C. V. MORGAN, M. P.

This Well-Known Londoner Pays a Flying Visit to British Columbia.

His View of the Question of Imperial Federation—Growth of Canadian Trade.

O. V. Morgan, M. P. for Battersea division of London, spent yesterday here with his wife and daughter, Victoria being the terminus of the holiday trip which Mr. Morgan is taking between the sessions of the House. They left for home again last evening, going by way of San Francisco.

The gentleman referred to was, for many years, prominent in the commercial world, and conducted The British Trade Journal. He is now interested in two other trade publications—The Ironmonger and The Chemist and Druggist. He has represented Battersea in the Imperial parliament for the past five years, first taking his seat in 1885, after the general redistribution and the extension of the franchise. Twice since he has successfully contested the constituency which he represents. Colonial affairs have always received his especial attention, he having the reputation of being the most widely-travelled man occupying a seat in the Commons. He has visited every colony and dependency under the British flag, with the exception of Newfoundland, and is also personally acquainted with every part of the continent of Europe.

From his varied travels over the Empire he has, naturally, obtained the best possible information in regard to the relative advantages of the different colonies or dependencies. Of British Columbia, he has to say that he considers it "as well suited to the British people as any land in the world. No country, with the exception, perhaps, of New Zealand, approaches so closely to the mother land in the point of climate." "British Columbia," he remarked to a COLONIST man last evening, "will, I believe, reproduce the English race, at least, in all its good qualities."

During his visit yesterday Mr. Morgan, as is his habit, visited a number of the leading stores on Government street for the purpose of studying the character and tastes of the people by their purchases. He was, he says, surprised to find that a very great number of articles which could have been purchased better in quality and at a lower price in England, came from New York. In addition to the saving in price by buying in London, such articles as paints and varnishes, for an example, duty would be saved, and the commerce of the port of Victoria perceptibly increased.

"Imperial Federation," a subject which has deeply interested Mr. Morgan for many years, was discussed by him yesterday with Mayor Grant and Mr. Robert Ward, president of the Board of Trade. In Montreal, three years ago, at the request of the branch league, he addressed a large audience upon this identical subject. He advocated the establishment of an Imperial council or parliament, under whose management should be placed the defence of the empire and colonial business. This council should alone have control of purely Imperial affairs, and should comprise representatives from all the colonies, and also some from the dependencies. The self-governing colonies should have representation by population, although in greater proportion to the population in the Mother Country. Imperial Federation Mr. Morgan believes to be steadily advancing, and the people of Canada, since the passage of the McKinley bill, have become ripe for it. In the event of an Imperial Federation being accomplished, he is prepared to offer a fiscal policy for the whole Empire, advantageous to every one of the Colonies, while not interfering in the least with the trade policy of any. His project is to establish an Imperial tariff, upon articles imported from a foreign country into any part of the Empire, the proceeds of which should go to a fund to provide for the defence of the Empire. This, he claims, would be beneficial not only to the Mother Country, but equally so to each colony or dependency. Trade between the colonies and the mother country, or intercolonial commerce, would be restricted by any Imperial duties, but all foreign trade would be taxed. For instance, a special duty would be levied upon foreign wheat; this would give the farmers of the Canadian Northwest and Manitoba a decided advantage over the farmers of Dakota, and would induce settlement in those sections of the Dominion.

Mr. Morgan expects to see in the near future an improved Atlantic service between England and Canada. When this service is a reality, and with the C.P.R. fast express waiting at the Eastern terminus to speed with mails and passengers to the West, to connect with the new boats for China and Japan, he expects to see the trip from London to the countries named made in 21 days or three weeks. This would mean the passage of the mails and nearly the whole traffic between Japan or China and Europe through Canada. Then within four or five years the trade would have so increased as to demand a weekly steamer from British Columbia to the Orient. From a residence in Japan and China, Mr. Morgan is well qualified to speak on the question, and his remarks therefore possess additional weight. He is confident that if steamers similar to the new Trans-Pacific liners of the C. P. R. were placed on the Australian route, a trade would be created which would render fortnightly boats a necessity. Like all travellers over it, Mr. Morgan, was greatly pleased with the C. P. R.; he was proud of it, as an Englishman. Another thing that attracted his notice, he was good enough to say last night, was that the farther west he came in "This Dominion of Ours," the better became the quality and the more evident the enterprise of the newspapers. Taking population and other consideration into consideration he considered that the press of Victoria was far in advance of the press of Toronto, the Ontario capital.

AMERICAN NEWS.

Honors to Belknap.

WASHINGTON, Oct. 14.—The war department to-day issued the following order:

WAR DEPARTMENT,
WASHINGTON, Oct. 13, 1890.

It is with great sorrow that the acting secretary of war announces the death of Honorable William W. Belknap, which has just occurred in this city.

As a mark of respect to his memory it is ordered that the war department be draped in mourning for a period of 30 days and that all business be suspended therein during the day of the funeral.

L. A. GRANT, Acting Secretary of War.

Upon the day after the receipt of this order at each military post, 17 guns will be fired at intervals of one-half hour, commencing at 8 o'clock a. m. By command of Major Gen. Schofield.

Terrible Explosion.

DENVER, Oct. 14.—A terrible explosion occurred at the entrance to the new Ivanhoe brick tunnel near Leadville this morning. One of the workingmen entered the tunnel with a box of giant powder, removed one of the sticks, accidentally knocked it against the wall and it exploded, killing William Hines, John Hemphill and J. Pinacle instantly, and injuring 10 others.

Pulitzer Retires.

NEW YORK, Oct. 14.—The World to-morrow morning will say editorially: "Yielding to the advice of his physicians Mr. Joseph Pulitzer has withdrawn entirely from the editorship of the World.

"The entire control of the World has been invested in one executive power; one of its principal editors who has been long in its service and who has conducted it in the absence of its chief.

"There will be no change of the methods, or principles, or politics. The World will continue to be guided by the ideas of the men who made it what it is."

Treasure Trove.

SAN FRANCISCO, Cal., Oct. 15.—The sealing schooner Helen Blum arrived to-day, with a good showing from a cruise in the north. She caught 48 otter and 341 seals and disposed of the latter in Sanak. At the latter place, a considerable quantity of wreckage of the Oneida was washed ashore. Among it were 135 tael tins of opium and 400 Mexican dollars. One of the crew secured the opium, buried it in the sand, and went into negotiations with the boss Chinaman of a cannery to take the stuff off his hands at $4 per pound. When arrangements had been concluded, he went to deliver the goods, but they were gone. Another of the crew had found the opium and stored it safely under the Sanak church and then entered into business with the Chinamen. When he had concluded his arrangements he found that the stuff had been removed. Some of the crew had observed his movements and got away with it. It was thought that the stuff had been shipped here, and word was sent to the collector of customs to be on the look out for it. The opium has not since been seen.

New Harbor Defence Ram.

WASHINGTON, Oct. 15.—Plans have been completed for a twin-screw, armor-plated, harbor defense ram, upon the design of Rear Admiral Ammen, U.S.N., authorized by the act of congress of March 2, 1889. The vessel is designed upon the longitudinal and bracket system, with an inner bottom extending from the collision bulkhead to the stern. The vessel is to be submerged to fighting trim by means of 14-inch Kingston valves, one in each transverse water-tight compartment of the double bottom. The only projections above the armor deck are the conning tower, smoke-pipe, ventilators, hatch coamings and side beams, upon which the boats are supported. The vessel has no armament and is to rely entirely upon ramming for her defense power.

Whipped a Slanderer.

ST. LOUIS, Oct. 14.—Annie Bolus and Sophie Buss, two working girls in an umbrella factory, chased Louis Amruse, the foreman of another factory, through the streets, finally overtaking and lashing him with a whip. They say he has been slandering them. The affair caused a sensation on the streets.

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Dillon and O'Brien in France.

LONDON, Oct. 15.—Mr. Healy has just received at Tipperary a dispatch announcing the arrival at Nosera, Dillon and O'Brien at Cherbourg, France. The fugitives were delayed by the weather, and also had to sail carefully in order to keep out of the sight of English cruising vessels which, they feared, would be on the look out for them. They will start at the earliest date possible on their tour of America.

The Mutinous Soldiers Sail for India.

LONDON, Oct. 15.—The detachment of the East Surrey regiment, recently ordered from Guernsey to India, and which at first refused to obey the order, sailed from Portsmouth for India to-day. The embarkation was marked by no disorder. The men stated that they had objected to doing foreign service and wilfully misbehaved, thinking they would be punished in England, and preferring to undergo punishment here rather than do service in India.

Earl Spencer on Ireland.

LONDON, Oct. 15.—Earl Spencer, formerly Lord-Lieutenant of Ireland, delivered a speech at Newport to-day, in which he said the events taking place in Ireland were a disgrace and source of danger to the empire. He expressed himself confident that the proposals of Gladstone, if acted upon, would settle the Irish question.

Boiler Explosion.

PITTSBURG, Pa., Oct. 16.—A boiler explosion occurred a few moments ago at the blast furnace owned by Moorehead & McLean, on Second avenue. Eight men are reported to be fatally burned, and were taken to Mercy Hospital.

The Montana Strike.

HELENA, Mont., Oct. 16.—The situation at Great Falls remains unchanged, the laborers being protected by special guards. The strikers marched in a body to the San Coulee coal mines, and tried to get the miners to strike in sympathy. Their efforts failed, as the miners had sufficient experience in their own recent troubles. No attempts at violence were made, and the call for the militia was useless. It is more than likely that the strike will fail, as the season is late and the contractors can afford to cease work.

General Belknap's Funeral.

WASHINGTON, Oct. 16.—General Belknap's funeral took place from St. John's church at half-past ten o'clock this morning. The church was crowded. The remains were escorted by Union veterans, G.A.R. veterans and the third artillery band, followed by the family and friends. The procession arrived at the church promptly at half-past ten. The casket was borne by 16 commissioned officers of the artillery in full uniform, followed by honorary pallbearers and relatives. As the remains were brought into the church the choir sang, "Lead Kindly Light," after which Dr. Douglass, assisted by Rev. Stewart Crockett, Rev. John McKee, Rev. C. M. Pyne and Rev. Robt. Wood, read the episcopal funeral service. The casket was then placed in the hearse, and preceded by the G.A.R. "Old Guards," and, followed by a large procession of friends, taken to Arlington cemetery, where the remains were placed in their last resting-place.

A Swindler Exposed.

NEW YORK, Oct. 16.—Inspector Byrns has investigated the record on this side of the Atlantic of Wm. Wadsworth Miller, whose wife, Cornelia V. Miller, is held a prisoner awaiting extradition to England for having in her possession money alleged to have been won by swindling the London banking house of Jas. Field & Co., of which concern Miller was a partner. According to Byrns, Miller was the man who, under the former name of W. H. Ingram, induced confiding people in this city out of about $500,000 in 1888 and then fled. At that time he had an office in 38 Broadway. Among those who invested in Miller's financial schemes was A. R. Colson, formerly of another factory, through the streets, finally overtaking and lashing him with a whip. They say he has been slandering them. The affair caused a sensation on the streets.

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National Bank and Governor Alger, Peter's liabilities are estimated at $2,000, with assets nominally at double that amount.

Failure of a Fruit Co.

NEWCASTLE, Cal., Oct. 16.—The Newcastle Fruit Co. has failed; liabilities less than $4,000, assets sufficient to make a fair final settlement. The high price paid for fruit and the bad returns realized upon Eastern shipments augmented by delay in delivery by the R. R. Co.'s, has gradually brought about the failure.

A Church Robber Caught.

SAN FRANCISCO, Oct. 16.—C. H. Boydon, who broke into the Tabernacle Presbyterian church and stole a lot of papers, was held in $4,000 bonds in the police court to-day to await trial for burglary. He entered into negotiations with the pastor of the church, looking towards a return of the documents for $100, and by means of a decoy letter was caught.

Falsifying Records.

LOS ANGELES, Cal., Oct. 16.—W. H. Nelly was arrested to-day on a charge of falsifying records at Kearney, Neb., and obtaining thereby $2,500 from the Farmers' Bank of that city. He went under the name of J. C. Williams here, where he has been only a few weeks, having come from San Diego.

The Tacoma Arrives.

SAN FRANCISCO, Oct. 15.—Scarcely had insurance men made haste to withdraw their offers of 95 per cent. premium on the Tacoma and her cargo than the vessel was sighted, and by 3 o'clock she was safely anchored in the stream. The passage occupied 204 days, and Captain Sheldon reports that most of the delay occurred in the Atlantic. The ship encountered either gales or calms during most of the passage, and the gales all proved contrary. She lost a spar or two, but the damage was not serious, and was repaired at sea. From latitude 50 in the Atlantic to 50 in the Pacific the vessel took 63 days, and the ship had nothing but westerly and northwest gales, which carried away the fore top-topsails, stay-sail and threw her on her team end twice. On September 7th, she was struck by an electric ball, which exploded with a loud report. Electric fire was flying around the ship for 24 hours.

A Large Fleet.

SAN FRANCISCO, Oct. 17.—During the past 24 hours a large fleet of deep water vessels has come in. Three of the vessels came in loaded with coal, and this large supply, coming in at one time, will tend to ease the markets. The arrivals were the ship California, 130 days from Liverpool; the Amazon, 133 days from London; the S. N. Castle, 34 days from Honolulu; the City of Papete, 28 days from Tahiti; the Stockbridge, 63 days from New Castle, N. S. W.; the R. B. Thomas, 171 days from New York; the Alex. McCallum, 155 days from Baltimore; the Gethener, 10 days from Alaska; the Jeremiah Thompson, 6 days from Nanaimo; the Glenlin, 54 days from New Castle, N. S. W. The California is a new five-masted ship of 2,991 tons. This is her maiden trip.

Suffering Seamen.

SAN FRANCISCO, Oct. 16.—When the quarantine officer boarded the ship Alex. McCullom this morning on her arrival from Baltimore, he found a terrible condition of affairs. The crew complained bitterly of starvation and brutal treatment, and seven of them carried altogether too ample testimony of the truth of their complaint upon their persons. They are prostrate with scurvy. Their cases, the officer says, are the worst he has ever seen. Their legs are as black as ebony. Their bodies are covered with frightful sores. Their gums are swollen so much as to hide the teeth, and two of them, Thos. Hayes and Jas. Measure, have become blind from the disease. Dr. Lawler says their condition is due to insufficient and bad food. The quarantine officer also found six men down with the scurvy aboard the R. R. Thomas, just from New York. All the thirteen men have been sent to the marine hospital.

Shipping.

SAN FRANCISCO, Oct. 16.—Arrived—Steamer Haytien Republic, Puget Sound; bark Arturmur, Seattle; ship Jeremiah Thompson, Nanaimo. Cleared—Steamer Umatilla, Victoria, B. C. Sailed—Steamer Montserrat, Nanaimo; ship Merom, Seattle.

Cheated the Gallows.

FRESNO, Cal., Oct. 16.—Ah Gee Yung, the Chinese murderer under sentence of death for killing a Chinawoman some months ago, committed suicide, by taking opium, this morning.

Another First-Class Cruiser.

WASHINGTON, Oct. 15.—The navy department has awarded the contract for building the coast line battle ship No. 3 to the Union Iron Works of San Francisco for $3,223,338. The work on the new cruiser will begin at once. The vessel, which will be of the first class, will probably be named the Californian.

Horrible Hydrophobia Case.

ATLANTA, Ga., Oct. 16.—Private Frank O'Neill, Battery C, Fourth artillery, U.S.A., stationed at Fort McPherson, died from hydrophobia to-day. O'Neill was bitten by a dog some time ago, but did not experience much trouble from the wound. Later on, however, it began to trouble him, and a few days ago he was compelled to go to the hospital. He began to show signs of madness, frothed at the mouth and, developed wonderful strength. He was put in a padded room in the hospital. He threw himself violently against the walls, but the padding kept him from killing himself. He positively refused to eat or drink, but it required seven strong men to hold him down. Yesterday he broke lose from them once and overturned a stove, setting fire to the hospital. This was extinguished, and finally, by forcing him down, putting a mattress over him, and eight men piling themselves on this, they succeeded in holding him. In this position an opiate was injected into his arm and he was quieted.

Trans-Atlantic Record Broken.

NEW YORK, Oct. 16.—A cablegram received here says:—The twin screw steamship Columbia, of the Hamburg-American Packet company, Captain Volgelgesang, has broken her own and all other records on the passage between New York and Southampton. The Columbia left New York last Thursday afternoon at 2 o'clock, crossing the bar and jingling the bells for full speed at 47 minutes past 3 o'clock. At 5 o'clock this morning she was off the Lizard, and by noon she was at Southampton, lowering the best time on record by thirty-nine minutes. The record heretofore held by the Columbia was 6 days, 16 hours and 2 minutes. The time made on this trip was 6 days, 15 hours and 23 minutes.

The Columbia is one of the new steamers of the Hamburg-American fleet, and has been looked upon as one of the fastest boats afloat ever since her launching. During last October and November, when commanded by Captain Herrich, she made a record of 6 days, 17 hours and 34 minutes. That record was, on June 13, lowered to 6 days, 16 hours and 2 minutes going west, but at that time Captain Herrich had been transferred and Captain Volgelgesang had taken command. Since his advent the ship has kept working at the record until to-day, when she beat it going east. It is estimated that this trip is equal to 5 days, 23 hours to Queenstown.

THE IRISH FAMINE BOOM.

The Movement in the States is More Political Than Philanthropic.

London Times of Oct. 2.

The fall elections in America are close at hand, and the party bosses and wire pullers of all sorts are busy diligently cultivating the various interests on which the composition of the new house of representatives depends. Now that gigantic electioneering job, the McKinley bill, is out of the way, the astute personages whose trade is to manipulate the electorate of the great republic have turned their attention to the Irish vote. The first fruits of their labors is the highly characteristic document which we publish this morning. Both parties are keenly alive to the importance of exhibiting their affection for Ireland in the brief interval that remains before the Irish managers match their well drilled squadrons to the polls, and an ex-president from each lends his name to the American committee for the relief of the famine in Ireland.

Under ordinary circumstances the members of that body might have waited to get some of the impending calamity from this side of the Atlantic. Britain is a good deal nearer to the congested districts than New York, and we assure this party of American politicians and journalists that the famine with which they hope to angle for the Irish vote has not yet been heard of here outside the columns of Mr. Parnell's papers.

Wi-hal, philanthropic Americans, however, might have learned from their Parnellite papers that there is an executive government in Ireland that is primarily responsible for the lives of its subjects. The agitators themselves are never weary of dwelling on this fact, and there is awful evidence that the Irish executive is fully alive to the real possibilities of the situation, and is fully able to cope with them as they may arise. Truths so obnoxious, it might be fancied, could hardly fail to escape the attention of two ex-presidents and the shrewd advisers who surround them, or to suggest to these experienced men of business the desirability of making sure there is a famine before starting a committee to relieve it. The imminence of the elections, however, necessarily overrules considerations of this kind. Alms, to be effective at the polls, must be prompt, and although the Parnellites in December as the earliest period at which the distress will then become acute, the American committee are anxious that dollars be lodged without delay, and that subscriptions be duly trumpeted in the newspapers before the Irish American citizens be called upon to decide whether the Democrats or the Republicans are the true friends of Ireland. The appeal of the committee, with splendid consistency, ignores the existence of this country, its government and its people, and persists in treating Ireland as though the fondest aspirations of the Clan-na-Gael were accomplished and Dublin was already the capital of an independent power, wholly dissevered from Great Britain and knit by ties of blood, friendship and political alliance to the States.

The authors of this remarkable manifesto, in feverish haste to anticipate the coming elections, have forgotten that a very large number of persons in this island are eager to grant every demand Irishmen can make, and that no party, creed or section of the people of Great Britain ever displayed indifference to the sufferings of its subjects. Do Mr. Wilson and his friends soberly imagine they can persuade America that the people, whose magnificence in all good works is known to the end of the world, would tolerate the shame of seeing their own fellow-citizens suffer hunger unrelieved? Every country in Europe has, in turn, owned the help of England's lavish hand—India, China, America, too, have appealed to us in distress. When has any land, cause, or people appealed in vain? Is it to be supposed that to the distress of Ireland alone the charity of Britain is closed? The transparent truth, of course, is that the framers of this impudent, mendacious document are bent, not on charity, but electioneering.

We gladly acknowledge that in 1846 and 1880 the American people displayed a noble charity towards our Irish fellow-countrymen. We do not doubt their readiness to give freely again in the same cause should contributions unhappily be required; but the men who gave most largely to Ireland in the days of her need were not politicians nor journalists, who parade their benevolence on the platform, but unostentatious private citizens, who love to do good in secret.

The appeal of the American committee is couched in the usual turgid magniloquence of trans-Atlantic electioneering literature. This is all very stirring, but there are thirty-two counties in Ireland, and the most the American committee, inflamed by politics and philanthropy combined, can allege is that the potato crop is below the average in part of one county and has totally failed in the poorer districts of five others. Two of the newspapers which have helped to start this bogus famine advise that the movement be kept without political or other outside significance. The admonitions of the journals in question are not superfluous.

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