FROM THE DAILY COLONIST, April 16.

LOCAL AND PROVINCIAL.

Their Anniversary.

The anniversary of the Gorge Road Methodist Sunday school was celebrated last evening, when a pleasant entertainment of music, recitations, etc., varied with strawberries, refreshments, was disposed of.

Freight and Trade Notes.

The Islander brought over one carload of wheat and one of general merchandise last night.

The freight of the Sehome last evening consisted of one carload of syrup and one of mixed merchandise.

New Offices.

Messrs. Cooper and Green yesterday moved into their new real estate office in the old Bank of B. C. building, at the corner of Government and Bastion streets. The enterprising firm have fitted up their office in first-class style, everything being a picture of neatness and elegance.

Released.

The sloop which was seized about two months ago by the customs officials, at McLinton's wharf was yesterday released on the owner depositing the value of the vessel. The sloop was seized for having smuggled goods on board and for being smuggled herself, an offence for which she has been tied up at the customs house wharf for two months.

Conversazione.

The conversazione given by the gentlemen of the R. E. church in the Sunday schoolroom last evening was quite up to the standard of usual excellence that the entertainments proved to be during the winter months. The programme was well selected, and consisted of vocal and instrumental music, recitations, etc., the performers receiving unstinted applause.

Victoria Passengers.

The City of Puebla, which sailed for Victoria from San Francisco, yesterday, has on board the following passengers for this city: Rev. P. McF. McLeod, Capt. Newby, Mrs. G. Stevens, Mrs. L. German, Mrs Dodd and nephew, H. F. Howard and wife, J. Newman, Capt. Pierce, A. Rothschild, W. A. Dier, W. A. Howell, C. Struben, G. Wrey and wife, Miss L. H. Robins.

P. O. Home.

The ladies' committee thankfully acknowledge the following donations in kind: Table furniture, R. A. Brown & Co.; clothing and boots, Mrs. Christie, A. B. Erskine, Mrs. T. Tugwell, Mrs. T. M. Henderson, Mrs. Heathorn; vegetables and eggs, F. D.; Mr. Andean; butter and milk, Mr. Jack; fruit, Mr. Burgess; dripping, Miss McCandlish; hair cutting, Mr. Paine; books, a friend (Burgoyne Bay); cakes and pies, Professor Oliver.

Our Deaf and Dumb.

In the supplementary estimates now passing through the House will be found a grant of $1,000 toward the deaf and dumb of the province. As it has been found by experience that the, fortunately, few, of this class in British Columbia will not justify the maintenance here of an institution for their benefit, the government is considering the advisability of providing for the four or five so afflicted within the province at the School for Deaf Mutes at Winnipeg, Man., which has made a very generous offer in this respect.

The Alaska Route.

The steamer Wilmington is to be put on the Puget Sound-Alaska route at once, where she will remain during the summer. Both the Wilmington and the Haytian Republic belong to the North American Commercial Company, the owners of the new lease, and the former will be run in the interest of that company during the summer. The latter vessel will continue on the Puget Sound and San Francisco route. The many friends of Captain Frank M. White will be pleased to know that he has been placed in command of the Wilmington.

The Queen's Birthday.

Mayor Grant has called a meeting, to be held in the city hall on Thursday evening, for the purpose of arranging for the celebration of the Queen's birthday and to discuss the best way of welcoming the Duke of Connaught. Victorians have always been to the front with a celebration in honor of Her Majesty, and if they want to keep up to their former efforts a move should be made at once. The Tacoma and Seattle bicycle clubs would very likely come over if sufficient inducements were offered.

Sealers Won't be Bluffed.

A despatch appeared in yesterday's COLONIST to the effect that the U. S. authorities had in preparation another cruiser for Behring's Sea, in order to afford fuller protection to the seal fishery. Little importance, however, is attached to this step as the sealers will pay no attention to any move to restrict operations till the decision of the conference now pending between Britain and the United States is made public, and the sea under dispute declared either closed in the American, or open in the general, interest. A number of people interested in the city were seen yesterday and asked for their opinion on the subject. They one and all seemed to take the matter very lightly and expressed the same view.

Bridge Building.

A good laugh was raised in the House yesterday by the happy way in which the finance minister turned the tables on Mayor Grant. Mr. Semlin was endeavoring to tell the House what he knew about bridge building during the discussion on the North Arm bridge report. He claimed first that the government had lost $20,000 by employing a foreign contractor—the S. F. Bridge Co. He was informed that it was but $2,000; however, this, he said, did not matter when he was speaking generally. Mr. Semlin was scoring the chief commissioner for employing a foreign company, "Had they not competent bridge builders at home?" he enquired.

Mayor Grant at this point put in a vociferous "hear, hear; of course we have."

Hon. Mr. Turner quietly remarked, it would have been a good thing to have sent from home for a design for James Bay bridge.

The members of the House, knowing the caddling that has been and is to be done to make this comparatively new bridge stand the pressure of its work, were tickled at the discomfiture of the member for Cassiar—Victoria's mayor.

Great Anxiety.

The Times man is in a very anxious state about Turner, Beeton & Co's wharves. On Friday evening he said that these wharves were sold to the C. P. N. Co. On Monday night he backed from that position, and said: "The C. P. N. steamer Sardonyx is loading at Turner, Beeton & Co's wharf, and the Yosemite will load at the same wharf to-morrow, and this bears out the statement that the C. P. N. Co. have control of the wharves as far up the harbor as the bridge." He evidently is not aware that steamers have always been in the habit of moving to those wharves to take on freight for various ports if there is any considerable quantity to ship. The next time the Times man has any freight coming over the wharves of Turner, Beeton & Co., he will find out to whom he has to pay the wharfage, or if he is anxious of ascertaining at once about this, he can do so by asking the merchants who are daily receiving or shipping goods over these wharves. A few months back the Times was as anxious about the Lakme, which steamer discharges at these wharves, but though this steamer is doing exactly the same business it did then no anxiety seems now to be felt about it, and the Times has not yet suggested that because this steamer loads and discharges there that the owners, the Union Pacific Co., have bought or have control of the wharves. As far as the Sardonyx is concerned, the Times man was as usual wrong. On Monday she was not loading at the wharf he named, but at Welch, Rithet's.

The Accident to the North Pacific.

In describing the accident to the steamer North Pacific, which occurred on Monday morning about two and a half miles from Seattle, a Seattle paper says: The boat was going along at its usual speed when suddenly a loud crashing sound was heard. The walking beam was broken and the machinery was utterly incapacitated. The engineer, who fortunately tends to his business, as soon as the accident occurred threw off the lever and no further damage resulted. The boat was turned about and the engines worked by hand, and the Seattle wharf reached after about two hours' hard work. The North Pacific will be repaired at once, but for the present the Olympian will make a round trip daily.

Along the Docks.

Schooner San Diego left for the sealing grounds yesterday.

Schooner Mary E. Russ has discharged her cargo and is being painted and brightened up at Spratt's wharf.

The Rice Mills wharf is undergoing a few necessary repairs.

Steamer Yosemite took on a lot of tin and cannery supplies yesterday.

Steamer Sardonyx will leave for the north when the Princess Louise arrives.

Steamer Badger is having her boilers and engines repaired.

Machinists commenced work on the Rithet's engines yesterday.

Tug Pilot left for the Cape last evening.

Steamer Georgie is still on the ways.

Steamer Daisy arrived from Chemainus last evening with lumber.

Bark Earl Derby will shift from Esquimalt to-day to discharge.

THE REDISTRIBUTION BILL.

The Representation Increased to Thirty Three Members—New Constituencies Created.

The act to amend the constitution was brought down by the government yesterday, and it provides for an increase of the present representation to thirty-three. This is effected by the creation of several new districts, and an increase of members returned in some others through a division of the district.

WESTMINSTER ELECTORAL DISTRICT

remains as before with a representation of three members.

NEW WESTMINSTER CITY

is also unchanged, returning one member. Yale and Lillooet districts are also unaffected by the bill.

KOOTENAY DISTRICT

is divided into East and West, each returning one member. Cariboo, Cassiar, Victoria district, Victoria city, Esquimalt and Cowichan are left as heretofore.

THE ISLANDS DISTRICT

is a new one, adding one more member to the provincial house.

NANAIMO DISTRICT.

This has been divided into a city and a district, the former returning one member and the latter two.

ALBERNI DISTRICT,

with one member, is a newly created constituency.

COMOX DISTRICT,

as heretofore, will be represented by one member.

VANCOUVER CITY DISTRICT.

This is constituted a new district with two members.

Section 23 of the "Constitution Act" is amended by the following: "It shall not be necessary for the Lieutenant-Governor in proroguing the Legislative Assembly to name any day to which the same is prorogued, nor to issue a formal proclamation for a meeting of the legislature, unless it is intended that the meeting shall be for dispatch of business."

THE OLYMPIAN'S RIVAL.

Inauguration of the Opposition Steamboat Service on the Sound Route—The City of Kingston.

Comfort in steamboat traveling has become as much an art as in that of the railroad. In fact, they have become so closely connected of late as to be almost one, and travelers step from a luxurious Pullman to an elegantly equipped steamboat never once feeling the slightest loss in the change. The latest acquisition to the latter class most nearly interesting Victorians is the City of Kingston, which touched this port yesterday for the first time. She is as handsomely fitted a craft as one could wish to see or travel in, and rides nicely on the water. Those who have had experience of her say she is a very smooth sailer, and a very fast one. The Kingston was built at Wilmington, Delaware, and purchased in New York by the Puget Sound & Alaska Steamship Co. for the trade between this city, Port Townsend, Seattle and Tacoma; a trip which she will make six times a week, lying over here from Saturday night till Sunday night.

Her engines are double compounds, capable of maintaining a speed of eighteen knots an hour. She is 255 feet over all, with 41 feet beam and 836 tons burden. Accommodation is provided for 600 passengers in all.

Some of the staterooms are exceedingly dainty; there are single chambers and suites of two, in which a party can be perfectly private. The fittings are not rich or very expensive, but comfort and elegance are apparent in every detail.

She is the only boat on the Sound which carries a stewardess, a boon that will be warmly welcomed by lady passengers. In addition to the regular staff, twelve waiters are carried. There is no scheduled time allowed for the first two or three trips, until some idea of her traveling can be formed, but she is expected to hold her own.

The officers are: Captain, George Roberts; J. Dixon, first officer; G. H. Lent, chief engineer, C. H. Walfer, assistant; J. Connell, purser; A. Shanks, freight clerk; A. J. Lydell, steward.

PERSONAL.

Capt. Powers, of Moodyville, is registered at the Driard.

Miss English arrived over from Ladner's last evening.

B. Van Volkenburgh returned from Vancouver last night.

Dr. James Shannon and P. D. Hughes, of Seattle, are registered at the Clarence.

F. Bourchier and wife returned from the mainland last evening.

Geo A. Keefer, J. A. Laidlaw, W. D. Ferris, Sr., T. E. Ladner, D. Drysdale and M. M. English, came over by the Islander last evening.

Justice Walkem and Mrs. Walkem returned from the mainland last evening.

J. A. Sayward and C. D. Rand came over by the Islander last night.

Among the passengers who came over by the City of Kingston yesterday from Seattle were D. B. Jackson, general manager of the P. S. and A. SS. Co., and family, and G. G. Chandler, general freight and passenger agent of the same company. O. Hardy also arrived.

The many friends of Dr. McSwain will be pleased to learn that he is in much better health now than for a year past. He will visit England in the course of a few weeks and expects to return to Victoria during the summer.

SUPPLEMENTARY ESTIMATES

Of Expenditure for the Financial Year Ending 30th June, 1891.

ADMINISTRATION OF JUSTICE—(SALARIES).

Registrar Supreme and County Courts, New Westminster, additional to vote 12 months to 30th June, 1891, at $70	$ 840 00
Stipendiary Magistrate, outlying district, Vancouver Island Kootenay district, two constables, during railway construction, at $75 per month each	500 00
Constable at Fort Rupert, at $70 per month	1,200 00
	840 00
	$ 3,280 00

HOSPITALS AND CHARITIES.

Victoria hospital (additional)	$ 500 00
In aid of the Deaf and dumb	1,000 00
" " " Refuge Home	500 00
	$ 2,000 00

EDUCATION.

Salmon Arm, teacher for	$ 720 00
" " Incidental expen's	40 00
	$ 760 00

PUBLIC WORKS.

Public Schools, Victoria, purchase of site, Work Estate	$ 250 00
Jail at Kamloops (purchase 2 lots)	400 00
Cariboo Hospital (cover ward construction	500 00
	$ 1,150 00

ROADS STREETS BRIDGES AND WHARVES.

Lillooet District (Pavilion Mt. and Marble Canyon Road)	500 00
Cassiar district (Hazleton, Babine and Tatla Trail)	500 00
Vancouver, North Arm Road	2,000 00
Road, Hastings to McLaren's Mill	1,000 00
	$ 4,150 00

FURTHER SUPPLEMENTARIES.

ADMINISTRATION OF JUSTICE.

Registrar, New Westminster and County Court (additional to vote) 3 months to 30th June, 1890	210 00
	$ 210 00

MISCELLANEOUS.

Gratuity to widow of late Premier, Hon. A. E. B. Davie	$ 1,500 00
Gratuity to widow of the late Edward Allen	500 00
	2,000 00
Grand Total	$14,000 00

SUPREME COURT.

(Before the Chief Justice and a Special Jury.)

Prevost vs. J. J. Rutledge, A. H. Owen and John Gilmore.

This action came up before the Chief Justice, Sir Matthew Baillie Begbie, Kt., and a special jury on Monday. The question involved in this action was, shortly, whether the defendant Owen was rightfully the purchaser of the interest in certain saloons of Nicola, a firm formerly carrying on business at Nicola, and which goods were sold under execution by the sheriff; or whether Owen was not there as such purchaser as the mere representative of Rutledge & Gilmore.

The plaintiff, as receiver of the estate of Marks, Rutledge & Co., attacked the genuiness of the sale to the defendant Owen, and alleged fraud. Both defendants counterclaimed for damages of $5,000 as against the receiver.

The jury found that there was fraud, but disagreed as to Owen's participation therein. They found further, that the plaintiff, as receiver was perfectly justified in his action in bringing this suit for the protection of the creditors, whose interests it was his duty to protect.

Messrs. Eberts & Taylor appeared for the plaintiff; Mr. Charles Wilson, and Messrs. Yates & Jay and Mr. E. V. Bodwell for the defendant Gilmore. The jury also disagreed upon the question of damages. Leave was given any of the parties to move for judgment, and this, it is understood will shortly be done.

A YEAR'S RETROSPECT

Of St. John's Church Reveals Satisfactory Progress—Annual Meeting.

Progress and prosperity go hand in hand, a fact noticeable in the annual report submitted to the congregation by the church wardens of St. John's church. It is therein stated that the pew rents, offertories and subscriptions during the past year all bear evidence of increased vitality among church workers, and the result is that the church enters upon a new year, not only free of debt, but with a balance in hand. The amount is small, but a small amount to the good is better than the same sum owing. The wardens call attention to the fact that from five hundred sittings the church receives revenue from but one hundred and fifty, and they earnestly request the members of the congregation to become regular seatholders and thus assist in increasing the revenue of the church. The request seems reasonable enough, besides which, it is in the interest of those attending the church regularly that they should secure their seats.

One of the members of the congregation has presented the church with a valuable communion service which will replace that lent to the first rector from Christ church more than a quarter of a century ago. Another generous member has donated a pair of handsome pulpit lights, and a couple of beautiful altar rail standards have been received from still another source.

At the annual meeting of the church congregation, which was held on Monday evening, a general re-election was made of church wardens and committee.

AROUND THE COURTS.

A Chinese Butcher Fined $25—The Provincial Police Make a Good Haul.

In the city police court yesterday morning an Indian woman was fined $30 for being drunk and having an intoxicant in her possession.

A white was fined $5 on the same charge.

Tai Chong and Ting Lee, charged with infractions of the street by-law, were fined $2 each.

Tai Chong was then arraigned for operating a slaughter house in Chinatown, and after a good deal of argument he was finally fined $25.

PROVINCIAL COURT.

Messrs. W. Dalby and R. Ward, J. P.'s yesterday fined two white men $100 or three months each for having intoxicants on the Songish reserve. The arrest was made by Sergt. Walker of the city and Officer Lewis of the Dominion police.

Tom, a Nit-nat Indian, was charged by Officer Tom James with having an intoxicant in his canoe, but as he did not have it in his own possession the only thing the magistrate could do was to order the canoe to be seized.

An Indian woman, charged with being drunk and having an intoxicant in her possession, was fined $50 and $5 costs.

The whole haul consisted of five bottles of gin, one of rye, a large canoe, and $250 in cash.

WOES OF A COUNTRY EDITOR.

Some two years ago we did a job of printing for a man just over the county line. Last week, thinking he might have forgotten the transaction, we sent a bill. He answers as follows: "Don't be in such a durned hurry; I'll have another job next spring and will pay you for both together."—Jessamine (Ky.) Journal.

PHYSICAL CULTURE.

Watts—Potts, you ought to join our physical culture club. I tell you, old man, that the business men of our day do not take half the exercise they should.

Potts—I don't see how I can find the time.

Watts—It won't take up much of your time. I never go around to the rooms myself unless there is a prize-fight.—Terre Haute Express.

EUROPEAN GOSSIP.

Preparations at Zanzibar for the Emin Expedition.

Popular Murmuring Against the Duty on Beer.

Death of Alex. Mackay the Famous African Missionary—Riots in the Eternal City.

GERMAN ACTIVITY AT ZANZIBAR.

LONDON, April 15.—Despatches from Zanzibar state that the operations of Germans there are of a most vigorous character. Every one connected in any capacity with the projects of Major Wissmann, is displaying a degree of activity singularly at variance with the German national character, and everything pertaining to the preparations for the new Emin expedition is being conducted with marked thoroughness. The town has within an incredibly short time become so entirely Germanized that residents find themselves almost strangers. Several large offices and depots have been established by the Germans, and each of these constantly displays the German flag, while the German uniform is everywhere visible. The British have no office at Zanzibar, and consequently an English flag is not to be seen, much to the disgust of Englishmen, who view with disgust and indignation the German preparations to extend the influence and power of their empire into territory hitherto tacitly admitted to belong to England, if it belonged to anybody.

ENGLAND'S AFRICAN INTERESTS JEOPARDIZED.

The occasional dispatches conveying the assurances of the safety and successful operations of Dr. Peters (several times declared by presumably competent authority to be dead), and the extensive preparations for Emin's departure, have created genuine alarm here for the surety of British interests in Southeastern and Equatorial Africa, which the press are unanimous in calling upon the government to protect. The Standard insists that the English and German spheres of influence in Africa are marked with such precision as to preclude the remotest possibility of any misunderstanding. Therefore any encroachment upon British rights must be made deliberately. The Post declares that the German maps purporting to fix the boundaries of the two spheres are wholly inaccurate. This being the fact, Germany must be at at once informed of the inaccuracies, and not be allowed to become unfriendly to England through the aggressions and misrepresentations of the German press in describing and urging the necessity of Emin's expedition.

THE DUTY ON BEER.

The popular murmuring against the intimation of Mr. Goschen of the government's intention to retain the present duty on beer increases daily, and has given rise to some uneasiness in the ministerial fold. It is now coming to be generally believed that the budget, which will be presented on Thursday will show the extent of the government's alarm by not removing the recent addition to the duty on beer, but also by taking the duty from foreign plate. It is hinted, too, that a further concession to the popular clamor for reduced taxations is possible in the lessening of the income tax and the tax on tea.

DEATH OF A FAMOUS MISSIONARY.

The death of the famous Uganda missionary, Alexander Mackay, has caused the publication of a great deal of interesting and important information concerning him, of which the general public is ignorant. Mackay was a mechanical engineer and went to Africa in 1876, assuming almost immediately a leading position among those doing mission work in that country. It was he who first brought Emin prominently to the notice of the people of Europe by a series of admirable letters, wherein he described the value of the African equatorial province, and it was mainly through information furnished by him that the necessity for Emin's relief became apparent.

RIOT IN ROME.

A serious riot occurred in Rome today as a result of the action of the police in dispersing a socialist meeting. And thus assist in increasing the revenue of the church. The reason seems reasonable enough, besides which, it is in the interest of those attending the church regularly that they should secure their seats.

One of the members of the congregation has presented the church with a valuable communion service which will replace that lent to the first rector from Christ church more than a quarter of a century ago. Another generous member has donated a pair of handsome pulpit lights, and a couple of beautiful altar rail standards have been received from still another source.

At the annual meeting of the church congregation, which was held on Monday evening, a general re-election was made of church wardens and committee.

MILITARY ACTIVITY IN RUSSIA.

The increased military activity in Southern Russia has given rise to a variety of surmises as to its object, and probably Austria will feel called upon to make a formal enquiry. The nobility residing in the Russian provinces of Volhynia have joined in a petition to the Czar praying his majesty to prohibit the Germans from acquiring estates in that district.

A PROBABLE SOLUTION

Of the Problem of Aerial Navigation—What Prof. Melville's Design is Like.

Steam power superseded the old stage coach and gave us railways; it took the wind out of the canvas of the old-time wooden sailers, and gave us the present day iron sided ocean greyhounds, and now electricity is outstripping steam as a motive power, by filling other wants and uses innumerable. What it will be applied to next is hard to say, but the latest development of this "unseen, swift power," is its application to aerial navigation—in other words it will supplant the balloon and render it possible to sail about at will in thin air. So at least Professor Melville claims for his design, which he calls an air ship. It is an elliptical balloon supporting a shell in the shape of a boat, the total length of the shell or boat being 130 feet. It will be twenty feet in width and twenty feet in height. The motive power will be an electric storage battery, one at each end, near air-tight compartments, whence they will operate the propelling apparatus, the one at the bow end pulling and the one at the stern pushing. These are attached on rods extending out ten feet from each end. The shape of the balloon is not unlike that of a porpoise in its general outline. To avoid friction the net will be done away with altogether and the balloon will be bound with canvas supporters which lie perfectly smooth and will prevent the wind from catching it at all. There are two valves at the top for use in case of accident. With regard to the steering apparatus. Heretofore, since the craze in aerial navigation began, the notion of all designers was that the steering apparatus must be at the end. Mr. Melville's design is to have it right in the middle, between the balloon and the shell. It consists of a light apparatus shaped like the tail of a fish, made of light bamboo ribs and lined with Chee Foo silk. In case of accident the steering apparatus is so arranged that the aeronaut can form a parachute and thus let the balloon down safely and easily. Still further to provide against the contingency of dropping into the water, he has arranged the shell for navigating the water as well as the air. The same power that propels the balloon will be at once used to propell the boat. With the air tight compartments it is impossible for the boat to sink.

This contrivance is inflated with a preparation, the secret of which Mr. Melville, jealously guards, and with which he can fill his balloon within half-an-hour.

Prof. Melville has gained considerable notoriety for the daring he has displayed in several parachute jumps at enormous heights. The first venture he made was at Honolulu, when he jumped from a height of 1,000 feet, holding on merely by his hands. Since then he has given numerous exhibitions, each one exceeding the other for pure daring, and each one bringing him increased fame. He hopes to perfect his air ship, but is carefully guarding his secret until he can make sure of establishing his fame as its inventor. It is expected that sufficient inducement will be held out to him to give an exhibition in Victoria on the 24th of May, as he intends to stop here till that time.

WESTMINSTER SPECIAL.

The Canners Want the License Fees Readjusted.

Candidates for Parliamentary Honors—Excitement Over the Redistribution Bill—The Oulachan Ran Begins.

(From Our Own Correspondent.)

NEW WESTMINSTER, April 15. — A largely attended meeting of canners was held last night, when the new fishing regulations were discussed. It was decided to ask the boards of trade of Victoria, Vancouver and New Westminster to memorialize the Government with the view of having the license fees readjusted to a fair sum, and the weekly close time changed.

The candidates in the field for parliamentary honors are G. C. Corbould, B. Douglas, D. S. Curtis, and W. B. Townsend. Half-a-dozen more are expected to take the field before nomination.

There is much excitement on the streets to-night over the Redistribution Bill.

The oulachan run has commenced.

CANADIAN NEWS.

The Provincial Elections.

MONTREAL, April 15.—An intimate friend of Premier Mercier says that the government has been requested by the three premiers of Ontario, Quebec and Nova Scotia to have the provincial general elections take place simultaneously on the 10th of June. The nominations to take place a week earlier. It is believed the official gazette on Saturday will contain the proclamation.

Poisoned by Wild Parsnips.

HAGERSVILLE, April 15.—The family of Wm Nicholson, a farmer, were poisoned on Saturday by eating wild parsnips, which they took to be carrots. One boy, aged 10, has died, and a girl aged 13 is in a critical condition. The others will recover.

Sentenced to be Hanged.

BELLEVILLE, April 15.—Peter Davis was to-day sentenced to be hanged on June 20th for the murder of Wm. Emery in Maramorce township. Young Emery was acquitted. The undue intimacy of Davis with Mrs. Emery led to the murder.

To Marry a Prince.

TORONTO, April 15.—Alexander Cameron, a wealthy Toronto lawyer who married a rich Detroit widow named Ward, has returned from Europe; but Mrs. Cameron and his stepdaughter, Miss Ward, are still in Paris, and it is announced to the friends of the young lady that she will in June be wed to Prince DeBenyon Caraman of France. Miss Ward is only seventeen. With his bride the prince will receive an income of nearly $150,000 a year.

The Burchill Murder Case.

BRANTFORD, Ont., April 15.—An interesting discovery that may still further complicate the Burchill murder case has just been made here. On the Commercial hotel register was the name of F. C. Benwell, which was supposed to have been placed there by Burchill's victim. It is now learned that it was written by another young Englishman, who left for this country a few weeks before the Princeton tragedy, and who, curiously enough, bore exactly the same patronymic as Burchill's friend. As Burchill has all along declared that the supposed murdered Benwell is alive, it is likely an attempt will be made to identify the murdered man as the one registered at the hotel here.

A TOTAL LOSS.

Evidence of the Wreck of the Bark Nellie May on the West Coast.

It is now practically beyond doubt that the "Nellie May" has been wrecked and that all hands as well as cargo are lost. Mr. Jno. L. Penney, who has recently returned from the West Coast, reports portions of a ship's boat and cargo of lumber having been picked up at Clayoquot Sound, the boat bearing the name of the missing vessel. He says it is unquestionable that she is a total loss, as no further traces of her have been found. It will be remembered that the loss was reported in THE COLONIST some weeks ago, but the facts were not then definitely known. She left Port Madison on January 23rd for San Francisco, since which time no report has been received of her. Mr. Penney's statement, however, confirms the fears entertained as to her safety. She was an old "Sound" ship, but has never been to this port. It is not known what number of men she carried, and it is therefore impossible to say what the actual loss of life has been. She was commanded by a Captain Austin.

A LAW STUDENT'S DUTIES.

A Chicago court has judicially decided that dusting law books is an employment beneath the station of a regularly employed law student. One Charles M. Miller was employed by a law firm at a salary of $275 a year, with the understanding that he was to "read law and make himself generally useful." One day he was ordered by his employers to remove the dust from some dusty volumes. He refused, on the ground that dusting books was not proper work for one in his position. He was at once discharged. Then he sued his employers for a year's salary. In vain did they call old lawyers as witnesses, who swore that when they were young they used to sweep out the office, shovel the snow off the sidewalk, build the fires, and sift the ashes. The young man produced plenty of young lawyers who swore that such requirements were obsolete. The court decided that Mr. Miller was justified in refusing to dust the books and awarded him his full year's salary.—Boston Globe.

IN A NUTSHELL.

Success means force to clear the course
And brain withal, to plan and will it;
What finds but opportunity—
A long-felt want—a man to fill it?

CAPITAL NOTES.

Important Concession Regarding Mining Machinery.

Canada to be Represented at the Jamaica Exhibition.

Mr. Charlton Defends Mr. Mowat's Course in the Legislature on School Matters.

(From Our Own Correspondent.)

OTTAWA, April 15.—Messrs. Earle and Prior had a satisfactory interview with the premier to-day relative to mining machinery. The members pointed out that the industry would be seriously handicapped if one part of a machine had to be purchased in Quebec, another part in Ontario; and still another part in the states, and they decided it would be best to import the whole outfit free if it cannot be purchasable as a whole in the Dominion.

Sir John said collectors of customs must interpret the law in the most liberal manner.

The Victoria members and Mara also saw the premier and Hon. Mr. Haggart with reference to the mail subsidy which the government proposed to cut down.

Taylor's alien labor committee reported to-day recommending that the attention of the Washington authorities be drawn to the oppressive nature of the United States act to Canadians, and that legislation take place next session if the representations fail.

The government emphatically declines to relax the quarantine regulations to enable American cattle to enter Canada in bond and be slaughtered for export.

Canada will be represented at the Jamaica exhibition next year, and space has been applied for. Parliament will vote an appropriation.

At an equal rights meeting to-night Mr. Charlton defended Mr. Mowat's course in the legislature on school matters. The audience received his observations coldly.

The House discussed the tariff all day, but made poor progress.

SHUSWAP AND OKANAGON RAILWAY.

TO THE EDITOR:—Only the few who have borne the privations of frontier life, who have lived behind these stubborn hills and have felt the gateway for outlet, who have looked upon the wonderful march of civilized improvements without tasting their delights; only such, exiled for twenty-four years from the strife, and the energy of this era of research, discovery and invention, can sympathize with us in our feelings of gratitude to Mr. Lumby. Like a hero he aimed at success. As a conqueror he made failures count as triumphs; and foes to work as friends.

He tells us to thank the Ottawa government for their kind and considerate hearing of his plea, and the subsidy granted; to thank the British Columbia government for granting the bonds, and members of the opposition for their sympathy and help.

We thank them truly for coming to our help in our day of dotage. "Better late than never."

The people of Okanagon and Spallumcheen delight in the prospect of the construction of the Shuswap and Okanagon railway, and they know that Mr. Lumby has been the soul of that enterprise from the first up to the present.

We believe they are all thankful to him and the several governments interested, and thankful to all who in any way lent a helping hand to the scheme. We believe all will endorse the sentiments of the short address that appears below and was presented at Enderby:

To Mr. Lumby, of Spallumcheen, B. C.

We, some of Spallumcheen inhabitants, congratulate you, our friend and neighbor, on the prospect of the construction, in the near future, of the Shuswap and Okanagon railway.

We feel indebted to you for undertaking to promote said railway at the first, in the face of every difficulty and discouragement, and when none seemed ready to help you or hope in the success of such an enterprise.

We are greatly indebted to you not only because you have succeeded so well; but also on account of your persevering and untiring efforts in the face of great obstacles, opposition, sectional jealousies, and want of means and sympathy where you might expect the latter most.

We also thank Captain Larkin and company for believing in you and espousing your cause, and doing as well by you and said undertaking as you have some times reported.

We sincerely hope that the railway may be a success and a profit to the companies who built and operate the same.

And we hope that you, Mr. Lumby, may long live a happy and prosperous life, and always triumph, in worthy causes as you have done in the Shuswap Railway.

A. S. FORTUNE,
OLIVER HARVEY,
ROBERT LAMBLY,
WEBSTER & SHAW,
Columbmbia Flouring Mills Co.,
SAM'L GIBBS, Mgr.,
and others.

Enderby, April 5th, 1890.

THE BEAR'S NEST MINE.

A Big Bluff Has Been or is Being Played.

Mr. Barnhart and his mining engineer, Mr. Wm. Venator, will leave for Alaska on the next steamer for the purpose of taking action in the courts there to secure control of the Bear's Nest Mining company's property. As has before been stated, Mr. Barnhart is armed with authority from the German and English stockholders and has also secured the sanction of a portion of the American stockholders, which gives him the great majority of the stock. His visit to Alaska is for the purpose of making a thorough examination of the mine and determining its worthlessness or value. On his recent visit to Alaska he endeavored to do this, but those in charge there prevented him. Hence the action in court to place him in possession. The other party have taken up a number of lawyers to fight the case for them, but it is expected that the Alaska courts will give the owners of the mine a chance to see what their property consists of.

There is something very peculiar about the whole transaction. Acting upon the report of their own experts, European capitalists purchased the control of the mine for a large sum. Prospecting work was continued, and at the suggestion of the management an eighty stamp mill was placed in position. Mr. Barnhart received a cable last fall stating that the prospects were good, and three weeks afterwards received another stating that the mine was a swindle, that it had been "salted." This he did not believe, and came to America to investigate. Either the stockholders in the first place have been misled by "cooked" reports, and this is not for one instant entertained, or the parties in charge are endeavoring to manipulate matters so that they may gain possession of what they have proved to be a fine property. Whatever the position of affairs is, Mr. Barnhart is determined to learn before leaving for home, and as he has right on his side it is trusted that he will eminently succeed.

Little Alice—And did Solomon know more than anybody who was ever in the world, papa? Papa (thoughtfully)—I guess he know more than anybody I ever met, except perhaps your 16-year-old brother Jack.—Portland Advertiser.

A BATTLE DESCRIBED FROM THE RANKS.

Arthur V. Palmer, in the "Nineteenth Century."

Dawn was just breaking. I could dimly see some objects in front of us looking like a lot of kangaroos hopping backwards and forwards—they were Egyptian cavalry we afterwards learned. I nudged my companion, and Rawson whispered, "We are not far off now." Suddenly a shout was heard, then two shots were fired from opposite our left front, and a man of F company fell dead. No notice was taken of this, and the brigade marched on silently, every man now on the alert. All at once a whole sheet of musketry fire flashed out, lighting up the scene far to right and left. Above the crackle of the rifle-fire sounded loud the roar of artillery. Regardless of these portents our regiments marched steadily and silently on. The order to "Fix bayonets!" was given, and when it had been obeyed and the men sloped arms, the rattle of the bullets on the bayonets was like the sound of hailstones striking against glass. Some men, but not many, fell wounded. The 79th had marched quite 100 yards with their rifles at the slope when the command "Prepare to charge" was given. Down came the rifles of the front rank of the unbroken line, the "Charge!" sounded, and as the last note of the bugle died away a tremendous cheer was raised, the pipers struck up the slogan, and with our gallant colonel in front shouting "Come on, the Camerons!" the ranks broke into double time, and still cheering with all their power, swept forward on the enemy's position. One of the pipers, just as he began to play, had his bagpipes pierced by a bullet and most discordant sounds escaped from the wounded instrument. "Gude faith," cried the piper, philosophically, "but the bullet's a deevilitch sicht better through her wame than through mine." Shoulder to shoulder on we rushed for quite 200 yards under a shower of bullets, which fortunately were aimed too high and therefore wrought little harm. Suddenly our charge was checked by the first trench, twelve feet deep and the same in width. Many fell into it headlong, and others dropped on the brink under the fire of the enemy on the top of the further bank. The first man up among them was a brave young sio dier, Donald Cameron by name, who had leaped to the front, determined to show the way. He fell fighting desperately hand to hand against a throng of Egyptians, till a bullet through the head finished him, and he tumbled back stone dead into the trench. It was full of Highlanders, trying to clamber up the steep further face, and slipping back again, for there was no foothold. I tried in vain three times, and at last, calling to a comrade "For God's sake, Finlay, give me a leg up!" I succeeded in mounting. Once on the summit, such was my state of excitement, I was for the moment bewildered, and scarcely knew what to do—the enemy swarmed around us like bees, all dressed in red fezzes, some brown-faced, some black-faced, and all showing their infernal white teeth. I plunged my bayonet into one of them, the man falling towards me, his weight toppled him and me back into the trench, and we fell together on top of one of my comrades; but I was soon up again on the farther bank, assisted up by four of my mates, and then took part in the charge of the regiment onward towards the second trench.

Cheering vigorously, and clearing our way with the bayonet, we swept on to and across that obstacle. Just as I got on my feet, after tumbling out of the trench, I was felled by a blow across the legs from the clubbed rifle of an Egyptian, and as I fell saw the cold steel coming at me; but my comrades saved me, and in a moment I was up again, too excited to feel any pain. Our cheers were shouts of "Retire! retire!"—the word ran along the ragged front, causing an immediate and general check, and indeed a retirement on the part of many who thought that they were obeying a command. Fortunately a staff officer in the nick of time galloped forward shouting "No retirement, men! Come on! Come on!" There was a general rally, and then forward we went again. Those cries of "Retire" had been treacherously raised by a couple of "Glasgow Irishmen," who had somehow evaded the precautions that were in force since the days of Fenianism to protect the regiment of disloyal characters. They had been proved cowards or something worse on two occasions when the regiment was before Kafr Dowar; and, in virtue of instructions coming through the captain, the non-commissioned officers of the company appointed a sergeant and a corporal to watch the conduct of these two men in the battle. They were charged to use their own discretion, and if that step became necessary, to put them summarily to death. When the treacherous dogs raised the shout of "Retire," the non-commissioned officers appointed to watch them promptly did their duty. I saw Sergeant——kill one of them with a thrust of his sword-bayonet; and also saw Corporal——fire at the other, who fell dead, but whether he was killed by the corporal's bullet, or by one from the enemy I cannot undertake to say. The regiment was unanimous that both richly deserved to die, in which conviction every honest soldier will concur.

By this time it was clear daylight, and it was now apparent that in the semi-darkness, the scramble at the trenches, and the hand-to-hand fighting, the brigade had fallen into confusion, and that in the charging and struggling whirl the four regiments had got all mixed up and interminglled. There was a short halt in order to reform, and, this roughly and hastily effected, the brigade swept down towards Tel-el-Kebir lock, driving all opposition before it. Just before this halt I received another "butt-ender," which smashed my water-bottle to pieces and knocked me down, but I was immediately dragged up on to my legs again by my fighting chum, who, exclaiming, "Steel for leather; take that, you——!" sent his bayonet into the Egyptian who had felled me. The regiment, when re-forming, had suffered from a cross-fire coming from the trenches on either flank, to silence which skirmishers were thrown out to the left. They speedily cleared the trench, and drove the enemy along it through a cross trench into trenches further to the left and rear. The detachment attacking