The Colonist.

FRIDAY, NOVEMBER 28, 1890.

THE CRISIS.

It turns out now that the crisis on the Stock Exchange, of both London and New York, was not so sudden, or so unexpected as it appeared to the ordinary newspaper reader. Those who were watching closely the financial operations of the two continents saw that a serious disturbance was impending. There were dark clouds above the financial horizon, which, to the intelligent observer, looked ominous enough. They might pass over before much damage was done, or they might be the precursors of a storm, terrific in its violence. The indications, in the last days of October, were that the crisis had been averted for the moment, but no one could say, with anything like confidence, that the danger had passed.

An article in the November number of the Contemporary Review, which must have been written about the end of October, headed "The Crisis on the Stock Exchange, its Causes and Effects," shows that business men saw that the crisis was on before the beginning of the present month, when it was not as much as dreamed of by those who were not watching the movements of the business world.

The writer, Mr. George Bartrick Baker, enumerates, among the causes of the crisis, "the war cloud which loomed now over the Balkan Peninsula, now on the Afghan frontier," the fear of a fresh conflict between France and Germany, the failure of the Panama Canal, the collapse of M. Secretan's copper syndicate, the trouble in the Argentine Republic, the Revolution in Brazil and the speculations in silver in New York. All these causes were not contemporaneous, but cumulative, and brought about a state of things which made holders of stock uneasy and investors timid and shy. The uneasiness showed itself in a downward movement in securities. Writing before the late panic, Mr. Baker says: "There can be no doubt that more than once in the past month (October) we have been on the verge of a financial crisis, perhaps, of the first magnitude." Even then there were sinister rumors and failures which, though not much in themselves, were indicative of weakness. The reviewer was, however, of opinion that the worst had been passed and that the situation had commenced to improve. He said:

"Fortunately, they have not extended much further or the public would have become greatly alarmed, and the collapse it was sought to avoid would have taken place with disastrous effects. That the chief elements of weakness have now been strengthened or eliminated seems probable, and hence, in the absence of the unexpected, upon which it never does to count with absolute certitude, it seems likely that we have now seen the worst."

It is now seen that he took too hopeful a view of the situation. The worst had not been seen, and it seems uncertain even now, after a very serious disturbance, in which at least one house which was considered as firm as the Bank of England has been terribly shaken, whether the storm has spent its strength. Assurances are frequently given that the crisis is over and that matters have begun to mend, yet it seems necessary, in order to beget confidence and to quiet the public mind, that these assurances have to be repeated many times every day. The truth seems to be that the question, what next? is just now one of such great uncertainty that no one undertakes to answer it with anything like confidence. The prophets of the day appear to be inspired rather by what they hope than by what they know.

The reviewer takes a backward glance rather in order, it seems to us, to enable his readers to be able to form some kind of forecast as to the state of business in the near future, than to foreshadow the effects of the present crisis. The article contains much interesting information with respect to the rise and the fall of prices during the last few years, and with respect to the present condition of railway and other stock on both sides of the Atlantic. He enters into a pretty full enquiry with respect to the cause of the great shrinkage of American railroad stock during the last few years. He shows that United States railroads, which a few years ago paid good dividends, now pay no dividends at all, and that the profits of those that pay have been very considerably reduced. One of the chief causes of this change he attributes to the reduction that has been made in the cost of transport. This has been about sixty per cent. That is, the trading public pay for the cost of the carriage of goods and passengers less than half of what they did in 1874. We give the conclusion at which he arrives in his own words:

"It is evident that investors still need to exercise much discretion, if they wish to safeguard their savings, for, despite the great fall which has occurred, and which is a strong incentive to indiscriminate purchase, it will probably be, in some cases at least, money in their pocket if they simply sit still and do nothing."

IMPORTANT PROPOSALS.

When it was proposed by an eastern contemporary to have an export duty on nickel ore, and that form of the metal called "matte," we said in effect that the best thing that the Government could do was to let the nickel mining and refining industry alone, that Canadians possess energy, enterprise and intelligence enough to make a good use of the deposits of nickel without Government interference. We find that another proposal has been made to induce the Government to encourage the mining and the manufacturing of nickel. This is not indirectly by way of an export duty, but indirectly, by means of a money subsidy. Mr. Ritchie, of Ohio, wants the Government to go into the nickel business, first, by subsidising roads to the mines, and, secondly, by granting a private company a guarantee of three per cent. on five millions of dollars for ten years.

The road is from Trenton to Sudbury, a distance of some 320 miles. Part of this road is already constructed—from Trenton to Coe Hill, a distance of 110 miles. For this section Mr. Ritchie wants a subsidy of $3,200 a mile, and for the section from Coe Hill to Sudbury, 210 miles, he wants a subsidy of $6,000 a mile. Giving aid to this railway is in accordance with the Government's policy. The only thing to be considered is whether the subsidy asked is not too large. It seems somewhat unusual to ask the Government to aid a road already built. If the promoters considered themselves justified in building the road from Trenton to Coe Hill, before the prospect of working the nickel mines to such advantage was opened up, it does seem singular to see them asking for aid after the chances of its becoming a paying enterprise are very greatly improved. But, according to Mr. Ritchie, this money is not to be expended in improving the railroad, but in building furnaces along the line. Six thousand dollars a mile seems to be a pretty big bonus. If the country is not a very difficult one that sum would go very far towards building the permanent way. We are afraid if a British Columbia company asked for so large a subsidy for a road to open up a rich mineral district within the province it would meet a very cool reception. And if it was proposed to expend a considerable part of the money not in building or equipping the road, but in erecting smelters and refining works, we greatly fear the proposal would stand no chance whatever of being entertained.

Then Mr. Ritchie is not content with Government aid to build a railroad to open up the country which contains the nickel deposit, but he wants the Government to guarantee three per cent. on five millions of dollars invested in the manufacture of nickel steel. This is a new departure. Government has aided infant industries in many ways—chiefly indirect—but it has never yet advanced money or given a guarantee to a manufacturing concern. We, for our part, do not think that the manufacture of nickel steel is within the function of Government. If there is to be such a demand for that kind of steel as is expected, and if Canada contains the finest as well as the most readily accessible deposits of nickel in the world, we think that there will be no difficulty in getting up a company of British capitalists who will be glad of the opportunity to invest their money in so promising an enterprise, particularly if the Government extends to them the aid in providing facilities of transport asked for by Mr. Ritchie. There are many industries in the country quite as important as that of mining and manufacturing nickel-steel—raising wheat, for instance, and mining coal, which have to get along without Government aid, and we cannot see how in justice to them the Government can spend the people's money in coddling the nickel manufacturers. Besides, we are quite convinced that the industry will be more wisely and more profitably conducted if it is left in the hands of business men, and is strictly a private enterprise. We hardly think that the Government is prepared to take so long a step in the direction of state socialism, pure and simple, as to engage in the manufacture of nickel steel.

A LAWLESS DISTRICT.

Liberty is a very fine thing, but it is quite possible to have a good deal too much of it. A country in which every one considers himself free to do as he pleases is not exactly the one in which a man who loves a quiet life would like to live. There are some parts of the United States in which every man does what is right in his own eyes, without having the slightest regard for the law and those who administer it. The consequences are, as one can readily imagine, not altogether pleasant. The inhabitants of Perry County, Kentucky, have no fear of the constable or the sheriff or the judge before their eyes. Yet it is not a reproduction of Paradise, it is not even an Arcadia. There are about 6,000 people in it, nearly all white. There is not a school-house in the county or a church, and a religious service has not been held in it for two years. In the county town there was a court-house, but it was either by accident or design burned down. A session of the court has not been held in it for some time. Judge Little, the District Judge, believing it was pretty nearly time that the supremacy of the law was asserted in the county, summoned a Grand Jury and opened court in a tent. This is part of his charge:—

"I have missed several terms of my court in your county, for I was satisfied that a court would not be held, and, having had my life threatened, had every reason to believe I would be assassinated if I came to Perry. Gentlemen, this county is over seventy years old, and but one man in all that time has been convicted of murder, and he was only confined for a small terms of years in the penitentiary, though 500 men have been murdered in the county, over 300 of them in the last twenty years. This is appalling, and I ask you, Do you want justice? The record shows you these things. I have called this extra term of court to give you one more opportunity. Now, do your duty. I am frank to say that if this court amounts to nothing there will be no use of ever again trying to hold court in Perry."

The Grand Jury was stirred up by the judge's eloquence. It went to work and found some two hundred true bills for murder. Indictments were drawn up and warrants issued and placed in the hands of the sheriff. There was a prospect of the law being a terror to evil-doers in Perry county once more. But the good and necessary work came to a sudden end. The sheriff, while in the performance of his duty, was captured by some of the lawless inhabitants. The judge and jury were visited and told that, if they valued their lives, they would lose no time in getting outside the boundaries of the county. They did not despise the warning, but took their departure with the least possible delay, and the people of Perry county were left once more to their own devices. That county, it is said, is not the only district in Kentucky in which the people have freed themselves from all restraints. This shows that the law is not supreme in the United States, and the election demonstrates that the people are not sovereign.

AN ANGRY MAGNATE.

Mr. Secretary Blaine, it appears, is not pleased with the way in which Canadians are conducting themselves. They are altogether too saucy, and too independent. They are not disposed to efface themselves at the command of Mr. Blaine or Mr. McKinley. They are behaving as if no such person as the Honorable James G. Blaine exists, and as if the Congress of the United States had not expressed its determination to crush them commercially. Although Mr. Secretary Blaine has for the last two years and more been blustering about the claim of the United States to exclusive jurisdiction over the waters of Behring's Sea, the catch of British sealers off the Pacific coast has been greater this year than ever before. Those pets of the United States Government, the members of the Alaska Commercial company, are angry and disgusted at what they regard as the audacity of the British "poachers," and threaten to throw up their contract and to demand restitution from the United States. This "authorized company" appears not to know that the "poachers" hunted the seals from fifty to a hundred miles from United States territory, and that the greater number of the seal skins were not taken in Behring's Sea at all, but in the hunting waters south of that section of the Pacific Ocean. The authorization of the authorized company does not extend to waters outside the jurisdiction of the United States, and, if its members made the mistake of supposing that their Government owned the whole of the Pacific Ocean, the probability is that they will have to bear the consequences of their blunder. It was their business, before they closed the contract, to make themselves sure how far the waters under the jurisdiction of the United States extended. It was not to be expected that there should be one rule for the Northern Pacific and another rule for all the other oceans, and parts of oceans, on the surface of the globe. The rule which the Americans insist upon on the eastern side of the continent of North America must be the rule on its western side. They hold that British sovereignty extends only three miles from the shores of the British possessions in North America, and they cannot be allowed to hold undisputed sovereignty over the sea hundreds of miles from United States territory on the western side of that continent. If Mr. Blaine is displeased that Canadians take this position, he must remain displeased.

Then we are told that Mr. Blaine is angry because Canadians are trying to thwart him in his attempt to get a monopoly of the foreign trade of the West Indies and the South and Central American republics. He, it appears, looks upon it as presumption in Canadians to endeavor to make as favorable trade arrrangements as they can with the Governments of West India Islands and South American States. That is a kind of presumption which men of the Anglo-Saxon race have inherited, and we are afraid that it is out of Mr. Blaine's power to eliminate it from the Canadian character. Another great man was dreadfully annoyed at the commercial instincts of "the nation of shopkeepers," but the shopkeepers were, in the end, too many for him. Surely, Mr. Blaine and his colleagues do not expect to be more successful in the commercial war which they have declared against Canada, than the Great Napoleon was in his endeavors to destroy Great Britain's commercial supremacy. We would not be greatly surprised to find that the Dominion Government's attempt to enter into closer and more profitable commercial relations with the southern communities will be much more successful than Mr. Blaine's elaborate reciprocity negotiations, contravened as they are by the narrow and restrictive policy of the great majority of the party to which Mr. Blaine belongs, and of which he is not the leader. Mr. Blaine's South American Reciprocity Conference came to nothing, or, perhaps, something worse than nothing. He had to fight hard in order to keep anything like faith with the delegates, and it is more probable than not that the States represented at the Conference are to-day less disposed to entertain proposals peculiarly favorable to the United States than they were two years ago. It is not surprising that Mr. Blaine gets into a bad humor when he talks about reciprocity with South America and the West Indies, but the object of his wrath should be his own countrymen and not Canadians.

BROUGHT TO BOOK.

The News-Advertiser wants an explanation. It calls upon the organ of the Opposition in this city to explain. It wants to know why that organ is continually referring to the Independent Party. It evidently does not understand why the Times should be so solicitous about the course which the Independents intend to take. Will the Times get up in meeting and tell the Advertiser and all the rest of the world what it means and what its intentions are? Our Vancouver contemporary rejects with scorn our theory. It says, in effect, that the Times cannot, with any sort of propriety, be regarded as a tempter, for the good and sufficient reason that it has nothing worth considering with which to tempt the Independents. This is how our indignant and enquiring contemporary expresses itself on this head:

"To tempt a person assumes, we had supposed, that the tempter had something to offer those whom he approaches. But we fail to see that the little band of the Opposition has anything, at present, to offer the Independents, who, if we mistake not, are much better off for material to illuminate their path, than either of the rival parties. Had Jacob not had a mess of pottage, even Esau would not have lost his birthright for a mere gratification of his appetite. Does the Times desire to insult the Independents by suggesting that while they have such a carnal appetite for the flesh pots of office, they have so little intelligence as to think that empty wind would be the equivalent of substantial viands?"

How does the Times like that? We are surprised, since the Advertiser is so rich in its scriptural allusions, that it did not wind up with the objurgation, "Get thee behind me, Satan!" But we forget. The Advertiser does not regard the Times as a tempter at all. It is too weak, too much out at the elbows, politically; its pockets are too empty to play the role of Mephistopheles. It is as if a hungry, ragged, little shoe-black took upon himself to tempt Jay Gould to play the mischief with the bulls and the bears of the stock market. The Times must manage to get something worth while, even it were only the proverbial "mess of pottage," before it approaches the independent and incorruptible News-Advertiser. We hope that the organ is cured of its anxiety about the independents. It sees in what contempt the Opposition is held by the member who is ambitious to be the leader of the Independent party. From the position he takes, we should say that the Opposition stands a better chance of working pleasantly and harmoniously with its pet antipathy, the Hon. John Robson, than with the high and mighty personage who wishes to lead the Independents, and who evidently expects to dictate terms to both Government and Opposition. The master of the situation has spoken, and it behooves the Times, and those for whom the Times speaks, to comport themselves hereafter

"With bated breath and whispering humbleness."

ANOTHER TARIFF.

M. Moreau, a French Deputy, has discovered a way by which a very common weakness of human nature may be made profitable to the state. He has observed that people in France are very fond of titles. Men and women of almost all classes are most ambitious to have handles to their names. Any distinction which tells the world that they have aristocratic blood in their veins is eagerly sought after. It is well known in France, as well as in other countries, that, if the enquirer goes back a generation or two, he will find that the ancestors of many of the wearers of titles, of which they are exceedingly proud, were very plain people indeed, whose occupations may have been useful, but were certainly far from being aristocratic in any sense. But the titled people don't bother their heads about their plebeian grandfathers and grandmothers, and worshippers of titles are firm believers in accomplished facts. It is nothing to them if the not very remote ancestor of Lord John Dash was a tallow-chandler or if the maternal ancestor of the Marquis of Blank was no better than she should be. The Lord and the Marquis possess rank and position, and are therefore to be envied and courted. Even on this side of the Atlantic, where hereditary titles are rare, the passion for distinction is gratified by the appropriation of prefixes indicative of military rank and professional eminence. In America Society has a great deal more than its fair share of Generals and Colonels, Professors and Doctors, Honorables and Esquires.

This M. Moreau has introduced a bill into the Chamber of Deputies which imposes a tax on the wearers of titles. The gentleman who places before his name the aristocratic "de" is required to pay a tax of $100 a year. The man who writes himself Baron will pay $1,000 a year for the privilege; a Vicomte $4,000 and a Marquis $6,000 annually. The Republican deputy places on the titles Duke and Prince taxes which, we fear, are almost prohibitive. The former will have to contribute to the state $10,000 a year and the latter $20,000. If the bill becomes law it is to be feared that there will be a new emigration from France, for many of its nobility are not rich enough to wear their titles at home. However, they may come to America, where they will be worshipped, and where there are heiresses by the score who are ready to throw themselves and their millions into their arms. This is another proof that the law of compensations is universal in its working.

It may be, however, that some patriotic and envious member of Congress may introduce into that body a tariff bill more oppressive and more detestable socially than that of the discredited McKinley. He may propose to tax titles of all kinds, military, academic and professional, as well as aristocratic. If the tariff commenced at plain Esquire, $100 a year; Doctor, $500; Professor, $750; Colonel, $1,000, and so on, a complete revolution would, if it became law, be effected in the United States. Many who rejoice in titles, would, for want of ready cash to pay their annual tax, be forced to repudiate them and be content with plain "Mister." But the distinguished remnant would have the satisfaction of knowing that their titles had at least, this signification. They would show that those who continued to be distinguished were solvent. That they were able to pay a considerable sum every year toward the support of the institutions of the state. It might be said that such a tariff would bring titles into contempt. We are not at all sure of that. American titles are pretty generally laughed at now, but they are nevertheless worn by all who have a right to them, and by thousands who have not.

EDITORIAL COMMENT.

ON the 8th inst., we published a letter signed "East Wellington," criticising an article in the Nanaimo Free Pree eulogising Mr. Samuel M. Robins, manager of the Vancouver Coal Company's mines. The letter contained the following sentence which, we are assured, is erroneous, and does Mr. Robins a grievous injustice:

"Now, remarkable to relate, with four times the capital at command, the company ever had before he (Mr. Robins), came to Nanaimo, and, with now-a-days an ever ready market, he has increased the production and sale of coal at the Nanaimo mines, coal found by-the-by, and almost ready for mining before Mr. Robins set foot in the province!"

The increase of capital was comparatively small, and the coal was found by Mr. Robins after a long and what appeared to many to be a fruitless search. We consider it nothing but just to Mr. Robins to make this statement.

THE BARING BROS.

A Historical Sketch of the Firm and Their Present Status.

NEW YORK, Nov. 20.—In view of the financial crisis in New York and London, the following sketch will be found of interest: Baring Bros. is one of the oldest and most respected banking houses in the world. The present firm was founded in the first quarter of the present century. John Baring, the ancestor of all the English Barings, came from Bremen and settled in Exeter, England, in the eighteenth century. His son was Sir Francis Baring, a London merchant, who became a director of the East India company, and amassed a large fortune for those days. Owing to its influence, Mr. Pitt revoked the charter of the East India company in 1797.

Like all bankers, Baring Bros. & Co. have an account with the Bank of England. Their other London agent was the banking firm of Martin & Co. A few days ago it was announced that Martin & Co. were in difficulties. Not much importance was attached to this statement on this side of the Atlantic, because the name of Martin & Co. was only known to bankers who had large dealings with foreign bankers. The connection of the weakness of Martin & Co. with the announcement that Baring Bros. were in trouble is easily seen.

About five years ago Baring Bros. became the financial agents in Europe for the Argentine republic. During the last year the Argentine republic has managed to get its finances into a deplorable state of confusion, but the Baring Bros. have also played an important part in the American market through their New York agents, Kidder, Peabody & Co. When the Atchison, Topeka and Santa Fe failed to pay its fixed charges more than two years ago, it had to be reorganized. This was brilliantly and successfully done through the agency of Kidder, Peabody & Co.

Baring Bros. have lately been interested in the promotion of industrial companies, such as breweries and stock yards in this country, in order to launch stock on the English market. So far as known these transactions have not involved any losses to the firm.

In 1808, when the credit of this country was sorely tried by the exclusion policy of France and England in Europe, the Baring family proved itself true friends of the young republic. Substantial financial aid was given by them to the United States at the time when help was badly needed.

CHINESE ABSCONDERS.

Flight to China of a Firm of Much Importance.

SAN FRANCISCO, Nov. 19.—Members of Tong, Young & Co., one of the most extensive merchandising houses in the Chinese quarter, and who are also labor contractors, have fled to China with $40,000, the wages of 240 Chinese fishermen, who recently returned from Alaska. Geong Hen Nen and Hau Mo Sen are the absconding members of the firm, which was next to the Six Companies in importance. The absconders owe other creditors $20,000, making their liabilities $60,000. It is stated that failures, amounting to over $250,000, have occurred among Chinese firms during the past month.

There was a riot in Chinatown to-night, as the result of the absconding of the Chinese contractors with the laborers' wages. The Chinese fishermen are left penniless after a whole season's work, and about 200 of them marched to the store of Fong Fung, one of the labor contractor's bondsmen, and forcibly took possession of the store. About fifty of them closed the heavy iron doors and declared they would remain inside until they received their wages. The rest went to Chew Chong's store, another bondsman's place, and were only prevented from capturing the place by the interference of police. After a hard fight the Chinese were dispersed. Serious trouble is anticipated and the Chinese Six Companies have issued a proclamation stating that they will do all in their power for them. Fong Fung's store is still in possession of the rioters.

A ROUGH PASSAGE.

Sixteen Days Crossing the Atlantic in an Ocean Steamship—a Succession of Gales.

HALIFAX, N. S., Nov. 20.—The steamer Gothenburg City from London, which arrived this morning, had a passage of 16 days. Marks on her funnel and sides bear evidence of the tremendous seas she encountered. Capt. Harrison told the same story as other captains, recently arriving here—the story of a succession of westerly gales, which might almost be called one gale, lasting from November 2 to November 17, with mountainous seas. One of the officers said it was a terrible voyage. There was no let up to the gales, which continued day and night, with seas washing clear over the vessel. One of the boats was slightly damaged, but everything else withstood the terrible waves. The ship was unable to make much headway, and on one day, notwithstanding she was sent into the seas at full speed, she made but 75 miles in 24 hours.

SIBERIAN HORRORS.

Kennan Substantiates the Truth of His Articles.

NEW YORK, Nov. 20.—Mr. Dewindt, the English explorer, while travelling in Siberia a few weeks ago, sent a letter to the Pall Mall Gazette, denying a statement made by George Kennan in his articles published in the Century. The following special cable from London was received to-day: "Explorer Dewindt, who is now in Russia and Siberia, has written a letter from Tomsk, in Western Siberia, in which he declares that George Kennan's pictures of prison life under Russian rule are untrue. The prisons in Tomsk, he declares, are clean and comfortable, and their sanitary condition is perfect. The prisoners, he says, are well fed, and are in every way well treated."

Mr. Kennan has sent a letter to the Mail and Express, in which he says: "It is a remarkable and significant fact that whenever a badly informed and credulous foreign traveler arrives in Tomsk and desires to inspect the prison, he is conducted by the amiable officials, not to the exile forwarding prison, which, perhaps, is the thing which he really wishes and means to see, but to the tiuromni zamek, or provincial prison, which is nothing more than a district jail.

"This was the course pursued with Rev. H. Landsdell, and this seems to have been the plan adopted by the Tomsk officials in their dealings with Mr. Dewindt. Mr. Dewindt declares positively that the Tomsk prison, as graphically described in the pages of the Century magazine, does not exist. According to the Tomsk Siberian Messenger, a conservative paper, favored by the Government and, moreover, under the strictest censorship, the number of exiles in the forwarding prison at that time was more than 4,000, with a prospect of 7,000 in the near future, and this in buildings, that according to the admission of Mr. Petukoff, acting governor of the province, were intended to hold only 1,400. 'It is evident,' the Tomsk newspaper says, 'that the prison is threatened with an outbreak of all sorts of diseases, which will spread to the city and bring terrible suffering upon its inhabitants. What is going on meanwhile in this place of confinement can be imagined only by one who has witnessed the picture it presents of overcrowding, breathlessness and literal suffocation.' This article, from the Tomsk Siberian Messenger, must have been in print and known to every intelligent citizen of Tomsk at the very time Mr. Dewindt was writing in that city the prison declaring positively that the letter described by me and referred to by the Siberian Messenger did not exist."

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MINING AT KOOTENAY LAKE.

Dr. Campbell Speaks of Development Work at the Hot Springs Camp.

Dr. Campbell, of the Revelstoke Smelting and Mining company, owners of the United and No. 1 mines, at Hot Springs, was in town yesterday, and left for home this morning. He reports that everything looks exceedingly well at the mines in the Hot Springs, or Ainsworth, camp, where over an area of some 24 square miles, there is, he says, a perfect mass of silver mines. Among the most promising of them are the Skyline, the United and the No. 1. Development work is being very generally and vigorously prosecuted and by the spring there is expected to be a very heavy output for shipment to the smelter. At the United there are at present 1,100 tons ready to ship and 500 tons at No. 1, which, by the opening of next season, will have been increased to 5,000 tons. The ore of the whole camp will, it is expected, average from $60 to $100 per ton, some of it reaching many times higher than that, in certain localities; the estimates from surface indications having been fully borne out. Indeed, he has never seen a camp show up better than this for the work done. Personally, he had commenced operations about August 1, and he was well satisfied with the yield that had been made. Among the other prominent mines in the neighborhood, he said, he might mention the Krao, the Little Donald, the Little Phil, the Maestro, and the Spokane, the five latter being upon the same ledge.

DIRECT CONNECTION.

Between Chicago and England By Rail—The Trip Shortened to Five Days and Twenty-one Hours.

CHICAGO, Nov. 20.—A scheme to connect Chicago with London by a railroad and steamship line, is attracting as much attention just now as anything else outside of the Stock Exchange excitement.

Mr. Balch, an American capitalist residing in London, who has charge of the American end of the scheme, will be in Chicago early next week with the propositions necessary to be considered and acted upon here.

The project contemplates a railway from this city to Labrador, there to connect with swift steamers for Milford Haven, thus establishing swift communication between Chicago and London by two days less than by the way of New York.

The company to operate this scheme has been organized and regularly chartered. It is an English corporation, known as the North Canadian Atlantic Railway and Steamship syndicate, limited; chairman, Henry Isaacs, late lord mayor of London; capital stock, £4,000,000. The plan is to make direct rail connection between Chicago and the coast of Labrador, probably at St. Charles bay, from which point to Milford Haven, on the coast of Wales, is but 1880 miles, as against 3070 from New York, and the North Canadian Atlantic.

Railroads will carry travelers from Chicago to St. Charles bay in 47 hours. The steamer line, which is a part of the general enterprise, will take them on to London in less time than that now made from Liverpool to London. The entire trip from Chicago to England is to be accomplished in five days and 21 hours, as against seven or eight days by the way of New York, with a saving of two and a half days of the sea voyage.

TRADE UNION POWER AS EXERCISED IN ENGLAND

The following paragraph appeared in the London Times of October 31, which has just come to hand:—

"An unexpected difficulty has just been thrown in the way of Mr. Worthington, the contractor for the construction of light railways in the West of Ireland. In a letter to the Daily Express he states that on Monday a steamer arrived from Barrow laden with rails for the railway which he is making at Bullinrobe, in the county Mayo. A number of laborers were engaged to discharge it at the Spencer dock, and were to be paid at the rate of 10s. a day. They proceeded to discharge the vessel, but a telegram arrived from the Trade Union in London directing them not to do so. They accordingly ceased work, expressing regret at having to do so. The effect of this action is that the engineer has been instructed that it may be necessary to suspend the work until the Trade Union differences are ended, and 1,500 men will be thrown out of work. Mr. Balfour has made it a condition with the Midland Great Western company that the work shall be proceeded with at the earliest moment, and Sir Ralph Cusack, the chairman, is making arrangements to start them at once; but all their efforts are to be paralyzed if, when the works are commenced, the rails and other materials are stopped in transit and cannot be delivered. Mr. Worthington, from long experience, apprehended disastrous results from the course the Trade Union have adopted towards the laborers and artisans in the distressed districts.

A DEAD WOMAN IN THE RUM.

It Had a Funny Flavor—Mrs. Le Bon Was in the Cask.

PARIS, Nov. 20.—M. Le Bon, a wine merchant at Nancy, sent a barrel of rum to a fiend at Maisalon, Saturday last. His friend was pleased, and lost no time in trying a sample of the new arrival, but there was a flavor about it that puzzled him greatly. He tasted it again, and it seemed queerer than before. Determined to solve the mystery he took out the head of the cask, and his horror may be conceived when he saw all that was mortal of Mme. Le Bon, who had disappeared mysteriously three weeks before.

To set the police after Le Bon was but the work of a moment, but when they arrived they found he had already done justice to himself by committing suicide. Four workmen and two relatives of the woman have been arrested on suspicion of being concerned in the crime.

Mining News.

MINING experts note that cholera never attacks the bowels of the earth, but humanity in general find it necessary to use Dr. Fowler's Extract of Wild Strawberry for bowel complaints, dysentery, diarrhœa, etc. It is a sure cure.

James Corcoran, of Stratford, Ont., is at the Clarence.