SEA FIGHTS OF HISTORY

Most Noteworthy Events of the World's Record From Salamis to Manila.

Thrilling Incidents of Great Britain's Proud Advance to Mistress of the Seas.

(New York Commercial Advertiser.)

Although naval warfare had been practised along before Xerxes planned his great invasion of Greece, and although history records how one Erythras in very early times made himself master of the Red sea and monopolized its commerce to the exclusion of the Egyptians, not to speak of the semi-mythical exploits of Jason and others, it is with the expedition of the great Persian king that the history of naval warfare properly speaking begins. The world's record of great naval battles opens with Salamis.

The engagement took place in October, 480 B. C., in the narrow strait that separates the Island of Salamis from the Attic mainland. The Grecian fleet consisted of 380 small war galleys, the largest of which was of but fifty oars and carried only eighteen fighting men. The Persian fleet was more than twice as large, and powerfully manned. The vessels composing it were considerably higher than the Greek galleys, but they were proportionately less active. All the vessels were open boats without decks. The situation was fraught with peril for the Greeks. Xerxes had so disposed his fleet that if the Greeks were defeated in the first contact their destruction was certain. A portion of his fleet bridged over the sea from Phalerum, on the mainland, almost to the Island of Thalamis, effectually closing the eastern entrance to the straits; a second portion was drawn up along the Attic coast to the foot of the rocky promoneory of Aegaleos, where the throne from which Xerxes purposed to view the battle had been erected; and a third portion had been sent around the island to cut off the Greek vessels should they attempt to escape by the western mouth of the strait. Yet the situation had this advantage for the Greeks; in the narrow strait the Persians were unable to display their whole force.

The Greek galleys had been lying on the beach of Salamis. On the morning of the 20th they set out in single line of battle with the full impetus of wind and oars to meet the enemy. The Persian galleys advanced in triple line and received the attack with such undaunted vigor that the Greeks faltered and their galleys backed water almost to the beach of Salamis. Suddenly an Athenian galley darted forth from the Greek line and rammed one of the enemy's vessels. The two boats became entangled, and the Athenian captain soon found himself surrounded by the Persian ships and unable to retreat. But the Greeks rushed to the rescue. Their whole line bore down once more on the Persians and the fight became general. The men-at-arms boarded the Persian vessels, overpowering the Persian spearmen and slaying the rowers. The sea round about was soon covered with broken oars and wreckage, to which the Persians, few of whom could swim, clung in desperation. Knowing that they were under the eye of Xerxes the Persians fought fiercely; but the sluggishness of their vessels and the confusion due to a plurality of commanders completely disconcerted them. Under the well directed efforts of the Greeks, who were under one supreme commander, the first row of the Persian line broke. The crippled galleys backed water or veered. Meanwhile the second and third rows were pushing to the front, and when these met the defeated first row the whole Persian line was thrown into one inextricable tangle. The Greeks, by skilful manoeuvering, broke up this confused mass into groups which they surrounded, burning and sinking the galleys. Those of the Persian galleys that escaped the Athenians fled panic-stricken toward Phalerum, but were met on the way by the Eginetan fleet, which destroyed many of them. By afternoon the sea where the battle was fought could not be seen for the wreckage. Two hundred Persian vessels had been sunk, and their crews either cut down or drowned. The Greeks lost forty galleys, the crews of which were mostly saved. The Greek fleet retired to Salamis for the night, expecting to renew the battle on the next day, but when the morning of the 21st dawned the Persian fleet had disappeared.

It was more than 200 years after this that the Romans, during the first Punic war, turned their attention to naval affairs. Many improvements had been introduced into naval warfare in the meantime, though the general method of sea fighting was the same as the time of Salamis. Carthage was the great maritime power of the western Mediterranean, while the Romans had not so much as the beginnings of a navy. In the "War for Sicily," however, the struggle had gone so far that the Romans, their land forces having taken possession of the island, could do nothing more against Carthage unless they attacked her on her own element, the sea. They at once began, therefore, the construction of a fleet. A Carthaginian war galley, which had by chance stranded on their shores, served them as a model. While the galleys were building a sufficient number of men were trained to man them. Benches were erected on land and rowers taught to use the oar before they had even been on the sea. In a short time the Romans had equipped a fleet of 120 war galleys and 40,000 rowers and soldiers. But they were lacking in skill and experience, and were beaten in their first engagement. The Roman commander, the Consul Caius Duilius, at once exerted himself to find some way of neutralizing the superiority of the Carthaginians in naval tactics. This he effected by the invention of the "corvus," a sort of bridge suspended over the bow of the vessels, which could be let down upon the enemy's ships.

At length the two fleets came in sight of one another near Urylae, the modern Milazzo, and prepared for battle. The Carthaginians, realizing that they were superior in numbers and in naval skill, and expecting that the battle was to be decided by manoeuvring, were confident of victory. As the Romans advanced they were met by a shower of arrows and other missiles, but without pausing to return the fire they pushed on until every Roman galley had struck a Carthaginian ship. The ropes to which the corvi were suspended were loosed and the heavy bridges fell upon the enemy's decks, crushing those who had gathered to defend the entrance. The sharp iron spikes on the bottom of the corvi pierced the decks and the contending vessels were firmly grappled. Raising the war cry the Romans rushed, sword in hand, across the bridges, and met the enemy. The Carthaginian galleys were soon turned into slaughter pens. Eighty of them were taken or destroyed, and many of their beaks or rostra were taken to Rome to adorn the Forum.

One of the bloodiest battles of history was that fought in the bay of Lepanto, in 1571, between the Papal, Venetian and Spanish fleets and that of Selim, Sultan of Constantinople. The Christian fleet consisted of 250 ships and more than 50,000 men, under the command of Don John of Austria. The Turkish fleet, which was under the command of the Pasha Ali, was much larger. But the Christians had the advantage of equipment. They made use of helmets, coats-of-mail, and firearms, while many of the Turks had no better defensive weapons than leather shields, and no more formidable missiles than arrows.

The admirals began the battle. The vessels of Don John and Ali, after a short cannonade, closed and grappled. The crews of both vessels rushed to the assault and met in a fierce struggle on the gunwales. Three times the Spaniards boarded the Turk and were driven back. A fourth time, with a reinforcement of 200 men, they rushed to the assault and then carried everything before them. An indiscriminate slaughter followed. The crescent was quickly replaced by the cross, and the bloody head of Ali, planted on a pole, was raised on the masthead of his flagship. At the sight of this the Christians, with cries of "Victoria! Victoria!" rushed upon the enemy. But the Turks did not yield. The ships grappled, and a hand-to-hand conflict throughout the fleet ensued. Both sides were fired with religious fanaticism, for the Pope had promised absolution to all sinners who fought, and heaven to all who died, and Selim, in like manner, had promised the delights of Paradise to all his followers. Pikes, javelins and arrows, cannons, matchlocks and arquebusses, used with deadly effect, soon made the decks run with gore. But the result was still doubtful, when the Christian galley slaves in the Turkish vessels revolted, broke their chains and turned on their masters. The criminals who served as galley slaves in the Christian fleet were at the same time set at liberty and joined in the attack on the Turks. This decided the result. The Turks took to flight. Only thirty of their galleys (on one of which Cervantes was borne off a captive) escaped to Constantinople; 130 were captured, the rest destroyed; 10,000 Turks were taken and 25,000 slain. But the victory had cost the Christians 10,000 men.

The most brilliant naval victory of our revolution was won by the adventurer, John Paul Jones, when he captured, with the old hulk, the Bon Homme Richard, the British frigate Serapis. Jones had been cruising along the British and Scottish coast, when he fell in with the Serapis and a smaller vessel, the Countess of Scarborough, convoying a fleet of merchantmen. The British men-of-war approached to engage the American vessels and give the convoy time to escape. It was 8 o'clock in the evening, the moon was just rising, and the neighboring heights were covered with people who had come to watch the battle. One of Jones' consorts engaged the consort of the Serapis; the other did not enter the action till toward the close, when she fired with equal injury to friend and foe. The Bon Homme Richard and the Serapis approached within first discharge three of Jones' guns burst, causing terrific havoc. The Serapis, pistol shot, and then opened fire. At the having the advantage in number and calibre of guns, and being more manageable, was able to choose raking positions. This advantage was finally lost, however, by running her bowsprit between the poop and the mizzenmast of the Bon Homme Richard, where Jones, with his own hands, made it fast. The two vessels were now lying side by side, their guns muzzle to muzzle, and fighting desperately. The Bon Homme Richard, her rotten sides pierced through and through, was soon in a sinking condition, but the prisoners were made to man the pumps, and so kept the vessel afloat. Jones' sharpshooters meanwhile were clearing the decks of the Serapis. Some of his men climbed over by the yards into the tops of the Serapis, and threw stinkpots, flasks and grenades down into her hatches. Capt. Pearson finally, to save the remainder of his crew, struck, and Jones at once transferred the remnant of his crew on board her. The loss on the Richard was 200 killed and wounded, that on the Serapis nearly as great. The Bon Homme Richard was left to her fate, and went down the next day with many of her wounded crew aboard.

The battle of Trafalgar, Nelson's last took place off Cadiz between the allied French and Spanish fleets of thirty-three sail and the British fleet of twenty-seven. On Oct. 21, 1805, the two fleets came in sight of one another and prepared for fight. The allied fleet drew up in an irregular, crescent-shaped line, on the larboard tack. The British fleet bore down under full sail, in two single columns, the left, of fourteen vessels, led by Nelson in the Victory, and the right, of thirteen, by Vice-Admiral Collingwood in the Royal Sovereign. Nelson's object was to break the enemies' fleet up into sections inferior to his own and then engage in a fight at close quarters. The signal, "England expects every man to do his duty," was raised on the masthead of the Victory. Collingwood reached the enemy's line first; broke through it astern of the Santa Ana, and raked her with a broadside. Meanwhile Nelson, whose course was at a less angle with the enemy's line than Collingwood's, was bearing down exposed to a raking fire from the ships under his lee. Finally breaking through the enemy's line the Victory opened with both broadsides. The other ships, one after another, followed the admiral's example, breaking through the enemy's line and engaging their vessels at close quarters. Nelson, from a feeling of humanity, had given orders that sharpshooters should not be employed to pick off the enemy's officers or clear their rigging. To this order he owed his death. A bullet fired from the mizzentop of the French vessel Redoubtable struck him on the epaulette and entered his back. He fell with his face upon the deck. When, an hour later, as he lay dying below, he learned that fifteen of the enemy had surrendered, he said: "That is well—but I bargained for twenty." And twenty did surrender before the day was over. When he had ordered the fleet to be anchored and requested that they would not throw him overboard, he said: "Now I am satisfied. Thank God! I have done my duty."

The battle of Lake Erie is, considering the results, in many respects one of the most remarkable of sea fights. A few months before the battle we had not a war vessel on the lake. On the 10th of September, 1813, two large brigs, the Lawrence and the Niagara, and seven smaller vessels, making a force of fifty-four guns and about 600 men, many of them backwoodsmen, their commander, Perry, hardly more than a youth, advanced to meet a British fleet of six vessels carrying sixty-three guns and nearly 800 men, under the command of Capt. Barclay, a veteran who had fought under Nelson at Trafalgar. At 11 o'clock on the morning of the 10th Perry in the Lawrence led the Americans against the British line. Just before the action commenced the wind shifted favorably to the Americans, making the British to leeward.

A little before noon the British began firing upon the Lawrence, which did not get near enough for some time to return the fire. When at last she began firing, she was not supported by the rest of the fleet, and for two hours she met alone the attack of nearly the whole British fleet. At the end of that time she was a complete wreck, every gun dismounted and hardly a dozen men alive and unhurt. The other American vessels having by this time come up Perry abandoned the Lawrence and entering a small boat steered for the Niagara. A deadly fire of grape and musketry was poured upon him, but he escaped unhurt and raised his flag on the Niagara. Passing along the enemy's line the Niagara swerved suddenly to the right and broke through the line, raking the Lady Prevost and Chippewa at pistol shot. The other American vessels coming now to the support of the Niagara, the British ships began, one after another, to haul down their colors, until at 3 o'clock, not a British ensign was flying. The British loss was about 200; the Americans lost 123. The number of prisoners taken was larger than that of the American force at the beginning of the battle.

The attempt of the allied English, French and Russian fleets in 1827 to intervene between Turkey and Greece "if possible, with trumpets; if necessary, with cannon," led almost immediately to one of the bloodiest naval battles of the century, the battle of Navarino. The Turkish and Egyptian fleet, under the command of Ibrahim, Pasha of Egypt and son-in-law of Mehemet Ali, Sultan of Turkey, lay in the harbor of Navarino. The harbor is formed by a large bay, three miles in length and nearly two in breadth, protected on the west by the Island of Sphakteria, and open only at the southwestern end, where a narrow channel separates the island from the mainland. Using Navarino as a base, Ibrahim was sending out expeditions to ravage the interior. Admiral Codrington, who, as senior officer, commanded the allied fleet, sent an ultimatum to Ibrhim, demanding that the marauding expeditions cease, and that the Turkish and Egyptian fleet be withdrawn. No satisfactory reply having been received from the Turkish commander, the allied fleet, about 1:30 on the afternoon of October 20, 1827, entered the harbor to make a demonstration. The narrow channel leading to the bay made impossible any other formation than that of the line ahead, and as the vessels sailed into the bay, the batteries on the mainland and on the island, which commanded the entrance, could have destroyed the allied warships one by one. But they remained silent. When Codrington entered the bay he saw the Turkish fleet drawn up in semi-circular form, three lines deep, the vessels so arranged that those in the second and third lines filled up the gaps in the first. On each flank were posted three fireships, and these were further protected by land batteries. The Turkish fleet, which consisted of eighty-two vessels outnumbered that of the allies more than three to one, but the advantage in size was all with the latter. No sign of resistance was made as the English, French and Russian vessels took up their position opposite the Turkish fleet. Codrington now sent the Dartmouth to request that a fireship that was moored to winward of the English flagship be removed; and upon the Turks refusing to change its position he sent a boat to cut its cables and tow it off. No sooner did the Turks realize the design of the English boat than they discharged at it a volley of musketry. A French and an English ship replied with their guns. Codrington now sent a boat to carry a remonstrance to the Turkish admiral, but the Turks fired upon this also, and the shot struck the flagship. In a few minutes every vessel in the bay was blazing forth shot and shell. For two hours the cannonade continued, while from the surrounding hills 20,000 of Ibrahim's troops watched the struggle in which they could not participate. There was no room for tactics. Skill in working the guns alone decided the day. By evening the Turkish fleet were totally destroyed. The whole bay was literally covered with a charred tangle of wreckage, while the sea for some distance was stained with blood. The loss sustained by the allies was relatively small, not more than 540 being killed or wounded; but over 6,000 Mussulmans had perished in the struggle.

The first battle in which to modern armed battleships were engaged, and until Commodore Dewey's victory at Manila, the only one of any importance in which such war vessels took part, was that fought at the mouth of the Yalu river in the recent war between China and Japan. The action took place on the 17th of September, 1894. On the morning of that day the Chinese fleet, which consisted of two battleships and seven armed cruisers, was drawn up in line ten miles out before the mouth of the river. Two vessels were detached from the fleet to guard the mouth of the river. The Japanese fleet approached toward noon in a column of divisions. As it neared the Chinese fleet, the rear divisions swung around abreast of the first, forming a line of battle. The Chinese thereupon formed a line of sections, each section comprising two ships, one behind the other. At 12:30 the Chinese king Yuen opened fire at a range of 5,700 yards. The shock of the first discharge threw every man off the bridge. As the Japanese vessels approached, they turned slightly to the left, thereby forming a quarter line to bring more of their guns into play and have a broader traget for their guns. The Chinese met this manoeuvre by turning two points to starboard, thus keeping their bows turned toward the Japanese line. The fleets continued to advance, keeping up a continual fire until they were within 4,400 yards distance of each other; at that point the whole Japenese fleet turned eight points to port, thereby forming a single line ahead, and steaming across the Chinese line, turned its right wing. Then the Japenese line steamer around astern of the Chinese fleet, pouring a terrible fire into the Chinese vessels, some of which began to burn, and by this manoeuvre cut off completely the Kwang Kai and the Tsa Yuen, which were in the rear of the Chinese line. The two vessels retired and took no further part in the action. The Japanese, having completed the circles, hauled off to a distance of 8,000 yards, and there went through an evolution for the purpose of separating into two divisions, the first formed of seven of the swiftest cruisers, the second of five inferior ships. As the two fleets were approaching once more the Chinese Chih-Yuen left the line and steering across the Chinese bow made for a Japanese ship and sunk her. The battle now arranged itself in two groups, the second division of the Japanese engaged four of the Chinese cruisers.

The fighting was fierce, but irregular. Sudenly the Chih-Yuen was seen to keel over. In a few minutes she sank with all on board. Eventually this division of the Japanese fleet disappeared in the direction of the island of Haiguntal. The first division of the Japanese fleet engaged the two Chinese ironclads, circling around them at a distance of some 4,500 yards. The Chinese vessels, keeping together, followed the enemy's movements, steaming around in a smaller circle. During the furious fire that accompanied these movements, the loss of life was terrible. The rapid-fire guns splintered all the wood work on the ships and mowed down the men by scores. But the modern twelve-inch guns of the Japanese were unable to sink the Chinese battleships; thanks to their heavy armor the latter were able to resist the 800-pound projectiles and, finally, to withdraw in good order. Toward 5 o'clock the Japanese ceased firing. The distance between the fleets gradually increased and the Japanese finally disappeared from the scene of battle.

The losses on both sides were very heavy, but the advantage remained with the Japanese. Throughout the action many of the ships were on fire and the men often had to leave their guns to put out the flames. About as many Japanese were drowned or burned to death as were killed by bullets.

RAPID-FIRE GUNS.

The Great Rate at Which They Use Up Ammunition.

We have received the annual report on musketry instruction in India. It is generally satisfactory, especially in the field firing, which simulates the conditions of action as closely as possible. In view of the fact that on one occasion it took 24 minutes for the firing line to obtain fresh ammunition, and that a man seldom takes into action more than 100 rounds, the following passages about practice at Meerut are important:

"Men can fire continuously, using the rifle as a single loader, for about half an hour, at the rate of seven rounds per minute, without any great inconvenience or damage to the rifle; accuracy of fire is maintained for about 13 minutes, after that it gets somewhat wild; the rifles get hot in about 10 minutes, and the beeswax and oil between the stock and barrel ooze out freely, the stock and wooden hand guard also get hot after 10 minutes' firing, and there is a perceptible smell of charred wood, but the rifles suffer no damage, and there is no difficulty about loading.

"In the same course it was noted that men fired eight rounds from the magazine in 45 seconds, while others using the rifle as a single-loader fired five rounds. Men using only the magazine (that is, refilling the magazine as soon as empty), firing for seven minutes, fired at the rate of 43 rounds per minute against the single-loaders' 6.8 rounds per minute.

"Ten men of the Fifth Dragoon Guards fired 500 rounds at 200 yards at a six-foot target with the Martini-Metford carbine in six minutes and 50 seconds (one man fired his 50 rounds in five minutes 23 seconds), and the section made 475 hits in the 500 rounds.

"From the above it may be fairly assumed that men can deliver a fire at the rate of six or seven rounds per minute, and keep it up for about half an hour, and that this would mean an expenditure of 200 rounds per man in half an hour, if firing from a defensive position or during a halt in the attack. During brigade field firing at Meerut the containing line actually continued to fire for 31 minutes before the main attack could be driven home. This fire was, however, controlled more than would have been possible in a hot fight."—London Daily Mail.

If you once try Carter's Little Liver Pills for sick headache, biliousness or constipation you will never be without them. They are purely vegetable, small and easy to take. Don't forget this. *

PHANTOM LIMBS.

Sense of Feeling in Members That Have Been Amputated.

(From the Literary Digest.)

We refer a sensation at once to its source in the finger-tips or the ear or the nose, or wherever it may be, and so expert have we become in recognizing the source that we localize the sensation itself there, thinking of the sensation of touch as being in the skin of the finger instead of the brain, where it actually is. Hence he who has lost a finger refers directly to the absent member any irritation of the nerves once that formerly connected with it, and can scarcely believe that it is not in its old place. This phenomenon is familiar enough and many are the superstitions to which it has given rise, but it is only of late that it has received serious scientific study. A recent work on the subject is that of M.Abbatucci, published in Paris, which has called forth a paper by Prof. Pitres, contributed to the Annales Medico-Psychologiques, of that city. We quote below part of an abstract from the National Druggist (March). Says that paper:

"M. Pitres shows that the illusion of the existence of a limb (in place of one which had been amputated) may go so far as to deceive many subjects, in the majority of cases the illusion is so perfect and vivacious that it constantly deceives the intelligence of the individual, so imperiously does it force itself upon him. Some of those who had lost a limb, puestioned by M. Pitres, declared that they felt the amputated limb frequently more really and substantially than they did the one still attached to the body. Sometimes they get to believing more firmly upon the existence of the phantom limb than upon those members that remain, as in the case of a patient of Dr. S. Keir Mitchell, who declared: 'I state only he truth when I say that I am more conscious of the existence in place of the limb that I lost than of the one that I saved.'

"Many of Prof. Pitres' patients made analogous declarations. 'Parbleu!' said one, 'I know mighty well that I have no right leg—yet, when I try to analyze my sensations, I feel that leg there. Why, I feel the foot this minute more distinctly than I do the left one, which is there before my eyes. It (the phantom) hurts me, while the other does not. If I could not assure myself by the touch and sight of the stump, nothing could convince me that the right leg was gone. I am having constantly to reason with myself in order to convince myself of the unrealness of my sensations.'

"When the illusion is as clear as in these cases, the person is constantly unconsciously inclined to attempt to use the phantom limb. Dr. Weir Mitchell tells of a horseman who had lost an arm, and thinking to take the reins in the amputated hand, dropped them on the neck of the horse, which was high-spirited, and leaping to one side threw the rider, badly injuring him. Another party who had lost his right hand always tried to pick up his work with that hand, which invariably caused him a fit of exasperation.

"As might be imagined, such unfortunates are constantly meeting with accidents which might have easily been avoided but for the unconscious confidence had in the existence of the phantom limb. Dr. Pitres tells of a heavy man who had lost an arm, and who in dressing one morning, lost his equilibrium, and starting to fall, put out the phantom arm to steady himself, and, as a consequence, had a severe fall.

"We remember an old soldier who had lost half of both feet, and the injury had been partially repaired by a maker of artificial limbs. This man would sit for a half hour at a time rubbing the end of his shoes, where his corns formerly were, and swearing at the pain the phantom corns were giving him. He would frequently declare, 'Ther's going to be a change of the weather—my corns are hurting me. On being reminded that he had no corns, he would say, 'Never mind! I feel 'em all the same.'

"Now that the results of investigations have proven the reality of the sensations caused by these hallucinations, and the suffering produced by them, we may hope that science will discover some means of preventing them."

C. W. A. WINNIPEG MEET.

Endeavor to Arrange Excursion Rate to the Coast in Connection With It.

Montreal, May 16 — (Special).—The transportation committee of the C. W. A. met this morning and waited on the heads of the passenger departments of theCanadian Pacific and Grand Trunk in connection with rates for the Winnipeg meet in Labor Day week. Efforts are being made to secure the privilege of travelling via Chicago and to extend to the Coast. The roads will communicate with the committee as soon as the rate war is settled. A lively interest is being taken in the East in the Winnipeg meet and with proper advertising and a good rate a large number of wheelmen will go from here.

For Constipation take Karl's Clover Root Tea, the great Blood Purifier. Cures Headache, Nervousness, Eruptions on the face, and makes the head clear as a bell. Sold by Cyrus H. Bowes.

IS SWIFTWATER ALIVE.

United States Officers From Skagway Say That the Klondiker Is Safe and Sound.

But There Have Been Many Accidents on the Lakes Attended by Loss of Life.

"Swiftwater Bill" Gates is still in the land of the living, according to General Anderson and the officers of companies A and G. of the United States army who arrived from Skagway last night on the steamer Queen. They state that just before the steamer sailed for the south news reached them that Gates with several members of his party were on their way through the White pass intending to pay a visit to the coast before making a final start down the river for Dawson.

There have, however, as previously reported, been many accidents, attended with the loss of life, on the lakes. One report, which reached Skagway was to the effect that fifteen persons had gone through the ice at one time on Lake Bennett and been drowned, but details of this or the names of the victims could not be ascertained. Those who discredit the story of the drowning of Gates say that he went down the lake at about the same time as the party who were lost and that this gave rise to the story of his death.

There are 116 men in General Anderson's command, composing companies A and G of the regular United States army. They have been recalled to occupy Vancouver barracks during the absence of the troops sent to Manila and may themselves be in turn dispatched to the Philippines. The men are rather in favor of going to Manila. Two companies have been left in the North, one at Dyea and the other at Skagway. The company stationed at the latter place is to be transferred to Wrangel.

The toll road built by the Bracket company through White pass has been abandoned by the company and now packers have a good clear road, which they can use free of charge. The tramway built several miles out from the town, has also proved a failure. The winter trails have entirely broken up but from Skagway there will be none of the troubles of last year, the wagon road being good to the summit.

The real estate boom in the northern town has entirely dropped through, houses and property selling for less than half their original cost.

The Queen brought down a large number of passengers, but she might have been crowded had she, before leaving Skagway met the cut in the rates made by the other companies. There are a great many men anxious to come down but of course wait for the boats which charge the least. The officers of the Queen, although they did meet the cut from Juneau did not meet the low rates from Skagway. Her rates from Juneau were $12 and $6. The City of Seattle been working since the sesqui-centennial of the settlement was celebrated in 1892.

The deer forest of Kinloch in Sutherlandshire, which comprises about 40,000 acres, has been let by the Duke of Sutherland to Arthur J. Balfour, the rent being £1,000 for the season.

The death of Charles Triarte removes from Parisian society one of the few men who was at once a man of letters and a magnate in society. He was often called the French Ruskin, and none of the Rothschilds would buy any work of art without consulting him. It was he who advised Sir Richard Wallace in the purchase of most of the works of art which some day (soon?) will be exhibited at Hertford House, and he was the right-hand man of the Princess Mathilde.

Shiloh's Consumption Cure cures where others fail. It is the leading Cough Cure and no home should be without it. Pleasant to take and goes right to the spot. Sold by Cyrus H. Bowes.

MARRIED.

CUPPAGE-KANE—At Christ church cathedral on Wednesday, the 18th instant, by Rev. Canon Beanlands, Grenville Vernon Cuppage, son of George Cuppage, Esq., of Clare Hall, Raheny, County Dublin, Ireland, to Marion Gwendoline Kane, eldest daughter of Lieut.-Colonel A. J. Gordon Kane, of Earls' Court Square, London.

DAVEY-HALL—At Seventh street on the 18th of May, 1898, by the Rev. T. Hall, uncle of the bride, Frederic W. Davey to Ada, daughter of W. W. Hall. No cards.

DIED.

LEIGH—At the family residence, No. 26 Mary street, Victoria West, on the 16th inst., James Leigh, aged 72 years, and a native of Cannon Pain, Herefordshire, Eng.

CARTER'S LITTLE LIVER PILLS

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint, but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold everywhere, or sent by mail.

Carter Medicine Co., New York.

Small Pill. Small Dose. Small Price.

THE SAN JOSE SCALE.

Committee of Horticultural Board Reports on the Working of the Act.

Insufficient Protection from Fruit Pests Given to British Columbia Orchadists.

The following is a report of a committee of the Board of Horticulture on the working of the San Jose Scale act:

The enactment of bill No. 82 (1898) known as the San Jose Scale act and the orders-in-council of the Dominion government regarding the enforcement of the provisions of the said act are sure to affect the horticultural interests of this province to such an extent as to demand the earnest consideration of this board so that a statement of the opinion of the board on this matter becomes necessary.

For six years now past British Columbia has practically stood alone in the adoption of legislation for the protection of Canadian horticulture. The government of British Columbia foresaw the danger to which Canada was exposed by an invation of insect pests and diseases which so seriously threaten the fruit industry of the United States. The efforts made in defending this province have not always received the active co-operation and assitance of the older provinces and while we, the members of the board of horticulture, are most anxious to co-operate with the entire Dominion in a reasonable legislation in the interest of fruit growing, we have grave doubts as to the efficiency of the protection which the aforesaid act and orders-in-council are expected to afford.

It is clearly the opinion of the board that so long as fruit infected with San Jose scale is admitted and distributed in Ontario markets it will be impossible to prevent the spread of this noxious insect pest. In taking this position the board is supported by the very highest technical authority of German and American entomologists and scientists. To be perfectly effectual there should have been provision made in the act for the inspection of all fruit coming into Eastern Canada from countries known to be infected and scheduled in the orders-in-council similar to that in operation in British Columbia so that all infected fruit would be promptly excluded, and foreign fruit should have been made to bear the expense incidental to inspection.

If the San Jose scale has been as widely distributed in Ontario as has been reported it is very doubtful if the pest can be completely eradicated, it is morally certain that so long as infected fruit is sold in Ontario and Eastern Canada markets the danger to this province from Ontario nursery stock is so serious that methods for the disinfection of all nursery stock coming from provinces east of the Rock Mountains may become a pressing necessity at an early date.

Prune, plum and cherry growing has been carried to great success in this province. By far the greater part of the nursery stock has been imported from the Pacific States whose climatic conditions are more nearly identical with those of British Columbia than those of Ontario. The severity of early autumn and late spring weather in Ontario added to that of the intervening Rock Mountains render the importations of the Ontario grown nursery stock extremely hazardous and expensive, besides it is not found that the finer varieties of plums, prunes and cherries are propagated to any considerable extent by Ontario nurserymen. It is safe to assume that sections which do not produce such fruit to perfection are not the most suitable localities in which the nursery stock may be obtained so it is very evident that the act under consideration will interfere with British Columbian fruit growers more than others in the Dominion.

Let it be clearly understood that this board has been and now is disposed to cordially co-operate with the Dominion in all reasonable methods for the protection of Canadian fruit growers, but the exclusion of clean and well-grown nursery stock of varieties of prunes, plums and cherries necessary to the development of the fruit industry of this province and which cannot be obtained in Eastern Canada appears to be an oppressive method of dealing with the question.

In practice it has been found that careful quarantine inspection of all nursery stock coming into this province has been a satisfactory protection and in view of the success attained on these lines it is respectfully suggested to the Dominion authorities that British Columbia should be permitted to substitute its horticultural regulations in lieu of the provisions of the act and orders-in-council recently promulgated.

The codlin moth in Ontario apples, pears and quinces and the black knot in cherry, plum and prune trees constitute a source of great danger to British Columbian horticulture. Add to this the free sale and distribution of fruit infected with San Jose scale, this board does not consider the provisions of the aforesaid act and orders-in-council as being adequate protection and would respectfully suggest that the sale of all infected fruit, whether of San Jose scale or codlin moth larvae should be prohibited and all such fruit promptly destroyed.

British Columbia fruit growers are earnestly urged to use all possible diligence in supporting the regulations of the board so that all infected nursery stock and fruit may be excluded from this province, and to report promptly all attempts that may be made to evade laws which we have found to be of the greatest value to the fruit industry.

In no case should nursery stock be accepted by fruit growers unless accompanied with a clean certificate signed by a duly qualified officer or agent of the board.

Office of the Board of Horticulture, Department of Agriculture, Victoria, B.C., 26th April, 1898.

The death occurred on Tuesday at the family residence, Victoria West, of Mr. James Leigh, a native of Herefordshire and 72 years of age. The deceased was a pioneer of both Ontario and British Columbia and enjoyed the unbounded confidence and esteem of all whom business or social life brought into association with him. He leaves a widow and family of four.

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