BY ATLANTIC CABLE.

Sir Charles Russell Retained to Defend McAuliffe and Frank Slavin

A Gladstonian Victory in the Election in Eccles, South East Lancashire.

Ship Fearnaught Abandoned in Mid-Ocean—American Thieves in London.

A Stranded Ship.

LONDON, Oct. 21.—A telegram from Middleburg, in the Netherlands, states that the British ship Dunrobin is ashore at Browers, having 590 barrels of petroleum from the ship Dunrobin, which had been washed ashore on the coast of the island of Walchein together with a quantity of wreckage. The Dunrobin left New York for Rotterdam, Sept. 15th, under Capt. White. The men escaped from the stranded vessel with some difficulty, and were cared for by villagers. They will go to their homes in London. While Captain White remains to look after his vessel. She registers 1,375 tons and is almost entirely new.

Able Counsel Secured.

LONDON, Oct. 21.—The eminent barrister, Sir Charles Russell, Q.C., H. P., was to-day retained for the defence of Joe McAuliffe and Frank Slavin. His brief was marked with 400 guineas, with a daily retainer of 75 guineas. Richard K. Fox and Lord Lonsdale have promised to pay all expenses which may be incurred in the trial, which will come off some time next month, and will be a test case for future matches here.

Canadian Eggs in London.

LONDON, Oct. 21.—The first test consignment of Canadian eggs reached London today in excellent condition. They bear comparison with Normandy eggs. Several cases found buyers at 10 shillings per 100. The top price for the best eggs on the market is 11 shillings. This consignment should be followed up at once, as prices will be high from November until after Christmas.

Ocean Comrades.

LONDON, Oct. 21.—The White Star line steamer Teutonic, which cleared the bar at New York at 8:34, Oct. 15, for Liverpool, was signalled off Brow Head at 9:27 this morning. The Inman line steamer City of New York, which sailed for Liverpool the same day and crossed the bar four minutes ahead of her, was signalled off the same point at 11:50 a.m.

American Thieves in London.

LONDON, Oct. 21.—An American named Wright and two women, named Conley and Corvine, were arraigned in the police court to-day on the charge of robbing a jeweler in Cheapside of a diamond brooch, valued at £350. It is believed the prisoners are implicated in other recent jewelry robberies They were remanded.

The Brazilian Catholics.

ROME, Oct. 22.—The Pope gave audience to the Archbishop of Batinia, and conferred with him in regard to the programme for fixing the status of Catholics in Brazil. The Archbishop demands for Brazilian Catholics a degree of liberty similar to that enjoyed by the Catholics of North America, which his holiness promised to grant.

Abandoned in Mid-Ocean.

LONDON, Oct. 22.—The British ship Fearnaught, from St. John, N. B., September 25th, became waterlogged and was abandoned in mid-ocean. The British steamer Engineer rescued 11 of the crew of 18, and was obliged to stand off four days in order to rescue the seven others who remained on board the abandoned hulk and could not be rescued. All were saved.

A Liberal Victory.

LONDON, Oct. 22.—In the parliamentary election which took place in Eccles division, South East Lancashire, to-day, Mr. Roby, the Gladstonian candidate, was returned by a vote of 4,901 to 4,696 for Egerton, conservative. Hon. Alfred Egerton, son of the lase, Earl of Elsmere, a member of the local nobility, sat for the division before, his majority at the general election being 292 over the liberal candidate.

News from the Soudan.

CAIRO, Oct. 22.—Advices are at hand from the Soudan, a conflict between the forces of El Sonvassi and those of the Mahdi is imminent at Omdurman. Both leaders have large and well equipped forces.

AMERICAN NEWS.

Inspection of Cattle.

WASHINGTON, D. C., Oct. 22.—The department of agriculture, to-day, issued regulations for the inspection of cattle and sheep for export. The regulations require the chief of the bureau of animal industry to cause a veterinary inspection to be made of all meat, cattle and sheep to be exported from the United States to Great Britain and Ireland and the continent of Europe. This inspection will be made at any of the following named stock yards: Kansas City, Mo.; Chicago, Ill.; Buffalo, N. Y.; Pittsburg, Pa., and at the following ports of export, namely, Boston and Charleston, Mass.; New York, Philadelphia, Baltimore, Md.; Norfolk and Newport. All cattle shipped from any of these yards must be tagged before being shipped to the ports of export. Cattle arriving at the ports of export from other parts of the United States will be tagged at the ports after inspection at the stock yards. Cattle found free of disease will be tagged under direction of the veterinary inspector, and sent in cleaned and disinfected cars to the port of export. The animals will be re inspected at the port of export. The railroad company must furnish clean cars, and clean stock yards are also required. No ocean steamer will be allowed to receive more cattle than it can comfortably carry. The regulations for the inspection and quarantine of cattle, sheep and swine imported into the United States were also issued. The following named ports are designated as quarantine stations: Boston, New York, Baltimore, San Diego, Brownsville, Paso del Norte, Eagle Pass, Laredo, Nogales, Aroostook and Bangor, Maine; Buffalo Creek, Niagara, St. Vincent, Champlain and Oswegatchie, Detroit, Port Huron and Superior, Mich.; Minnesota and Duluth, Minn.; Puget Sound, Washington. All cattle imported from any part of the world except North and South America are required to be accompanied by a statement from the local authorities of the district in which they have been for one year preceding the date of shipment, stating that no contagious pleuro-pneumonia, foot or mouth disease, or rinder pest, has existed in the district for a year previous. All meat cattle imported to the United States from any part of the world, except North, Central and South America, shall be subjected to a quarantine of 90 days, and all sheep and ruminants and swine to a quarantine of fifteen days. In case of the appearance of a contagious disease, the veterinary inspector will notify the bureau of animal industry, which shall have the station inspected, and on confirmation of the report the herd shall be disposed of according to the gravity of the affection. Food and attendance and other quarantine expenses must be provided by the owners of the cattle.

Fatal Railroad Accident.

ROME, Ga., Oct. 22.—A terrible accident occurred on the Chattanooga, Rome and Columbus railroad this morning. Four persons were killed, three instantly and the other one died soon afterwards. As the south-bound passenger train left Chattanooga on time, and was running at a moderate rate, while approaching Chickamanga the train dashed out of a cut, and a covered wagon was upon a crossing. The engine struck the wagon and killed J. W. Jenkins, his wife and baby and Mrs. James Bowman.

Over the Border.

WASHINGTON, Oct. 22.—The treasury department has been informed of the arrest at Fort Benton, Mont., yesterday, of four Chinamen who crossed over from British Columbia.

An Engineer's Negligence.

BIRMINGHAM, Ala., Oct. 22.—Two men were killed in a wreck which occurred on the Kansas City, Memphis & Birmingham railroad near this city on Tuesday night. They were John Hill, fireman, on his way to Armory, Miss., where he was to be married, and J. B. Franklin, a drummer from Nashville, who died this morning. None of the injured are in danger, and many of them have gone on their way. Blame for the accident is put upon Engineer Chas. Russell, who pulled out without proper orders. He has disappeared.

Shot His Uncle.

CHARLESTON, S. C., Oct. 22.—J. C. Rainer was shot and killed yesterday by his nephew J. H. Witherspoon. The cause was an old quarrel, which was renewed by the settling of their shares in a cotton crop. Witherspoon says he shot his uncle in self-defence.

Suit For a Coffinful of Gold.

NEW YORK, Oct. 21.—The New Jersey court of chancery has on its calendar for the fall term, which opens to-day, a case which has been pending half a century. Before the war, when gold was very high, George W. Hughes, a wealthy American died in Russia, and his widow came to this country with most of his estate in her possession. Mrs. Hughes converted about $100,000 cash into gold doubloons and had them packed right away safely in a coffin. She took passage with the coffin for New York, and it is supposed by those on shipboard that in the coffin were the remains of her husband. Arriving in this country, Mrs. Hughes converted the doubloons into United States bonds and other securities, which at the time were very low in the market. Shortly after her second marriage the will of her late husband arrived in this country, and it was found that nearly the whole of his estate had been left to some children, who were brothers of the deceased. Proceedings in the litterests of the heirs were at once begun.

Murdered by Tramps.

CHICAGO, Ills., Oct. 22.—Mathew Brazell, a well known resident of Desplaines, Ills., was brutally beaten to death, last night, shortly after 9 o'clock. A neighbor passing Brazell's residence was attracted by the sound of groans in the vicinity of the barn. On investigating he found Brazell bleeding on the barn floor, his head crushed almost beyond recognition. He rallied enough to mutter, "tramps killed," and died soon after assistance arrived. From his family it was learned that he had $700 in his pocket, and the condition of his clothing showed he had been robbed.

Cannot be Prosecuted.

WASHINGTON, D. C., Oct. 21.—Since the dismissal of Postmaster Wheat, of the House of Representatives, there has been some suggestion made that he would be prosecuted in the criminal court for taking a bribe. The matter has been given some attention in the district attorney's office, and it is understood that the opinion arrived at is that the law applies to officers of the United States and not to subordinate officers of congress.

THE W. C. T. U. CONVENTION.

Interesting Reports of the Great Work Accomplished.

STOCKTON, Cal., Oct. 21. — Mrs. R. B. Johnston, the state president, called the W. C. T. U. convention to order promptly at 9 o'clock this morning. Mrs. S. J. Churchill, superintendent of evangelical work, led in fervent devotions. Mrs. H. Brown, of Santa Clara, recording secretary, read her report, showing the great amount of work planned and executed by the state executive board, composed of officers and superintendents of departments.

Aid was sent to the suffrage work in South Dakota in the shape of $25, and several superintendents aided Mrs. Emily Pitt Stevens in sending $25 for the foreign work in Nebraska.

Mrs. D. J. Spencer, corresponding secretary, embodied a vast deal of work in her annual report. There are 4,441 active members. The honorary membership is 967.

There are 54 juvenile societies, with an aggregate membership of 2,911; bible readings are conducted by 64 societies; scientific temperance instruction in the public schools is generally observed according to law; 65 societies fill columns in newspapers; 18 have loan libraries; 22 hold mothers' meetings; 35 have brought the work before educational associations; 56 have circulated from two to seven petitions each; 4 maintain coffee houses; 21 reading-rooms, and 63 are in favor of political prohibition; about $10,000 have been expended in the work in 31 departments, much of which has been raised by the energetic treasurer, Mrs. M. C. Hart, of San Diego.

The following named were appointed on committee on courtesies: Mrs. Dow, Mrs. McMasters, Mrs. Cowell, Mrs. Coyett and Mrs. Knowles; on credentials: Mrs. D. J. Spencer, Mrs. M. C. Hart and Mrs. H. E. Brown; on resolutions, the county presidents.

CAPITAL NOTES.

The Government Steamer Napoleon Wrecked in Glace Bay and May Prove a Total Loss.

The First Shipment of Canadian Eggs to London More Than Realizes Expectations.

Sir Baden-Powell's Opinion of British Columbia's Progress—Duty on Roofing Slate.

(From our own Correspondent.)

OTTAWA, Ont., 22.—The Minister of Marine and Fisheries has granted another friendly concession. To-day the marine schooner Willard obtained permission to sell her cargo of fresh fish in a Canadian port, although the vessel is unlicensed.

Collectors of customs have been notified that all roofing slate not black or blue is liable to a duty of $1 per square.

Great interest is being manifested in the exhibition. Entries have been received from 48 cities and towns. Every province will be represented.

The Government steamer Napoleon the Third, which was wrecked in Glace Bay, will probably be saved if the weather continues fine. She is worth $50,000. Later news is that the steamer is high and dry on shore.

Deputations have interviewed Hon. Mr. Bowell to know what constitutes kiln-dried corn.

The first test consignment of Canadian eggs reached the London market yesterday in excellent condition. They bear comparison with mady of the Normandy eggs, and the packing was satisfactory. Several cases found buyers at ten shillings per hundred. The top price for the best eggs on the market was eleven shillings.

Arrangements are being made to ship live lobsters to British markets.

Sir Baden-Powell was here to-day, bidding good-bye to the ministers. He is delighted with the progress British Columbia is making.

The government has refused the request of the National Dispatch Co. to bring car wheels into Canada free of duty.

The apple product of Nova Scotia is fetching high prices this year.

Another effort will be made to extradite Hopkins, the escaped counterfeiter.

The Treasury Board refuses to allow free admission of articles which are objects of interest for the temporary exhibition in Toronto.

There is no truth in the report that the Government has invited representatives from South American republics to visit Ottawa to discuss trade matters.

WESTMINSTER SPECIAL.

Continuous Rainfall on the Mainland—Streets Flooded—Arrival of the ship Astoria.

(Special to THE COLONIST.)

NEW WESTMINSTER, Oct. 22.—The rainfall in Westminster and Port Moody since Sunday morning has been four inches, and it still falls. The fall was so great last night that the gutters were unable to carry away the water and some of the streets were badly torn up, Mary street in particular, in some places to a depth of eighteen inches. This morning a portion of the street looked like the dry rocky bed of a mountain torrent. Several land and mud slides occurred last night on the railway line between this city and Vancouver, and not till this afternoon was communication restored between the two points.

Floods are reported at Hope and the Atlantic express is delayed. The Coquitlam river rose very high yesterday, and threatened serious damage, but is now falling again.

The ship Astoria, with two thousand tons of steel rails for the Southern railway, will arrive in port to-morrow.

The Diamond drill at Port Haney, boring for coal, has got down nine hundred feet without striking anything valuable.

PACIFIC COAST NEWS.

The Sealskin Dispute Settled.

SAN FRANCISCO, Oct. 21.—The steamer Rush was docked at Clay street wharf yesterday to discharge a cargo of 40,000 sealskins which has recently been a cause of dispute between the Alaska Commercial company and the new company. They have been awarded to the North American company. The skins are exceptionally fine, and will bring a good price. The Rush requires considerable repairs to her machinery and bids have been opened for the work. In three weeks it is expected that the Rush will sail on another cruise, presumably along the coast.

The Blythe Case Settled.

SAN FRANCISCO, Oct. 22.—Probate Judge Coffey this afternoon settled the findings in the Blythe case, and signed a decree adjudging Florence Blythe to be the sole heiress of the estate of the dead millionaire.

Many Horses Burned.

MODESTO, Cal., Oct. 22.—Last night a fire started in a large barn fifteen miles east of here, and burned forty-six head of horses belonging to the Tulock Irrigation Canal Co., and one hundred tons of hay. The loss and cause of the fire is unknown.

Ten Years For Murder!

PORTLAND, Ogn., Oct. 22.—Oscar Leland, who murdered "Big Eddy" last February near St. Helens, has been sentenced to ten years in the penitentiary.

A Disputed Will.

OAKLAND, Cal., Oct. 22.—It is rumored that two of the heirs of the late Dr. Samuel Gerrit, who left an estate valued at three million dollars, are not satisfied with the $600 and $300 annuities left them in the will, and intend to contest it because he left a large amount of property to his old partner and business manager, Henry Rogers.

A Question of Boycotting.

SACRAMENTO, Cal., Oct. 22.—The proprietor of the Bee has commenced suit against several hundred parties, members of the Confederated Trades and Typographical union, whom they charge with unlawfully conspiring to injure the business of the paper by their trying to boycott those who dared to advertise in it, or to subscribe for it. The proprietors say they have no fault to find with the strikers so long as they don't bulldoze and intimidate their patrons. This they will not submit to. Probably for the first time this question of the right to boycott has come before the California court, and the outcome is looked forward to with much interest.

Attempted Train Wrecking.

SAN RAFAEL, Calif., Oct. 22.—Yesterday afternoon a party of tramps boarded the train from Sausilito to San Rafael. As they did not have tickets or money to pay their way they were put off at the first station. To revenge themselves they placed a steel rail across the track in the hope of derailing the train, and shortly after a freight train came along and by some miracle brushed the rail off the track. Early this morning word was sent to Sheriff Healy who immediately started in pursuit. He succeeded in tracking the gang to San Anselmo station, at which point it seems the party separated. A little above the station he found two of the gang and brought them into San Rafael, where they were lodged in jail. In the meantime deputy Fallon and Constable Hutchinson started in the direction of a patent brick yard and by noon returned with another tramp. From last accounts Sheriff Healy had the rest of the gang in safe keeping behind the bars of the county jail.

CANADIAN NEWS.

No Truth in the Report.

MONTREAL, Que., Oct. 22.—The president of the Lake of the Woods Milling Co. says there is absolutely no truth in the report that they are about selling their property to a syndicate, or that they are about entering into a combine with other millers. They propose operating their own mill as heretofore.

Weekly Atlantic Steamers.

MONTREAL, Oct. 22.—The general transAtlantic steamship lines have submitted a plan to the Canadian government to run weekly steamers between Havre and Quebec via Plymouth or Southampton. They have deposited $100,000 as a guarantee of their ability to carry out their contract.

Another Woodstock Sensation.

WOODSTOCK, Ont. 22.—Percy L. Wheeler, of the firm of Head & Wheeler, boot and shoe dealers, has disappeared, and Head has assigned. Warrants have been issued for Wheeler's arrest on a charge of appropriating fifteen hundred dollars with intent to defraud his creditors. Wheeler was a warm admirer of Birchell. They both came here as farm pupils in the same year, having been employed by Ford, Rathburn & Co. Wheeler after spending a year or two on a farm near here came to town and lived as a howling swell. He is a native of Portsmouth, England.

FIRE IN WESTMINSTER.

The Central Hotel Building Badly Scorched, and Stocks Ruined—Loss About $15,000.

(Special to THE COLONIST.)

NEW WESTMINSTER, Oct. 23, 1:30 a.m.—Fire broke out last night about 11:30 o'clock in the rear of the Central hotel building. It spread rapidly among the very inflammable materials of the frame structure, and had soon penetrated into the grocery store of McInnis and the drug store of Burnett, which occupied the lower floors. The firemen were promptly on hand, and succeeded, after a hard struggle, in getting the flames under control, but not before the western end of the building was pretty well charred from cellar to roof. The loss on building and stocks would be about $15,000, distributed between H.V. Edmonds, owner of the building; Burnett, druggist; McInnis, groceries, and Campbell, baker. The loss is well covered by insurance.

THE UMBRIA'S TRIP.

The Steamer Supposed to Have Encountered a Waterspout.

NEW YORK, Oct. 20.—A story is in circulation here, to-day, of a strange and startling experience of the steamer Umbria during her trip to this port. A strong wind had been blowing all day Thursday and the sea was very rough. The wind freshened toward night to almost a gale, and the women and inexperienced voyagers slept little. Well on toward morning the ship gave a mightly plunge, then mounted the crest of a wave and shook violently as a succession of cross seas struck her. Almost immediately a tremendous wave towered high aloft against the horizon, and the next moment broke, deluging the vessel with a hundred tons of water, sweeping the decks with six feet of water the whole length of the ship.

The wave was accompanied by a whirlwind, which the passengers say fairly spun the great steamer round in a whirlpool. The unusual commotion caused many of the passengers to rush wildly for the deck, and at the same instant orders were given for all to prepare to leave the ship. The greatest excitement prevailed. Passengers were panic stricken, some of them beginning to pray, and others to shriek in hysterical fear. The whirlwind ceased as quickly as it came and in a few moments the vessel was under way, plowing the waves apparently none the worse for the severe shaking and salty baptism which she had received.

The hour and rapidity with which the event happened makes it difficult to account for the vessel's strange experience, but it is thought that the Umbria was caught in a small waterspout generated by the storm.

A GIGANTIC SCHEME.

Proposed Consolidation of all the Railroad Systems in the United States.

SAN FRANCISCO, Oct. 21.—C. P. Huntington, president of the Southern Pacific company, in an interview, expressed himself as in favor of the consolidation of all the great railway systems of the United States into one company, and thought that eventually such a consolidation would be brought about, but at present not even a preliminary step has been taken. Said President Huntington:

"Because there is railroad competition at large competing points, large shippers can secure rebates, which are practically cuts, and which are ruinous to the roads. Small shippers cannot secure them, and are at a disadvantage. The losses sustained through rebates to large shippers have been made up out of small ones. One of the results of a consolidation into one large railway system would be a reduction of expenses in many ways, besides a saving in rebates now given. Rates could thus be lowered, and at the same time even larger dividends than those at present paid, could be secured."

The latest gag at the The Victoria is "Where's Jim Smith's pig?"

THE DAIGO ASSASSINS

Compelled to Rob Under Penalty of Death—Interesting Details.

Effects of the Assassinations—"Greenhorns" the Instruments of the Leaders.

NEW ORLEANS, Oct. 21.—The police have made little progress towards getting at the bottom of the facts concerning the Mafia question in regard to whom are its leaders. This is assigned by some to Machece, and by others to one of the Matrangas. Giovanni Provenzano, Pietro Provenzano, Nicolo Gallo, Antonio Hellarina, Antonio Olanforcarro, and Gaspando Lombierdo had been in the parish prison last May on charges of wounding, while lying in wait, Vincent Caruso and Tony Matranga, three of whom have been arrested in connection with the assassination of Chief Hennessy.

They talk freely of the Hennessy murder, and of the Mafia, which, they assert, was controlled by the Matrangas, "Hennessy was killed," said Provenzano, "because he was going to expose those men. He knew all about Matranga and Gerracce. He got news from Italy about them, and he was going to tell what he knew, and that would have broken them. Matranga was the head of the Strozpalage society."

"What is that society!" was asked.

"They are people who work the Matrangs. There are about twenty leaders among them and there are about three greenhorns, who have to do as the leaders say. When Caruso came to me, about four years ago, with a letter asking for $1,000 for the Mafia or they would kill me, Caruso told me Matranga was the president and Roco Gracci was the leader. Caruso said he had been in it, too, but he got out of it as soon as he could. He said they took him into a room where he met Matranga, the deceased, in a black domino, ask others in dominoes, and they made him swear on a skull with a dirk in it, that he was willing to rob the people, but he said he did not want to kill unless he to get out of it. I do not believe Gerracia was in it, but Caruso told me so. Again I took the letter to his brother, George Provenzano, and said I thought we had better pay, Fut George answered:

"Are there any Italians in Mafia besides the people who work on camps?" he was asked.

"I don't know. They have the Mafia society everywhere. They have it in San Francisco, Chicago, St. Louis, New York, and Ibera."

"Did you ever belong to it?"

"No, indeed," was the reply.

"Where does the Mafia society meet?"

"They meet anywhere. Sometimes out near the levee back of town and in Carrollton. I think they make the greenhorn men just arrived do the killing. They pay them $10, $20, or $100 to get a man out of the way and if the man they order to do the killing is some one who won't do the job, they have him killed.

"They have killed two of our witnesses now," said Pellegrini, one of the chief and Vitrano. Vitrano was going to testify that he was in the restaurant with me the night Marangas was shot at and they killed him before our first trial."

Pellagrini, Cullio and Provenzano also recalled other vendetta murders where horrible atrocities were committed and the witnesses made to keep perfect silence through fear of the Mafia's vengeance.

The Hennessy case comes up for trial Wednesday, when the whole subject of the Vendetta and the Mafia will be investigated. There are thirty witnesses summoned for the state and 110 for the defence. Most of the witnesses are Italians. The Italians are keeping quiet. The assassinations have hurt the fruit trade of New Orleans. Since its occurrence three carloads of grapes, two consigned to Macheco Brothers and one to A. Fish & Company, have arrived, but no Italians have called to buy the fruit. Fish and Co. sent word to C. M. Aiken, San Antonio, Texas, not to ship any more fruit until further advised, as there was no sale for the fruit here.

PERSONAL.

Dr. R. F. Verrinder returned last evening from a trip to the Sound.

Mr. and Mrs. P. N. Graham, of England, are registered at the Driard.

A. C. Flummerfelt and A. B. Erskine returned from Vancouver last night.

A. Van Volkenburgh and J. R. Kerr returned from Puget Sound yesterday.

Dixi H. Ross left on an extended visit to the Eastern States on Monday night.

H. Bornstein, S. Tingley and J. E. Crane were among the inward passengers by the Islander last night.

Ben Young, D. J. Munn and A. Ewen, all prominent miners, came over by the Islander last night.

H. Cassidy, general agent of the C. St. P. & K. C. Railway at Tacoma, came over by the Kingston last evening.

Mrs. Theo. Lubbe and Mrs. M. Young are on board the Walla Walla, due from San Francisco to-morrow night.

W. C. Mathews, of the Dun, Wiman Mercantile agency, who has been for several days confined to his house, is better and expects to return to business either to-day or to-morrow.

At the Oriental there are staying among others, D. W. Gordon, M. P., and wife, Nanaimo; T. J. Hammond and John White, Toronto; W. R. Bryant, Nanaimo; Nat. Scott, C. E., Kamloops; also Mrs. Elridge and daughter and Miss Post, of Port Townsend.

Among the visitors at the Driard are Normand Campbell, Halifax; W. R. Hees and J. C. Conlin, Toronto; B. Young and D. J. Munn, Ladner's Landing; A. Ewan, New Westminster; J. M. Leithead, Winnipeg; Prof. McKellar, Fort William, and D. E. Brown, Vancouver; W. H. Kilson and H. A. Driscoll, Montreal.

C. Strouss, of the firm of Strouss & Co., returned from Europe, Tuesday night. Whilst abroad he had many enquiries regarding this province and the Northwest. His belief is that if one good mine was discovered a large influx of immigration and capital would find its way to this province, which many abroad regard as one of the richest mineral countries on the face of the globe.

Chief Factor McIntyre, for many years head of the Hudson's Bay Company in Fort William, is at the Driard. He rode across the continent in 1841 with Sir George Simpson, the governor for the company at Fort William, but has not been to the Pacific coast since. He is accompanied by his son, Duncan S. McIntyre, hardware and metal broker, of Montreal, who comes on a business trip.

Fight Arranged.

BUTTE, Mont., Oct. 22.—Geo. Kessler, champion of Montana, and Geo. La Blanche, the Marine, signed articles for a 15-round fight to come off in this city between November 8th and 12th.

A SCOTTISH VISITOR.

Mr. Alexander Allan, Head of the Famous Steamship Company, Delighted With Victoria.

The name of Allan is one that has long been connected with the public enterprises of Canada, particularly with its eastern financial institutions, insurance associations, cotton mills and railways. Indeed, the late Sir Hugh Allan, at that time head of the firm, was the most prominent figure in one of the companies or syndicates that were at the first formed to build the Canadian transcontinental railway to connect the easterly and westerly provinces of the Dominion. The name is, however, most prominently associated in the minds of all Canadians with the well known Allan Steamship Company, which has for many years done the largest mail, passenger and freight carrying between the St. Lawrence and Great Britain. A few days since, as announced in THE COLONIST, Mr. Alexander Allan, of Glasgow, with his wife, daughters and son arrived from the east on an extended tour. They put up at the Clarence, whence, despite the unpropitous weather, they have made excursions to numerous points of interest in the neighborhood. Last night they left by the steamer City of Kingston for Tacoma, whence they will proceed to Portland and San Francisco. From this point they will take the regular line steamers for Japan, China and India, returning home by the Suez Canal and the Mediterranean. Mr. Allan expresses himself highly delighted with his ocean and railway journey. As for Victoria, he says its situation is delightful, and magnificent from a business point of view. Its shipping prospects are very great, and it must prove to be one of the most important points on the Pacific coast.

THE GOVERNMENT LAND SALE.

TO THE EDITOR: In contradiction of a paragraph which appeared in the Victoria Times of the 21st inst., in reference to the forthcoming sale of Government lands near Parson's Bridge, which, while ostensibly criticizing the management of the Lands and Works Department, contains several false statements, undoubtedly intended to injure my business, allow me to say that it is not the practice, in this or any other province of the Dominion, to lay out lines for roads at the time of survey of rural lands (such as the lands near Parson's Bridge) into townships, sections or lots, but the Crown reserves the right to set apart a portion of such lands, not exceeding 20 per cent., for the purpose of establishing roads where it is subsequently ascertained they can be laid out to the best advantage.

Any person purchasing lands at the sale on the 29th inst. will be guaranteed sufficient means of access without any necessity of trespassing on the lands of others, and the public may rest assured that my name will never appear in connection with any sale, of land or of anything else, unless ample protection is secured to all purchasers. W. R. CLARKE,

Victoria, B. C., Auctioneer.

Oct. 22, 1890.

THE LARGEST CHEQUE EVER DRAWN.

A minor controversy has arisen about the "largest cheque" that ever was written. It was announced that to the cheque drawn the other day by the Great Indian Peninsula Railway company on the London and County Bank for £1,250,000 belongs the distinction. It was at the same time stated that one drawn by Vanderbilt for £700,000 had hitherto headed the list. The statement, however, is inaccurate (says the Bullionist). At least four of the London clearing banks have paid cheques for considerably over £2,000,000 on more than one occasion. A few years ago the Manchester Ship Canal company, when buying out the Bridgewater trustees, drew one cheque for £1,750,000 on Glyn & Co., and this document can still be seen at the offices of the Ship Canal company, Deansgate, Manchester, where it is framed as a curiosity. A cheque for an enormous amount passed through the "house" in 1879 or 1880. The amount was upwards of £1,750,000, and was in settlement of an arbitration award. When the Alabama claim was settled, and the Halifax fisheries question was decided, large amounts of money changed hands.

WOMAN'S INTUITION.

Nearly Always Right in Her Judgment in Regard to Common Things.

An old gentleman over seventy came into the city from his farm without his overcoat. The day turned chilly and he was obliged to forego his visit to the fair.

To a friend who remonstrated with him for going away from home thus unprepared, he said: "I thought it was going to be warm; my wife told me to take my overcoat, but I wouldn't. Women have more sense than men, anyway."

A frank admission.

Women's good sense is said to come from intuition; may it not be that they are more close observers of little things. One thing is certain, they are apt to strike the nail on the head in all the ordinary problems of life more frequently than the lords of creation.

"According to Dr. Alice Bennett, who recently read a paper on Bright's disease before the Pennsylvania State Medical Society, persons subject to bilious attacks and sick headaches, who have crawling sensations, like the flowing of water in the head, who are 'tired all the time,' and have unexplained attacks of sudden weakness, may well be suspected of dangerous tendencies in the direction of Bright's disease."

The veteran newspaper correspondent, Joe Howard, of the New York Press, in noting this statement, suggests: "Possibly Alice is correct in her diagnosis, but why doesn't she give some idea of treatment? I know a man who has been 'tired all the time' for ten years. Night before last he took two doses of calomel and yesterday he wished he hadn't."

A proper answer is found in the following letter of Mrs. Davis, wife of Rev. W. J. Davis, of Basil, O., June 21st, 1890:

"I do not hesitate to say that I owe my life to Warner's Safe Cure. I had a constant hemorrhage from my kidneys for more than five months. The physicians could do nothing for me. My husband spent hundreds of dollars, and I was not relieved. I was under the care of the most eminent medical men in the State. The hemorrhage ceased before I had taken one bottle of the Safe Cure. I can safely and do cheerfully recommend it to all who are sufferers of kidney troubles."

Salmon Donations.

The steward of the Jubilee Hospital acknowledges, with thanks, the receipt of nine cases of salmon, accompanied by the following explanatory letter:

VICTORIA, B. C., Oct. 16, 1890.

R. Jenkinson, Esq., Steward Provincial Royal Jubilee Hospital:

DEAR SIR.—We are sending by bearer nine cases canned salmon, which kindly accept as donation from the following canneries, through their agents:

Findlay, Durham & Brodie, agents—B. C. Canning Co.

R. P. Rithet & Co., agents—Harlock Packing Co., Cascade Packing Co., Standard Packing Co., English & Co., Skeena Packing Co.

Turner, Beeton & Co., agents—Inverness Canning Co., Balmoral Canning Co.

Robert Ward & Co., agents—Ewen & Co., Bon Accord Fishery Co., B. C. Packing Co., A. J. McLellan.

Bell, Irving & Patterson, agents—Duncan, Batchelor & Co.

E. A. Wadhams.

D. Drysdale. Yours faithfully,

ROBT. WARD & CO.

THE OWEN ELECTRIC BELT CO.

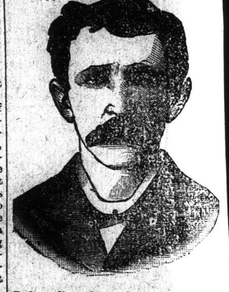
Head Office—Chicago, Ill.

74 King St., West Toronto, Ont.

G. C. PATTERSON,

Manager for Canada.

SWORN STATEMENT.



John Cronin, of Moberly, Mo.,

Cured of Sciatica, Rheumatism and Paralysis.

MOBERLY, MO., March 8th, 189.

Owen Electric Belt and Appliance Co.:

GENTS,—I want to give you and the suffering people of our country an idea of the curative power of your wonderful Electric Belt. About the 1st of June, 1886, I got a pain in my legs, feet, hips and arms. I doctored heavy, but still got worse daily; the only way I got relief was by using morphine day and night. I suffered terribly for four months, when it got a little milder, but I was not able to do any work until December following, and I was only able to crawl around like a snail until May, 1887. I got worse again. About the middle of June my right arm got paralyzed; I could not move it. I got disheartened, and prayed to God to take me away from the pain and misery. I went in a buggy to a mineral spring daily for two months. I thought that helped me for a while, but to be again disappointed. Then the left arm got to be as bad as the right one. I used more medicine in two years than $300 would purchase in any drug store. I have been blistered from the small of my back to my heel. That seemed to help me some. I thought I was the most miserable being on earth. I could not rest night or day. I was continually doping, being all the time under the influence of morphine. Some of the doctors that waited upon me told me the Medical Association of Moberly invited me to come to their meeting. I complied to go. They could do nothing, as these doctors that waited upon me had tried everything they knew. Finally I was a hopeless wreck. Even the third finger of both my hands bent inward and would not stay straight like the others. At times I thought death would be the only remedy I would ever get. I fainted and cried like a child. I was crazy at times. My liver was in a terrible fix. I had to take salts every few days. I could not get a passage only when I took a dose of salts large enough for two men, and then I got a poor passage. I saw the Owen Belts advertised for a long time and I sent for a pamphlet and saw testimonials in it with the address of parties cured in my town, concluded to buy one of the Owen Belts. I sent for a No. 4 Belt. I think I wore it first on the 28th day of June, 1888, and I found it the fitting one from the first time I wore it. I got immediate relief. I was so greedy to get well that I wore it so strong that it burned me very severely, but I kept on wearing it. The pain left me, my appetite got better, my bowels got regular, and my general health improved. The worst pain now was in my hip and the calf of the left leg. I got a pair of Dr. Owen's Electric Insoles and they took it out of my legs. I remember my arms were paralyzed yet, and I could not straighten up. I was bent double with backache. The list of October, 1888, is most of my misery faded away, and I became myself again; and now, thank God, and the Owen Electric Belt Company, I consider I am well, though still wearing the belt. My arms are as well as ever they were; but to simply suffering humanity the power of this wonderful belt, one of my boys, 15 years old, had the toothache bad; nothing seemed to do him any good. I charged one of the batteries and put one end on the cheek that ached, with the other end on the other cheek; in five minutes the pain disappeared. To show my gratitude I hope every sufferer in the world will find out the belt and appliance. Any person doubting can address me. JOHN CRONAN.

Moberly, Mo., Lock Box, 56.

STATE OF MISSOURI, } ss.
COUNTY OF RANDOLPH }

Subscribed and sworn to before me this 17th day of June, A.D., 1889.

WILSON ROBERTSON,
Notary Public.

Dr. Owens' Electro-Galvanic Belt,

A GRAND TRIUMPH AS A THERAPEUTIC AGENT.

It Will Cure Without Medicine the Following Diseases.

Rheumatism, Bright's Disease, Sciatica, Torpid Liver, Nervous Debility, Neuralgia, Leucorrhœa, Headache, Piles, Lumbago, Female Weakness, Spinal Diseases, Kidney Complaints, Sexual Exhaustion, General Debility, St. Vitus' Dance, Pains in Back, Heart Disease, Asthma, Constipation, Paralysis, Epilepsy, Impotency, Blood Poison, Varicocele, Diabetes, Seminal Weakness.

WE CHALLENGE THE WOPLD

to produce a belt which will compare with our appliances. Our current is under PERFECT CONTROL. We can make it strong enough for Mature Manhood, or mild enough for an Infant in an instant.

☞ All persons desiring any information regarding the cure of Acute, Chronic and Nervous Diseases, please enclose 6c. and write for Illustrated Catalogues and valuable information, together with recent sworn testimonials of parties cured by the Owen Electric Body Belt. Catalogues in English, Swedish Norwegian and German.

Address,—

THE OWEN ELECTRIC BELT CO.,

71 King St., West Toronto, Ont.

G. C. PATTERSON, Manager for Canada

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FROM THE DAILY COLONIST, October 1

LOCAL AND PROVINCIAL.

Saturday's Sport.

The navy won an easy victory ove city club in the game of Rugby play Beacon Hill on Saturday afternoon. ciation was also played with vim b picked teams, both of which had the of two goals.

Reinforcements.

A small detachment of blue-j arrived by the C. P. R. and Islander day night, to fill vacancies in the f Esquimalt. They are all from the o of battle ship Duke of Wellington used as a training ship at Portsmout anchored close alongside Nelson's "Victory."

The Tramway and the City.

Last night a committee of the direc the Tramway Company met the Stree mittee and discussed the matter between them, which will, no doubt the subject of a report at the meeting Council to-morrow evening.

Wedded in Nanaimo.

Conductor A. G. Black, of the E railway, a genial and thoroughly friend of everybody who knows hi last evening united in marriage Sadie Watkins, of Nanaimo. T nuptial was performed at the home bride, and the happy couple will by the San Francisco steamer.

The Farm Delegates' Dinner

The report of the dinner to the Farm delegates at the Driard, by makes the Hon. John Robson speak ish Columbia as destined to be th portion of America, whereas it sho been "in the words of Sir Charle the greater Britain of America."

Visiting Victoria.

Ald. Wilson, chairman, and Ald. of the Fire Wardens, with Chief Deasy, spent yesterday in Seat which city they still return to-day business was to inspect the engine and obtain all the hints possible tical assistance in the erection engine house, to take the pl Deluge, in this city.

Col. Carleton's Funeral

On Sunday afternoon the funeral Col. Carleton took place at four o the residence of his son, Mr. G. on. After service had been h house by Rev. A. Beanlands, the taken to the wharf for shipme Islander to Portsmouth, N. H. bearers were Messrs. Munro Mil McKay, James Fell, George R Henry Waller