

# The Colonist.

FRIDAY, AUGUST 7, 1891.

PUBLISHED EVERY FRIDAY MORNING.

BY W. H. REAR, J. BELLS & CO.

THE COLONIST BUILDING, GOVERNMENT ST.

TERMS: THE DAILY COLONIST

PUBLISHED EVERY DAY EXCEPT MONDAY

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Per Week (if delivered) 1.75

THE WEEKLY COLONIST.

Per Year, (Postage Free to any part of the Dominion or United States) \$2.00

Three Months 75c

Subscriptions in all cases are payable strictly in advance.

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REGULAR COMMERCIAL ADVERTISING

as distinguished from everything of a transient character—that is to say, advertising

referring to regular business, Government and Land Notices

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WEEKLY ADVERTISEMENTS—Ten cents a line solid nonpareil, consecutive. No advertisement inserted for less than \$2.

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No special notice inserted for less than \$2.

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## AMERICAN NEWS.

### Victory for the Importers.

NEW YORK, July 29.—In the case of Kohn Bros. & Co., against the collector of San Francisco, for wrongful assessment of duty on an importation of grey and black satins, the U. S. Board of General Appraisers, to-day, decided in favor of the protestants. The goods were valued at 35 cents per yard and 38 per cent. ad valorem woolen clothes, while the importers claimed assessment under paragraph 263, as manufacturers of worsted. The decision is an important one, and has long been looked for.

### Railroad Arbitration.

SAFELIA, Mo., July 30.—The Board of Arbitration of the Missouri, Kansas and Texas railway, that has been in session in this city for the past eight days, concluded their labors and adjourned. A conference was held with Superintendent J. J. Frey, and although no contract was signed, the men say that all their requests were granted, and his Superintendent has ordered instructions sent to the headquarters of all divisions of the road to that effect.

### Two Bad Railroad Wrecks.

LEXINGTON, Ky., July 30.—Two of the worst and most destructive wrecks that have occurred in a long time, took place on Cincinnati Southern Railway, at an early hour this morning, in which several people were injured and one or two crashed to death. The first wreck occurred one mile south of Highbridge, when a freight, coming north to this city, was thrown from the track by a broken axle, and five heavily loaded cars tumbled down an embankment. It is reported that two freight men are beneath the wreck. The chief train dispatcher at Somerset, ordered the construction train to go to Highbridge, to bridge and render all possible assistance. Conductor Thos. Quinlan started to this city, where he expected further orders. When his train arrived at a deep cut near Donnell, it collided with a freight train which left this city at 8:30. The engine and the large number of cars were badly demolished. The engineer and fireman of the construction train jumped and were uninjured. Ben Carroll, engineer of the freight, and his fireman, John McKinley, were both caught in their engine. Carroll received slight cuts and bruises, and McKinley was buried beneath the wreck and taken out dead.

### Murdered by a Manic.

ELGIN, Ill., July 30.—Geo. R. Lindsay, foreman at Elgin insane asylum, was murdered, this morning, by Asa. Anderson, a madman. Anderson was thought to be harmless insane and was employed in the coal house. Lindsay had gone to the coal house where Anderson was at work, when the latter took up an axe, and, weighing 20 pounds, and crushed his skull. Lindsay died in 20 minutes.

### Storm in Belmar.

WILMINGTON, Del., July 30.—There was another terrific storm here, this afternoon, but it was of short duration. Houses that were flooded yesterday were again flooded, and many of the occupants lost their household goods. The fall of rain fell in minutes, to-day, was one inch, making a total rainfall here of nearly five inches in thirty-six hours.

### The Alton Boycott Broken.

CHICAGO, July 30.—The Chicago and Grand Trunk railway, of Canada, to-day lifted the boycott against the Chicago and Alton road. This is believed by some to be the beginning of the end. The success of the Alton in securing the Grand Army business for itself and the Wabash road brought about this result. It is said that in many parts of the West the ticket agents have handed themselves into a sort of secret society, for the purpose of fighting the enemies and favoring the friends of the Alton. The prediction is made that not a few of the Eastern lines will promptly accept the opportunity offered by the Grand Trunk to strangle their agreement.

### Dayton Farmer Attempts Hari-Kari.

DAYTON, July 30.—Last Sunday afternoon, while J. R. Harman was visiting his son-in-law, Howard Ridgley, he suddenly lost his mind and tried to commit suicide, by stabbing himself in the abdomen. The wound, fortunately, is not fatal, and Mr. Harman will soon recover. His mental condition remains the same. He was quieted

for a while after he had stabbed himself, but when allowed to walk about the place he ran away, and led his friends a chase of four miles before he was overtaken. Then it took four men to overpower him. He is resting easy, to-day, at the residence of his son, S. O. Harman, in this city, and will be taken to the Medical Lake insane asylum, to-morrow, for treatment. Mr. Harman is known in this county as a very quiet, kind-hearted old gentleman, and his friends are distressed at his condition.

### The Missouri Changes Channel.

ST. PAUL, July 30.—A special dispatch from Pierre, S.D., says: There was a lively time at Fort Pierre yesterday, caused by a sudden change in the channel of the Missouri river, which washed away a strip of bank eighty feet wide and a quarter of a mile long. There were several frame buildings on this strip, which were not even touched, but the water was so high that they have been saved from toppling over into the flood.

### They Left His Corpse in the River.

HELENA, July 30.—A remarkable case of foolhardiness that resulted in death occurred to-day at Livingston. A party of seven men had constructed a boat in which to float down the Yellowstone and Missouri rivers to the Dakota wheat fields, where they would work during harvest. They started to-day. William Barnes was in the stern, steering the craft. The boat had gone but a short distance when they passed under the great hanging willows. In a reckless mood Barnes grasped the willows and swung himself out of the boat, which floated on. Before the boat could be brought back Barnes had dropped into the river and was drowned. His home was in Montana. Callahan, his partner, was not covered. The party passed on down the Yellowstone.

### Killed by a Believing Locomotive.

ELGIN, Ill., July 30.—A horrible crime for which the author will not survive, occurred at the Northern Illinois insane hospital here to-day. The freeman, George Lindsay, had for a helper John Anderson, a quiet patient. They were in the "cool" house, no other being present. The lunatic, possessed with a sudden madness, killed Lindsay with a heavy hammer, and was caught in the act of thrusting the unconscious dying man into the furnace. Anderson, a man of 45, whose insanity is of a religious nature, and it is six years since he came from Rockford. He had never shown homicidal tendencies. The coroner's verdict holds that nobody is worthy of blame.

### Well Rewarded.

WASHINGTON CITY, July 29.—The secretary of the treasury has directed the payment of \$5,000 to James McIntosh, of San Francisco, as a reward for information which resulted in the seizure, at San Francisco, of opium valued at \$15,502. This is the maximum informer's fee allowed by law.

### Notable Hallelujah Wedding.

NEW YORK, July 30.—Adjutant William Wallace Wendell and Adjutant Ida May, of the Salvation Army, were married to-night, by Mrs. Ballington Booth, wife of Commander Booth, who acted in the absence of her husband. The wedding is a notable one, as it is the first time in the first time that the marriage knot has been tied by a woman.

### TRAGEDY IN A TUNNEL.

Tahmen Mal and Suffocated Near Ashland—O'creams by the Smek.

ASHLAND, Or., July 29.—About 1 o'clock this afternoon, as the south-bound passenger train was in tunnel 14 at the summit of the Siskiyou mountains, the miller between the post and baggage cars broke. The air brakes stopped the train. A double-header was pulling the train over the mountain, engineer Jack Rochford and fireman P. B. Fitzpatrick on the first engine, and engineer Church and fireman George Schuler on the second engine, with George Morgan, conductor. The double-header was backed up and the break in the train was chained. It broke loose again. The engines backed up again and the train was chained again. But this time the pine wood smoke from the two engines, with the foul air in the tunnel, was becoming so weakening to the men that they backed the train out of the tunnel, when it was discovered that engineer Rochford and fireman Fitzpatrick were not in their cab. It is believed they had got down and walked through to the other end. The crew immediately found torches and found them in the tunnel.

Rochford was dead, the wheels of the freight, and his fireman, John McKinley, were both caught in their engine. Carroll received slight cuts and bruises, and McKinley was buried beneath the wreck and taken out dead.

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## LORD MAYOR'S BANQUET.

The Marquis of Salisbury's Speech on the Irish Question and Foreign Affairs.

He Reviews the Work of the Session—The Sealing and Lobster Disputes.

LONDON, July 28.—Lord Salisbury, in his speech at the Lord Mayor's banquet, to-night, reviewed the labors of the present session of Parliament. He said hard and valuable work had been done, and the obstruction formerly hindering legislation had almost disappeared. He rejoiced at the passing of the Education Bill as calculated to support a system of religion which the people loved.

In regard to Ireland he said the Government had applied successful remedies to evils long suffered there, and could look back on its policy with satisfaction. Five years ago he had expressed the belief that Ireland must be governed resolutely. Balfour's success was largely due to the fact that those serving under him were assured that they would be supported and not headed over to their enemies. Balfour's administration owed its success to persistence and resolution. (Cheers). Respect for the law followed, the people feeling that resistance to the law was futile. The Lord and Lord Salisbury declared that "would be found not to be a temporary palliative, but a permanent cure for the troubles of many generations. It would draw closer the bond uniting the two countries, and would be a declaration declared against the severance of the bond, and I believe the decision is irrevocable." (Cheers).

Referring to foreign powers, Lord Salisbury said he never knew a period when Europe was more tranquil. In South America alone was there a weary quarrel and constant disorder. The English government had been pressed to arbitrate in the Chilean dispute and in the adjustment of Argentine claims, but England could not undertake either task. The Premier spoke of the value of the visit of Emperor William and the Prince of Naples in assuring the peace of the great powers. He hoped, in the course of a few weeks, to welcome to England the fleet of the French republic. (Cheers). There had been talk, he continued, of certain treaties threatening the peace of the world, but he knew nothing of them.

Referring to the seal and lobster disputes, Lord Salisbury said they dragged their slow length along with a clammy and slowness suitable to these animals. It was useless to imagine that the luxury of carrying on these negotiations would cease for the ministry for a considerable number of years.

## CAPT. RENTON'S WILL.

Filed for Probate at San Francisco—He Left an Estate Valued at Eight Millions.

SAN FRANCISCO, July 29.—The will of William Renton, a wealthy coal and lumber dealer, has been filed for probate. The deceased died at Port Blakely, Washington, on the 18th inst., aged 73, and left an estate valued at \$8,000,000. He bequeathed \$2000 to Elizabeth Harvey Renton, a sister; \$1000 to Mary Campbell, another sister; and \$1000 to Margaret Campbell, also a sister. All residuary to John J. McKinnon.

It is about time for the arrival of some of the sealing schooners belonging to this port which have received notification of a late season and quite a number of the fleet may be expected within the next week. The catch this season is likely to more than favorably compare with previous years, although less time than ever has been consumed.

## CHILIAN CRUISER DISABLED.

The President Pinto in Need of Repairs—So Called Fleet of Viena.

TOLEDO, July 29.—The Chilean cruiser, President Pinto, which went ashore a few days ago, has been refitted and has been docked at Leryne. The screw is broken and the hull damaged. She will be unable to sail for some time.

PARIS, July 29.—The Chilean congressional party have issued a statement to the effect that the election of Viena as president of Chili is null and void for several reasons. Because, as president of the cabinet, he organized a coup d'etat in January last, thus violating the constitution; because the election was not carried out in conformity with the law relating to elections; because only part of the country voted; and because the election occurred during suspension of the tribunals charged with the settlement of election disputes.

WASHINGTON CITY, July 29.—The Chilean congressional envoys emphatically deny the reports from Santiago that the effect of the commencement of the revolution and the army at Iquique refused to leave there when ordered to Arica because they had received no pay. The soldiers of Iquique, they say, are volunteers, but aside from this fact the government has plenty of money with which to pay them. Balmaceda, they affirm, sought to negotiate a loan in Europe and also in the United States, but was unsuccessful. The government of Balmaceda, they assert, has been a failure since the commencement of the revolution and each month since he has experienced losses, which, the envoys say, have been as follows: In January, the navy; in February the province of Tarapaca; in March, the province of Antofagasta; in April, the province of Tarma; in May the province of Atacama; in June, the Lobos guano islands; and during the present month, the valley of Huasco. Balmaceda has not, the envoys insist, been able to recover any of the losses which his government has sustained.

## BACK FROM BEHRING'S SEA.

The Schooner J. G. Swan Arrives at Port Townsend—Ordered Home by the Thetis.

PORT TOWNSEND, July 30.—The sealing schooner James G. Swan arrived in port yesterday after a voyage that could hardly be called successful, though she did not come home empty.

The schooner is owned by Chequeta Peterson, of Neah Bay, and Capt. T. J. Powers is her master. She was equipped with six canoes, and carried a crew of six white men and 10 Indian hunters. She left Port Townsend May 13th, and went as far north and west as longitude 168 deg. 35 min. west, latitude 52 deg. 14 min. north, away along the Aleutian Islands, and though seals were not scarce the weather was so rough that the catch was not large. She had taken 218 seals when, on July 2nd, the United States steamer Thetis was sighted, and the schooner was boarded by Ensign H. L. Dodd. When the Thetis was seen Capt. Powers well knew her errand, and says that he might have avoided her if he had had a good breeze. All the sealers were anxious to make a large catch as possible before they were ordered to stop. There was no disposition to disobey orders, as all knew the result would be unpleasant.

The sudden feature of the voyage was the death of Frank Harverson, a member of the schooner, which occurred May 31, from an accidental injury received on shore six days before. The deceased was from San Francisco, and left a mother in Brooklyn, N.Y. The remains were taken ashore at Luzerna bay, and buried on the south side of Prevost Island, one of the Queen Charlotte group, in British Columbia. Capt. Ottadali, of the Norwegian ship

## THE MONTH'S STATISTICS.

Gratifying Increase in Customs' Receipts Over Corresponding Month Last Year.

The Fire Loss for July Only \$15—Work of the Police Force.

During the month of July, just closed, the fire loss for Victoria has been very light, and considering the hot, dry weather, grass fires have given less trouble than of yore.

The fires and alarms for the month were as below:  
July 4th—Grass fire.  
July 7th—Grass fire, (telephone alarm).  
July 7th—Fire at Rock Bay.  
July 8th—Alarm at burning at new market building.  
July 12th—Box fire, no fire.  
July 12th—Box fire at 118 Port street. Loss, \$5; no alarm.  
July 28th—Fire at Clarence Hotel.  
July 28th—Fire at Belmont.  
Fires and alarms, \$15. Total loss for first seven months of 1891, \$3,415.

During July, 21 births have been registered in this city, and 14 marriages have taken place. The death rate has been considerably higher than usual, 39 interments having been made at Rose Bay cemetery. Of these, 10 were children of tender years (four still-born), 4 were Chinese, 12 were white men and 12 white women, and one infant, found dead of a skeleton, evidently very old, found near Russell station. The death rate among young women was remarkable during the month. Two of the deaths among male adults were the result of accidents.

## POLICE.

From the 1st of July to the 31st, eleven summons cases were heard in the city police court, in addition to the cases arising from the arrests made by the police, which are classified as below: Drunk and disorderly 44, unassaulted mischief 2, vagrancy 6, assault 4, aggravated assault 2, embezzlement 1, malicious damage to property 1, supplying liquor to Indians 2, in possession of stolen property 1, in possession of intoxicants 1. The provincial police handled 20 cases at the headquarters court during the month.

## ENTERED AND CLEARED.

During July 194 steam and sail craft entered at the Victoria Customs House, and 201 were cleared therefrom.

## CUSTOMS' RECEIPTS.

The returns for the month at the Victoria Customs House follow:

Duties on Goods	\$72,262.74
Other Revenue	7,121.81
Total	79,384.55
July, 1890	67,307.72
Imports	\$11,887.83
Exports	\$210,109.00
Produce of Canada	\$47,252.00
Not produce of Canada	9,944.00
Total	\$494,198.00

## THE RETURNS OF INLAND REVENUE AND THE VICTORIA FREE LIBRARY ARE MADE UP ON THE 18TH INST.

The returns of the Victoria Customs House, and the Victoria Free Library are made up on the 18th inst. and will be published to-morrow.

## NELSON NEWS NOTES.

(From the Miner.)

Last week 17 men were at work on the Leadenhall tunnel, one and a half miles of it were cut. The first eight miles will cost about \$200 a mile, the remainder of the distance (27 miles) being through a comparatively easy country.

The Great Northern steamboat, which was wrecked on the first of the above Bonner's Ferry, has been repaired. This week she ran down the Kootenay as far as Ball's ranch, after hay. She is reported as fast, making the distance between the ferry and Ball's (15 miles) in an hour and seven minutes.

It is reported that the Northern Pacific has engineers in the field between Bonner's Ferry and Kootenay station, and that its branch road between these points will be built in one month. The contractors are now on the ground, and the contractors expect to haul from six to ten tons a day. The mine continues to look away up, as does the Fourth, in the same camp.

The owners of the fraction between the Blue Bell and the Kootenay Chief claim they have more solid ore on the surface than is on either of the big claims for the same distance. Alec McLeod, Tom McGovern, George Francis, Jack McGinnis, and Dennis Devlin are the owners. During a storm on the lake the Idaho's barge went ashore about four miles from the mouth of the Kootenay. It was loaded with supplies for the Great Northern railway. Part of the cargo was damaged.

The Dandy Company, in stripping the ledge above the tunnel on the 12th day last week, uncovered a ledge of looking ore, which gives higher returns than that from the surface on the upper end of the claim. The road has been swamped and the stump blown out, so that machinery can be got on the ground. As the Grizzly Bear, the tunnel face is under cover, charcoal is being burned, and the boarding house is almost completed. On the Vintea Boy, Ben Thomas, Charles Malley, and John Connors are sinking the shaft, now down about 30 feet, 50 feet further. As the Grizzly Bear, a claim recently discovered by Harry Ward, Charles Dundee and A. R. Seaman, a shaft is down several feet in ore, it shows grey and peacock copper. The ledge is reported to be fully six feet thick and apparently in place. The manager of the Kootenay Bonanza Mining company advertises for tenders for from 250 to 500 feet of tunneling on the Silver King, which means that the owners of that property want to know what they really have before they accept any of the offers made for it. The wagon road is completed to within a short distance of the summit of the mountain, and will be at the Silver King next week. 80 men, be sides those on the wagon road, are working for wages on the several claims on Toad mountain. The only sale reported this week was the Lulu, a claim adjoining the Silver King, on the north, to E. Ramsay, manager of the Kootenay Bonanza Company.

## FOR OVER FIFTY YEARS.

Mrs. WINELOW'S SOOTHING SYRUP has been used for over fifty years by mothers of children when teething with perfect success. It soothes the child, softens the gums, and relieves the pain. It is the best remedy for Diarrhoea. It will relieve the poor little sufferer immediately. Sold by Druggists in every part of the world. Twenty-five cents a bottle. Be sure and ask for "Mrs. WineLOW'S Soothing Syrup," and take no other kind.

## MARTYR TO SCIENCE.

John Thomas Killed Himself to Settle an Electric Dispute.

WASH. CITY, July 29.—John Thomas, an eccentric old man, who has devoted most of the time to the study of electricity, has been found dead in his workshop, having killed himself in order to test the correctness of his theory of electrocution. He claimed that the manner in which the bodies were applied to Kemmler at Auburn prison was entirely wrong and was liable to cause torture. His theory was to place one electrode over the pit of the stomach and another at the back, passing a current through the great ganglion of the pneumogastric nerve, causing instant paralysis of the heart and lungs. When found he had constructed an ingenious apparatus and the strength of the current was shown to be only 1200 volts. There was no burn or blister on the body.

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