Revolt of the Gold-Diggers in 1854

Curious Chapter in Australian History.

Some three months ago the jubilee of a remarkable event of Australian history was celebrated throughout the colony. The story of the incident commemorated is thus narrated by the Melbourne Argus:

After the discovery of gold near Bathurst in 1851, the New South Wales government issued a gold licence to diggers at 30s per month. The Victorian authorities followed suit. The license was to be carried on the person, to be produced whenever demanded by any commissioner, peace officer or other duly authorized person, and was not transferable. The licence was chiefly designed to raise revenue. It was also hoped that it would have the effect of keeping undesirable persons from swelling the gold fields population, and restrain the stampede from other industries.

Though it was a vexatious tax on the enterprise of the diggers, it might have been borne in patience had wisdom and tact been shown in the collection. The men were constantly subjected to raids by the police hunting for licences, and whenever a man was unable to show his licence he was unceremoniously hustled off to "the logs," as the local jail, a mere log hut, was called, and fined £5 and compelled to take out a fresh licence before he was liberated.

Rough Treatment.

Often the diggers were handcuffed in gangs, and nearly always roughly treated. Bitterness was engendered between the people and the officials. The greater number of the miners were law-abiding and peace-loving, and resolved on constitutional measures to obtain redress of what were just grievances. Reform organizations were started. The reduction of the licence fee was demanded, and also a vote for the miners, who had no voice in the election of the members of the legislative council. Protests and petitions reached the government during 1853 and 1854, not only from the Ballarat field, but also from Bendigo, Castlemaine and other goldfields which were then centres of activity. Nor, apparently, were these representations without effect. A commission was appointed to enquire into the whole matter, but before they could begin their labors, events happened at Ballarat which brought the whole question of the diggers' grievances to a dramatic crisis.

Beginning of the Trouble.

One Saturday in October, 1854, James Scobie, a good-natured young Scotch-miner, was returning with a companion to his tent at midnight. They had had a jolly evening with some friends, and were what their countrymen call "fou." They were passing Bentley's Eureka Hotel, a shanty and store which stood on the corner of Eureka and Otway streets. Seeing a light in the window, Scobie knocked so persistently that he appears to have irritated those inside, who rushed out, headed by Bentley with a spade in his hand. In the scuffle Scobie was killed. An inquest was held by a magistrate named Dewes, who was suspected of being under an obligation to Bentley, and believed to be what subsequent official investigation proved a corrupt and unreliable officer. Instead of committing Bentley for trial, Dewes acquitted him.

One of the commissioners ((Johnston) was not satisfied with the enquiry, and forwarded his notes to headquarters. The diggers were enraged at so flagrant a miscarriage of justice. Bentley had a bad record and his house a bad reputation. The incident served to increase the tension between the diggers and the authorities. An indignation meeting was held near Bentley's hotel a few days afterwards. The diggers assembled in great numbers. Resolutions were passed demanding a fresh trial. Some of the turbulent spirits clamored for summary vengeance. The police were called out, but in vain, for the meeting got out of hand. The windows of the hotel were smashed, and presently the building was in flames. Bentley escaped bareheaded and coatless on a trooper's horse.

Arrested and Punished.

Three men were afterwards arrested for setting fire to the building, and were tried in Melbourne, and although a strong committee was formed and a deputation sent to the governor to ask for their release, their sentence to short terms of imprisonment was confirmed. Bentley was, however, re-arrested, and, with several of his companions, re-tried, convicted of manslaughter and sentenced to three years' imprisonment. Dewes, the magistrate, was dismissed.

Men from all parts of the world had flocked to the field. Most of them were young fellows, under 30. To their credit, the great majority abhorred lawlessness and strife, but a number of "young bloods" were easily persuaded by rash leaders to resort to armed resistance. Several of the leaders were foreigners imbued with the revolutionary spirit which had swept over Europe in 1848.

The unrest after the Bentley episode increased. Frequent meetings were held, inflammatory speeches were delivered, armed resistance to the authorities was openly advocated. Men began to arm and to drill. Friction between the police and the diggers grew. The force at the disposal of the commissioner (the late Col. Rede) was increased by a detachment of soldiers of the 12th and 40th regiments, who arrived from Melbourne on November 28. Digging had ceased for days, and the place was in a ferment.

The Insurgent Flag.

The discontent culminated in a monster meeting on Bakery Hill on Wednesday, November 29, at which from 8,000 to 10,000 were present. The insurgent flag was run up—the stars of the Southern Cross on a blue ground—and it was resolved to burn the licences and pay the obnoxious tax no more. The fire was lit, and the diggers filed past and threw their licences to the flames. J. B. Humffray, the leader of the peace party, and his friends seceded from the movement. Peter Lalor, the hero of the Eureka fight, addressed the crowd. He had not taken a prominent part in urging them to resistance, but he saw clearly that a conflict was inevitable, and method and organization of the insurgents were wanted. He urged the diggers to swear allegiance to the cause, and enrol themselves, so that some measure of discipline might be secured. His earnestness impressed the men, and he was unanimously elected leader.

A Digger Hurt.

Next day (Thursday) the authorities unwisely organized another digger hunt—the last held in Victoria. It was bitterly resented. Arms and ammunition were requisitioned on the authority of Lalor and his officers. Drilling proceeded vigorously. Blacksmiths hammered away at pikes—rude weapons like a billhook fastened on the end of stringy-bark saplings. The stockade, a rough barricade, enclosing about an acre of ground, on the Eureka lead, was made Lalor's headquarters. The barricade was a flimsy affair, constructed of slabs stuck on end, brushwood, and whatever could be obtained handy. It enclosed several tents, to have been designed to conceal the stores and windlass claims, and appears operations of the headquarters staff rather than as a fort. In spite of Lalor's untiring efforts, it was difficult to enforce discipline. Men came and went freely, and all that happened was known to the commissioner. The diggers knew that another large reinforcement of troops from Melbourne was expected, and they believed they were secure until these arrived.

The Fight at the Stockade.

Capt. Thomas, the officer in command of the military forces at the camp, realizing that the diggers had been lulled into a false sense of security, resolved on a surprise attack. On Sunday morning, December 3, just before daybreak, he led out his men (276) and stole silently up the gully between Cattleyard Hill and the hill which Rodier street now bisects, and wheeled around on the stockade, near the Free Trade Hotel. It was bright moonlight, and just breakbreaking dawn. Lalor's pickets sighted the redcoats and fired, and were answered by a volley from the troops. It is generally agreed that there were not more than 200 men in the stockade at the time. Many of these were asleep. Numbers had only the clumsy pikes for arms.

A few volleys, and then the charge, and the barricade fell like a pack of cards, and the fight was over in 25 or 30 minutes from the time the first shot was fired. Fourteen of the diggers were killed outright, eight subsequently died of their wounds, and twelve others were wounded, and a great batch of prisoners taken. Lalor had his left arm smashed with a bullet. He was hidden under a pile of slabs and escaped. Some days later his arm was amputated, and he was conveyed to Geelong and kept in hiding until a general pardon was granted to those who had taken part in the episode.

Rewards Offered.

Two hundred pounds reward was offered for Lalor and the same amount for Black, and £500 for Vern, who was concealed for weeks in a digger's tent near Eureka. The loyalty of the diggers was such that none of the leaders was betrayed.

Capt. Wise, second in command of the soldiers, was killed by one of the first shots fired from the stockade. Three privateers were also killed, while several were badly wounded, one subsequently dying. The diggers were buried in one grave in the old Ballarat cemetery, and a monument, presented by Mr. James Leggatt, of Geelong, erected over it in 1856. The soldiers were buried in the same cemetery close by, and the Victorian government erected a monument to mark their grave in 1879.

The prisoners were subsequently tried in Melbourne. Public opinion was on their side, and they were acquitted. The leaders, who were still in hiding, were pardoned. A commission of inquiry was held, as a result of which the obnoxious tax was abolished and the miners were granted the franchise. A few years ago Mr. James Oddie, who arrived on Golden Point in September, 1851, presented a fine bronze statue of Lalor to the city, and it is erected on Sturt street.

Australian Line May Discontinue

Managing Director Threatens to Stop Service Unless Subsidy Is Increased.

Provisional Agreement Is Made Until August—Captain for New Turbine Liner.

(From Friday's Daily.)

Steamer Aorangi, which arrived yesterday morning from Australia, brought news to the effect that unless the Australian government accedes to the application of the Union Steamship Co. for an increased subsidy before August, the Canadian-Australian line will be discontinued.

James Mills, managing director of the Union Steamship Co. of New Zealand, had been in Australia for six weeks prior to the sailing of the Aorangi on May 15, in constant negotiation with the Australian government on the subject of the extension of the Canadian-Australian mail service, but the negotiations had proved futile except as regards a temporary arrangement by which the Union Steamship Co. undertook to carry on the service as at present for three months from May.

The Union Steamship Co. is asking for an increased subsidy for a definite period, assuring the company against unreasonable loss and giving the service a chance to prove its commercial worth. The Australian government has not given an answer to the proposals, keeping the matter in view. It is, as it were, "laid on the table." In the meantime Mr. Mills has returned to New Zealand, and before he went he stated in an interview that unless something definite is arranged, the Canadian-Australian service, so far as the Union Steamship Co. is concerned, will be discontinued on the expiration of the three months' extension, which period ends in August.

It is most probable that an arrangement will be made before the lapse of the arrangements with the Union Steamship Co. As is well known, the Dominion of Canada has offered a subsidy for a Canadian-Australasian service of $50,000 a year. If the Union Steamship Co. can make the arrangements sought with Australia, doubtless the line will be improved in keeping with the provisions of the Canadian subsidy instead of abandoned.

First Turbine Vessel.

Among the passengers of the Aorangi was Capt. Melville, an officer of the Union Steamship Co., who is on his way to England to bring out the Dunedin, the new turbine steamer being built there for the Union Steamship Co. The new liner will be the first turbine steamer to enter the Pacific trade. She is a fine modern passenger liner, a considerable improvement on the company's fine passenger steamer Manuka, which recently made a voyage to this port. The new liner will be another of the M class of the Union Steamship Co., which divides its vessels into classes, with each class having names beginning with different letters of the alphabet. The liner which Capt. Melville has been sent for will be christened the Mahoana, being named after a small New Zealand village with a Maori name. She will be used in service between New Zealand and Australia, and, like the Manuka, will make an occasional voyage to Victoria when travel is heavy.

The Aorangi's Trip.

The Aorangi had a pleasant voyage. She would have been in port on Wednesday afternoon but for the heavy fog which delayed her off the entrance to the Straits. A sports' committee was organized on the voyage and many amusements were provided, deck games, a visit from Neptune at the line, etc. The steamer sailed from Sydney on May 15, left Brisbane May 17, Suva May 23, and Honolulu May 31. There were about 200 passengers on board and a good cargo. For Victoria the steamer had 186 packages of fruit, and for Vancouver the cargo was as follows: Hardwood, 40,847 superficial feet; hemp, 1,255 bales; canned meats, 175 cases; fruit, 270 cases; fur skins, 89 bales; wool, 88 bales; leather, 5 bales; and general freight, 33 packages. There were forty passengers for Victoria.

Germans Oust British.

News was brought by the Aorangi that Among the passengers of the Aorangi were Capt. Melville, an officer of the Union Steamship Co., who is on his way to England to bring out the Dunedin, the new turbine steamer being built there for the Union Steamship Co. The new liner will be the first turbine steamer to enter the Pacific trade. She is a fine modern passenger liner, a considerable improvement on the company's fine passenger steamer Manuka, which recently made a voyage to this port. The new liner will be another of the M class of the Union Steamship Co., which divides its vessels into classes, with each class having names beginning with different letters of the alphabet. The liner which Capt. Melville has been sent for will be christened the Mahoana, being named after a small New Zealand village with a Maori name. She will be used in service between New Zealand and Australia, and, like the Manuka, will make an occasional voyage to Victoria when travel is heavy.

the Germans have, by diplomacy this time, instead of the imposition of unjust levies infringing treaty rights, ousted the Australian and British shipping firms and succeeded in capturing the entire trade of German New Guinea, New Britain and other islands of the German archipelago for a long term of years. British shipping has been effectually driven out of the trade, and it is a foregone conclusion that at an early date the long established services between Australia and that part of the Pacific will be abandoned.

Briefly stated, the whole of the planters in the German possession of every nationality—British, Germans, French, Scandinavians, etc.—have signed an agreement by which they bind themselves to in future ship their copra and other products to Australia and Europe exclusively by the vessels of the Nord-Deutscher Lloyd. Hitherto the British planters, and, indeed, many of foreign extraction, have preferred, despite all obstacles placed in their road, to despatch their copra to Sydney by the Australian-owned steamers of Messrs. Burns, Philp & Co., Ltd., and the bulk of the trade from those possessions has up to the present been carried in British bottoms. It is, therefore, evident that the terms offered by the Nord-Deutscher Lloyd are of such a character as to outweigh sentiment, and that in the case at any rate of most of the leading planters the trade has been handed over to a company with which they are not in sympathy.

Benefiting by their experience in the Marshall group, the German authorities have in this instance avoided the complications resulting from violation of treaty rights, and from the imposition of prohibitive export duties and restrictive trading licence fees. A tactful policy has been pursued, and, assisted by subsidies from the German government, the British have been outmanoeuvred by the Nord-Deutscher Lloyd. From the meagre details so far to hand, the agreement appears to be a perfectly legitimate commercial bargain, and the arrangement has been conceived and carried out by masterly minds.

Retaliation Suggested.

The Sydney Morning Herald discusses the coup says that British shipping firms are handicapped by the policy of "an open door" as against the German policy of exclusiveness. The paper suggests retaliation. It says: "It has not been beyond the power or the ingenuity of the Commonwealth authorities to find many ways of vexing local mercantile enterprise, and that being so, it is difficult to believe that the same qualities will prove unequal to dealing with the present conditions of Pacific trade. The port of Sydney, for example, is a sort of convenient clearing-house for the South Pacific. Our competitors have the free use of it. Is there no means of set-off here? Retaliatory tactics are sometimes justifiable. The question now before the Commonwealth is really one as to whether we are to be driven out of our legitimate sphere of trade, not by one competitor alone, but by all who choose to adopt the same tactics. The French in the New Hebrides and American shipping wherever it likes to trade in the Pacific are equally our potential rivals. Last month the minister of customs received a copy of a bill of the United States government which proposed to place tonnage dues on foreign shipping, promote commerce, open up markets, and incidentally to create a force of naval volunteers for national defence. This reads like a national policy. Why cannot Australia do something of the sort, and even leaving direct retaliation out of the question so shape a policy as to be able to adapt it to unfair conditions of foreign competition whenever they may arise, while at the same time keeping in view the possible demands of naval defence? Considerations of this character over-ride any passing aspect of the question now raised in the Pacific, and raise what is really a national issue."

Plague at Sydney.

The president of the Sydney board of health is quoted in an interview just prior to the sailing of the Aorangi as stating that "the position of affairs has become rather serious in connection with the plague, seeing that it now exists in five different places in the state. Those places are Sydney, Newcastle, Ballina, Lismore and Ulmarra." Fourteen cases have occurred at Sydney. Medical experts and trained nurses have been sent to superintend the care of patients, whilst competent foremen direct the operations of the cleansing gangs which are employed in rooting out the cause of the various outbreaks.

Mr. Cumming, Coalfields, Assa.

Was Entirely Cured of Disfiguring Skin Disease by Dr. Chase's Ointment.

Mr. John Cumming, Coalfields' Assa., N.W.T., writes:—"I was troubled for sometime with disfiguring blotches in the face and though I tried many remedies both internally and externally could not get rid of them. A friend of mine recommended Dr. Chase's Ointment and this preparation acted almost like magic in my case. After using it for a time the blotches entirely disappeared and my skin was left soft and smooth."

By noting the cures reported from time to time in this paper you will find that Dr. Chase's Ointment is one of the greatest healing preparations known to science, frequently curing eczema and psoriasis when all other means have failed.

Sixty cents a box at all dealers, or Edmanson, Bates & Co., Toronto.

TIRED OUT.

There's many a wife sits in the growing shadows of an evening, knowing what it is to feel tired out; as if there was not another ounce of effort left in her. But if healthy she knows how sound her slumber will be and how refreshed the morning will find her. But it's another thing for the sick woman to feel tired out. Rest only seems to increase her suffering. She feels acutely the aching back and throbbing nerves. Sick women, hundreds of thousands of them, have been made well by the use of Dr. Pierce's Favorite Prescription. It establishes regularity, dries weakening drains, heals inflammation and ulceration and cures female weakness.

"I am pleased to inform you of the benefit I received from using Dr. Pierce's Favorite Prescription and 'Golden Medical Discovery,'" writes Mrs. Elizabeth A. Oswold, of 45 Brant Street, Windsor, Essex Co., Ontario, Canada. "Was quite discouraged when I wrote asking your advice, as the physicians here told me I could get no relief except by an operation. Suffered for four years from irregular and profuse menstruation, had sick and nervous headaches most of the time, and at times could hardly walk across the floor from weakness. I thank God there is such a remedy as Dr. Pierce's Favorite Prescription for suffering women. Before I had taken the first bottle the headaches had left me and it was not long before regularity was established and still continues so. Have just finished house-cleaning which I never expected to be able to do again, and can truly say I never felt better than at present. I gladly recommend 'Favorite Prescription' to all who suffer from female weakness. It has cured me and made me stronger in every way. Neither my husband nor myself can say enough in its praise."

The selfish seller who urges some substitute is thinking of the larger profit he'll make and not of your best good.

THE AMERICAN EMPIRE DAY.

Hamilton Spectator.

Uncle Sam has an "empire day," too. The Americans call it "Flag Day," and June 14 is the date. The principal difference between "Flag Day" and "Empire Day" is that, while the latter lacks ginger the former is full of it. The programme in the United States is quite elaborate. Here are instructions issued from headquarters.

We earnestly exhort our citizens to join in making Flag Day an event, and its celebration in 1905 a great event. Let us from one end of our land to the other, fling the stars and stripes to the breeze on June 14, 1905. May it greet the rising and salute the setting sun, and float all day long from every church edifice, school and building, public and private, and however humble, throughout the land.

Since the struggle of 1861-65, the flag has become the symbol of a mighty nation. It has been carried to the utmost parts of the earth, carrying liberty to the breeze. Americans cannot fail of a feeling of pride and satisfaction nor restrain the swelling of patriotism in the breast when we contrast the meaning, in far distant lands, of ours and other flags displayed together.

The stars and stripes within the recent past have come to possess new beauty for friendly eyes and new terror for the foes of liberty.

A programme of exercises for a Salute to the Flag in the schools has been prepared by the committee of the American Flag Association, which may be carried out by each class of the school on the day selected as Flag Day. These exercises consist of uniform pledges to the flag, taken by the pupils of allegiance to the flag, with the expression of patriotic sentences.

Umbria's Guns Shells Farmers

Sailors of Egeria Inadverently Bombarded by Italian Gunners.

Shells Which Over-carried in Firing Practice Frighten Pender Islanders.

Although there is nothing but the most friendly feeling existent between the governments and peoples of Great Britain and the Kingdom of Italy, and although the interchange of hospitalities between the representatives of British officialdom and the officers of the Italian third class cruiser Umbria have been most cordial during that vessel's short stay in British Columbia waters, it is nevertheless the fact, according to the testimony of British naval men and of civilian residents of South Pender island, that the Umbria between 11 a. m. and 2 p. m. on Wednesday last subjected Pender island to a shelling such as is supposed to constitute the wholesome medicine of a civilized power for South Sea savages when they become unruly. The shells are stated to have been non-explosive, but none the less, dangerous missiles. The incident would forthwith become a serious international affair but for the charitable view of the case taken by the complaining islanders, that the bombardment was unintentional—that the Italian warship while engaging in practice firing miscalculated distance, and will be very ready to politely apologize when the facts of the unusual matter are brought to Capt. Corsi's attention.

It was while the Umbria was on her way from Esquimalt to the Mainland that the incident developed. The firing began when the Umbria was some distance off Ten Mile Point and continued as the warship steamed slowly up the channel. Apparently the white survey marks put up by the hydrographic survey workers of H. M. S. Egeria were looked upon as a tempting target, for so soon as they became conspicuous from the Umbria's decks the firing opened, the cruiser steaming up and down the channel and continuing her practice until it is estimated about one hundred rounds had been fired. It is estimated by Mr. Stanford of South Pender, from whom the Colonist receive first details of the occurrence yesterday, that fully fifty shells landed on South Pender, principally around the camp of the shore party of bluejackets of H. M. S. Egeria, and in the fields of the little settlement with a population of nearly a hundred. The circumstance that no one was hurt, and no damage done is perhaps not the least remarkable in connection with the incident. The supposition is that the shells carried considerably farther than intended or supposed, but the adventure is one which South Pender folk are not desirous of having repeated at any time—either now or hereafter.

This is not the first time the guns of the Umbria have caused trouble to those ashore. When the Italian cruiser was laying at one of the ports of South America a salute was fired. It seems that the gun charges were blown ashore to the roof of the commandante, which took fire, and a landing party was at once sent ashore to aid the Latins, who were struggling with bucket brigades to save the commandante's quarters. They did, but it was a close call. When the next salute was fired, the commandante had the bucket brigade ready.

The Umbria, as was expected, was soon floated from the Sandheads, and is now at anchor in Vancouver harbor. It is not thought that she has been injured.

The Umbria, after a short stay in Vancouver, is to visit Seattle, being due at the Sound port on Wednesday next. A meeting has been called of the Seattle Chamber of Commerce to formulate a plan for the reception and entertainment of the officers of the Italian warship. The vessel is one of the modern war craft of Italy, having been built in 1891. She is 262½ feet long on her load-water line, with a beam of 39 1-3 feet. Her draught is 17.4 feet and she is credited with 4,487 indicated horse power. The machinery of the Umbria consists of two sets of horizontal triple expansion engines driving two screws. The deck armor is one inch thick. The Umbria's armament consists of two 6-inch guns, eight 4.7-inch guns, eight 6-pounders, eight 1-pounders and three torpedo tubes above water line. There are three other ships of identically the same class and build of the Umbria attached to the Italian navy, the names of which are the Lombardia, Etruria and Liguria.

HAD QUITE ENOUGH.

Tit-Bits.

A very subdued-looking boy of about twelve years of age, with a long scratch on his nose and an air of general dejection, went to the master of one of the Board schools and handed him a note from his mother before taking his seat and becoming deeply absorbed in a book.

The note read as follows:

"Mr. Brown.—Please excuse James for not being present yesterday. He played truant, but you don't need to thrash him for it, as the boy he played truant with an' him fell out, an' the boy fought him, an' a man they throo at caught him an' thrashed him, an' the driver of a cart they hung on to thrashed him also. Then his father thrashed him, an' I had to give him another one for being impoodent to me for telling his father, so you need not thrash him until next time. He thinks he better keep in school in future."

Varied Business Of Board of Trade

Comprehensive Programme for Entertainment of Mining Convention Visitors.

Fire Insurance Rates—Victoria as the New Terminus of the C. P. R.

The regular monthly meeting of the Board of Trade was held last evening with a very slim attendance. President S. J. Pitts occupied the chair and among the members present were Messrs. Marr, Pither, S. Leiser, M. Leiser, Paterson, Lugrin, Rowe, McKeown, Morley, Jones, Maynard, Henderson and Laird. After the routine of opening, the president suggested that the annual report should be submitted to a committe composed of the president, vice-president and secretary for examination before being issued to the public. This was acquiesced in.

A communication was read from the department of trade and commerce of Australia, re trade relations between Canada and Australia, and it was decided to refer the communication to the trades and commerce committee with power to act.

The Rock Bay Bridge.

The report of the special committee appointed to interview the city council in reference to the Rock bay bridge was next considered. The report stated that the committee had waited upon the council and had impressed the necessity of still having a bridge at this point. The council assured the board's delegates they were alive to the necessity and the only item that had to be settled was when the structure was to built.

The manager of the B. C. district messenger service wrote informing the board that he had been informed by the postmaster that it was illegal for him to carry on the business in the present method of delivering sealed messages, and asked the board if they could not assist him in arranging matters so he might continue to carry on his business. The report of the special committee upon this matter was received, and after much discussion it was decided to lay the matter on the table.

A communication was received from the local representative of the American Mining Engineers, asking what steps the board intended to take to entertain the members during the convention which will be held in this city from July 1 to 5. The matter had been referred to the reception committee, and the president requested Mr. Mara, the chairman of the committee, to outline what they intended to do.

Entertaining Mining Men.

Mr. Mara said he had been informed that there would be between 150 and 200 members present, and they would arrive in the city on the morning of July 1. It was the intention of the government to give them a reception either at the parliament buildings or Government House, to which the citizens would be invited. The reception was to be held on Saturday, and for the Sunday no special plans had been made, as it was impossible to make satisfactory arrangements on account of some of the members attending church. But the committee requested any member who owned an automobile, carriage or launch to endeavor to take some of the members around the city and up the Gorge. For Monday the committee had two excursions in view, but were undecided which one to adopt. One was to charter a boat and take the visitors for a trip around the Gulf Islands, and the other to "take in" the fish traps and witness the traps being lifted. Capt. Troup had been interviewed and the committee had been able to secure a promise from him for the committee to have a boat on that day for a small sum, and as the council had appropriated $150 to entertain the visitors, it was the opinon of the committee that tickets to include lady and gentleman should be sold for $5 and a single ticket for $3, to include luncheon on board. For Tuesday the Tyee Mining Co. had consented to take charge of the visitors and take them to Mount Sicker by special train; and they would also visit Ladysmith and Crofton.

It was decided that the report be approved and the committee be instructed to complete whatever arrangements they may think best on these lines.

The council of the board will assist the reception committee in the sale of tickets and arranging for the entertainment of the visitors.

Insurance Rates.

The committee which was appointed to investigate the fire insurance rates reported that they had interviewed Mr. Ross and he had informed them that the rate that had been charged Mr. Landsberg was wrong and would be rectified at once; also that the city council should go slow in the matter of having a full paid fire department service, for it was largely on the report that there would be a reduction in the rates that the council had come to that decision. It is the present intention to make the whole city under what is called a mercantile schedule, which will mean an increase of about 30 per cent. on all property in the city, whereas it was promised that a reduction of 7 per cent. would be given in case the city had a full paid service.

Victoria the Terminus.

Before adjourning, Mr. Lugrin moved the following resolution:

"That the Board of Trade congratulates the citizens of Victoria that this city has become the western terminus of the C. P. R. system; that the fact of the acquisition by the C. P. R. of a large area of land near this city, and the erection of a large tourist hotel of the highest class by the same company form a train of events unique in the history of Victoria, and one that is full of promise and future prosperity; and that the board urges upon its members and the citizens generally to unite in their efforts to turn these events to the best advantage of the city."

Mr. Lugrin spoke at length on the resolution, dwelling upon the necessity for the citizens of Victoria working together for the future of the city instead of always harping on hard times.

Mr. McKeown was quite in accord with Mr. Lugrin and seconded the motion.

Mr. Morley was of the opinion that there was a little too much "hot air" about the resolution, and that he did not think Victoria was the C. P. R. terminus.

Mr. Anton Henderson took the same view of the subject as Mr. Morley, and thought that the resolution should be amended.

Mr. T. W. Paterson, M. P. P., thought that anyone in Victoria who assumed that this city was the terminus of the C. P. R. was entirely mistaken.

Eventually the motion was carried by a vote of 10 to 3.

The meeting then adjourned.

RIOTING AT MINSK.

London, June 10.—The Times' St. Petersburg correspondent reports that there has been severe rioting at Minsk, during which nearly 100 persons were killed.

THE CASE OF JOSEPHINE CARR.

Winnipeg Free Press.

The case of Josephine Carr is now before the horrified public. That a mere child should betray a criminal instinct along a line of the abduction of the Murray baby, seems little short of incredible; but that abduction and even murder should be deliberately planned and carried out by a little girl of 13, seems impossible. What was wrong with Josephine Carr, and where does the blame really lie?

Josephine Carr was motherless. She was allowed to wander at will wherever her steps led—she knew no home training, and the Sabbath schools do not seem to have sought to know why she was not there each Sunday. Public school teachers now discover that she was "absent often," and the stepmother of Josephine declares she was "unmanageable." Altogether, poor Josephine Carr seems to have been a little social outcast, with no companions or friends but those she found on the street.

Even so good a writer as "Kit," of the Toronto Mail and Empire seems to have discovered hereditary influences in this sad case. Kit describes Josephine as "vicious," as having "a bad face," "cruel mouth," etc. There does not seem to be one favorable word to say for the child culprit, save from Mr. Kelso, himself a student of youth and a saviour of the helpless. Mr. Kelso finds some good in Josephine Carr. He asks for the keeping of Josephine Carr, and assures the public he will bring out the long-neglected "good points" of this child criminal if given time.

Now, while we are talking about child crime, and child wekedness, would it not be well for those who know of just such sad cases as that of motherless Josephine Carr, to think about saving some of those same neglected little ones, and making less the chances of "street education" in crime? At every corner you find little boys and girls being dragged around after hurdy-gurdies by their illiterate parents, or their lazy parents, and for the sake of a few dimes a day, made into street Arabs of the lowest type. Why does not the city insist on such children being sent to school? You find everywhere little boys and girls selling papers, and in this small wage-earning way, learning much, far too much, of the world's ways. Why does not the city put a stop to street roaming of little boys and girls?

Sabbath schools seem to be expressly kept up for the "lace-edged, petticoated brigade of "respectable" children. Churches seem to be built and supported for the salvation of the "respectable" classes. Public parks and public schools are open to all; but the ragged child, beneath its rags, has a human pride that shrinks from contrasts such as are found in those public places; and the "poor" child is marked by Fate as something apart from the world of jollity and of fun. A child that has been the inmate of a sad, hungry or unhappy home, shrinks from the sunlight of observation, for the keenest eyes in all the world are the eyes of other children, and velvet and rags will not unite. There seems to be so much to draw and to drag down and so little to uplift, that it is only a wonder more little unhappy children do not go wrong. What so helpless as a little child? What so pathetic a picture as a child neglected? What so dependent on the world as a motherless babe? And yet how little the world thinks of other children than its own?

The lesson of Josephine Carr should not be lost on the public. The city has other and just as helpless little ones in its charge; will the city do anything to save such from the fate of Josephine Carr?

One other word: It is the mothers who go mad and run amuck over the "bargain" counters! Babies are left with mere other babies in order that "marked-down" odds and ends may be grabbed at "bargain" sales, and homes are left unguarded and children left unattended in order to gain a one cent cut on a ten-cent article! Neglect of home and neglect of children, not alone by stepmothers (that word made a football in conversation), but by own flesh and blood mothers themselves! Street education is far too much allowed; for the responsibility of the well-being of little ones, boys and girls, lies first within the walls of home; next within the sanctuary of the church, and, lastly, with the state. How many of these three do their duty?

THANKS TO KING EDWARD.

Canadian Churchman.

By telegraphic report from over sea, we learn that society is now earnestly following the lead long ago set by King Edward against long dinners and rich dishes. This is a sane and wholesome move in the right direction. It will reduce extravagance, increase health, and put in practice the maxim of the classic poet: A sound mind in a sound body.

A FRIVOLOUS INFLUENCE.

Fortnightly Review.

Notwithstanding her brightness and as a rule her virtue, the influence of the American woman, not only in England, but on the Continent, has been extremely harmful. It has made for frivolity, for extravagance, for selfishness. It has tended towards the decay of fine manners, towards lack of reverence and reticence and an increasing impatience of restraint.

Left a Trail of "Dead Marines"

British Naval Officer Says Scout Ships Were Unnecessary to Look for Russians.

It Were Better to Look for Trail of Bottles Which Drifted in Their Wake.

Advices received by the Associated Press yesterday from Honolulu, under date of May 31, said: "The Star publishes an interview with an American naval officer, en route home on the steamer China, in which the statement is made, and attributed to a British naval commander in Asiatic waters, that the movements of the Russian fleets were traceable by the empty bottles they left behind them afloat on the ocean. No names are given in the interview. The British commander is quoted as saying: 'I do not need any scout ships to keep track of the Russian movements. I can trace their fleets by the empty bottles they leave behind them. All that is necessary is to cruise until one finds a trail of bottles. Then one knows that the Rusian fleet has passed by.'

"A thousand Japanese attended the funeral of the Japanese who was shot in the strike trouble at Lahaina. There were services at the grave and a procession through Lahaina, but the demonstration was peaceful.

"The Hawaiian Evangelical Association yesterday voted to withdraw the licence of Rev. J. M. Ezera as a minister of the Gospel. Ezera has recently been preaching some new doctrines, on account of which he was arrested for insanity on Maui. He has a few followers."

Use Lever's Dry Soap (a powder) to wash woolens and flannels,—you'll like it. 32

SALMON FOR GERMANY.

Bellingham, June 9.—The first carload of spring salmon shipped from here this season was forwarded yesterday from the Pacific American fisheries to Hamburg, Germany, in cold storage.

ROBBED THE SOLDIERS.

Tobacco for Red Cross Distribution Is Misappropriated.

Kazan, European Russia, June 9.—Another Red Cross scandal has developed through the discovery that a donation of 5,000 pounds of tobacco intended for distribution among the soldiers in the field is now on sale at Harbin.

PAGE FENCES Wear Best

It is the fence that has stood the test of time—stands the heaviest strain—never sags—the standard the world over. In future Page Fences will be painted WHITE, which is an added protection against rust in addition to the galvanizing. Order through our local agent or direct from us.

THE PAGE WIRE FENCE CO. LIMITED, Walkerville, Toronto, Montreal, St. John, Winnipeg. 205

E. G. PRIOR & CO. Limited, Agents, VANCOUVER, VICTORIA and KAMLOOPS

Shipping Master Is Obstinate

Refers Instructions Back to Minister Insisting Upon His Own Contention.

Venture Returns From North—Dolphin Brings Yukon Gold to Seattle.

(From Saturday's Daily.)

When the minister of marine, Hon. Raymond Prefontaine, telegraphed to the shipping master, W. E. Laird, to the effect that the steamer Princess Victoria was a coasting steamer and Captain Hickey's Canadian certificate was sufficiently good to allow him to have command of the vessel, it was expected that Captain Hickey would take command at once. But those who expected this reckoned without considering the shipping master. He has telegraphed to the minister at Ottawa insisting that his contention is right; that the minister's ruling is wrong.

And now the minister's reply is awaited.

As was told, the shipping master contended that the steamer Princess Victoria, being registered at the port of London, England, and in service between Victoria and Seattle, was a British bottom engaged in foreign trade, and it was necessary for a mariner to have a British Board of Trade certificate before he could be signed on as her master. When the C. P. R. Steamship Company decided to have Captain Griffin transferred to the steamer Charmer and place Captain Hickey in command of the Victoria, Captain Hickey went to the shipping master to sign on, to be told that his Canadian certificate was no good on the Princess Victoria. Captain Troup at once telegraphed to Hon. Mr. Prefontaine, minister of marine, and received a reply to the effect that as the Princess Victoria was a coaster, Captain Hickey's Canadian certificate entitled him to command her. So the shipping master was informed. It was expected that the difficulty had ended.

But the shipping master is obstinate. He, it is understood upon good authority, has telegraphed to the minister of marine to the effect that the minister is in error; that the shipping master has had a legal opinion on the question and is right in his contention.

But what will the minister say?

BROUGHT YUKON GOLD.

Shipment of $400,000 From Bank of B. N. A. for Seattle on Dolphin.

Steamer Dolphin, which has arrived at Seattle from Skagway, brought the first consignment of gold that has come south this season. The shipment on the Dolphin amounted to $400,000, and was consigned from the Bank of British North America to the United States assay office at Seattle.

Among the passengers who came down on the Dolphin were eight from Dawson. They bring the report that the ice has all gone out of the rivers and from Lake Labarge, but that owing to the light snow fall of the past winter the water is low, particularly in Labarge, which, in some parts of its navigable course, has only a little more than two feet of water. It is thought, however, that with the coming of warmer weather the snow higher up in the mountains will melt and that the difficulty will not be of a permanent nature.

The steamer brought news that a clean-up of $300,000 has been taken from Discovery claim on Cleary creek in Tanana district.

AWARDED U. S. CONTRACT.

Boston S. S. Co. Receives Business of U. S. Government to Manila.

The Boston Steamship Company has been awarded the contract for the carriage of United States government passengers and stores between Puget Sound and Manila. The Boston Steamship Company's bid for handling supplies and troops between Puget Sound and the Philippines submitted a schedule of $125 for first-class passengers to and from Manila and Nagasaki, which is $75 less than the fare to Yokohama by the Empress liners; $35 to $55 second-class, according to number carried and subsistence furnished; from Nagasaki to Manila, $62.50 first-class; $35 to $40, second-class. From Manila to Nagasaki the rates were $52.50 first-class and $30 to $35 second-class. Freight rates submitted were: General merchandise, $5; coal, $6.50; lumber, $12; horses, mules and cattle, $75 to 100 per head; sheep, $10 to $12.50 per head.

The Great Northern Steamship Company submitted a bid, but the figures quoted by that company were much higher than those of the Boston Steamship Company. No bids were submitted by San Francisco lines and supplies from that port will be handled by transports.

A SIMPLE CURE FOR PILES.

Pile sufferers know that Ointments and other local treatments sometimes relieve but never cure. They don't remove the cause.

There is a little tablet that is taken internally removes the cause of Piles and cures any case of any kind no matter how long standing.

A month's treatment costs $1.00. Ask for Dr. Leonhardt's Hem-Rold (a thousand dollar guarantee goes with every treatment).

Hem-Rold is the discovery of Dr. Leonhardt of Lincoln, Neb., one of the most distinguished and successful physicians in the Western States.

All Druggists, or The Wilson-Fyle Co., Limited, Niagara Falls, Ont.

CONDUCTED THROUGH UNITED STATES TERRITORY.

Ottawa Citizen.

A personally conducted excursion to the Pacific Coast via the Grand Trunk railway system and connecting lines leaves Quebec July 5, and Montreal and Toronto, July 6. The route will be via Chicago,