo transfer house last night, and three freight cars were ditched. The company complains of considerable pin pulling. There is little change at East Buffalo to-day. Freight is moving rapidly. Four trains were sent east up to 10 o'clock this morning.

MASTER WORKMAN LEE TALKS.

ALBANY, Aug. 25.—When Master Workman Lee was shown the resolution of the board of arbitration to-day, he said; "It is just what we wanted. In the first place, and the only reprehensible thing about it, is the delay over the matter. The board has waited for three weeks when it should have acted at once. I shall appear myself before the board, both as a witness and as the head of the strikers. I shall ask for subpoenas for every discharged man, and for every division superintendent where these men were discharged. I am sure we will be able to establish before the board the fact that the men discharged were not dismissed for drunkenness or any other vice, but because they were Knights of Labor. The road will find it pretty hard to prove it otherwise."

SEEKING FOR A SETTLEMENT.

BUFFALO, N. Y., Aug. 28.—A committee of striking switchmen waited on Train Master Maloney at 2 p.m. to see if they could not adjust their differences and go back to work. Ex-Yardmaster Charles Stokes acted as spokesman for the men.

"We have come down," he said to Mr. Maloney, "to see if we could not fix up this trouble."

"Can you act without any further word with Mr. Sweeny?" Mr. Maloney asked.

"We can," was the answer, "we have the power and the authority to settle the strike now."

"Did Mr. Sweeny give you authority?"

"He gave it to Mr. Moriarty."

Mr. Stokes then asked if the company would recognize the strikers as a body?

"Decidedly not," Mr. Maloney replied. "I won't, and I don't think that any official on the Central road will." He stuck to this point and the committee withdrew.

It is stated to-night that if the men are not taken back in a body by to-morrow morning, all the switchmen on all the roads in Buffalo will strike. There are nearly six hundred of them.

THE SITUATION IMPROVING.

CHICAGO, Aug. 28.—It is understood tonight that at a meeting to-day, the Switchmen's association decided their men should obey orders and switch cars in the stockyards or elsewhere, as directed by their superiors. The strikers at the yards have all been paid off, and have left to secure employment where they can. The railroads now do their own switching. The situation in the Lake Shore yards is improving, and the trouble will probably be settled to-morrow.

NOT WITHOUT A PARALLEL.

A Tale of Fortitude Recalling the Late Justice O'Connor's Experiences.

NEW ORLEANS, Aug. 21.—A singular instance of fortitude and endurance was that exhibited by Hermann Loebnitz, a worthy German living a short distance from Middletown, Miss., and who recently was the victim of a peculiar accident. Some months since, says the Washington Star, Loebnitz purchased for farming purposes a tract of land of which several acres had never been cleared, and, with the energy and thrift of his nation, attempted the task of cutting away the timber and removing it without aid. With this intention he had for several days shouldered his axe and, with a lunch basket, gone to the woods, about a quarter of a mile from his dwelling.

On the morning of the accident he commenced his work by cutting down a large tree, which, in falling, was caught and supported by the branches of another close by.

LOEBNITZ CLIMBED

this in order to cut away the limbs which upheld the first, having carried his axe up with him, tied by a cord to his waist. He succeeded in breaking every one of the supporting branches, and the tree fell a short distance, but in its fall hurled the unhappy man downward. His foot being caught, however, between the trunk and limbs of the two trees, he did not reach the earth, but hung suspended head downward in the air.

He remained thus for some time, crying for help and endeavoring to free himself, but the pain of his crushed foot, imprisoned as it was, and the discomfort of his position growing insupportable, and, despairing of any help arriving, he grew desperate, and succeeding in swinging himself upright for a few minutes, with desperation seized his axe and with a stroke or two

CUT HIS FOOT OFF

just above the ankle. Then began a painful descent, under what were perhaps the most remarkable circumstances such a thing was ever accomplished.

When down he reached his hat, and, filling it with earth, moss and leaves, bound it to the bleeding stump, and then crawled home, slowly and painfully dragging his leg after him. It was not until he was within a few rods of his home that he was perceived by his wife and children, who then assisted him to the house. He was placed in bed and Dr. Renshaw, of Middleton, sent for, who tied up the several arteries, and who says that Loebnitz's powers of endurance were beyond anything in his experience, for, in spite of his dreadful sufferings, the man remained quite sensible and calm through it all, though the mere shock of such a thing was enough to kill him.

JUDGE O'CONNOR'S ENDURANCE.

This case recalls an accident to the late Mr. Justice O'Connor, which shaped his whole later career. When a young man the Judge was destined for a farmer and was pursuing that calling. One cold winter's day he was out chopping in the woods when a tree fell on him. It crushed his foot and leg and pinned his body to the ground. Young O'Connor worked hard to extricate himself but in vain. He called for help but there was no response. He was slowly but surely freezing to death. Finally, becoming desperate with pain and cold, he seized his axe, which fortunately lay within his reach, and with a couple of blows severed his crushed foot. Then he was free. Now the cold which had been against him before was in his favor, it congealed the blood on the stump and prevented the victim bleeding to death. For a mile and a-half he had to drag himself through the cold and snow and finally reached home more dead than alive. With good medical attendance O'Connor finally recovered, but with only one foot he was no good for farming. So he gave it up and studied law, eventually becoming a superior court judge. His case was very similar to Loebnitz, only O'Connor displayed if anything more endurance than the Southerner.

EZETA SIGNS THE TREATY

CITY OF MEXICO, Aug. 27.—Dispatches from San Salvador state that the protocol of peace was signed to-day. Similar advices have been received from Guatemala.

SOSSONATE, Guatemala, Aug. 27.—This morning in the face of the armistice agreed upon by Guatemala, Salvador and Honduras, and which was to end at 6 o'clock to-day if peace arrangements were not perfected, the Guatemala forces on the frontier shelled the position occupied by the Salvadorans at El Coco in Salvador near the border. At the time the shelling of El Coco was taking place, Barrillas had a peace proposition in his hands and could not be ignorant of what was passing on the frontier, as a half hour afterward he signed the peace treaty on the basis laid down by Ezeta, and which fact he caused to be telegraphed to that functionary at once. The reasons given for Barillas signing the peace treaty are first, because the country is practically bankrupt; second, because he fears the downfall of the government owing to interior revolutions, and third, because he desires a loan of $22,000,000 be carried through in France.

WESTMINSTER SPECIAL.

The Vancouvers Readily Beat the Westminsters at Lacrosse.

(From Our Own Correspondent.)

NEW WESTMINSTER, Aug. 29. — The lacrosse match between Vancouver and New Westminster, played at Queen's Park to-day on the occasion of the Caledonian Society's annual sports, was one of the greatest interest brought out in the series. The Vancouver team was the best ever put on the field, while New Westminster was well represented. After a hard struggle Vancouver scored the first goal in 33 minutes. The second goal was also taken by Vancouver in 7½ minutes. The game was in progress when time was called, Vancouver being declared the winners by 2 goals to 0. There was some splendid playing by both teams. The game was very exciting at times. The match was for a silver cup and medals given by the Caledonian society. An immense crowd of people witnessed the game.

NEW WESTMINSTER, Aug. 28.—The crew of the ship Cordelia, loading lumber for South America, have all deserted, even to the cook, leaving only the officers on the ship.

Game is very plentiful in all parts of the district this season. Two parties of New Yorkers are coming next week after deer and mountain goat.

An immense number of people are expected in the city to-morrow to attend the Caledonian games. The great lacrosse match will be the chief event of interest.

Eight carloads of salmon went East over the Canadian Pacific to-day to Montreal.

EUROPEAN GOSSIP.

The Question of Home Rule in Scotland Discussed by the London Chronicle.

An Engineer's Carelessness Results in the Loss of Twenty-Five Lives in Scotland.

SCOTTISH HOME RULE.

LONDON, Aug. 28.—The Chronicle in a leading article expresses the belief that at the general election Scotland will return delegations pledged to demand Scottish home rule. The writer deplores the fact that there is no Adams, nor Jefferson or Hamilton in English politics to grasp the situation and turn it to national advantage. The signs of the times seem to pass unobserved by statesmen who are unable to see anything outside of the beaten path established by tradition.

THE NORTH BRITISH RAILWAY ACCIDENT.

The accident on the North Pacific Railway at Milngavie, near Glasgow, to-day, by which 20 persons were injured, was caused by an engineer's negligence of the signals. The road has but one track.

FATALLY DANGEROUS PLAYTHINGS.

A number of boys were playing to-day on the field near Hemmerstein, Prussia, formerly used for military manœuvres, where they found some cartridges and thrust them into a bonfire to hear them explode. The cartridges proved more powerful than the boys expected, and a frightful series of explosions occurred. Seven of the boys were so badly injured by the flying fragments that they died soon afterwards.

FRENCH TARIFF VIEWS.

The tariff views in France are somewhat mixed just at present. While the newspaper La France urges the withdrawal of the prohibition against American pork, so as to avoid an economic war with the United States, the equally prominent journal, La Liberte, advocates a war tariff against the United States in case the McKinley bill should pass. The most marked centres of bitter feeling toward the U. S. are Paris and Lyons.

A CANDIDATE FOR SIBERIA.

A St. Petersburg dispatch says: Kalubloff, a Russian, who was among the conspirators convicted at the Panitzx trial and now undergoing a long term of imprisonment, is to be surrendered by Bulgaria on the demand of Russia. He will then probably be sent to Siberia, it having been discovered that he was formerly a nihilist.

A BLESSED REMEMBRANCE.

LONDON, Aug. 29.—Mr. Gladstone has an interesting article in The Speaker, comparing the late Doctor Dollinger, father of the Old Catholic movement, with the late Cardinal Newman. Mr. Gladstone says that Dollinger's mentality was marked by simplicity, while Cardinal Newman's was of a complex order. Both men were monuments of purity in purpose and both bequeathed a blessed remembrance.

TIT FOR TAT.

The story comes from Rome that during the recent Italian military manœuvres at Monte Chiari, King Humbert made the remark, which came to the ears of a local priest, that he had not time to attend mass. The bishop of the diocese soon afterwards sent a letter to Humbert stating that he had not time to pay his respects to the king in person. The breach of official etiquette will doubtless be overlooked.

AUSTRALIAN FEDERATION.

Advices from Australia represent that the movement for a federal parliament of all the Australian colonies is gaining strength. Much discontent is felt with the German progress in New Guinea. The people of Australia are complaining loudly of the inadequacy of their cable telegraph service. Breaks in the cable have been so numerous of late as to isolate the continent from the rest of the world for a good portion of time. This being the situation, the Australians are lending a more willing ear than they might otherwise do to the scheme for a Pacific cable via Samoa and Hawaii to the United States or British Columbia. A large amount of private capital is ready to enter upon this work if sufficient encouragement is offered by the government.

SOCIALISM.

The socialist Geyer, who had long been an exile from Leipsic, has taken advantage of the milder attitude of the government toward socialists, to return to that city and resume his activity. He has at once been recognized as a leader of the Saxon socialists, and is infusing a remarkable degree of energy to their propaganda.

THE BRITISH NAVAL MANŒUVRES.

In the opinion of naval critics of the various continental powers who have watched the British naval manœuvres with much interest, the so-called hostile fleet, under command of Vice-Admiral Sir Michael Culme-Seymour, has had a decided advantage in the demonstration of skill and discipline. About 52 men-of-war have been engaged in the manœuvres.

VIKOLAJEFF'S CENTENARY.

Russia has ordered the immediate construction of immense grain docks at Vikolajeff, on the Dnieper. This city, which is celebrating the one hundredth year of its existence, has of late rapidly attained commercial importance.

CANADA AND THE UNITED STATES

NIAGARA, Ont., Aug. 28.—There was a large audience to-day in the amphitheatre in the Canadian Chatauqua to hear Goldwin Smith, Erastus Wiman and Attorney-General Longley, of Nova Scotia, who spoke upon the relations hereafter to exist between the United States and Canada. Erastus Wiman predicted that the enforcement of the McKinley bill would affect Canada to a greater degree than any other event that possibly could occur, short of downright war. He illustrated this by the fact that the extreutest form of exaction by one country on the products of the other was the duty of three cents on every head of cabbage, five cents per dozen on eggs, $4 per ton on hay, 25 cents on apples and potatoes, and all other things in proportion. Canadians would experience a rude awakening by the sudden enforcement of the provisions of the new tariff on the products of the present session, and the result at the next general election to Parliament would be seen in the return of members favorable to reciprocity. Mr. Wiman said carefully investigation, for which he had ample opportunity, had convinced him that business men, irrespecting of party, approved of Blaine's reciprocity views for South America, feeling that the situation in the United States was epitomized in the simple words, "They must sell or make war." Six months ago he thought impartial business men who were not politicians would assert with confidence that the next president would be Grover Cleveland. To-day because the sentiment of reciprocity had pervaded the country like the light of morning, these 10,000 men were not so certain, while 10,000 others equally impartial and equally able to judge, would claim Mr. Blaine was nearer the presidency than ever before if he desired it. The advantages of Reciprocity with Canada were infinitely greater than with South America, because of its contiguity and long stretch of border line along which interests of the most varied and important character would be advanced, and because, for instance, every Canadian bought ten dollars' worth of American goods annually, while every American bought goods to the extent of one dollar and ten cents. Under reciprocity every Canadian would be worth as a purchaser $20 a head, while the number, under the development of natural resources, would increase with such rapidity as to readily absorb the entire surplus of American manufactures, meantime affording an ample supply of free raw material.

PROFESSIONAL RIVALRY.

Buffalo Bill and Dr. Carver Giving the Germans a Taste of Western Life.

HAMBURG, Aug. 27.—There is intense excitement here over a fierce row which has occurred between Buffalo Bill and Dr. Carver. People are afraid to come out of their doors after dark and the place is in a state of siege. Members of each troupe have openly declared their intention of fighting for their respective masters, even if this quarrel ends in a general fight. There can be no doubt it is only through the efforts of the police authorities that bloodshed has, up to the present time, been averted.

Carver has been following Cody all through the latter's tour of the cities of the continent, and his performances have been so much better patronized that Buffalo Bill's animosity has been aroused. Cody announced his intention of staying some time in Hamburg, and Carver then stole a march on his rival. He arrived in Hamburg three days ahead and opened his "Wild West" show in fine style. When Cody got here he found he was obliged to pitch his tent within a few feet of Carver's show. Carver had made arrangements for an exclusive supply of electric lights, and this left Cody's place in the dark. Then the members of both companies took up the matter, and it was only by the strenuous efforts of the police that a fearful fight was prevented.

MANITOBA MATTERS.

The Most Bountiful Harvest in the History of the Country—All Classes Cheerful—Railroad Extension.

Manitoba, it is admitted on all sides, has had a splendid season and surpassed even the most sanguine expectations entertained of the results of the harvest. So said Mr. William Whyte, general superintendent of the C. P. R., western division. An average season was all that was wanted to put the province on its financial legs, but it has been blessed with a bountiful harvest whose proceeds will place her high in financial circles. This circumstance does not benefit the province of Manitoba alone; it favorably affects the entire country from east to west, for it is an established fact in the commercial world that if the farming industry is depressed, or the harvest disappointing the whole community suffers. The farmer is the backbone of the nation. The railway will of course reap a considerable share of the benefit; but their share the company has been spending many thousands of dollars in equipment and rolling stock to move the immense harvest that was expected. Thus a very important industry in the east has been largely benefited by the farmers' prosperity. A good deal of the wheat will be shipped over the lake route to Ontario mills. One feature of Manitoba's progress since 1887 is found in the fact that in that year there was at Fort William elevator storage accommodation for 1,750,000 bushels; this year storage has been provided for four millions of bushels, besides other elevators west of Montreal, all of which have doubled their capacity since 1887.

Extensions of railway are being made in all directions, where the character of the country warrants the company in undertaking them, says Mr. Whyte. A line has been built north from Regina to Saskatoon, and from there up to Prince Albert, and will be altogether finished and put in operation about the middle of September. This section is some 226 miles long, and will open up a magnificent stretch of country across the rich Regina plains, and also through a heavy timber region and a beautiful grazing, as well as wheat producing, land. It is settled by a good class of thrifty Ontario people.

The Calgary & Edmonton branch is well under way, one hundred miles of which will be finished this fall. This is looked forward to with great expectations, as well as another extension from the Glenboro branch is being built westwards some 35 miles, and will be finished this fall. Part of the branch from Brandon down to Melita has been graded a distance of some 63 miles. This will not only be finished, but will be in operation this autumn. It runs through an old settled country, whose inhabitants are old experienced, practical farmers.

Speaking of Winnipeg, Mr. Whyte says real estate is in a healthy condition. Only a week or so since American capital was invested in city property to the amount of $300,000. There is a good feeling in business just now, which is having its effect on the people.

The mines up from Port Arthur are proving very rich and are very active, the output being most encouraging just now.

Owing to the very rich harvest in Manitoba, labor has been very scarce, and the Canadian Pacific has been obliged to run harvesters' excursions up from Ontario at a merely nominal figure, so as to get men into the country and save the grain from shelling on the prairie.

A RECORD BREAKER.

Enormous Expense of Running One of the Atlantic Ocean Greyhounds.

Amount and Variety of Provisions Consumed During a Fast Trip to Europe.

The cost of a single round trip across the Atlantic and back of one of the great ocean steamships must be from $20,000 to $50,000, the last figure being often too small for such a boat as the Teutonic, the City of New York, or the Columbia. The former vessel turned into smoke full $7,500 worth of coal on her last passage or about $1,200 each day. If she had been going to Liverpool, instead of from that city, the American coal would that would have been used up in getting the same amount of power would have cost about $10,000. Steamship men who have been discussing last week's ocean race claim that the Teutonic must have burnt nearly $10,000 of Welsh coal anyhow, and are not inclined to accept any lower estimate. The Columbia, on her record-breaking journey across the ocean averaged 345 tons daily, or 20 tons more than the Teutonic's officers say she consumed, while the Inman officers admit that the City of New York burned 350 tons of coal a day in her last voyage.

THE FEED BILL.

The coal bill, of course, is the biggest item of expense in fitting out a crack steamer for a trip across the Atlantic, though the "feed bill," as the purser calls it, makes a good second. Everybody taken off the record means a decrease in this important item, too, for it is estimated that four pounds of meat are consumed per minute on a voyage with an average summer passenger list. On some steamers the "feed bill" exceeds the coal bill, but not on the greyhounds that make the journey in six days or better. All the boats are provisioned for a fifteen days' trip, so that in the event of an accident the bill of fare will not be slighted. The steward makes his purchases after scanning the passenger list the day before sailing.

The slaughter-houses along the Hudson get the order for meat 36 hours before the vessel sails, and they go to work at once killing the cattle. A full passenger list would compel the steward to put into the refrigerators about 8,000 pounds of fresh beef and half that amount of mutton, 500 pounds of corn beef, 600 fowls, 250 chickens, 80 turkeys, 50 brace grouse, 1,000 pounds fish, 2,600 pounds ham, and 500 of bacon. Besides these there are proportional amounts of other kinds of meats, so that nothing will be missing from the table that could be found on the menu of any first-class hotel on land.

TONS OF VEGETABLES CONSUMED.

The meat disposed of, the ship's steward gives out his orders for the other necessaries. Ten tons of potatoes go into big bins that look like caverns, and truckloads of other vegetables are dumped beside them. Five or six hundred quarts of milk are sent on board the morning of sailing, together with about 9,000 eggs and 900 pounds of butter. For obvious reasons these are not delivered until the last moment. A single trip uses up 250 pounds of tea also, double that amount of coffee, and 1,200 pounds of sugar. Besides these staple articles of the table there are dozens of dainties sure to be called for by epicurean passengers, and which the steward cannot afford to be "just out of."

There are four regular meals on shipboard every day, but the tables are always supplied with fruit, nuts, etc. These disappear so rapidly that the steward estimates three oranges daily per passenger, two and one-half apples, and two lemons. The bread, biscuits and pies are all made on board the vessel, and several tons of flour disappear on a voyage.

June or early July lists of cabin passengers will knock the neck off champagne bottles faster than any hotel's inmates. Those are the months when wealthy folks go abroad. If half a dozen good story-tellers or men of the world are on board, too, the steward never sails with less than a hundred cases.

About 4,000 bottles of ale and porter will disappear on the same journey, 2,500 of mineral water, and 300 of other kinds of drinks.

THE COST OF THE CREW.

A profit is made on the sale of these, however, and it helps to lessen the net cost of the steward's requisition on the company. Nevertheless, on all first-class lines it stands next to the coal bill in size. The cost of manning the vessel comes next. The big 'uns average 300 men all told. Their pay ranges from $400 to $500 a month for the captains to $15 for the "helpers." Thirty dollars might be a fair average. That would mean $9,000 for the 300 men per month, and few vessels average more than a round trip each month the year through.

These three items of coal, food, and crew therefore foot up over $35,000 for a swift journey across the Atlantic and back. In addition to these, however, the cost of maintaining docks on both sides of the ocean, offices in all the principal cities, and making repairs to the vessels eats up another $10,000 during every voyage, and often more than that.

WHERE IS THE PROFIT?

Where does the money come from? That it does come in is evidenced by the prosperity of nearly all the ocean lines. The Hamburg-American company paid 12 per cent. on its $10,000,000 capital last year, and the White Star is said to have done as well. The French line has always been a great money earner. The agent of one line said the other day that a full cabin list on the crack steamers paid all the expenses. This means four or five hundred passengers, who average $90 apiece in fare and money spent on shipboard. That would be nearly $40,000 from the saloon cabin alone. Some of the boats average 750 steerage passengers westward bound at $20 each, which would represent an additional $15,000 income. Freights on the "greyhounds" seldom run over $3,000, because the passengers take up all the room.

Then Uncle Sam and Queen Victoria make up a purse of $2,500 for carrying the mails on each voyage. The totals would then read:—From cabin passengers, $40,000; Steerage, $15,000; freight, $3,000; mails, $2,500; total, $60,500. This would be for only a single trip, too, from Liverpool to New York, and if the vessel were equally full going back the companies would be coining money. But the figures given above represent the highest that are obtainable by any of the lines, and they are often cut in two during nine months of the year. At other times the passenger list is short, and not more than two hundred names are on it. They have to be taken care of as well as if double the number were on board, however, and it is this that eats up the big profit made by all the lines in the summer season. The loss of such a vessel as the Oregon, which was sunk in New York harbor, cuts the stockholders out of a dividend, too, and the accident to the City of Paris, which took the Inman record breaker into dry docks with her last spring not to yield it up until the Teutonic brushed off 13 minutes this week, has lost the Inman people full half a million.—Philadelphia Press.

A NOVEL TRIP

To be Undertaken Through British Columbia by Hon. Mr. Bowell.

This week the Minister of Customs, accompanied by Dr. Hickey, Mr. Parmelee, assistant commissioner of customs for Manitoba, and Capt. Young, inspector of customs for Manitoba, the Northwest and British Columbia, will leave Winnipeg on what may be considered one of the most novel trips ever undertaken by a minister of the Crown. Last year, it will be remembered, Hon. Mr. Bowell spent several weeks in traveling along the international boundary in Manitoba and the Territories, a distance of several hundred miles, for the purpose of ascertaining the frontier requirements in the way of outports of customs for the due protection of the revenue. The minister started out with the idea that it would not be long before the Government would be required to erect custom houses at different points along the frontier, but the result of the trip proved to him that the present effective system of patrols carried on the year round by the Northwest Mounted police obviated for many years to come the necessity of departmental action in the direction anticipated. Mr. Bowell now proposes to resume the trip at the point where it was discontinued last year. The party will take the Canadian Pacific railway at Winnipeg for Dunmore and then over the Galt road to Lethbridge. From there they will journey to McLeod and then proceed westerly into the mountains by the Crows' Nest pass. The minister's object is to get into the south country in this way in order to ascertain for himself what steps it will be necessary for the Government to take in view of the mining boom now going on in this section of British Columbia. The journey has the spice of adventure about it in that while the route through the Crow's Nest pass is pretty well known, the party in order to avoid making a detour to the southward of nearly 100 miles, which would bring them into the State of Washington, proposes to strike across the Purcell and Selkirk ranges for a town of which no information seems to be obtainable. No departmental maps or reports of the geological survey give any information upon the subject, and the minister and his companions are trusting to pick a guide around MacLeod familiar with the pass. The journey through the mountains, which will have to be made on horseback, will last about a fortnight. Once the Kootenay country is reached, the route will be a comparatively easy one. The party expect to reach Nelson about the time of the completion of the railway which is being built by the Canadian Pacific Railway to connect Kootenay lake and the Arrow lakes. A steamer up the Arrow lakes and the Columbia river will bring the party once more to Revelstoke, on the C.P.R., and to the comforts of civilization again. Mr. Bowell will probably run west as far as Vancouver and Victoria before returning home. One cannot but admire the public spirit of a minister of the crown in his 67th year setting out on a journey of this kind in the interests of the country. Mr. Bowell is one of the most hard-working of ministers, and in the sense that change of scene is a holiday for some men, this trip will be the only holiday for the minister this year. The best wish of his many admirers among both political parties will be that he will return to his duties at the capital in safety, the better for his journey and with stores of information that will prove of benefit to him and to the country in connection with the important department over which he so ably presides.

"I Beg Your Pardon!"

"You'll give me the change—I put that sash in," was the remark with which a man on Government street, last night, hailed another who was passing. "I beg your pardon," was the reply. "My pardon!" accompanied with a mouthful of "cuss words," was the response, "I'll make you pay." "I beg your pardon," was the rejoinder of the imperturbed individual. "If you don't pay, I'll smash your face," was the answer made. Again came the remark, "I beg your pardon," on which the much abashed and discomfited dun, discovering that he had made a mistake, slunk off with a profusion of apologies.

UNFORTUNATE OTTO.

A Pathetic Story of Bavaria's Ruler—He is a Raving Maniac.

The Sight of a Woman Drives Him Into a Paroxysm of Fury—The "Black Lady."

NEW YORK, Aug. 27.—Advices from Munich tell an extraordinary story concerning the present condition of King Otto of Bavaria, and which, according to the court physician, is almost desperate. The unfortunate king is still at Farstenried, it having so far been found impossible to remove him to Munich, in order that he should undergo a dangerous operation. Although his stomach no longer digests food and his life is sustained almost entirely by milk, he still possesses herculean strength, and being without a vestige of reason, it is with the greatest difficulty that he can be controlled by his physicians and attendants. At times he imagines that he is a lion and attempts to bite everybody who comes near him. A little while ago he bit one of his side-whiskers in the calf so severely that he was confined to his bed for two weeks, fatal results being at one time apprehended.

Since the death of his brother, the late King Louis II., he has allowed no one to touch his hair or beard, and as a result both have grown to an enormous length. Louis was almost as mad as himself, and both were in the habit of going through the vast halls of Furstenreid on their hands and knees, howling like wild beasts of the forest for hours together. Otto has a passion for cigarettes, but only smokes half of them, and before throwing them away extinguishes them by pressing them against the forehead of the nearest comer. He never leaves the palace, and if by chance he ever sees one through the windows he falls into paroxysms of the most extraordinary fury, uttering piercing cries and breaking everything within his reach. It is no longer safe to allow him to take his usual carriage drives in the grounds, as he cannot endure the sight of a horse or cattle. On one occasion he attacked one of the animals, and received a blow with its muzzle, which made his nose bleed, and at the sight of the fluid he was taken with a terrible fit, and during three days would touch no food. These paroxysms are varied with fits of depression, and those implicated with a serious disease of the bowels have made such inroads into the frame that it is certain that his end is close at hand. According to some of the residents in the neighborhood, moreover, "The Black Lady," who announces the death of a Whittelsbach, has just been seen wandering in the forest just as her sister, "The White Lady of Berlin," announces the death of a Hohenzollern.

VAN HORNE'S STATEMENT.

The Canadian Pacific Has Not Bought the Wabash Road.

CHICAGO, Aug. 27.—President W. C. Van Horne, of the Canadian Pacific railway, who has been making a brief visit to Chicago, says there is no truth whatever in the reports that the Canadian Pacific railway intends to purchase the Wabash railway or any part thereof. His company, he said, does not contemplate the construction or absorption of a new line between Detroit and Chicago. It has at present a strong traffic agreement with the Wabash, and as long as that company carried out the provisions of the contract the Canadian Pacific would make no provision to secure an independent outlet west from Detroit. As regards the five-year dressed beef contract made by the Canadian Pacific with one of the dressed beef shippers, which caused the present war on dressed beef rates, Mr. Van Horne said the contract was similar to the contracts made by one or two of the regular trunk lines, and he could see no good reason why those roads should object to his company pursuing their method. The Canadian Pacific does not intend to cut rates, but thinks it is entitled to the same rate on dressed beef as the Grand Trunk. Regarding the bill recently introduced in Congress by Congressman Taylor, of Chicago, prohibiting the carrying of goods in bond through Canada, President Van Horne did not think that Congress could afford to pass such a bill, because it would hurt American lines much more than Canadian roads. "Such a bill," he said, "might benefit a few eastern trunk lines, but it would do incalculable injury to roads to the north-west and to New England. It would prevent the latter from competing with the New York lines for seaboard and export trade.

SULLIVAN AS AN ACTOR.

Great John L. Makes a Successful Debut Before Wealth and Fashion.

BRIDGEPORT, Conn., Aug. 27.—John L. Sullivan made his first appearance before an audience composed of the wealth and fashion of Bridgeport. The play was Harrison's new comedy-drama, "Honest Hearts and Willing Hands." Sullivan's pronunciation was excellent and a great disappointment to those who expected to hear Bowery slang from him. In the fifth act his slugging powers were also an astonishment, as he floored Joe Lannon in about the second round in the set-to which is a part of the drama.

A Cure for Toothache.

Gibbons' Toothache Gum is guaranteed to cure toothache instantly. Prepared by J. A. Gibbons & Co., Toronto, and sold by druggists. Price, 15 cents.