The Gale's Victims

The Schooner Minnie E. Caine Totally Wrecked on Smith Island.

Santa Clara Still Fast on Trial Island—Bankburn is Safe

Japanese Liner Shinano Maru Returns to Townsend On Fire.

Other disasters were reported yesterday, and the end is seemingly not yet, for the storm seems to have covered a wide area and when the full tale of disaster to shipping is told it is feared that it will be as great, if not greater, than that which resulted from the fierce southeast gale of Dec. 3 and 4. The wreck of the Minnie E. Caine, a fine new four-masted lumber schooner owned by Capt. E. E. Caine and others of Seattle on Smith island, about 25 miles from this port, was reported yesterday by the tug Pioneer, which came from Port Townsend, for the Santa Clara, and the steamer North Pacific on her arrival from Seattle yesterday morning brought news that the Nippon-Yusen-Kaisha liner Shinano Maru, which sailed from here for the Orient on the 19th, had returned to Port Townsend with her cargo on fire. The steamer Oscar is safe at Tacoma and the Trader reached Union in safety. At Seattle the German bark Robert Rickmers dragged her anchor and ran into the schooners Stimson and Mildred, causing some damage to both vessels. The Santa Clara is still hard and fast on the rocks of Trial island, lying over on her port beam, her hull pierced in places by the rocks. The Bankburn is safely anchored in Kanaka bay near Cattle point of San Juan island, where, after several searches her master found her with the tug Hope yesterday. The Benjamin Packard is still at anchor near the Outer wharf where she drifted during the storm.

The worst wreck yet reported is that of the Minnie E. Caine, which arrived at Port Townsend some days ago from San Francisco under charter to load lumber at Chemainus. She was being towed from Townsend during the storm to the British Columbia mills by the tug Mystic and a nine-inch hawser parting she was driven on the rocks of Smith island, which lies about 15 miles northwest of Port Townsend and about 25 miles from Victoria, facing Deception pass. The light on the island can be seen from Beacon Hill on clear nights. The Minnie E. Caine was blown shoreward rapidly, and she piled up high and dry on the northwest corner of the island in a most exposed position, where, if the wind arises, she will in all probability be broken up. The tug Pioneer, which reached the Outer wharf yesterday morning, went to the scene and Capt. Nielson reports that the hull of the white lumber schooner is badly broken, and it was thought she would be a total loss. The crew made their way ashore easily, for the vessel was thrown well up on the island.

THE SANTA CLARA.

The Santa Clara is expected to be saved. The tugs Pioneer and Mystery were at work endeavoring to haul her from the rocks yesterday without success, the Pioneer breaking a nine-inch hawser while attempting to free the ship. This morning at high tide the ship will be lightened, and the Pioneer will make another effort to haul her free from the rocks which hold her on Trial island, where she has been held prisoner since Thursday morning. She went on by the stern, but is now held by the rocks along her whole keel, the rocks puncturing the port side in places, and at low water she looks a picturesque wreck, listed over on to her port beam, with her yards not far from the perpendicular. The tug Mystery took out Capt. J. G. Cox's Lloyd's surveyor, Diver McHardy, H. F. Bullen and others yesterday morning, and an examination of the stranded ship was made above and below water. All were of the opinion that she would be saved, unless another southwest gale sprang up, for, lying as she does in an exposed position in the bight of the island, she would perhaps be a total loss.

Capt. Lindberg, master of the Santa Clara, came ashore yesterday to see his wife off to her home in San Francisco, she having decided to return, having been unnerved as a result of her experiences during the storm. The captain says that the vessel made about 10 knots when dragging her two anchors to which was attached 150 fathoms of chain and a kedge was thrown over to endeavor to hold the drifting vessel. The night was an exciting one on board the ship, and as the efforts proved unavailing to stay the shoreward progress of the vessel all were intensely excited. At length the anchors held near Trial island, and the ship brought up with a shock not far from the rocks. There she held until noon on Thursday, and then while the Mystery was attempting to save her she piled up. Capt. Lindberg and Capt. Cox say she is not making much water, and they expected that she will be saved and after being repaired at Esquimalt be ready to take her coal cargo.

BANKBURN AT SAN JUAN.

The Bankburn is safely anchored in Kanaka bay, San Juan island, and Capt. Wyllie is glad to know this. Until yesterday he was in the most peculiar position that any master can find himself. He had left his ship at anchor in the Royal Roads and for 40 hours he was unable to find her. The Bankburn had been seen drifting up the gulf with the other two vessels, and after passing Discovery island she was not seen again, until she was found yesterday off San Juan. When the gale was driving his vessel from her anchorage the captain was asleep at the Victoria hotel. He was awakened and went out to the residence of Mr. Logan, agent of the Puget Sound Tugboat company, and with Mr. Logan and others went along the Dallas road to look for his ship. He could not pick her up with his glasses until about noon, when he saw a ship near San Juan island. At night he made a contract with the tug Hope to be placed on board and the Hope went out to look for the ship, but failed to find her. Capt. Wyllie was then very uneasy for his vessel, and yesterday morning he went out again and found his ship anchored in 29 fathoms of water in Kanaka bay, with 105 fathoms of chain out. The ship was seen from the tug Hope soon after she passed Discovery island, and Captain Wyllie who was then at dinner was called. He was almost in tears because of his joy at seeing his ship safe and sound.

TUG BREAKS DOWN.

When the Hope was returning from the Bankburn she found another vessel in distress. The tug J. K. Colman, of Port Townsend, which was towing a two-masted brigantine, broke down when off Discovery island. The brigantine made sail and wore away for the Sound. The City of Nanaimo which returned from Nanaimo yesterday afternoon sighted the two vessels and saw the brigantine overrunning the tug from which a cloud of escaped steam was coming, she having broken an eccentric or sustained some similar damage in her engine room. The tug Hope went alongside the disabled tug and asked if she wanted assistance. The Colman's master said that he would like to be towed to be towed to Victoria. He thought to the American side, but did not want repairs could be made within a few hours and she would proceed. The Hope left the Colman drifting about on the east side of Discovery island making repairs.

SHINANO MARU ON FIRE.

The big Japanese liner Shinano Maru, which was laden to her capacity with cotton, flour, machinery, steel, etc., valued at $400,000 is afire at Port Townsend at which port she arrived on Thursday morning at 4 a. m. when the big storm was at its height, with signals of distress flying. She dropped anchor and kept signalling the shore for assistance, but as the gale kept up it was deemed unsafe to attempt to reach the great liner, notwithstanding her appeals.

Finally, as the day more on, the British vice-consul Oskar Klocker, at Port Townsend, chartered the little steamer Wildwood and despatched her to the Shinano. The Wildwood's officers, according to their report to those of the North Pacific, were told by the Shinano's crew that a fire had broken out in the hold of the Oriental liner.

The Sound steamer brought meagre details of the fire on the Shinano Maru and the steamer Majestic, when she reached port yesterday afternoon did not bring any further particulars. When, where, or how the fire started was not stated, and the wires being still down last night, details will not be received until the North Pacific arrives this morning. The officers of the Majestic say the steamer was about to go into the wharf at Port Townsend where the fire department could put a stream into her hold. F. M. Studley, agent of the line at Seattle chartered a tug to proceed to the distressed steamer and arranged with Capt. Libby to send the tug Pioneer to the vessel's assistance, as the Pioneer is well equipped with pumping machinery and apparatus, being specially fitted for wrecking purposes. The Pioneer had left for Victoria, however, before a message could be sent to her, and is saving the Santa Clara.

STORM WAS WIDESPREAD.

That the storm covered a large area is shown by the reports received by the steamer Majestic on her arrival yesterday. A despatch from Astoria says the storm created havoc there among local shipping and many of the small craft drifted anchors and went on the beach. The only serious damage done was to the plant of Hale & Kern, which has been used to remove the old wreck of the Sylvia de Grasse. The barges, which were more than 1,500 tons burden, were completely annihilated and driven on the beach, entailing a loss of about $2,000.

A despatch from Gray's harbor says under Thursday's date: News from the coast this afternoon brings no tidings of wrecks, but the severity of the gale and the shoreward direction of the wind caused much anxiety for several vessels at sea bound for this port.

CABLE BROKEN.

The steamer Otter left last night for Vancouver with the cable laying barge Electron, which has been lying idle for so long in James Bay, the barge being needed at Vancouver for the work of repairing the cable torn up by the steamer Aorangi, when the big liner dragged her anchors during the storm.

The cable station at Vancouver was wrecked by the storm and logs piled against it. The bark Elizabeth Nicholson dragged her anchor across Vancouver harbor and went broadside against Hastings' mill wharf. She broke her copper sheathings over the bows, but no holes were stove in her. The bow of the steamer Active was carried right into the wharf and the vessel badly damaged.

Fifteen small steamers went adrift at Vancouver and were all more or less damaged.

On Thursday afternoon several cases of Alaska salmon, together with a small amount of wreckage which may be from a steamer on her way down from the Klondike were washed ashore. The salmon may, however, have had a different origin and so far there is no absolute evidence that a marine disaster has occurred.

Wreckage has been picked up in the gulf, including cases of the Alaska Packer's company salmon, marked "Todd, Icy Pass." These are thought to be from a southbound Alaska steamer.

DIPPED DEEP.

The stormy trip of the Mainlander, which as told yesterday was forced to put back to Port Townsend, because of the storm, is told of by the Post-Intelligencer, which says the Mainlander had besides 30 or 40 passengers, 80 tons of ore aboard. In crossing the strait from Port Townsend her cargo shifted and for a time it seemed that the vessel would go down. In turning back she tossed and dipped into the trough of the sea so deep that at one time the waves dashed into her upper deck windows.

The Utopia weathered the storm on her lower Sound run, and the steamer Sehome broke some of the blades of her paddles, but otherwise sustained no damage.

UNEASINESS FOR SAN MATEO.

Since the storm there has been some uneasiness for the collier San Mateo, which would undoubtedly encounter the full force of the storm off Destruction island or thereabouts. She was known to have been heavily loaded. There is no fear for the steamer Walla Walla, which it is believed put into Neah bay for shelter. The steamer Titania is due today from San Francisco, and news may possibly be brought by her of the south-bound steamers. The steamer Ping Suey, the first vessel from sea since the storm, encountered the gale well o the coast. She brought no news of shipping off the Cape.

AT PORT TOWNSEND.

Port Townsend, Dec. 26.—Last night and today the most furious storm of the season swept over this section of Puget Sound and the strait of Juan de Fuca, and shipping has been practically at a standstill. Mail boats from down the strait failed to arrive and boats from here were delayed until late this afternoon.

Telegraph and telephone communication has been cut off, the wires being down both north and south of this city.

WORST IN YEARS.

Whatcom, Dec. 26.—A heavy southwest gale began blowing early last evening and increased in violence until it became one of the worst storms in years. Its energy was not spent until a late hour this afternoon. Steamboat and railway traffic was seriously interrupted and all the telegraph and telephone wires went down. Considerable damage was done along the water front here and also at Blaine. At the latter place two booms of logs went adrift and took over 50 feet of the Millen wharf and one hundred feet of the old Cain wharf, cutting the mills and canneries off from the city. Several houses on the waterfront were washed from their foundations and set adrift.

On Bellingham bay the worst damage was done along the Fairhaven waterfront, which was the most exposed. The old fertilizer factory building was toppled from foundations and a considerable portion of the B. K. Wood mill wharf went down under the onslaught of a loose boom of logs, carrying with it considerable lumber. A boom of logs of the Puget Sound mill also went adrift.

SCHOONERS COLLIDE.

Ballard, Dec. 26.—The storm last night played havoc with the vessels anchored outside the bay near Ballard. The schooner Stimson and Mildred collided in the gale, tearing their rigging badly and breaking a mast on the former. By the time the storm had subsided they had drifted to Richmond beach, a distance of about 10 miles.

The schooner Carona, which also was outside, was badly shaken up, but her anchor held her fast.

Little damage was done inside the bay, except the breaking up of a boom of logs.

AT WALLA WALLA.

Walla Walla, Dec. 26.—Wind blowing at the rate of 45 miles an hour caused considerable damage in this section this morning. Telegraph lines and electric light wires were tossed about and poles fell in dangerous proximity to buildings. The residence of G. S. B[illegible] caught fire from a live wire and a small fire was caused at the home of Allen H. Reynolds by the crossing of a telephone and a live arc light wire.

Weakened by the strain of the wind, the barrel flume leading to the power plant of the Walla Walla Light and Power company ex[illegible] exploded at noon today, and a colu[illegible] of water shot skyward under a [illegible] pressure of 30 pounds to the quare in[illegible]ch. For more than a hour a column [illegible] of water shot 60 feet in the air at t[illegible] power plant, and it was not until [illegible] late hour tonight that repairs could be made sufficient to supply power.

LOST HER PROPELLOR.

San Francisco, Dec. 26.—The steamer W. H. Kruger, which was bound for Tillamook from San Pedro, put into port today in a disabled condition. On Tuesday, about 20 miles north of Point Arena, the steamer lost her propellor during a northwest gale.

STORM STRIKES SALT LAKE.

Salt Lake, Dec. 26.—The storm which has been raging throughout the northern intermountain country today struck Salt Lake at 2:30 this afternoon with a suddenness and fury that startled the residents.

From a dead calm the wind increased with remarkable rapidity, and within a few moments had attained a velocity of fully 50 miles an hour, bringing with it a blinding snow storm, which raged with the fury of a blizzard for over two hours. The storm came from the northwest, and although of comparatively short duration, was one of the severest felt in this section for years.

The telegraph and telephone companies whose systems were badly deranged as a result of the storm, tonight report their wires again in working order. The railroad companies report but little delay in their service.

CONDUCTOR KILLED.

Missoula, Mont., Dec. 26.—Word reached this city this afternoon that Conductor Charles King was killed last night, just across the line in Idaho. Conductor King was blown from his train by the fierce storm raging, while trying to reach the caboose. King had been helping a brakeman, and started to the rear end of the train when the disaster occurred.

King's mangled body was found at the bottom of a deep gorge, having been blown from the train while almost in the centre of a trestle.

From Fort Benton come reports the fiercest storm known in years. Big windows of the court house were blown in and other minor damage done.

CUT THE CABLE.

Some of the men working at the Victoria cable returned just before the Charmer sailed. They say that the Aorangi, unable to make the Narrows last night owing to the storm, anchored in English Bay. The waves were so high that they found that their anchor was not holding, and they were drifting towards the shore. They started to pull the anchor up and found it foul of something, which turned out to be the Victoria cable. They steamed full speed ahead in hopes of breaking away, but succeeded only in pulling up two winches and pulling down the cable house. They then cut themselves loose by severing the cable.

The sea end has not yet been found. Mr. Wilson, superintendent, says that he expects it will be three days before communication will be resumed by wire between Victoria and Vancouver.

THE STORM AT VANCOUVER.

Much Damage Done to Property and Telephone Wires.

Vancouver, Dec. 26.—The city suffered from a violent wind storm last night, much damage of a more or less serious character was done in the city in the way of fences and sheds being blown down. This morning Vancouver is isolated from the outside world, not a single telephone or telegraph wire to outside points being in working order.

The cable station at English Bay, where the storm was most violent, was blown down and floating logs piled about the wreck. Horses were engaged all forenoon in dragging away these logs. The waves at English Bay were said to be never so high as they were last night and early this morning.

Houses in the vicinity of English Bay, exposed to the storm from the sea, were rocked by the wind, but no serious accidents happened.

GOOD MANNERS.

Teaching Politeness a Neglected Part of Education.

From the Saturday Review.

If good manners be, as few will deny, so important for success in life, how comes it that it is the one part of our education that is left to take care of itself? Games and books are regarded as essential, and the progress of the child in one or the other, or both, according to the taste of the parent, is anxiously watched. But most parents and all young persons would receive with amused contempt or fierce resentment the idea that the habit of being agreeable to others is very useful, and can be taught. And here is worth noticing the difference between the English and French view of good breeding. When an Englishman uses the term "well-bred" he refers to the person's pedigree. "He was not bred in our kennel," said a Whig peer with coarse contempt of Mr. Gladstone. But the equivalent phrase in French, bien eleve, refers to the person's upbringing or education. The majority of Englishmen and women regard good breeding as a thing which cannot be taught, but is partly congenital and partly inhaled unconsciously from our social atmosphere.

Lord Chesterfield took emphatically the French view, and his failure to teach his son good manners does not prove that the system was wrong, but merely that the son was deficient in intelligence. "Good breeding is the natural result of common sense and common observation. Common sense points out civility, and observation teaches you the manner of it, which makes it good breeding." "Observe carefully what pleases you in others, and probably the same thing in you will please others. If you are pleased with the complaisance and attention of others to your humors, your tastes, or your weaknesses, depend upon it the same complaisance and attention on your part to theirs will equally please them."

This of course is the secret of the business. Good manners consist in consideration for other people, that is to say, in intelligent altruism in small matters. It is absurd to say that this kind of unselfishness in trifles cannot be cultivated, because it is largely a matter of attention.

Manners are to a high degree teachable, and parents can do a very great deal to make their children agreeable by impressing upon them the worldly utility of being so, for no other argument would be of the least avail. It is much to be wished that parents would do so, for the manners of the rising generation are marked by unabashed selfishness and cynical irreverence.

TO PLAY VANCOUVER.

The Victoria Intermediate Rugby team left for Vancouver by this morning's Charmer to meet the Terminal City Intermediates. The last match between these two fifteens resulted in a victory for the Vancouver boys, by one try to nil, and on this occasion the Victoria will try and reverse the score. The following players will represent the Victoria Intermediates: Full back, N. Gowen; three-quarters, S. Patton, S. Shanks (capt.), W. Blackbourne, R. McDonald; half backs, L. Foote, W. Hedley; forwards, J. Finlayson, A. Levy, H. Marchant (centre), W. Sweetland, W. Alliott, G. Goddard, D. Willemar, L. Netherby. The team is weakened by the absence of several of the best players, but the boys hope to make a good showing against the speedy Argonauts.

The boys wish to thank A. Gillespie and J. Cornwall for their kindness in helping them to make the trip.

Ping Suey Reaches Port

China Mutual Liner Has a Very Stormy Passage From Far East.

Round the World Freighters Will Hereafter Make This a Port of Call

Steamer Ping Suey, of the China Mutual line, reached the outer wharf last night after a fast passage of 14 days from Yokohama, on the last lap of her round-the-world voyage from Liverpool. The Ping Suey left Liverpool on October 17 and steamed via the Suez, Aden, Colombo, Singapore, Hongkong, Yokohama and intermediary ports to Victoria, making quick runs all the way. She will land her Victoria freight, consisting of about 120 tons, this morning. This is mostly Chinese and Japanese goods from the Orient, although there is also some small consignments of freight from Liverpool for Victoria merchants. For the Sound the steamer has a large cargo of through freight, including shipments of bricks from Liverpool, salt from Glasgow, and general Chinese and Japanese freight; infact, the Ping Suey has a cargo of all sorts from jute to joss stick, including shipments from many countries.

The liner—the first to reach port since the storm—encountered the force of the gale on Christmas Day at 12:45 p.m., when in latitude 48.50 north and 173.-34 west. The barometer fell to 28.60, and a gale blew with great fury from the southwest, shifting afterwards to the northwest and causing a very high sea, which threw great waves over the steamer. The wind was fair, however, and she ran before it, thus being enabled to make better weather of the gale. Although the steamer's decks were swept, no damage resulted.

The Ping Suey, which is a fine cargo steamer, of 4,150 tons, is the first of the China Mutual to call at Victoria, but according to her officers, Victoria is hereafter to be made a port of call for the liners, and all will call at the outer wharf, bringing freight inward and loading what freight is offering for the outbound trips.

The steamer Oopack—now under charter to Dodwell & Co.—will arrive on Monday to load about 800 tons of salmon for Japan.

Today other vessels are looked for from the Orient. The Glengarry is due from Kobe, and the Athenian is due from Yokohama, having sailed a day later than the Ping Suey. The steamer Duke of Fife is due on Monday.

COAL EXPLOSION.

Steamship Officer Says the Matteawan Was Lost on That Account.

A despatch from Tacoma says: An officer of a steamship just arrived from the South, which had instructions to search for wreckage of the lost steamship Matteawan, says it is his opinion that the steamer was wrecked by an explosion of her coal cargo. Bearing out this theory is the fact that explosions have taken place on a number of Nanaimo coal-laden ships, including the St. Charles, Queen, San Mateo and the Berracuta. He fixes the date of the loss December 3.

MARINE NOTES.

While speaking the British ship Avenger on Tuesday night for a tow in the straits, the tug Magic lost her mast and had a narrow escape from being wrecked. The tug tried to pass in front of the ship, but got too close, and the mast was torn out by a protruding yard on the ship. The sea was rough at the time, luckily no one was injured.

The steamer Ventnor, lumber laden, from Vancouver for Calcutta, arrived off the outer wharf last night to ship two seamen before proceeding on her voyage.

Four sealing schooners proceeded to sea yesterday. The Geneva and Florence M. Smith sailed yesterday morning and the Casco and Triumph spread their white wings yesterday afternoon, and all are now bound to the California coast, and thence to the Japan coast in pursuit of the seal skin sacques au natural. The Geneva is commanded by Capt. Burns, Casco by Capt. W. Munro, Triumph by Capt. Ryan, and Florence M. Smith by Capt. LeBlanc. All carry white crews.

The Brigantine Blakeley will sail on Monday or Tuesday for Cocos island. She was loading her ballast yesterday.

Schooner Umbrina will be ready to sail on Thursday for the coast.

The C. F. Sargent was not much damaged by the fire which burned in her hold at San Francisco. She is alongside her dock discharging cargo.

GOVERNMENT STREET FIRE.

Crossed Wires Caused a Little Blaze in Phillip's Clothing Store.

Shortly before 9 o'clock last night a gentleman passing along Government street noticed a blaze in the clothing store of Mr. Phillips, near the corner of Government and Yates streets. An alarm was rung in and the firemen quickly responded. They found that the blaze was caused by live wires in the southwest corner of the store. Some of the goods in the shelves were smoldering and there were prospects of a big blaze. But the wires were cut and the chemical engine put out the blaze before a great deal of damage had been done.

As one of the hose reels was leaving the fire hall the hub of the wheel struck the side of the doorway and Driver Mouatt was thrown from his seat. He struck on his head and was stunned by the blow, also receiving an ugly cut on the side of the face. Sergeant Redgrave and Thomas Hodge, who were close by picked the driver up just in time to prevent him being run over by one of the other teams. Fortunately the team hitched to the reel stopped when the accident occurred and were quickly secured.

POSTAL RETURNS.

Increase of Thirteen Million Letters Mailed Last Year.

There were 287 new post offices opened in the Dominion during the fiscal year 1901, and 13,375,000 more letters were carried than in the previous year. The number of postal notes issued and paid during the year increased from 769,250 to 877,596; the aggregate value of the year's issue being $1,459,015, an increase of $108,349.

During the year 596 new postal note offices were established, being an increase during the year from 8,160 to 8,756. In the money order branch 76,102 more money orders were issued than in the previous year. The value of the money orders increased during the year, by $1,747,183 over last year, and $4,874,000 over 1896. The postal note and money aggregated $19,415,275, an increase of $6,373,416 over 1896.

The department arranged during the year with the United States a plan for the simplification of the exchange of money orders and postal notes between these two countries, the result being that an agreement was come to whereby the United States pays all money orders and postal notes drawn upon it by the Dominion of Canada in the same manner as if the orders were to be paid in the Dominion itself. This arrangement practically adds to the list the names of some 30,000 offices in the United States upon which the Canadian Post Office Department may now issue money orders and postal notes. Canada renders a similar service to the United States.

The amount deposited in the post office savings bank at the close of the year was $39,950,812, an increase of $2,443,359, being the largest balance at the close of any other year.

The total revenue of the department increased during the year by $238,924. Notwithstanding the reduced postage to two cents at the close of two years from the time this reduction took place, the monthly revenue has grown to exceed what it had been under the higher previously existing rates. The deficit for the year is $416,188. In 1896 the deficit was $781,152.

If there ever was a specific for any one complaint, then Carter's Little Liver Pills are a specific for sick headache, and every woman should know this. Only one pill a dose. Try them.

MURDER WILL OUT.

Accused of Murder After a Lapse of Ten Years.

Rome, Dec. 25.—At Verona there is being unraveled a libel action which turns upon an atrocious murder committed 10 years ago, when some boys, fishing in the river, brought up several bags of human remains, which had been the body of a young woman who could never be identified, as the head could not be discovered.

Simultaneously with this discovery a young woman of the district named Isolina was reported missing, and she has never since been seen. Examination of the body showed that the murdered woman had been enciente, and Isolina was known to have been in that condition.

Popular suspicion at once pointed to a young lieutenant in an Alpine regiment, named Trivulzio, known to have been Isolina's lover. Although he was released after a short detention, the public opinion refused to be satisfied.

After smouldering for 10 years, the tragedy has broken out afresh by a direct accusation against the ex-lieutenant, made by a Socialist deputy in a Verona paper.

While Trevulzio is prosecuting this paper for libel, another Verona journal has published further statements from several individuals, all pointing suspicion strongly against Trivulzio.

It was in this case that Signor Maggiotti, prosecuting counsel, in a sudden access of madness, shot himself in court the other day. So far, as it has gone, the action has thrown little light on the crime.

More cases of sick headache, billiousness, constipation can be cured in less time, with less medicine, and for less money, by using Carter's Little Liver Pills, than by any other means.

THE FORMER HOUSE OF LORDS

Hall In St. Stephen's Where Peers Used to Hold Their Deliberations.

From Good Words.

The old House of Lords was originally a banquet hall, when St. Stephen's was a royal residence, and after the erection of Westminster Hall was converted into a Court of Requests, where the King sat in person to receive the petitions of his subjects. The tapestries on the walls represented the dispersal of the Spanish Armada in 1588, and also contained portraits of the English naval commanders. They were presented to Queen Elizabeth by the States of Holland "in testimony of their admiration of the skill and bravery of the English fleet." In the arrangement of the new chamber the disposition of things in the old—destroyed by the fire of October 16, 1834—was followed exactly. At the upper end of the old house stood the King's throne, a gilded high-backed chair, on a dais, under a canopy of crimson velvet, supported by gilded columns. In front of the throne, separating it, as it were, from the chamber, was, as now, a light brass railing, and in the space about the throne privy councillors and sons of peers were admitted as now, during the sittings of the house. There were four rows of benches, lined in crimson leather, at each side, and between them, on the floor, first the Woolsack, then the clerk's table, and nearer to the Bar, as now, four cross benches for peers who did not care to sit either with the government or the opposition. At the Bar there was standing room for almost a hundred and fifty persons, and here the Commons, and strangers introduced by the Commons, found accommodation. It was not until the trial of Queen Caroline, wife of George IV., for adultery, in the House of Lords in 1820, that a gallery was provided for the press. Previous to that time—after the reluctant recognition of the right of the newspapers to publish the proceedings of parliament—the reporters were permitted to take notes in the crowd at the Bar, provided they attended in evening dress. The front row of the gallery, erected in 1820, was allotted to the London newspapers. Behind the journalists sat the general public—there were about sixty seats for men and twenty for ladies—admitted on orders signed and issued by peers. As for the peeresses, how they fared in the old house is best explained by the following interesting extract from Greville's "Memoirs":

"The House of Lords was very full to hear the Catholic Relief debates, particularly of women. The steps of the throne have been crowded with ladies. Fotmerly one or two go in who skulked behind the throne, or were hid in the box of the Usher of the Black Rod, but now they fill the whole space, and put themselves in front with their large bonnets without either fear or shame. Lady Jersey is in a fury with Lord Anglesea, and goes about saying he insulted her in the house the other night. She was sitting on the lower step of the throne, and the Duchess of Richmond came to talk to the Duchess, who said, 'How well you did speak!' when he said, 'Hush, you must take care what you say, for here is Lady Jersey, and she reports for the newspapers.' Lord Jersey, overhearing this, said, 'Lady Jersey is here for her own amusement. What do you mean by reporting for the newspapers?' This is his version. Hers, of course, is different."

The Peers, like the Commons, dined in Bellamy's kitchen. In this plain, unpretentious apartment, in which blazed an immense fire with hissing joints of beef, and chops and steaks spluttering on gridirons, the great hereditary nobles, possessed of palaces and stately dining halls, with powdered attendants, would humbly eat their steak or chop, or cut from a joint, and drink their beer or claret or port, attended by two waiting maids, on evenings when the House of Lords sat late. The drowsiness or listlessness which was a marked characteristic of noble lords in the old house, as it is in the new, on all but a few evenings of every session, cannot have been due to these frugal repasts, eaten in the very room in which the food was cooked. The story goes that one evening in the early twenties the Duke of Norfolk was sound asleep in the house and snoring loudly when a bill was brought up from the House of Commons. "This, my lords," said Eldon, "is a bill relating to Great Snoring"—and the Lord Chancellor put immense emphasis on "Great Snoring"—"to which the Commons desire your lordships' concurrence." The loud laughter of the peers awoke the Duke of Norfolk from his slumbers, and when, on inquiry, he was told the object of the measure was to enclose the commons of "Great Snoring"—a parish in Norfolk—he guessed the reason for the mirth, and joined in it heartily.

Henry Brougham, in the House of Commons, was satisfied with the refreshment afforded by an orange. But with his elevation to the peerage came, not unnaturally, expensive tastes. The spectacle of the Lord Chancellor sucking an orange on the Woolsack would no doubt have shocked the sense of propriety of the Upper Chamber. During Brougham's long and impassioned appeal to the Lords not to reject the Reform Bill of 1832, five tumblers of mulled port, with a dash of brandy, were brought to him at intervals. At the fifth glass a Tory peer exclaimed, "There is another half-hour good for us, and be d——d to him." When the Lord Chancellor came to his final sentence—"I warn you, I implore you; yea, on my bended knees I supplicate you, reject this bill"—he knelt on the Woolsack, whence he slipped to the floor, and his friends rushing up to congratulate him, helped him to his feet again. But John Campbell, in his "Lives of the Lord Chancellors," makes an uncharitable suggestion in referring to the episode. "He continued some time as if in prayer," Campbell writes of Brougham kneeling on the floor; "but his friends alarmed for him, lest he should be suffering from the effects of mulled port, picked him up and placed him safely on the Woolsack."

Twelve years later Brougham told Father Mathew, the celebrated Irish temperance advocate, that he was extremely abstemious in the matter of wine. In 1844 Father Mathew amused a large party at the house of an Irish nobleman in London by his attempts to convert the noble lord to teetotalism. "I drink very little wine," said Brougham; "only half a glass at luncheon, and two half-glasses at dinner; and though my medical advisers told me I should increase the quantity I refused to do so." "They are wrong, my lord, for advising you to increase the quantity," said Father Mathew playfully, "and you are wrong in taking even the small quantity you mention, but I have my hopes of you"; and, despite the good humored resistance of Brougham, he invested him lordship with the green ribbon and silver medal of the Total Abstinence society. "I'll tell you what I'll do," said Brougham. "I'll take the ribbon to the House of Lords, where I shall be sure to meet old Lord —— the worse for liquor, and I will put it on him." This announcement was received with much laughter by the company, for the peer referred to was notorious for his deep potations. A few evenings later Brougham met him in the House of Lords. "Lord ——," said he, "I have a present from Father Mathew for you," and he passed the ribbon and medal rapidly over the old peer's head. "Then I tell you what it is, Brougham. By God! I'll keep sober from this night!" exclaimed the other, and to the great surprise of all his friends, he remained faithful to his vow.

Always avoid harsh purgative pills. They first make you sick and then leave you constipated. Carter's Little Liver Pills regulate the bowels and make you well. Dose, one pill.

GRAND FORKS NEWS.

Pastor Called — Ore Shipments—A Trip Abandoned.

Grand Forks, Dec. 23.—The Kootenay Presbytery in session here has sustained the unanimous call of the Greenwood Presbyterian church to Rev. Dr. McCrae. The induction will take place at Greenwood on the 7th inst.

The Morrison mine, Deadwood camp, thus far, has shipped 150 tons of ore to the Granby smelter. The Sunset mine in the same camp, only began shipping recently, but has a record of 10 tons.

Alex. Sharpe, the well known coal expert, has returned here from an unsuccessful attempt to reach the coal fields on the north fork of Kettle river. Mr. Sharpe says the trip was one of the roughest he ever experienced.

The Vernon & Nelson Telephone company will raise the rates to local subscribers on January 1st.

A. H. Blackeby, superintendent of agencies of the Odd Fellows Relief Association, Toronto, was here this week on his annual tour of inspection.

According to the last annual report of the Postmaster General of Canada, out of 120 accounting post offices in British Columbia, Grand Forks, in respect of revenue, and volume of business transacted, ranks ninth. Deposits in the postal savings bank exceed $2,000 per month. With the completion of the Great Northern extension from Marcus, Grand Forks will have three mails daily. It is believed this city will be selected as the office for the exchange of postal business between Spokane and all this section of southern British Columbia.

A by-law defining the fire limits and providing regulations relating thereto, will be introduced in the city council.

As a result of the recent visit here of J. Wilson, superintendent of C. P. R. Telegraphs, Vancouver, the C. P. R. will shortly move into new quarters in this city. Hitherto the C. P. R. occupied premises jointly with the Vernon & Nelson Telephone company.

Ground for the St. Louis fair was broken yesterday. Matters will probably now drag just long enough to enable the fair managers to open the exposition in 1903 with elaborate ceremonies and about half of the exhibits in place.

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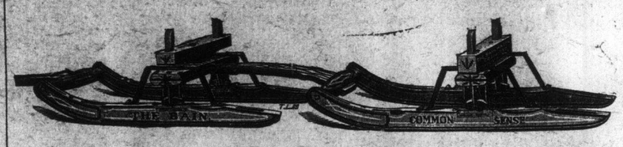

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Buggies, Carts, Sulkies.

VICTORIA, VANCOUVER. KAMLOOPS.

Take Another Nap.

In the severe winter mornings when the house gets cold, if you have a reliable heater like the

Sunshine Furnace

you can slip out into the hall, turn on the drafts, and feel satisfied that the coal has not been burnt out during the night.

Then take another nap while the house is heating.

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EPPS'S COCOA
BREAKFAST—SUPPER.

THE CHIEF ENTERTAINS.

Fire Chief Watson and Mrs. Watson Give Enjoyable "At Home" at Fire Hall.

Fire Chief Watson and Mrs. Watson were "at home" at the fire hall last night, and there they entertained a number of their friends. The spacious and commodious apartments of the fire chief, well furnished and cosy in their furnishings, held quite a gathering of friends, and after an address had been given to the chief, a handsome silver fruit stand, presented therewith by Ald. Beckwith, on behalf of the firemen, and a good vocal and instrumental programme carried out, the guests retired to a dancing hall prepared in one of the larger rooms of the market building, where, with good music, well-waxed floor, and everything tending to enjoyment, the gathering spent a pleasant evening. His Worship the Mayor was present at the gathering, but was obliged to leave early by reason of other engagements. Ald. Beckwith and Yates were present and spoke congratulating Chief Watson on his success and good work with the fire department.

The address presented to the chief accompanying the present of the department was as follows:

Victoria, B. C., Dec. 27, 1901.

Mr. Thos. Watson, Chief V. F. D.

Sir,—It is with feelings of pleasure that we are called upon to accept your hospitality this evening, and feel that it is but one of the many instances in which you have endeavored to unite the members of the V. F. D. socially, and to foster the good will which should ever exist between the chief and his men.

You may rest assured that the call to duty will be less onerous, by reason of your kind attitude towards us. Hoping that there will be no false alarms to disturb the serenity of our social gathering. We would ask you to accept the accompanying gift as a slight token of the esteem in which yourself and Mrs. Watson are held by the department.

Early in the evening the gathering was disturbed by the clanging of the alarm, and the department were called to a fire in Phillip's gents' furnishing store on Government street, which was soon extinguished, but unfortunately an accident occurred at the station, whereby one of the firemen was injured.