# Weekly Colonist

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## IMPLEMENTS OF TRADE.

The London *Economist* has been giving statistics of the shipping, railways, telegraphs, etc., of the world. The figures are interesting, affording, as they do, data on which to estimate the business outfit of the different countries that compete in the world's trade. First, in the matter of shipping, the following table is given showing the mercantile marine of the world in 1886—the latest year for which full returns are available:

| | 1886. Tons. |
|---|---|
| British Empire (including United Kingdom) | 9,246,730 |
| Germany | 1,284,700 |
| France | 993,200 |
| Italy | 945,680 |
| Norway | 1,554,070 |
| Sweden | 500,390 |
| Austria-Hungary | 261,590 |
| Russia (including Finland) | 492,030 |
| Denmark | 272,500 |
| Holland | 286,450 |
| Belgium | 86,840 |
| United States vessels (employed in foreign trade) | 1,111,180 |

This shows that of a total of less than sixteen and one-half million tons, the British Empire owns nine and one-fourth millions, or a good deal more than half. Of the nine and one-fourth million tons belonging to the British Empire, seven and one-third million tons were registered in the United Kingdom—of which, however, some, such as the Allan line of steamers, was owned in the Colonies. Great, however, as is the preponderance of British shipping, it is made still more apparent when we come to particulars. In steam tonnage the figures are:

| | 1886. Tons. |
|---|---|
| British Empire (including United Kingdom) | 4,318,150 |
| France | 500,480 |
| Germany | 453,910 |
| Italy | 144,330 |
| Austria-Hungary | 90,090 |
| Norway and Sweden | 228,020 |
| Holland | 108,980 |
| United States (foreign trade) | 176,630 |

Showing that the British Empire owns more than two-thirds of the steam tonnage of the world. And as steam tonnage is of so much greater value and capable of so much greater carrying capacity than sailing tonnage, it is apparent that Britannia still rules the seas by a very decisive majority. In the matter of railways, however, the United States takes first place, with the British Empire a good second. Here are the number of railways in the world by continents:—

| | 1886-7. Miles. |
|---|---|
| Europe | 126,150 |
| America | 179,100 |
| Asia | 15,200 |
| Africa | 4,500 |
| Australasia | 8,900 |
| Total | 333,850 |

Of this the United States owned no less than 146,500 miles—or more than one-third. The British Empire comes next with 51,200 miles. The other nations stand as follows:—

| | Miles. |
|---|---|
| Germany | 24,200 |
| France | 20,840 |
| Russia | 17,100 |
| Austria-Hungary | 14,600 |
| Italy | 7,270 |
| Spain | 5,850 |

As a railway owning country Canada stands seventh, while as a ship owning country she stands fourth. But on a *per capita* basis she stands first in railways and second in shipping. The Canadian Pacific railway is a marvel in railway construction, which raises the Dominion to a proud place among the nations. The following is given as the "miles of line" of telegraphs in the world:—

| | Miles of Line 1885-6. |
|---|---|
| United Kingdom | 174,000 |
| British Colonies and possessions | 97,770 |
| France | 54,290 |
| Germany | 53,870 |
| Austria-Hungary | 35,650 |
| Russia | 71,500 |
| Italy | 18,990 |
| Spain | 11,510 |
| Norway and Sweden | 9,400 |
| Belgium | 3,800 |
| Holland | 2,960 |
| United States | 151,830 |
| Mexico | 12,700 |
| Argentine Republic | 13,640 |
| Brazil | 11,250 |
| Chili | 9,000 |

This gives a total of 533,040 mile of telegraph line in the world. Of this more than one-half—271,900 miles—is owned in the British Empire. The United States comes second, and Canada (25,120 miles) is seventh. Taken altogether, it is perfectly amazing what an enormous proportion of the great "implements of trade" is possessed by the two great English speaking nations—Great Britain and the United States. One of them is sure to be the first in about everything, and the other is invariably second. Combined, they leave very little to the others.

IT IS reported that Mr. Gladstone owns a large tract of land on the Canadian side of Niagara, near the Falls. When the Prospect Park improvements were being planned, he was offered a good price for his property, but refused to sell.

IT IS stated that the story of "A Strange Manuscript Found in a Copper Cylinder," now being published anonymously in *Harper's Magazine*, was written by the late Professor DeMille, of Dalhousie College—that Harper's purchased it from him ten years ago. Mrs. DeMille, who now lives in the suburbs of Halifax, vouches for the truth of the statement.

## CABLE NEWS.

### Press Comments on the Rejection of the Fisheries Treaty by the Senate.

### Impressive Funeral Services Over the Remains of Bishop Harris in Westminster Abbey—Queen Victoria Visits the Glasgow Exhibition—Prince and Princess of Wales Visiting Austria.

**Eulogy on the Late Bishop.**

LONDON, Aug. 22.—The funeral service over the body of Bishop Harris, in Westminster Abbey this afternoon, was very impressive. The burial service was intoned by Canon Westcott. The eulogy was delivered by the Bishop of Mississippi, and the benediction pronounced by Bishop Whipple, of Minnesota. The eulogist paid a high tribute to the deceased as a jurist, priest and soldier, moving many of those present to tears by the pathos of his remarks. The immediate cause of Dr. Harris' death, he said, was overwork, the result of zeal and devotion to his duty, which had characterized every undertaking of his life. Among those present, besides the family of the deceased, were Minister Phelps and wife, the officers of the American Legation, Consul-General Waller, Mr. John W. Macclure, member of parliament for Stranmord, Rev. Messrs. Walden and Gallandot, of New York, Mrs. Baldwin, wife of Ex-Governor Baldwin, of Michigan, Mr. J. S. Morgan, and Dr. and Mrs. McGraw, Dr. McCaroll, Mrs. Atchison, and Mr. and Mrs. Park, all of Detroit. The body will be taken on board the steamer Lahn on Thursday and conveyed to New York.

**Funeral of Bishop Harris.**

LONDON, Aug. 22.—The body of Bishop Harris, of Michigan, who died last night, was embalmed to-day. Funeral services were held over the deceased prelate this afternoon at Westminster Abbey, at which there was a large attendance. The remains will be shipped to the United States. After preaching in Winchester Cathedral the bishop showed symptoms of paralysis. He was then taken to Boness, on the Firth of Forth, Scotland, where it was thought the water treatment would benefit him. The bishop, however, derived no benefit there and he soon returned to London. He was attended by Dr. McGraw, of Detroit, Michigan, who called in to his assistance Drs. Maudesley and Reynolds; but it was impossible to save the patient's life, and he expired at six o'clock last evening. His wife and daughter, who had recently arrived, were with him.

**Said to be a Spy.**

LONDON, Aug. 22.—Herr Bebel, leader of the socialist party in the German reichstag, stated in the speech which he delivered in Dresden last January, that M. Bollier, formerly chief of the Zurich police, was in the pay of the German police during his term of office. Bollier, who is now in St. Louis, Mo., upon being notified by friends of Bebel's accusation, instructed a prominent advocate in Zurich to challenge Bebel to produce proof of his charges. This the advocate did, but Bebel made no reply to his communication, whereupon the advocate sent to the president of the reichstag protest against Bebel's assertions which will be read to the deputies when the reichstag assembles, and Bebel will be undoubtedly required by a vote of his colleagues to defend his statements

**Opinion of the Pall Mall Gazette.**

LONDON, Aug. 22.—The *Pall Mall Gazette*, referring to the rejection of the fisheries treaty, says it is thankful that Chamberlain's mission has not made the difficulty more serious than it was before. Senator Morgan's speech, it says, was buncomb. The rejection of the treaty simply relegates the whole question to an amicable settlement after the presidential election. The paper continues, neither Englishmen or Americans are lunatics, and the world will not be plunged into a bath of blood because opinions differ over a kettle of fish. The matter will be again negotiated after the election and in the meantime we can cultivate an India-rubber forbearance and cool temper.

**The "Times" on the Treaty.**

LONDON, Aug. 22.—The *Times* does not fear any conflict between England and America as a result of the rejection of the fisheries treaty. It says that the election of a new president will cause a wonderful calming down of party passions. There is a shrewd opinion expressed that even Harrison, if elected, will find it convenient to effect a similar settlement of the pending fishery disputes with enough colorable alteration in its details to save the pride of his party.

**Press Comment on the Treaty.**

LONDON, Aug. 22.—The *Daily News*, commenting on the rejection of the international fisheries treaty by the United States Senate says: "It is another example of the evils which the disunionists are bringing upon their country." The *Chronicle* says: "This unworthy attempt to make party capital out of a question which might involve the two countries in a war is more likely to endear the republican party to the majority of native-born Americans.

**Boulanger's Popularity.**

LONDON, Aug. 22.—Although yesterday's London papers devoted considerable space to comments on Boulanger's victory, they make no mention of him today and it is quite evident he has fallen as flat as a war bogie in the minds of Englishmen.

**Steamer Ashore.**

LONDON, Aug. 22.—The British steamer Alicia, Captain Aldamir, which arrived at Cork yesterday from Baltimore, is ashore. She is in a dangerous position and is straining heavily amidships. Her cargo is being lightered.

**What the St. James Gazette Says.**

LONDON, Aug. 22.—The *St. James Gazette* says the *modus vivendi* will be continued for two years and then matters will assume a different complexion.

**Lost His Life Trying to Save Others.**

LONDON, Aug. 22.—The chief guide in the Dolimite mountains, while trying to save a party of tourists, lost his own life by falling over a precipice.

**Wales and Wife in Austria.**

VILNNA, Aug. 22.—The Prince and Princess of Wales have arrived at Mundden. They will remain in Austria for a fortnight.

**The Queen Visits Glasgow.**

GLASGOW, Aug. 22.—The Queen arrived at Renfrew this morning on her way to this city, where she will visit the exhibition this afternoon. Houses are decorated and there is much rejoicing over the Queen's visit. Gen. Sir Henry Ponsonby, the Queen's private secretary, has refused to present to Her Majesty a petition signed by the Irishmen of Glasgow, praying for the release from prison of John Dillon.

**A German Decoration for an Englishman.**

BERLIN, Aug. 22.—The *Deutche Kolomal Zeitung* announces that Gen. Matthews, an Englishman, commanding the Zanzibar troops, has been awarded the second class decoration of the German order of the crown. This creates surprise in Berlin, because it has always been supposed Gen. Matthews was hostile to German interests.

**Crispi and Bismarck.**

BERLIN, Aug. 22.—It is reliably stated that Signor Crispi discussed with Prince Bismarck the question of Italian possession of Massowah, the prospects of peace and other questions affecting the whole of Europe, the nature of which will undoubtedly create great excitement upon coming to light.

**Signor Crispi's Movements.**

BERLIN, Aug. 22.—Signor Crispi, prime minister of Italy, will leave Friedrichsruhe for Berlin on Friday. Later he will meet Count Kalnoky, Austrian premier, at Carlsbad.

**The Massowah Affair.**

PARIS, Aug. 22.—M. Goblet, minister of foreign affairs, in reply to a note of Premier Crispi regarding the Italian occupation of Massowah, reiterates his arguments in previous communications that Italy has no right to the possession of Massowah, and declares she must adhere to the terms of her capitulation.

**Promotion Instead of Salary.**

CONSTANTINOPLE, Aug. 22.—The German generals who threatened to leave the service of the Turkish army owing to their salaries being unpaid, have decided to remain in the army, the Sultan having agreed to promote them all.

**Harvesters Drowned.**

PESTH, Aug. 22.—A violent hurricane swept over Balatony Lake to-day. A boat containing a number of reapers with the fruits of their harvesting was capsized, and 15 of the occupants drowned.

## AMERICAN NEWS.

**The Eastern Floods.**

NEW YORK, Aug. 22.—Yesterday's storm appears to have been much more extensive and caused more damage than was first supposed. In Pennsylvania all the streams are reported greatly swollen, and railroads interfered with by washouts and damaged bridges. In the Schuylkill coal regions many collieries were compelled to suspend operations on account of the mines being flooded. In Pittsburg and Allegheny a large number of cellars were flooded, houses wrecked and streets flooded. A number of iron mills were compelled to shut down. The Pennsylvania railroad is impassible between Pittsburg and Greensburg. The Baltimore & Ohio railroad is even more seriously crippled. It is not thought trains will be able to pass over the Wheeling division within a week. Tracks of the Pittsburg & Western are several feet under water, and a number of freight cars have been floated from their trucks and wrecked. Along the banks of the Youghiogeny, Allegheny and Monongahela Rivers, hundreds of houses are flooded and the families compelled to vacate them. A number of buildings have also been swept away. In Eastern Ohio and West Virginia the floods are doing immense damage. The Panhandle and Cleveland and Pittsburg roads are overflowed in several places, while the Belmaire, Zanesville & Cincinnati Railway is closed entirely.

**Drowning Accident.**

NEW YORK, Aug. 22.—Mr. L. Hilton and Miss Nellie Archibald, of Montreal, was drowned in Lake Memphremagog to-day by the upsetting of their canoe in a squall.

**Terrible Cyclone.**

DELAWARE, Aug. 22.—In Delaware a terrible cyclone wrought great havoc a few miles south of Wilmington. Losses were $75,000. On the Delaware river a pleasure party were capsized and five persons drowned. Theodore Bruce's blacksmith shop was blown down and Bruce killed. From Kent county, Md., reports come that ten persons were killed by the storm. Wires are all down and news comes in slowly. At Chestertown, Md., Kreb's can factory was demolished and the following killed: Chas. Schweitzenberg, Chas. Beauchamp and wife, Laurie Auspine, August Goute, wife and two boys, and Rosie Gould. Three others injured. There were thirty-four persons in the building when it was blown down. In the vicinity of New York city the storm was very severe, but no serious damage is reported beyond flooded streets and some delay on the railroads. The storm at sea was probably very heavy and fears are entertained that great damage has been done to shipping.

**Fatal Explosion.**

BRADFORD, Pa., Aug. 22.—At nine o'clock to-night two men were instantly killed and several others injured by the explosion of an iron pipe on the balcony of Dr. Reid's office, 75 Main street. The pipe was improvised as a feeder for red and blue fire powder, the powder dropping through the pipe into a projecting natural gas torch. The pipe exploded, shattering part of the balcony and splitting the pipe into fragments. One of the flying pieces struck Robert Hurley, who was standing on the opposite side of the street, tearing away the whole top of his head. W. E. Curtis, of Rew City, and Ed. Duel were also fatally injured. M. Albert had an arm blown off, and Mrs. McCombes lost a leg. Several women and children were more or less injured. The explosion occurred on the main thoroughfare where thousands of people were congregated to witness a night parade of the G. A. R.

**Smuggler Gardiner Again Arrested.**

CHICAGO, Aug. 22.—"E. R. Brown," the alleged opium smuggler, who was arrested last Friday by special agents of the treasury department, now proves to be C. H. Gardiner, ex-custom house officer at Portland, Oregon, who was tried and acquitted on a charge of smuggling a month ago at that place. His home is at Ogdensburg, N. Y. Customs officials and the prisoner himself observe the greatest reticence, and it is difficult to learn the exact status of the case. The officers, however, claim that developments of great importance in regard to Portland and Canadian smuggling rings will be forthcoming in a few days.

**Coal Combination.**

LOUISVILLE, Ky., Aug. 22.—A combination of the principal coal companies of Kentucky and Virginia has been formed, involving about $3,000,000 capital and 14,900 acres of coal land, containing many mines, tenements and stores.

## FIRE AT ILLECILLEWAET.

### Hotel, Store, and Private Houses Destroyed—No Insurance—List of the Losses.

(Special to THE COLONIST.)

DONALD, Aug. 22.—Fire broke out at 2 p. m. at Illecillewaet Station. The losses are as follows:—G. O. Buchanan, store and private house, $2,000; S. Ferland, store, $3,500; J. Richardson, hotel and house, $1,500; Mrs. Warren, private residence, $500; J. Grant, house, $200; and a Chinese laundry. No insurance. The fire is supposed to have ignited from a spark from the saw mill engine.

An eighteen pound pike, having as ballast a silver watch, three spoons, a pair of silver spectacles and a porcelain door knob, was captured at Bath.

## CITY OF CHESTER SUNK.

### The S. S. Oceanic Crashes Into Her at Golden Gate and She Sinks in Five Minutes.

### Thirteen of the Passengers and Crew Drowned—A Terrible Scene on the Deck of the Fated Vessel—Several Accounts of the Terrible Accident.

SAN FRANCISCO, Aug. 22.—The steamer Oceanic, from China and Japan, collided with and sunk the steamer City of Chester this morning at the entrance to the Golden Gate. The City of Chester had just sailed with over 70 passengers for Eureka, Cal. The City of Chester was commanded by Captain Wallace. She left her berth at 9 o'clock this morning. She neared the Presidio reservation, which is just inside of Golden Gate Straits. The atmosphere became very thick and objects were scarcely distinguishable at close range. A few minutes before 10 o'clock a huge vessel was noticed directly in front of the Chester, bearing right down upon her. Before any attempt on the part of the Chester's officers could be made to change the course and avert a disaster a terrific crash was heard, and she began to sink. Immediately there was a panic on board and many of her passengers leaped into the water making for the shore. The vessel which had given the Chester her death blow was the Oceanic from the Orient with 80 cabin passengers and a thousand Chinese. Boats were speedily lowered from her, and the work of rescue commenced. Almost immediately the body of a dead man was picked up and it was found to be the steward of the unlucky Chester. A large number, who were floating about in the water on wreckage and life preservers, were rescued by the boats and tugs, and the bay steamer, San Rafael, which had come to the Chester's assistance, and taken aboard the Oceanic. The Chester rapidly filled after she had been struck, and was under water within four or five minutes. When the work of rescue had been about completed and the roll called for those saved, it was found that fifteen passengers and three of the crew had been drowned. Capt. Thomas Wallace, of the Chester, when seen by a Postal press reporter about noon, made the following rough statement: "We were making our way out against a strong flood tide, when I heard a whistle ahead, and from the direction from which the sound came I thought we were all lost, but my next instant I saw the dark hull of the Oceanic above me as she crashed into our port side near the forehatch. The fog was so thick we could see nothing and the disaster happened quickly by a good deal than I can tell it. The water must be forty fathoms deep at that point and we went down rapidly. The confusion was great, but the men did the best they could. They got out the boats and passengers as quickly as possible and were transferred to the Oceanic. I was thrown into water and had to scramble out from the wreckage. It was reported when we started for the shore that fifteen or sixteen had been drowned. One poor fellow was crushed to death between the two vessels. The Oceanic was a long time in getting her boats into the water. I understand that her Chinese crew of 90 were afraid to man them, fearing that when our steamer sank they would be drawn down and engulfed. Among those who were on board when she sank were Captain Thomas Wallace, first mate C. McCallum, second mate J. Lunden, third mate S. N. Sunkgreen, purser O. G. Debeny, chief engineer F. C. Cooleson, first assistant engineer W. Bowey, second assistant engineer R. Comstock. There was also a crew of 37, but a good many of them jumped on board the Oceanic directly she struck the Chester. The Chester was valued at $150,000, and insured in various companies for $75,000. She was an iron vessel of 785 tons burden. The name of only one of the lost was known, that of Edward Chambers, the Chester's steward.

At 2.30 p. m. the following were known to be drowned; G. W. Anderson, M. B. Meach, Miss Pratger, Mrs. C. Haney, J. C. Hampton and wife, Mrs. Porter and three of the crew.

The lost City of Chester was built at Chester, Penn., in 1874, and was an iron screw steamer of 785 tons. She was owned by the Oregon Improvement Company, and formerly ran to Victoria as the regular passenger and mail boat.

**Later News.**

S. P. Davis, of Eureka, one of the Chester's passengers, gave a reporter the following particulars: "When the Oceanic was sighted she was half a mile ahead and approaching bow on. Neither vessel stopped until just as they were about to strike, when the Chester's engines ceased working and the two vessels collided. As they did so the smaller vessel swung around, and the Oceanic

CRASHED THROUGH HER PORT SIDE.

Immediately there was a rush to clamber up to the Oceanic's deck. The rush of passengers and crew to the one side that already had been crashed in, helped to send the ship down faster. The boats were lashed to the davits and decks, and axes had to be used to cut them loose. The same thing occurred on the Oceanic. Just before the vessels struck the bell on the Chester was rung for the first time. After the collision the Oceanic laid alongside the crippled vessel until she took her last plunge, which occurred in ten minutes, and then she remained anchored at the scene of the wreck for two and a half hours. About half the passengers scrambled on to the deck of the Oceanic, and the remainder were obliged to strap life preservers around them and jump into the water, trusting to be picked up by some of the boats.

ABOARD THE OCEANIC

there was naturally a scene of great confusion. Boats that were lowered kept bringing half-drowned people aboard and these received care and attention from all the officers and passengers. Steward Broughton, the steamer's surgeon, purser and all the lady passengers did all in their power for the sufferers. The ladies gave freely of their dry clothes to the soaking ones. Many were wrapped in blankets and the main saloon looked like a hospital. There were sad scenes there. Children without parents, a wife with her husband missing, a mother with her child gone, were there walking about and refusing all efforts at consolation or cheer.

THE PILOT'S ACCOUNT.

Capt. Meyers, the Oceanic's pilot, made the following statement this afternoon: "We were whistling and then heard the steamer respond on our starboard bow. We whistled again with two blows and heard the steamer blow twice, that meaning to go to starboard for both of us. When we heard the second whistle we saw the steamer coming toward us and I heard the engines stopped. Still we were making a little headway and I ordered the engines to go back full speed. The Chester shot across our bow and then we struck. We had been backing water fully two minutes before the collision. I am sure of this, for I verified it from the engineer's orders. We struck the Chester on the port bow, and then I ordered the engines, which were pulling us hard astern, to be reversed and put us right in on the Chester, for I wanted to let the people get on our bows. We then ordered the boats lowered, and did all we could to save lives."

C. S. Arthur, purser of the Oceanic, was writing in his cabin when aroused by the sharp blasts of the whistle, and sprang on deck just as the collision took place. He says the scenes upon the deck of the Chester were perfectly heartrending. The greatest confusion prevailed and undoubtedly many lives were lost from this cause. The boats of the Oceanic were in the water within a couple of minutes, while life-buoys were thrown overboard to those already struggling in the water. Scarcely five minutes elapsed from the time of the collision until the Chester turned over like a box and sank, the boilers exploding when water reached the fires.

THE MISSING.

A careful comparison by officials of the Pacific Coast Steamship Company of the list of cabin passengers shows that the following are not accounted for: G W Anderson, Oakland; Mrs Meoch, Mrs S E Prater, San Diego; Mrs C H Haney, Eureka; J C Hampton, Virginia City; Mrs J C Hampton, C T Davis, Springville, Ills.; Miss Davis, (niece of the above), J Greer, Napa; Robert Fulton, waiter; Adam Richmond, waiter; Mrs Porter. The above list, together with Edward Chambers, the dead steward, makes the number lost thirteen.

## CAPITAL NOTES.

### Death of Senator Ferguson, of Chatham, New Brunswick.

### Rejection of the Fisheries Treaty Causes no Surprise—The Matter Discussed Moderately by the Ontario Papers—The "Modus Vivendi" will Probably Continue for the Present Season.

(From Our Own Correspondent.)

OTTAWA, Aug. 22.—Senator Ferguson, of Chatham, New Brunswick, is dead.

The rejection of the fishery treaty has not caused any surprise. The papers in Ontario discuss the matter moderately. The *Empire* says: "It is unfortunate, but more so for the people of the States than for us that such motives are allowed to interfere with the reasonable transaction of their affairs, and even without paying any respect to the diplomatic action of their chief magistrate." The *Globe* cites the collapse of the treaty as a new argument in favor of Canada to negotiate her own commercial treaties.

The Minister of Marine in an interview stated that the *modus vivendi* would probably continue for the remainder of the present season at least.

## FROM THE ORIENT.

### The Emperor's Marriage Fixed for the 24th February.

### Closing the Gap in the Yellow River a Total Failure — Rescue of a Priest from Infuriated Natives — Fifty Lives for Fifty Bullets—Disastrous Fire in Japan—Clan Fight in Amoy.

(Special to THE COLONIST.)

SAN FRANCISCO, Aug. 22.—The steamer Oceanic, which arrived from Chinese and Japan to-day, brings the following advices:

Choleraic diarrhœa, with the return of comparatively dry weather, has almost entirely disappeared from Hongkong.

The Emperor's marriage is definitely fixed for the 24th of February next.

A serious clan fight took place recently between two villages near Amoy over a small strip of land claimed by one of the villages. The row resulted in several deaths.

The work of closing the gap made by the Yellow River is a total failure, and the millions of money and labor spent on the breach during the past few months have been in vain.

News is received of a terrible occurrence in a village of Antibuen, near Manilla. A horde of natives started out one day lately to kill the priest, and they were engaged, in beating him to death, when another white man arrived on the scene with a rifle and 50 cartridges. He set quietly to work and with every cartridge brought down a native. As soon as fifty of the mob were killed, the rest became discouraged and retired, and the life of the priest was saved.

Fire in Ohama, Japan, destroyed 700 out of 2,000 residences.

## STRUCK BY LIGHTNING.

(Special to THE COLONIST.)

DONALD, B. C., Aug. 22.—A watchman patrolling the railway line east of Donald was struck by lightning this evening. His name is unknown. He is not expected to live through the night.

## THE CARIBOO TEST WORKS.

TO THE EDITOR:—Having seen a letter of a Chilcoten resident, signing himself "X," in the *Times* issue of 27th July, in which he proceeds to heap all manner of abuse on the heads of our local members, Messrs. Cowan and Mason, for the opinion they have expressed and the active part they have taken regarding the test works about to be erected in Cariboo, he makes those gentlemen little better than cappers for gin-mills and such like by the course they have taken. Now to put this "X" right I may inform him that the meeting which was held at Barkerville was held at the request of the government, and the question to be discussed was not whether the works were to be put up in connection with the Island Mountain Co., or to be put up close to Barkerville, as this "X" would have it, to run all the money into the coffers of those who were close by. But it was whether the people considered the mining interests would be better served if the works were put up in connection with the Island Mountain or owned and entirely controlled by the government, and the meeting was unanimous in favor of the latter. And if the matter had been reconsidered it is very possible that the same conclusion would have been arrived at. I admit the proposition which the Island Mountain Co. made to the government was a very liberal one, but it only extended over a period of two years, and at the end of that time fresh arrangements would have to be made. Now my opinion is that a test mill is of infinitely more importance to a mining district than an assay office (not deprecating the importance of an assay office), and that it should not be there for one or two years, or ten years, but for all time to come, as there is no one but would have more confidence in getting an honest return from a mill under the control of the government than one run by a private company. The argument of "X" would have much more force had it not been for the three words (pies all hot) which he used, making an attempt to cast a slur on Mr. Mason. All those acquainted with the early career of that gentleman know that he made a very small beginning, and it is certainly much to his credit that entirely by his own exertions he is now occupying a foremost place amongst us. I think it would be quite safe to say that if "X" had ever sold pies in his life he would be selling pies yet. OBSERVER.

Chilcoten, Aug. 17, 1888.

(From THE DAILY COLONIST, Aug. 23.)

## LOCAL AND PROVINCIAL.

**From Alberni Settlement.**

Sheriff Drake and Mr. F. McQuillon returned to Nanaimo from Alberni on Monday. The former ejected Mr. D. Little from the land of Mr. Taylor, and sold Little's growing crops under a writ of execution to satisfy the costs in the suit. Mr. Drake speaks in glowing terms of the magnificent valley of Alberni and the hospitality of the settlers.

**British Columbia Silver.**

Some very rich specimens of copper and iron ores have been received at the State Mining Bureau, San Francisco, from the Kootenay district in British Columbia. The spot whence they were taken is on the immediate border of Oregon, on the State line. The assayer's report has not yet been received, but it is known that the percentage of silver is extraordinarily large.

**Excursion to Port Townsend.**

The O. R. & N. Co. advertise the fine steamer Olympian to leave here on Sunday morning on an excursion trip to Port Townsend, Port Angeles and Crescent Bay. The time for leaving will be 8:30 o'clock, the steamer returning to the city about 7 o'clock p. m. At Port Townsend the Alaskan will be met with a party of excursionists from up Sound, and as ample time will be afforded, the party from this city may count on having a delightful time. Fare for the round trip has been fixed at $2.00.

**B. C. Rifle Association.**

A special meeting of the members of the council of the B. C. Rifle Association was held last evening to consider the advisability of sending a team of five members of the active militia to represent this province at the annual prize meeting of the Dominion of Canada Rifle Association, commencing on the 3d September next. Those forming the team selected under the regulation of the last annual prize meeting are Sergeant Beckwith, Private Sharpe of Westminster, Sergeant J. Newbury, Sergeant H. H. Roper and Gunner Cullin. A committee of five was appointed to solicit subscriptions towards the object in view, and it is to be hoped our citizens will respond liberally and assist in maintaining the prestige of the militia, already so successfully inaugurated. The presence of a team of Provincial riflemen on the Rideau range will do much towards encouraging the local militia corps by providing an inducement to our young men, and it is to be hoped all will assist in this praiseworthy object.

**Death of Seth Green.**

Seth Green died at New York on Monday, aged 71 years. Mr. Green was well-known for his success in the artificial propagation of fish. In 1868 he was appointed one of the fish commissioners of New York, and was afterwards made superintendent of fisheries in that state. He transported in 1871 the first shad ever taken to California, where that fish is now abundant. He hatched artificially the spawn of about twenty kinds of fish, also hybridizing striped bass with shad, shad with herring, brook trout with salmon trout, brook trout with California salmon, salmon trout with white fish, and European trout with brook trout. He invented appliances for use in fish hatching, and wrote several books on the subject. Nearly every state and territory with clear water streams has established fish-hatcheries or is the recipient from the government of young fish hatched after Green's method, and he has high claim to be remembered as one of the foremost benefactors of the human race.

**A Serious Incident.**

It is said that Mr. Kennedy, who was struck on the head with a club by Capt. Savary, of the steamer Maude, is not expected to recover, and his family have been sent for. The injured man is at Vancouver, where Capt. Savary was allowed out on $5,000 bail. The affair occurred while the steamer was *en route* from the north. Kennedy, who was engineer, desired to repair the engine, and endeavored to stop it without Capt. Savary's permission, the latter being asleep. When the engine stopped the captain awoke, and seeing that the steamer was in a strong current, seized a piece of wood and struck the engineer over the head, felling him. At the time of his assailant's remand at Vancouver, the injured man was in a critical condition and the physicians now state he cannot recover. Mr. Kennedy is a well known pioneer of Victoria and has been engineer on several steamers, and was formerly in charge of the engine in this office. It is hoped that he may pull through, for, in the event of a fatal result, Capt. Savary would have a serious charge to answer.

**James Bay Bridge.**

Hackmen, draymen and others rejoice! for next week you will see the re-opening of James Bay bridge, which has been undergoing repairs for over three months. It is stated by mechanics, who ought to know, that the structure is now very strong and durable, and in spite of almost insurmountable difficulties, Mr. Chas. Hayward, the contractor, has to all appearances been very successful. The bridge is now on the proper level and the arches have been strengthened with new braces, numbering in all 192, or 24 braces to each arch. These will support a heavy weight and are calculated to hold the bridge in position for many years. Yesterday the rails were removed and will be straightened, many of them having been bent, owing to the gradual sinkage in the bridge. The flooring has been re-laid and in a few days the work will be completed. There has been much dissatisfaction expressed at the delay in opening the bridge for traffic, but those who have had the matter explained to them and who were at first disposed to blame the contractor, are now satisfied that he had many difficulties, wholly unforseen at the start, to contend with.

**Berryman-Shakespeare.**

The Pandora Avenue Methodist Church was crowded to the doors last evening, many being denied admittance, on the occasion of the marriage of Mr. Frederick Berryman, formerly of New Brunswick, now of Victoria, and Miss Maria Shakespeare, daughter of Mr. N. Shakespeare, Postmaster in this city. Rev. Mr. Starr performed the wedding ceremony. The bride, who was handsomely attired in lemon colored satin with lace, the veil being draped and caught up with orange blossoms, was given away by her father. The bridesmaids were Miss Kate Gibbs, who wore buttercup satin, Miss Amelia Carne, lavender satin and lace, Miss Lilian Beck, and Miss Nellie Rudge, who wore pale blue nun's veiling, trimmed with cream lace. Mr. George Rudge, uncle of the bridegroom, supported by Mr. Harry Shakespeare, brother of the bride, acted as best man. The two little Misses Spencer, Josephine and Charlotte, strewed choice flowers in the aisle as the bride and groom left the church. Not the least pleasant part of the service was the music by Prof. Sharp, the Wedding March being rendered in especially fine taste. An elegant dinner was afterwards served at the residence of the bride's parents, "Stratford Villa," where the wedding presents, numerous and costly, were viewed by the large company assembled. Mr. and Mrs. Berryman left for the Sound this morning, amid showers of rice and old slippers, accompanied by the best wishes of their many friends, amongst whom THE COLONIST wishes to number itself. The young couple on their return will reside on the Work estate.

## THE MENZIES CASE.

### Conclusion of the Evidence—Arguments of Counsel—Judgement Deferred Until Friday.

In the supreme court yesterday morning the Menzies case was again taken up. The first witness examined was Jessie Fowler, daughter of Mrs. Fowler, a former matron of the Chinese Home. She said—I reside in Victoria. My mother was matron of the Chinese Home for nearly a year. The home was then on Frederick street. When my mother was appointed matron there were six girls in the Home. Mrs. Hopkins was there before my mother. Ah Lin was there. She was there when my mother left. Next saw her in February, when she came to our house on Fingard street. Another Chinese girl, Ah Ho, was with her. She said she had been turned out of the Home. She was very lightly clothed. The weather was very cold, and both girls were crying. My mother took them and gave them supper. They came there for protection and not for a visit. Mr. Gardner was the manager of the Home at the time. He did not come for the girls. We kept them for four days. My mother told me she went to see Mr. Gardner.

Mr. Irving—I object to this hearsay evidence.

His Lordship—I would not stand on that, but if you insist on your legal rights I will have to sustain you. It is really of very little importance whether her mother went to see Mr. Gardner or not.

Witness—Mr. Gardner paid my mother what he owed her; my mother sent Ah Lin and Ah Ho to Mr. Gardner's house; they came back in about an hour; my mother told them to go home and gave them a pipe and tobacco belonging to some girls in the home that had been left at Mrs. Fowler's; they came back again and said they had been to the home; Miss Leek had whipped them and turned them out.

His Lordship—What practical bearing have these questions on the case? it seems to me that these statements are reflecting on people who are not on trial.

Mr. Walls—I wish to bring out the fact of Ah Lin's non-veracity by this witness.

His Lordship—The charge against Mr. Menzies is that of procuring illicit relations with one Ah Chee, and it seems to me that these questions reflecting as they do on parties who are not on their trial are unnecessary.

Mr. Irving—If this line is followed we will allow no question which is misleading.

Mr. Drake—The charge itself is a specific one no doubt; but the case is surrounded by circumstances which we wish to draw out—that is, we have to go in a rather roundabout way to get at the evidence.

His Lordship—The purport of your examination is to show then that Ah Lin is totally unreliable as a witness. I do not place much reliance on Chinese witnesses nor on the interpreter, and I therefore give a wider latitude than perhaps the law would strictly allow.

Witness, continuing—Ah Lin and Ah Ho went to Mr. Menzies' house. Mr. Cohen took Ah Ho and Mr. Menzies kept Ah Lin. Never saw Ah Lin afterwards. My mother was not paid for keeping the girls.

To Mr. Fell—My mother asked no one to pay her for keeping the girls. The Home was only a few blocks from our house. They went to the Home themselves. Ah Lin was a bad girl. Do not know Mrs. Crawford. Do not know whether Mr. Menzies lived with her or not.

James A. Cohen was next called—Am a printer. Ah Ho was in my employ. She told me where the Home was. She went to see Ah Lin once or twice. She did not seem to want to go back to the Home.

Ah Chee recalled. To Mr. Drake—Ah Lin told me she was willing to marry me. She told me so twenty or thirty times. Mrs. Crawford, Ah Lin and myself were present. Spoke to Ah Lin in Chinese. Mr. Menzies bought Ah Lin shoes, clothing, etc. Mrs. Crawford told me so. So did Ah Lin.

To Mr. Irving—She did not take the clothing, etc., away from Mr. Menzies. I did not come to help Mr. Menzies today. Do not like him. Visited him in jail and took him pies and cakes, etc. Did not talk about the case in jail.

This closed the case for the defence.

Mr. Drake then addressed his Lordship. He said he had already pointed out the grounds why this case should be dismissed. There was nothing fraudulent about the payment of that money by Ah Chee. Ah Lin was at perfect freedom to marry Ah Chee if she chose, and had freedom to go where she chose. Her testimony is contradictory in many particulars, and her statements bear the evidence of being unworthy of credit. I will not allude to the management of the Home, but your Lordship will observe that there appears to have been no attempt to return these girls to that institution. Menzies had acted the part of a Christian in caring for the girls for several months. Ah Chee admitted himself that he had to go to a clergyman. Where, then, comes in the false pretences?

His Lordship—I have always thought that in cases of this kind the law ought to allow a man to testify in his own behalf. But it is a fact that in our law, the more atrocious the crime the more his tongue is tied.

Mr. Drake—If this act concerning public morals be enforced, in its literal sense, against Chinese and Indians there will not be many escape. Again, if these people think themselves married according to Chinese customs there is no infringement on the statute.

His Lordship—What was the use of Menzies going through the form of getting a marriage license, and if the receipt is to be believed what is the use of it unless it is to mislead. I do not say it is so, and I would like to have it explained.

Mr. Drake—Menzies pointed out to Ah Chee that neither the license or receipt constituted a marriage. I want to point out this fact, your lordship, in order to show there were no false pretences. Secondly, there was a marri