Weekly Colonist

FRIDAY, MARCH 18, 1887.

From the Daily Colonist, March 13, 1887.

LOCAL AND PROVINCIAL.

Tour of Inspection.

Capt. Lewis, marine agent, will leave on the Sir James Douglas to-morrow on a tour of inspection. The captain will be absent a few days and will visit all the stations.

Returned to Their Ship.

The carpenter and boatswain of the bark Edinburgh, who were sentenced to a term of imprisonment in the provincial gaol for theft, were yesterday returned to their ship, the captain having made application for their release.

Outgoing Passengers.

Passengers per G. W. Elder for San Francisco: Mrs. McDonald and daughter, E. Jungerman, Capt. F. W. Rugg, Mrs. R. Demene, John Holden, Geo. Hickey, J. H. McNutt, Mrs. Croft, J. K. Murray, J. E. McDonald and son, E. H. Stenson, B. T. Chase.

The Militia Meeting.

Contrary to general expectation no meeting was held at Denny's hall last evening for the purpose of discussing military affairs, owing to the hall being engaged for another purpose. It is not known definitely when the meeting will take place, but it is thought sometime this week. However due notice will be given.

Before the Wind.

The sealing schooners Favorite, Triumph and Kate, which put into port on Friday in stress of weather, had a fine run before the wind from Cape Flattery. It took them three days to get some fifty miles beyond the cape, but on the return trip the distance was covered in something like eight hours.

Passengers for the North.

Steamship Idaho left for the north yesterday. The following are passengers on her for Cassiar: John Callbreath, Rufus Sylvester, Johnathan Merrifield, James Holroyd, George McAuley and Harry Carter, and there were on board for Alaska, Messrs. Treadwell, Murray, Capt. Fuller, C. Boyle, A. Fraser, R. P. Nelson, Patrick Brady, J. A. Williams and Mr. Gregory.

Foot Races.

Exciting quarter mile and mile foot-races took place at Beacon Hill yesterday afternoon between five amateur sprinters, namely, A. Palmer, J. McArthur, G. Kennedy, J. Whittier and J. Torney. The mile race was won easily by Palmer, the quarter mile by McArthur.

U. S. Deputy Collector-General.

Mr. J. Price, U. S. deputy collector, was in the city on Saturday. He will run between this port and the Sound on the San Francisco steamers for some time. It is several years since Mr. Price lived here, and as he has many warm friends in this city he will, no doubt, enjoy his stay at intervals in Victoria.

The Bishop's Baton.

Miss Woods, of New Westminster, has received a letter from Bishop Sillitoe, dated London, Eng., thanking the Choral union for the receipt of a baton, which he hopes to use as their conductor not later than October next. The money for its purchase was subscribed to by the members of the union, and Mrs. Sillitoe was commissioned to purchase it on her arrival in England. The baton is of ivory, with silver mountings. At the top is the bishop's mitre and coat of arms, and on the side is a plate let in with an inscription.

Incoming Passengers.

The following passengers sailed for San Francisco on Friday, on the steamship Mexico for Victoria: Emma Essanger, J. R. Wynne, Mrs. Tridell, Lee Pay, C. F. Brauer, Geo. Turner, J. M. Whiteside, F. L. Ceaves, R. Nuttall, Miss Heathfield, C. Rogers, Dr. McSwain, M. J. Armington, Wong Yuen, Lee Dun, J. B. Parrish, Miss Wallace, Wm. Craib, J. W. Havens, Peter Bennell, F. Ross, W. G. Utley, G. Stetson, Lee Mee, M. Otoll, D. Ross, Mary West, J. Keogh, G. B. Hardy, Miss Lazanby, T. H. Goodman.

A Silly Pulpit Reference.

Rev. Mr. Thomson made allusion in his sermon on Sunday evening to the condition in which the city was placed. He contrasted the zeal of the Victorians in rushing to the rescue of the unhurt Celestials, and their inhumanity in permitting shipwrecked sailors to remain on the rocks for many days on the west coast of the island before they sent relief to them. Yes, their selfishness overshadows by a great deal their humanity. They are now trying to throw dust in the eyes of the public in the shape of a concert for the benefit of the shipwrecked sailors.—*Vancouver Herald.*

Chinese Emigration.

It is now stated by prominent Chinese merchants that the cause of the Chinese government having issued a proclamation prohibiting subjects from leaving that country, is due to the hostility displayed by the United States and this country to their immigration. New Zealand has lately put a tax on Chinese going to that country of $200 per head, so it will be seen that the objection to them is not exclusively on this continent. It is only to be regretted that the government of China did not issue the proclamation sooner, for the number of their subjects in this country is so great that there is not enough work for them to do, and consequently many have hard work to procure the bare sustenance of life.

The Canners' Prospects.

Several cannery men have been in the city for the past few days, making preparations for next season's salmon run. The very favorable turn which prices have taken during the past year has given a new impetus to the business, and the probabilities are that every cannery in the province will be operated this year. The preparations will be large, and should the run turn out good, though there is no reason for expecting that it will be, a larger quantity of fish will be canned in the province than there has ever been before in one season. This is a very satisfactory outlook for this part of the province and it cannot fail to have its good effects upon business in general. There is, however, a danger of over-production and of the market being glutted and reduced again to the sta e from which it is just now recovering. Report states that the pack on the Columbia and other rivers will be very large, which will, we believe, cause our experienced canners to proceed with caution.

Floods Looked For.

In view of the great falls of snow in the mountains of the mainland the Fraser is expected to rise considerably higher than is usual in the spring of the year. The people of Chilliwhack, apprehensive of danger from this source, have taken energetic steps to prevent the destruction of their property by the expected flood. At a meeting held there a few days ago it was decided to dam Hope and Cap sloughs and to construct a dyke between them a distance of over two miles. At the meeting $3,400 was subscribed to carry out the project, and the contract for the work has been let to Bamford & Bell, who have commenced operations. The dams and dyke referred to will protect an area of country about seven miles in length by two and a half miles in breadth, and to render other portions of the country secure the legislature will be asked to give some assistance. Mr. J. C. Henderson is in the city in connection with this matter, and hopes he will be successful in inducing the government to assist these enterprising settlers in the work they have taken so energetically in hand. It is apparent the destruction of one crop would be a serious matter—the loss thus sustained being sufficient to pay for the proposed safeguards many times over. In 1876 a disastrous flood took place, on which occasion $1,000 was voted by the local government to enable the settlers to purchase seed and recrop their lands.

MARINE.

Steamship Geo. W. Elder sailed for San Francisco at 1 o'clock p.m. yesterday.

On her return from Cape Flattery the Alexander will tow the ship Solitaire to sea.

Steamship Wellington sailed for San Francisco on Friday night with 1,500 tons of coal.

Tug Pilot left for Cape Flattery last night with the bark Edinburgh, bound to Antwerp, in tow.

American ship Carrolton was only five days on her last trip from San Francisco to Port Angelos.

Ship Challenger, coal laden for San Francisco, was towed to sea late Friday night by the tug Alexander.

American bark Escort, Capt. Waterhouse, is now due from Hong Kong. She comes consigned to Tai Soong.

Ship Thomas M. Reed has completed her cargo of Wellington coal and will leave for San Francisco to-morrow.

Victoria schooner Pathfinder was spoken off Cape Mendocino on Feb. 26th, and reported that she had on board then 176 seals.

After discharging her cargo of merchandise from Hong Kong the bark Alden Besse, O'Brien, will load spars and lumber on the Sound for Hong Kong.

The bark Van Moltke, recently purchased by Capt. Meyer, has been brought around from Esquimalt, and is lying in the harbor opposite Cook's ways.

Later advices say that the ship Enos Soule is still loading at Hong Kong. She will take as cargo 1,000 tons of general merchandise for Victoria, for $2,600 gold.

The bark Viola is discharging naval stores at Esquimalt. She will come into the harbor next week to discharge the remainder of her cargo of general merchandise.

A few sweeps of the paint brush over the name Kwong Tong, with a little plain lettering, in San Francisco, has changed the name of that bark to the more romantic one of Don Carlos.

Capt. L. Meyer, formerly of the collier Willamette and now a San Francisco pilot, was granted leave to bring the collier Wellington to Departure Bay and return. Capt. Witworth was detained at San Francisco by the dangerous illness of his wife.

The following vessels are *en route* to Nanaimo and Departure Bay, to load cargoes of coal: Nanaimo—Ship Ocean King, 2,434 tons, from San Pedro; ship John McDonald, 2,172 tons, from San Francisco. Departure Bay—British ship J. V. Troop, 1,295 tons, from San Pedro; Chinese bark Hong Kong, 693 tons, from San Francisco for Honolulu.

Wm. Lodge, the longshoreman who fell through a hatchway on the steamer Elder at Tacoma on the morning of Jan. 25th and sustained severe injuries, from which he has since been confined to the hospital, filed a libel in the district court on Friday against the steamship George W. Elder, her tackle, apparel and furniture, for $5,000. In his libel he alleges that the accident to him was the result of no negligence or carelessness on his part, but the direct result of gross carelessness and negligence on the part of the officers and servants of the steamship. The libel was served on the captain during the afternoon, and bonds were furnished in time for the steamer to sail at the advertised time.

PERSONAL.

Luke Pither and wife returned from Vancouver yesterday.

C. McCutcheon, Nanaimo, came down on last evening's train.

W. Craib, mining expert, is a passenger by the Mexico for this city.

J. C. Henderson, Chilliwhack, arrived down last evening and is at the Oriental.

G. C. Carman, C. E., of New Westminster, arrived from the Sound yesterday.

H. Abbott and wife and D. E. Brown, of the C. P. R., arrived on the Louise last evening.

Dr. McSwain, Miss Heathfield, Miss Lazenby and R. Nuttall are passengers by the steamship Mexico.

Capt. F. W. Rugg, of the wrecked bark T. R. Foster, left for San Francisco yesterday on the Elder.

Capt. Irving, of the C. P. N. Co., and R. Hall, of Hall & Goepel, returned from the Sound yesterday.

T. H. Goodman, general passenger agent of the Southern Pacific railway, is a passenger by the steamship Mexico to Victoria.

George Kenny, of Omineca, who has been confined to St. Joseph's hospital for the past seven weeks, is now nearly recovered.

J. P. Planta arrived from Nanaimo on last evening's train. He reports everything as going right in that end of the district, and feels quite sure of election.

Hon. Mr. Smithe and Mrs. Smithe left for Cowichan on a special train yesterday. The premier was feeling much better, and it is hoped that the change of air will have a beneficial effect. The prospects of his recovery are much brighter, and it is now trusted that he will soon again be able to assume his accustomed duties.

WHAT SOME PEOPLE SAY.

That the individual who took a good hat from Blue Ribbon Hall, Esquimalt, on Thursday evening and left an old, battered hat in its place, is known, and will be prosecuted if he does not instantly make restitution.

That Miss Mattie Mitchell, the pretty daughter of Oregon's senator, is the heroine of a pretty little romance. A newspaper correspondent described her at the theatre recently, when she appeared in a grey plush cloak, as resembling "a maltese kitten by moonlight," and an admirer of the young lady soon after sent her, accompanied by the printed paragraph, a moonstone carved to represent the head of a kitten, with small emerald eyes, caught in the arm of a crescent moon made of diamonds. The unique and graceful ornament is now constantly worn by Miss Mitchell.

LONG AGO.

I sit beside the sinking fire,
Watch the weird faces in its glow;
All through the night I should not tire—
But they have faded, long ago.

Ah—dust to dust!—the last repose—
Ashes to ashes!—well I know
How surely this hath been with those
Those whom I loved, so long ago.

How surely this with me will be!
From every petty joy and woe,
From fancied slight, from jealousy
Made free and safe—ah! long ago.

And yet may some things with us stay;—
As, on the waters, lilies blow
In white and green,—just as they lay
In white and green so long ago.

'Tis pleasant now to think,—"Perhaps
In Memory's light one's face may glow;"
"Out upon Time!"—for all things lapse
In that sad, dreary long ago.

But when I'm dead, don't *thou* forget,—
Thou whom I used to treasure so;
Yet may one tear thine eyelid wet,
Because I loved thee, long ago!

A STRANGE SIGHT,

Snowballing With Imported Snow on the Front

When the hatches of the ship Canada were opened yesterday afternoon as she lay at the foot of the Howard street wharf, it was found that in addition to the unusually large load of lumber—900,000 feet—which she had brought down from Tacoma, W.T., she had unintentionally carried a load of snow. When loading in Washington territory snow was falling heavily and as fast as the lumber was stowed in the hold of the vessel it was covered with snow, the weight soon pressed the snow hard and solid and as soon as the hatches were closed there was little chance of a change of temperature within. Arrived here the lumber was found frozen together and the snow lay thick. The wharfingers were soon in active combat snowballing one another with imported snow, which, despite the warmer temperature recently experienced here, took some little time to thaw.—*S. F. Chronicle, March 7th.*

REMEMBER, T. N. Hibben & Co. are sole agents for the Calegraph, most rapid type-writer in the world.

THE C. P. R.

Announced That the Line Will be Clear Monday.

No Other Damage Further than the Snow Blockade—Traffic Will Now Be Uninterrupted.

Superintendent Abbott Believes that the Trouble is now Over—Unexceptionably Heavy Falls of Snow the Cause of the Delay—A Small Army of Men at Work.

Mr. H. Abbott, General Superintendent, Pacific Division, arrived on the Louise last night. To a representative of THE COLONIST he stated that the absurd reports that were being circulated in reference to the condition of the road were entirely without foundation. He had received reports from Illecillewaet station in the Selkirks that day, stating that there was every probability that the track would be clear and

TRAINS RUNNING ON MONDAY.

The detention has not been the result of earth slides, or the avalanches of snow, but have resulted solely from the great depth of snow in the mountains, which has been precipitated from adjacent slopes and side-hills on to the track. The snow fall has been over double that of any previous record. Three times the line has been almost clear for traffic, but additional heavy falls of snow and sudden thaws precipitating great quantities on to the track again and again prevented traffic.

Up to the end of January there was double the amount of snow fall over that of the same period last year, and from that date up to 27th February only 2½ inches fell. Then came very heavy storms and afterwards sudden thaws, which have resulted as above. It is now thought that all the avalanches have come down, and that there will be

NO FURTHER HEAVY FALLS

of snow. The weather in the Selkirks has been exceptional, as it has also been in every other portion of the continent, but it is believed that the worst is now over, and that no further lengthy detentions will ensue. There are now 900 men at work in the mountains clearing the track, working east from Revelstoke and west from Donald, and from the eastern and western ends of Rogers' Pass, and as there is really only the snow to remove, in order to enable the passage of trains, it is confidently expected that everything will be clear to-morrow.

There have been a few trifling slides between Moody and Salmon Arm, but nothing to cause any detention of trains. The force employed to keep the line clear consists of

A SMALL ARMY OF MEN,

and from this out Mr. Abbott considers that traffic, so far as his division is concerned, will be uninterrupted.

FROZEN TO DEATH.

An Old Comox Settler Found Dead in His Cabin.

An old settler, commonly known as "Auger" Thompson, who is an old resident of Comox and lived in a small cabin two miles from any other settler, a few days ago was found dead in his cabin ten miles from the wharf. Horace Smith called at the cabin and not receiving an answer to his knock, opened the door, and discovered the old man lying on the floor. It is supposed that he either died from heart disease, or became too ill to cook his food and died from starvation. There was a good stock of provisions on hand, which proves that it must have been from sudden or severe illness that he died. Scattered around him on the floor were his stock of poultry frozen to death. He had evidently opened a small door from the cabin to the chicken house during the cold weather, and they died from cold and hunger with their owner. It is not known how long the old man lay there dead, as his cabin was out of the way and infrequently called at, but it is thought that he must have been dead at least a month. His body when discovered was chawing out, and presented a ghastly appearance.

The deceased was always considered slightly deranged and about four years ago he left Comox and proceeded to England. Returning, he assumed the name of Onsbough and endeavored to induce his old acquaintances to believe that he was an altogether different individual. He was about 45 years of age and a native of Yorkshire, England.

POLITICAL MEETING AT MAYNE ISLAND.

In pursuance of previous notice, Mr. D. W. Gordon, candidate for the Dominion house of commons for the district of Vancouver, addressed the electors of Mayne Island at the school house on Thursday, March 10th. Hon. A. Bunster was present. Mr. W. H. Phelps being appointed chairman, explained the object of the meeting and called upon Mr. Gordon to address them.

Mr. Gordon said that it was the first time that he had the privilege of addressing the electors of that portion of Vancouver district during this campaign; that he had come before them to give an account of his stewardship for the four years that he had the honor of representing them. He regretted that his opponent, Mr. Planta, was not present. It had been previously arranged that the two candidates should address the electors from the same platform, but it was not desirable to the committee of the latter gentleman that the arrangement should be carried out. The interests of the district had been better looked after than during any previous parliamentary term since confederation.

The speaker was dwelling at some length upon the increased efficiency of the mail service that he had secured for them, when a voter interrupted by stating that what he had done for them in regard to mail service amounted to worse than no service at all.

Mr. Gordon, continuing, alluded to the vast expenditure of the Dominion government on public works in this district, especially that comprising the lighthouses and in the general improvement of the marine and fisheries department. Before concluding the speaker occupied considerable time in showing how the National Policy of the Macdonald government had benefited the country at large and more especially the farming interests.

Several questions were put by voters present touching upon Mr. Gordon's professed friendship for the workingman and his uncalled for opposition to Mr. Shakespeare's Chinese restriction bill. His answers were apparently not well received.

Hon. A. Bunster being called upon, proceeded to show from *Hansard* that Mr. Gordon not only opposed Mr. Shakespeare's restriction bill in the house of commons, but also at another time during the debate upon a bill in connection with the Esquimalt Graving Dock, had seconded and supported an amendment to have the dry dock removed from Esquimalt to Burrard Inlet.

It was evident that the feelings of the electors present were not in sympathy with Mr. Gordon. After a unanimous vote of thanks to the chairman the meeting dispersed.

A VENERABLE PONY.

Forty-nine years ago the father of Harrison Gilbert of Chili, Ill., bought a 2-year old pony from the Indians. When the War of the Rebellion began the pony was twenty-five years old, but Mr. Gilbert rode him all through the war, and neither was hurt. The old fellow still lives, tenderly cared for. He hasn't a tooth in his head, lives on corn-bread and bran mash, and is probably the oldest horse in America, if not in the world.—*N. Y. Sun.*

A Good Motive.

Harry Ricardo, of Toronto, agent for Fine Art Publications, states that he was so troubled with deafness for eight years that he could scarcely attend to business, until he tried Yellow Oil. He desires to make this cure known for the benefit of others afflicted. tu-th-sat-dw

THEY SMUGGLED OPIUM.

A few days since the mate, steward and another officer were discharged from the steamer Emma Hayward, and new men employed in their places. One of the steamboat boys in speaking of the matter explained the reasons as follows: "You see," said he, "certain persons on the steamers plying between Tacoma and Victoria are in the opium smuggling business. They found it very easy to get the stuff to Tacoma, but there was no sale for it there, and as there are two or three inspectors and a deputy collector at that point, they found it very difficult to ship the stuff undetected to Portland. In order to get around the difficulty, they arranged to place the stuff in charge of certain officers on the Hayward, while the boats lay side by side at Tacoma, who carried it to Olympia, where there was no customs officer, and from which point the opium could be shipped to Portland or San Francisco without fear of detection. All went well till recently, when one morning the watchman on the Pacific neglected to call the mate at the time appointed for him to get up, and when reprimanded by the captain, the mate laid the blame to the watchman. This led to bad feeling between the mate and watchman, and the latter to get even gave away to the captain, in the presence of a customs officer, the whole opium scheme, and proved the truth of his assertion by pointing out ten pounds of smuggled opium in the mate's bunk. This opium was seized by Deputy Collector Price, who had just been appointed to that position at Olympia. The exposition of this illegal business, as I told you on the start, led to the summary dismissal from the company's employ of the mate, steward and one or two other employes on the Hayward."—*Seattle Post-Intelligencer.*

NANAIMO.

(Free Press.)

The heavy rain on Tuesday, with the large amount of snow in the Goldstream mountains, caused a washout on the E. & N. railway on Tuesday afternoon. The washout took place while the train was on this side. The trains are now running on time, but it will take a day or two to fill in the break. The rain and snow fall of this winter has been far in excess of any previous year, and some of the culverts have been found to be too small to carry away the sudden influx of water. Larger and more culverts will be put in at once, so as to prevent a repetition of these washouts.

Capt. Myers brought up the steamship Wellington this trip, Capt. T. Whitworth remaining at San Francisco on account of the dangerous illness of his wife. It was reported that Mrs. Whitworth had succumbed to her illness, but at last accounts the symptoms were more favorable and it was expected that the lady would recover.

MAINLAND NEWS.

(Columbian)

The following is posted in the postoffice: "No eastern mail expected for a week, March 11, 1887."

There are at present 75 sacks of mail from all parts of the province in the postoffice waiting to be shipped east.

Some days ago a dead cow was found near Capt. Insley's fence, lying on the street. The police instituted a search for the owner without avail, and yesterday a number of Chinese gathered around the carcass and cut it up into small pieces and carried it off.

[Herald.]

We sympathize with Mr. Trapp over the loss of his $200 deposit. Senator McInnes ought to come to the rescue and pay all Mr. Trapp's expenses. He has fully paid the penalty of his rashness in the small number of votes which were recorded for him.

(Guardian.)

Mr. Mowat, the inspector of fisheries, informs us that a few days ago he launched above a million salmon fry in Pitt lake on their voyage to the briny deep, to come back to us expanded into salmon fit for canning.

The C. P. R. Co. have about sixty boarders between this city and Kamloops who have food and lodging free of expense. If they have time to spare they will get over the rough weather comfortably.

The mild temperature and the March winds combined are clearing the river of the fragments of ice coming down the Fraser, so that, with the present high stage of water, we may have all the river steamers on their respective services in a few days.

The disappearance of the ice from the river has given our fishermen the opportunity they sought, and salmon in supplies sufficient for table consumption are being taken.

(News.)

A few more Chinamen arrived in the city yesterday.

The ship Shannon made the trip from Penang, in the Malay Archipelago, to the Royal Roads in 115 days. She has on board 650 tons of sand ballast, and after this is discharged 350 tons of rock ballast will be taken on board before loading cargo.

The Moodyville sawmill company is taxed to its utmost at present, getting out lumber for the three ships now loading at the company's wharf.

BLUE RIBBON CLUB.

The hall was crowded last night and a programme of unusual excellence was enjoyed by the large audience. After the opening exercises Miss Washam sang a beautiful song, and being recalled treated the audience to another solo. Mr. Muir, of the high school, read "Taking an Elevator," and was loudly applauded. Mr. Carr sang "London Town," and received an *encore*. Miss Shaw in a clear voice recited "The Chinese Boy," and in reply to an *encore* gave "Don't Slam the Gate." Prof. D. S. Bernstein on the violin and Miss Henrich on the piano in correct time and expression rendered "La Sonnambula," and being rapturously *encored* treated the audience to "Traumerei" from Schumann. Miss Dobbs gave a solo in her usual faultless style, and Mr. Levine a charming piece on the piano. The band played several pieces during the evening and "God Save the Queen" closed the proceedings.

THE COAL MARKET.

J. W. Harrison's (San Francisco) circular of the 5th inst. has the following: Coal—The arrivals for the week have been as follows: From Great Britain and Australia, 11,893 tons; from the Northern collieries, 9,444 tons. There is a softer feeling in the market this week, although no actual reduction in values is quoted. This is caused by encouraging reports from the interior about our anticipated grain yield for export, and importers are seeking orders for forward shipment, clearly indicating that shipowners are watching every change here very closely. If charterers should come into the market and engage freely ahead at fair figures outward, to move our incoming crop, then coal would suffer, but no disposition to do any business in futures has so far displayed itself, hence coal quotations are steady. If any complications should arise among European nations coal would be the first article to show a sensitive advance and become a favorite among investors and speculators. The market for Cumberland is well supplied, having had three arrivals from there last month.

AN HEIR TO A FORTUNE.

PITTSBURG, March 4.—Charles H. Heiser, an umbrella-mender, who occupied a third-story back room in a squalid lodging house here, has received a letter saying he is one of the heirs to a fortune of $225,000 left by a cousin in Australia, William Tutge. The other heirs are a sister who lives in Germany and a brother who is inspector of police in Hamburg. When an orphan Tutge was taken in by Charles H. Heiser Sr., a gamekeeper for Emperor William at Hartzbe, Germany, and educated with his two sons. Mr. Tutge has taken this way of showing his gratitude. Heiser was a private dispatch cartier and personal attendant of President Lincoln during the late war.

BRITISH POLITICS.

The Irish Question to the Fore Once More.

The Cloture Steadily Winning its Way—Sir Michael Hicks-Beach's Threat—Trevelyan's Speech—Attack on Mr. Raikes.

LONDON, March 9.—The sensation produced by Sir George O. Trevelyan's speech at Devonshire has been rather increased by further reports, many of them authorized, that many liberals believe Sir George has practically abandoned Hartington, and is only waiting for the right moment to announce his return to the Gladstone fold. One paper, conservative, too, announces that Trevelyan will be brought out at the first opportunity as a Gladstone candidate. This is premature. Trevelyan, however, is going down with Courtenay to Cornwall to speak, and must then define his actual position.

The attack on Mr. Raikes for misuse of the postoffice patronage is pressed with great energy and some acrimony. The dispute, as a whole, proceeds on lines too broad to be mistaken. Raikes has asserted his undoubted authority as parliamentary chief of the great department, and permanent clerks, who rule the postoffice as they do every other administrative branch of the English government, are in revolt, moving heaven and earth to maintain their monopoly. It is a struggle in which Raikes ought to win.

The parliamentary situation has suddenly grown rather serious. Thursday's scene was by far the most violent of the session, though it is ridiculous to call the Irish proceedings revolutionary, as one of the Anglo-Irish journals does. Dillon once more, for a moment, took the lead of the Irish party out of Parnell's hands, and had the cordial support of Healy, O'Connor and others. Theo began, as usual, with a debate on the conduct of the Irish police, which might have ended peaceably enough, had not Sir Michael Hicks-Beach told the Parnellites they would get something worse than batons if they persisted in breaking the law. Then the devil broke loose. Cries, shouts, defiant gestures and insults were freely exchanged between both sides of the house. Healy observed that a little bloodshed in Ireland would doubtless cement the Tory-Unionist alliance. Parnell intervened after a while, but hardly with success as a peacemaker.

Dillon reached the climax with the remark that if he had a revolver when the police attacked the people in his presence, "by heavens, the police would have suffered." Parnell presently found the temper of his followers could not be controlled except by humoring it, so he attacked Sir Michael Hicks-Beach in language seldom heard from his cold cautious lips. That done, he was able to bring hostilities to a close. The house did not adjourn till 3 o'clock in the morning, after Smith had quietly arranged for an all-night sitting, for which the Parnellites were hardly prepared.

Threats have been freely heard since from both parties to this quarrel. The government declare that they do not shrink from a trial of strength if Parnell wishes to repeat his former experiences. The Irish say they were never so well able to resist coercion by obstruction, which is doubtless true. They have never put forth all their resources in that direction since they attained their present numbers.

The procedure and supply make naturally slow progress amid this hurly-burly, but the cloture is steadily evolving itself.

THE RETALIATORY BILL

Not Much Considered in England.

LONDON, March 5.—The retaliatory bill against Canada is allowed by the English press to pass in total silence. Not one paper protests, complains or pities. Perhaps this may convince Canada how little likely she is to find effective champions here in her foolish crusade. The only question I have heard asked is whether the president is likely to put the measure in force. The Canadian officials seem to think the English government may be induced to demonstrate against the new law, but she will be told the law is admittedly within the competence of congress, is perfectly supported by principles and precedent, and offers no ground for protest except upon purely those principles of international comity and friendly intercourse which Canada has long been setting at defiance.

A FALSE REPORT.

CHICAGO, March 10.—The *Times'* Ottawa special says: The minister of customs to-day stated, with reference to the alleged interviews that had been published in the United States and English press, in which he is represented as saying that the Dominion government has under consideration a retaliatory bill, the details of which were given, and which they proposed laying before parliament, heavily increasing and in many instances making a prohibitory duty on American products coming into Canada, that no such interview ever took place, and that it is a fraud and gross imposition on the newspapers that published it. He stated that this fraud had its origin in the same quarter as the bogus draft of the reciprocity treaty between Canada and the United States, which was telegraphed all over the continent from here last fall.

SALMON PRICES CURRENT.

NEW YORK, March 10.—As the season approaches for the run of salmon the interest in fish increases. Markets on the Pacific coast appear to be steadily hardening and the statement is made in the trade that the scarcity of the 1886 pack is probable here before arrival of next. This belief being promised by the large purchasers made thus for English account, with the understanding that early shipments will be made. Some dealers here have contracted for the June shipments from the Columbia river, and by the 1st of June expect to have a stock on hand to supply customers. Prices current to-day are $1.35 @ 1.45 for Columbia river; $1.32½@ 1.35 for Sacramento; $1.22½ @ 1.25 for Alaska; $1.25 for British Columbia.

A C. P. R. CIRCULAR.

MONTREAL, March 14.—Traffic Manager Olds says that he has issued the following circular to agents of the Canadian Pacific Railway: "The enforcement of the provisions of the interstate commerce law will compel a revision and cancellation of all special local rates on commodities shipped from points in Canada to points in the United States. Agents will therefore give notice to all who are shipping to the United States on through rates that on and after April 1st all such through rates will be void. Every effort will be made to obtain as soon as practicable reasonable rates from American lines from points of connection with this line to the several markets and distributing centres in the United States with which business is now done by Canadian shippers, and due notice of such rates will be given as soon as they are obtained."

EUROPEAN MAILS VIA C. P. R.

A New York special dispatch says: The Canadian Pacific is making arrangements to carry mails and European travel over its line, but is not certain whether the China and Australian steamers will touch at San Francisco or only run to Victoria.

RICH YIELD.

Extensive Gold Deposits Discovered on Burrard Inlet.

Intelligence was received in this city yesterday of the discovery of rich and extensive gold deposits on Burrard Inlet. The rock assayed $970 to the ton, and the prospectors believe they have struck a bonanza. Many free miners' licenses were issued yesterday and a good deal of excitement prevailed in local mining circles.

ILIFF, THE CATTLE KING.

One man of the thousands who in the gold fever of 1859 were with frenzied energy crossing these dreary plains, threw aside shovel, pan and rocker, and settled down to cultivate a small patch of ground near a town of less than a hundred shanties, peopled with the roughest of the rough; for in those days the "hanging trees," which were afterwards so useful in raising the tone of frontier communities, had not yet grown up. Not being "on the shoot" himself, our friend loaded a few provisions and his rifle on a pony, and turned his back upon what is now the city of Denver. He reached the northern California (Mormon) emigrant road, and built himself a hut, where he set up as a trader his goods being a small cask of whisky, a little tobacco and a few other necessaries of life, which he laid in gradually. These commodities he bartered with the emigrants, who, poor as himself, passed over the road before his door, often at the rate of one hundred a day. He took in exchange cattle, which all western-bound emigrants had with them as the most valuable stock in trade for their new home. But eastern raised cattle, accustomed to other food and plenty of water, succumbed to the hardships of the six months' dreary trip; and the trader drove many a sharp bargain—giving a few glasses of whisky which (to the parched emigrant seemed the very elixir of life) in exchange for a broken-down cow, or a pound of tobacco for a trotting steer. A short distance from his shanty he had discovered an oasis in the desert, a tract of hay land, through flowed a creek; and to this place he drove his raw-boned ghosts, where rest and nutritious grass soon fattened them.

Twice the adventurer's dwelling was burned over his head by Indians—he barely escaping with life. But cattle had as yet no value in the red man's eyes, and when the fugitive came back to his ruined home, he found his bovine riches quietly grazing among the hills a few miles from the road, untampered with by the savages, who, still happy in the possession of vast hunting grounds, held "squaw's game" in utter contempt.

The Union Pacific Railroad made the vagabond trader a rich man. He found a splendid market for his beef in the construction camps while the road was building, and within a few miles of his shanty Cheyenne, a city of ten thousand inhabitants, sprang up in a night. While numbers of his former comrades found graves in the gold fields, and hundreds more returned to the east half-starved desperadoes, and many discovered great wealth only to squander it recklessly, the close of his career found him with a vast estate, measuring one hundred and fifty by one hundred miles, upon which grazed forty thousand head of cattle. For the last seven years of his life, his income from cattle alone was one hundred and twenty-five thousand dollars per annum.

The chief point of the above sketch of the achievements of Iliff, the cattle king of Colorado, is that "luck" had little to do with his success. He often had great losses, notably in the severe winter of 1871-2, when his cattle strayed to the value of more than one hundred thousand dollars, putting him to enormous expense to find the loss, many of which were discovered in the agonies of death and starvation.—*From "The Cattle on a Thousand Hills," Overland Monthly for March.*

LEAVING ENGLAND.

The Crowd at Charing Cross to Bid Stanle . the Explorer, Farewell.

Charing Cross Station has witnessed the departure of many bold and intrepid spirits. It would, indeed, be impossible to recall the names of half the famous men who have set forth to the scene of their adventures, followed in imagination by the eyes of the whole world, from that platform which the Indian mail leaves every Friday night. Only three years ago it was Gordon who was laughing his cheerful good-byes to a few friends as he started on the first stage of his journey to the African desert; then a year later it was Wolseley with the cares of a great rescue expedition on his mind; last night it was greatest African traveler of the day, whose journey is another of the sequels of the southern troubles. Long ago he found one heroic figure hidden in the heart of dark continent, and now he sets off to discover another who is environed by the fierce tribe of Equatorial Africa. To judge by his cheerful bearing and splendid spirits as he said good-bye to hosts of his friends, Mr. Stanley had no doubt about his success. Had he been a king he could not have wished for a more striking testimony of the esteem in which he is held here, and of his wide-spread popularity that the ovation which was made to him last night. So great was the crowd, indeed, and so enthusiastic, that Mr. Stanley and a small party of distinguished friends could scarcely make their way along the platform. The compartment which had been secured for him was filled with his baggage, and when the explorer walked up in his winter overcoat and brown billycock hat, with his head in its favorite pose—thrown backword—even his piercing eye could scarce find a place to penetrate the human jungle. Mr. Mackinnon (the chairman of the British India Company) laughingly pushed him back, saying "Come, Stanley, go and show yourself." Whether a blush mantled over his bronzed brow the light of the Southeastern Railway Company did not permit one to ascertain, but Mr. Stanley stuck to the handle of his carriage door with characteristic doggedness. Let us hope he did not hear the remark of one lady who was devouring him with her eyes: "What a little fellow Stanley is, to be sure!" "Ah, yes," replied her friend, "but what an eye he has got!" At last the clock pointed at eight o'clock, the passengers took their seats; and as the train went slowly out into the night there was Stanley, with his cigar between his fingers, his head out of the window, smiling and bowing his farewell to English soil.—*From the Pall Mall Gazette.*

A TANDEM TEAM WITH GOLDEN HORSESHOES.

In the year 1855 a storekeeper named Donald Cameron, carrying on business in what was known as the Woodshed, Victoria, was elected first member of Parliament for the Ovens District, and he had the honor—unique in the history of the colony—of being driven in triumph from the Woodshed into Beechworth in a gig with tandem team, the leading horse of which was shod with gold.

Just before the election an eccentric individual known as Tinker Brown, who had made a lot of money on the diggings, suddenly purchased a circus, with tents, horses and wagons complete, and coming into Beechworth with his company, he offered to drive the newly elected member, and supply golden horseshoes for the occasion. The Woodshed bosses, who were greatly elated at the result of the election, warmly took up Brown's ideas, and they resolved, in addition to present their member with a diamond scarf-pin.

The horseshoes were made by a working jeweler named Todfield, and weighed 9 ounces each. The team was driven from Woodshed to Beechworth, and back as far as La Serena Hill. On removing the shoes of the leader (a piebald circus horse) they were found to have lost a total of 1½ ounces. Before Tinker Brown died he willed them to a married daughter, keeping a public house at Wagga Wagga. They were in existence until about four years ago, when the owner had them melted and turned into sovereigns.—*Colonial Mail.*

A new method of securing veneer to its base consists in spreading glue or other adhesive matter between the veneer and the base, passing the two secured parts under a heated roller to melt the glue and cause it to enter the pores to the wood, then finally passing the connected base and the veneer under chilled rollers to harden and set the glue, and prevent the warping or shrinking of the veneer consequent upon the gradual cooling or drying of the glue.

CABLE NEWS.

A Plot to Kill the Czar is Frustrated.

Formation of a New Society to Overthrow the Russian Empire.

Emin Bey in the African Interior—Congratulations Extended to the New Cardinals—De Lesseps's Opinion of a Franco-German War.

Movements of the Czarina.

ST. PETERSBURG, March 14.—Czarina Czarowitch left this city yesterday for the imperial palace at Gatschinr.

Plot on the Czar's Life Frustrated.

LONDON, March 14.—In the commons this afternoon Ferguson, parliamentary secretary to foreign affairs, stated that the government had been informed that some persons with explosives in their possession had been arrested in St. Petersburg yesterday on the route which the czar was to have taken to attend service, which was to have been performed in commemoration of the late czar, it being the anniversary of his death. Sir James Ferguson said he was glad to be able to announce no attack was made on the czar.

Affects the Stock Market.

Dispatches from Frankfort, Berlin and Vienna say the bourses at those places were weak to-day in consequence of rumors that an attempt had been made to kill the czar.

A New Party in Russia.

It is stated that a well organized plot has been discovered in Russia to overthrow the czar's government and to establish a limited constitutional government. The plot is said to have no connection with nihilism, its promoters being large land owners and traders.

Arrest of Socialists.

Numerous socialist suspects have been arrested here, including Kolbiez, Opiets and Mittelmaier, all notorious anarchists.

The Plot a Failure.

A Berlin correspondent of the London *Times* has received a cipher telegram announcing the failure of the attempt to kill both the czar and czarina with dynamite bombs. The Berlin *Tagblat* has received a similar dispatch, which adds that the leader of the plot has been arrested and imprisoned in the fortress of Peter and Paul.

Desperate Nihilists.

The *Daily Telegraph* reports that a party of Russian nihilists, condemned to exile, attacked a mail coach at T