# Weekly Colonist

FRIDAY, APRIL 29, 1887.

*From the Daily Colonist, April 29, 1887.*

## LOCAL AND PROVINCIAL.

**Improved Appearance.**

Several stores around town are putting in new show windows, which are giving them a greatly improved appearance.

**The New Law Courts.**

Smith & Clark, contractors for the new court house, received their lines yesterday and will commence operations immediately.

**Number of Immigrants.**

In the commons Mr. Shakespeare will ask for the total number of immigrants arriving last year and how many settled in the Northwest and British Columbia.

**Hay and Lumber.**

Steamer Belle arrived from New Westminster yesterday morning with two barges, one containing lumber for Smith & Clark, and the other 45 tons of hay for Thos. Inge.

**Forty-Mile Belt.**

The report of the minister of the interior is divided into two parts. It contains a report on the forty-mile belt in British Columbia. Mr. Pierce, in his report, states that now 110,000 head of cattle, 10,000 horses and 25,000 sheep are on the ranches, showing an increase of about fifty per cent over last year.

**British Columbia Mythology.**

At the annual meeting of the Royal society at Ottawa representatives will be present from nearly all prominent literary and scientific societies on the continent. Dr. Franose Brown, of New York, will read a paper on the mythology of the coast tribes of British Columbia.

**Fresh Salmon.**

A couple of firms on the Fraser river have already commenced the shipment of salmon packed in ice to the east, where good prices are received. Information has been received that a consignment forwarded to Toronto has met with the unbounded approval of all who have partaken of the delicious fish.

**Accident.**

Mr. John Boyd was thrown from a cart yesterday afternoon in front of his store while returning from luncheon, falling on his head. The gentleman was badly shaken up and was carried into the store in a fainting condition. He was feeling better last evening and it is thought that no bad effects will result from the fall.

**A Popular Captain.**

A petition was in circulation and largely signed throughout the city yesterday, says the Vancouver *News*, to retain Capt. White, of the Princess Louise, on this route. The genial captain is well known and highly appreciated in Vancouver both for his ability as a navigator and the high social qualities with which he is endowed.

**Alternative Mail Route.**

A London cable says that at the Colonial conference Sir Alexander Campbell and Mr. Sandford Fleming explained the proposal of Canada for an alternative mail route to and from China and Australia, *via* the Canadian Pacific and submitted papers for further consideration. When the conference reassembles this subject and the question of telegraphic communication will be discussed.

**Newfoundland Fishermen.**

Says the *Columbian*, Cyril Goss, Mark Gosse, A. Marche, Mark Pike, Ed. Parsons, Jos. Goste, Jno. Whiteway, and a number of others from Harbor Grace, Newfoundland, arrived in this city the other day, and most of them have already found employment of some sort or other, either present or prospective. They are all practical fishermen, the very bone and sinew of their native province, which they have left in the hope of finding better things in the land of the setting sun.

**Another Pioneer Gone.**

James Gowdie, aged 77 years, died at his residence, Blanchard street, on Saturday night. He was a native of the Orkney Islands, and came to Fort Vancouver over 60 years ago, when that station was occupied by the Hudson's Bay Co. He was a blacksmith and millwright by trade and, it is said, built the first flour mill in Oregon for the company. He leaves several children to mourn his loss, his wife having died many years ago. The funeral will take place to-day at 2 o'clock p. m., from his late residence and from St. Andrew's Presbyterian church at 2:30 o'clock.

**Geological Survey.**

The plan of field operations of the geological survey staff for the coming season has been approved of by the minister of the interior. The chief work of the year will undoubtedly be the expedition to the Yukon country. Mr. McConnell will devote himself to the exploration of the Mackenzie river. The duties of the other members of the staff have already been outlined. The party will soon arrive in this city. Dr. Bell will investigate the island and shores of James bay. For a long time past it has been reported that coal exists in the James bay area, and Dr. Selwyn is of the opinion that if it exists at all it is in all probability in James Bay Island. Prof. Macoun will make a botanical examination of the interior of Vancouver Island.

**A California Lamp in Europe.**

Rev. Father di Marzo, whose California lamp met with immense success in Italy, has been no less warmly received in Belgium, where he has raised an immense *furore*. The Dominican convent of La Porte is entirely illuminated with his automatic lamps, and since the exhibition the place has been daily besieged with visitors from all parts of Europe. French and Russian engineers have expressed themselves as highly satisfied with the new lamp. A large factory has been established at Herstal, near Liége. Father di Marzo is going to London, England, and will exhibit his lamp at the American Exhibition.

**The Seal Hunters.**

The two San Francisco "gentlemen" who assaulted Officer Hoosom appeared before Mr. Johnson, S. M., yesterday, and were each fined $25. The "bloods" began to think they had got off easily, as they knew that their captain would pay the fine, but the officer entered another charge against one of them, George Johnson, that of carrying a slungshot in a handkerchief. The prisoner denied emphatically that he ever had such a dangerous weapon, and said that when he left the schooner Mary Ellen he had nothing in his pocket, some person must have put it there. As the charge is a serious one, his honor adjourned the case until to-day, for further hearing. The hunters passed last evening in the city gaol, their captain having failed to put up the necessary $50.

**A Runaway.**

As the warm spring weather advances people are endeavoring to make up for lost time and on Sunday every vehicle in town was engaged. Two Chinamen who were determined not to be left out in the cold secured a horse and buggy several days in advance and on Sunday started out to enjoy themselves. They had got no farther than Douglas street when the horse, which is one of the fleetest in town, started off at his usual gait, which, of course, the two Johns did not understand. They let go the reins and clung to the dashboard with might and main until the animal ran them into a ditch and capsized the light rig. They lay under the box for several minutes, but their cries attracted a large crowd, and one young man ran to the horse's head while another righted the vehicle, and the two Celestials crawled out feeling none the worse for their tumble. The two men who had done such good service then got in and drove around the hill, but were surprised when they took the rig to the stable that they would be charged for their drive. They refused to pay and so the matter stands.

**The Queen's Jubilee.**

Wednesday, June 22nd, has been set apart by the Dominion government as the day for celebrating the Queen's jubilee.

**Incoming Passengers.**

The following passengers were on the steamer City of Chester from San Francisco for this port: R. Behrent, Miss T. Harrison, J. W. Smith and wife, Miss Grant, A. Frank, W. Browney, W. Sharpe, R. White, C. Bentzur, C. Billings, Miss Smith, F. A. Fraser, F. W. Hayes, J. Argaw, J. T. Jackson, J. Forest, Miss A. Napier, F. S. Marcy, C. Blockham.

**Police Court.**

Several cases appeared before Mr. Johnson, S. M., yesterday morning, which occupied the attention of the court for some time. John Leahy and George Johnson, two seal hunters, charged with assaulting Officer Hoosan, were each fined $25 or one month's imprisonment. Geo. Johnson was also charged with carrying a dangerous weapon, but was remanded until to-day in order that more evidence might be produced.

James West, charged with unlawfully taking earth, the property of the city. Remanded.

Henry Gant, who was remanded from last week, was up on the same charge. The evidence of Mr. P. Leech, city surveyor, was taken, and at the suggestion of Mr. Bloomfield the case was further remanded until Tuesday. Willis Bond, who appeared for the defence, asked that that day be named.

A. W. Lawson, summoned by J. W. Walker and charged with cruelty to an animal. The case was dismissed.

J. H. Turner, on remand from the 23rd, charged with driving over Finlayson's bridge faster than a walk, was fined $6.

## PERSONAL.

Mr. and Mrs. Ofner will go to Europe shortly.

James Abrams of Nanaimo, is in town and at the Oriental.

Mr. and Mrs. Chas. Beak will leave for England on Wednesday.

J. Tappan, C. E., arrived in the city yesterday from the east.

Richard Hall and Geo. Brynes returned from the mainland yesterday.

T. F. Sinclair arrived yesterday from Port Haney and is at the Oriental.

D. A. Budge left for Seattle on yesterday's steamer *en route* for San Francisco.

Chas. Gabriel, of the Japanese Bazar, returned from a trip to Winnipeg by yesterday's steamer.

The minister of Justice will visit British Columbia after the session to investigate the penitentiaries.

S. P. Johnson, formerly purser of the steamship Mexico, is again on the route as purser of the Chester.

M. Keneley, late of the editorial staff of the Vancouver *News*, arrived down yesterday and leaves for Alaska on the next steamer.

Mr. Hawthorne, of Prince Edward Island, has decided to resign his seat in the commons at the close of the session and go to New Zealand.

F. J. Grant of the Seattle *Post-Intelligencer*, accompanied by his wife, arrived from Philadelphia over the C. P. R. on Sunday, and left for home this morning.

Mr. and Mrs. Going left by the North Pacific yesterday for their new home at Seattle. A large number of friends were at the steamer and gave the young couple a hearty send-off.

H. Abbott, general superintendent Pacific division, left for Montreal this morning. He goes for the purpose of arranging for the large summer traffic which is expected to be enjoyed by the Canadian Pacific. His family will accompany him to Port Moody, and again return to Victoria.

Mr. and Mrs. George Morrison, left for San Francisco on the Elder Sunday afternoon. Mr. Morrison, who has been unwell for some time, goes to recuperate his health. It is now nearly 30 years since he came to the province and he has been out of it since. His is a well earned holiday.

## MARINE.

(Specially compiled for THE COLONIST.)

Steamship Idaho will arrive at the outer wharf to-day and will leave immediately for Alaska.

The American ship Tacoma, Capt. Sheldon, has been re-chartered for a cargo of coal from Tacoma for San Francisco.

American bark Cassandra, Adams, now at San Francisco, has been chartered to load lumber on the Sound for the colonies.

American ship Spartan, Polite, arrived at Port Townsend yesterday and will load a return cargo of coal at Seattle for San Francisco.

German bark Carl, Bohl, arrived at Port Townsend yesterday from Melbourne, Australia, and will load a return cargo of lumber on the Sound.

American ship Prussia, Wickley, arrived at Port Townsend yesterday from San Francisco, and will take lumber as a return cargo at Port Blakeley.

American ship Dashing Wave, Oumer, arrived at Port Townsend yesterday, 12 days from San Francisco, and will load lumber at Tacoma as a return cargo.

British bark Earl Derby, Kerr, 961 tons, has been chartered at San Francisco for a cargo of lumber from Puget Sound to Valparaiso. For orders note £1.18s.9d.

Norwegian bark Norway, Capt. Albrethsen, arrived at Port Townsend yesterday from Royal roads, and will load a cargo of lumber at Port Ludlow for China.

American bark Alden Besse, O'Brien, arrived at Port Townsend yesterday from Victoria, and rumor says she will load a cargo of lumber on the Sound for Australia.

The new four-masted schooner William F. Weitzman, arrived at Port Townsend yesterday from San Francisco, and will load a return cargo of lumber on the Sound.

British bark Glenfarg, Watt, 851 tons, arrived in Royal roads on Sunday evening at 8 o'clock from Portland. She was towed up to Moodyville yesterday by the tug Pilot, where she will load lumber for Buenos Ayres.

British ship J. V. Troop, Farnsworth, 1295 tons, arrived in Royal roads yesterday morning from San Diego, bound for Departure bay, where she will load coal for San Pedro.

Bolivian bark Bundaleer, Williams, 921 tons, arrived from San Francisco, in the roads, yesterday morning. She is bound for East Wellington where she will take a return cargo of coal.

American ship Harvester, Taylor, 1494 tons, and American ship R. P. Buck, Carver, 1491 tons, arrived at Port Angeles Sunday from San Francisco, and will load coal as return cargo from Nanaimo.

Steamship City of Chester arrived at the outer wharf last evening, 83 hours from San Francisco. She brought up a large number of passengers and 219 tons of freight for this port.

Swedish bark Bleuda, 597 tons, now on the way from Melbourne to Puget Sound, was chartered before departure to load a return cargo of lumber at £2,105 per thousand superficial feet.

One of the crew on the British ship Geo. Thompson, now loading lumber at Port Gamble, was dangerously injured last week by being struck in the abdomen with a piece of hewn timber.

When the steamship Ancon arrived at Port Townsend last Friday from Alaska with 300 tons of freight, the longshoremen employed to discharge the cargo at forty cents per hour, struck for an advance of twenty per cent. Captain Hunter promptly refused the demand and offered them the alternative of resuming work at forty cents or else to visit the locality usually considered to be somewhat more tropical than the Park Totes. The crew of the Ancon discharged the cargo and the steamer proceeded to Portland.

[BY TELEGRAPH.]

SAN FRANCISCO, April 25.—Cleared: Ship Edward O'Brien, Port Townsend; ship T. F. Oakes, Nanaimo.

## WHAT SOME PEOPLE SAY.

That M. Taine says France can show no such poets as Tennyson, Swinburne or Robert Browning.

*From the Daily Colonist, April 27, 1887.*

## LOCAL AND PROVINCIAL.

**Business Slackness.**

E. Pimbury & Co.'s calendar for 1887, of which a copy has been forwarded to this office, is one of the prettiest chromo portraits that has been issued.

**New Member.**

Mr. Dumbleton, formerly of the firm of Gray & Dumbleton, has been taken into a partner in the firm of Hall & Goepel. The firm name will in future be Hall, Goepel & Co.

**Gun Practice.**

H. M. S. Conquest was out in the straits yesterday for gun practice. Mr. R. Broderick finished supplying the Triumph with coal yesterday and will load Conquest to-day.

**Seattle and Eastern Railway.**

It is understood that Earle & Co. sub-let a portion of their contract on the new railway being built east from Seattle. A number of men left yesterday for the purpose of working on the construction.

**R. N. Medical Council.**

The following gentlemen were elected to compose the medical council for the succeeding three years: Drs. Milne, Powell and Hannington, Victoria; Drs. Trew, New Westminster; Dr. McGuigan, Vancouver, and Drs. Davie and Tunstall, Kamloops.

**Funeral.**

James Gowdie, one of the oldest pioneers of the province, who died on Saturday night, was buried yesterday in Ross bay cemetery. The funeral was well attended by friends of the deceased, the services being held in St. Andrew's Presbyterian church.

**Freight For Eastern Points.**

The steamship Willis Walls which passed up the straits yesterday from San Francisco, bound for Port Moody, has on board a large amount of freight for shipment over the C. P. R. to eastern points, a quantity of the freight is that which the Chester was unable to take.

**Enquiry for Rates.**

The announcement, yesterday morning's Colonist, that the long and short haul clause of the Inter-state act had been suspended for seventy-five days caused a large enquiry for freight rates over the Northern Pacific. About sixty car-loads are seeking a route from the east to Victoria.

**Importing Eggs.**

Three tons of eggs arrived on the City of Chester on Monday from San Francisco for this port. It seems strange that British Columbia should have to import eggs in such large quantities. Either the hens do not do their duty by their owners, or the latter do not evince sufficient energy or enterprise.

**Stopped the Racket.**

Millington's team galloped up Government street at a rapid rate yesterday afternoon without a driver, making a general scattering of the vehicles in its course. Millington, who was in an express wagon on the same street, seeing the matters were, jumped down, made a break for the runaways, clambered up behind and securing the reins, stopped the team without accident.

**Oddfellows' Banquet.**

Yesterday being the 67th anniversary of the founding of the Independent Order of Oddfellows, a banquet was given in the dining-room of the New England bakery last evening, at which a large number were present. The chair was occupied by Bro. A. Phillips, P. G. M., the vice chair by Bro. Mellburn, P. G. M. After some justice had been done to the splendid repast prepared by Young Bros., the evening was passed in speeches and songs, the usual toasts being proposed and responded to.

**Belleville Drill Shed.**

A deputation from Belleville, consisting of Mr. Robertson, M. P., Lieut.-Col. Lazier, Major C. C. Panet and Captains Pontin and Halfweek of the 15th battalion, interviewed Sir Adolphe Caron and urged the claims of Belleville to a new drill shed, on the ground that such a building was indispensable if the force in Belleville was to be maintained in an efficient state. The minister of militia said the government would willingly consider the matter if the city of Belleville would contribute its share of the cost. A similar move might be made to secure a new drill shed for Kingston, which stands sadly in need of one.

**A Triumph Luncheon.**

Captain Rose of the British navy, says the San Francisco *Call*, entertained a few of his San Francisco friends on board H. M. S. Triumph, at lunch. The guests went aboard the gallant craft about noon and under the guidance of their host visited the interesting portions of the ship, bringing up finally at the cabin, where a dainty repast awaited them. After lunch the party spent still a few hours on board, during which the ship's band discoursed a programme of sparkling music. The guests were: Dr. and Mrs. C. G. Toland, Misses Murphy, Miss Lillie Lawler, Miss Jennie Blair, Messrs. Samuel G. Murphy, Edward L. Eyre, Hugo Roland, Lieutenant Dick, Mr. Grant of the Triumph.

**Police Court.**

The charge against Geo. Johnson, sailor, of carrying a slungshot in a handkerchief was not sustained, and he was accordingly dismissed. The fines of $25 each against him and his companion were paid, and the two immediately liberated from custody. They may be, most of yer Victoria blokes, and it is just possible that they are bloods from San Francisco of the worst type, but there is one thing that they have learned to respect the laws of this province, and the court will, no doubt, treat them more severely if they come within its jurisdiction again.

**NAVAL.**

Her Majesty's ship Constance returned to Nagasaki from Port Hamilton on March 18th. Previous to her leaving everything of a movable nature connected with the British occupation of the islands had been removed. A telegraph cable connecting the islands with Gulzlaff, which was secretly laid at considerable expense, has yet to be disposed of.

The *Hu Tao* gives an account of the bursting of the largest gun at Port Arthur. The officer in command repaired the cracks, seven in number, and tried to fire it again, but it would not go off. Astonished at its silence, he removed the breech and found the charge heated, but, not ignited, on which he precipitately retired. Another fort is to be built at a place called Lao-lu Tsui.

**The Overland Route to San Francisco.**

On May 1st next a new time schedule goes into effect on the California and Oregon railroad, by which the journey between San Francisco and Portland, Or., can be made in forty-two hours. Ever since work was commenced on this road in the earlier part of last year, the amount of staging has gradually been reducing, but the tracks having now been completed to the Klamath river, overland passengers will only be compelled to travel twenty-nine miles by coach. A. N. Brown of the Southern Pacific is now having the schedule printed. It arranges for the through Portland train to leave this city daily at 4 p. m., passing through the Shasta valley by daylight and reaching Portland at 11 a. m. on the second day. The distances are 398 miles to Ashland and 739 from San Francisco to Portland. A Northern Pacific train leaves Portland at 6:15 on the same evening for Tacoma and connects there with steamers for Seattle, Port Townsend, Victoria and Vancouver. The rate between San Francisco and Portland has been fixed at $50 limited and $31 unlimited.

**Released the Gulls.**

Bowman's pigeon and horses were released from charge of the customs officers yesterday afternoon.

**Enterprising Sealers.**

Messrs. Carne and Munsie purchased the schooner Viva, which was launched at Hulifax a year ago. She is about 100 tons register, and after fitting up will leave that port, arriving here about October, it is the intention of her owners to use her in the sealing trade.

**The Canadian Lumberman.**

The above is the title of a monthly magazine published at Peterboro, Ont., devoted specially to the lumber and woodworking industries of the Dominion. It is well printed, and contains a large variety of matter of interest to lumbermen and saw mill owners, to whom it will prove of considerable value. Subscription price, $1 per year.

**Tenders Wanted.**

Mr. T. J. Burnes, the enterprising proprietor of the American hotel, engaged Mr. Jo. Teague to draw plans for a three-storey brick building to be erected facing Beacon square. Mr. Teague has done so, and it is said the plans represent a handsome structure. An advertisement calling for tenders, is already out. The main building will have a frontage of 37 feet, and a depth of 80 feet, the whole to be 118 feet in depth, to abutt on a lane.

**A Timely Shot.**

Capt. Raymond, of the steamer Conqueror, accompanied by his bound, went out for a short hunting expedition in the mountains near Harrison Hot Springs recently. Starting the hound on a scent he commenced to follow the dog up the side of the mountain, the dog being some distance ahead of him. Glancing up at a ledge of rock, some distance ahead of the dog, he saw a large panther, crouching, ready to spring upon his dog when it would pass. Throwing his gun to his shoulder, he by a well directed shot, succeeded in dislodging the animal from his perch, just in time to save his dog, for the very moment he fired the panther was preparing to spring on him. He succeeded in securing the panther.

**NAVAL.**

H. M. S. Conquest arrived in Esquimalt harbor Monday night, 78 hours from San Francisco. After leaving the latter port a rough time was experienced, but on nearing Cape Flattery good weather was encountered. The conquest is a screw steel corvette, 14 guns, 2380 tons, 2670 horse power engines, 254 officers and men, and is a sister ship to the Constance and Comus, both well known in these waters. The officers are: Captain, Charles F. Oxley; Lieutenants, Richard J. Symonds, Ebenezer Rae, Richard A. Gwynn, John Martin; Navigating Lieutenant, William H. Maxwell; Lieutenant of Marines, Charles Clarke; Chaplain, Rev. M. R. S. Onslow, M. A.; Staff Surgeon, Albert O. Queely; Paymaster, Montagu R. Williams; Chief Engineer, John Johnson; Sub-Lieutenants, Charles Muir; Assistant Paymaster, Edward Smith; Engineers, Samuel Adams; Assistant Engineer, Edward Swinney; Gunner, Robert T. Noble; Boatswain, James Kirby; Carpenter, William H. Hawkins.

**PERSONAL.**

Dan. Ross, of San Francisco, is staying at the Driard.

A. D. R. Alexander, of Vancouver, arrived down late night.

J. Sehl and S. Leiser returned from the mainland last night.

Robert McLeese, M.P.P., left for his home in Cariboo this morning.

Jos. Morton, P. P. of the Rochen Manufacturing Co., San Francisco, is staying at the Driard.

Henry Pulsifer, president of the Regina Lumber Co., takes advantage of a lymy disengagement at the Hotel in Ottawa.

Frank Weiss, the popular bookkeeper at Van Volkenburgh Bros., returned yesterday from a visit to Portland, much impressed with the city and its people.

W. F. Beecher, revenue collector for the great north of San Francisco, arrived over on the Idaho last night and is staying at the Driard. He will spend two days in this city and then go on to Victoria.

Dr. Eberts, brother of D. M. Eberts, of this city, arrived from Winnipeg last night, for the purpose of assuming the position of colliery surgeon at the Wellington mines.

**MARINE.**

(Specially compiled for THE COLONIST.)

Steamship City of Chester left for the Sound at 1 o'clock a. m. yesterday morning.

The bark George, now at Port Moody, will load lumber at Moodyville for Shanghai.

Steamship Idaho arrived from Port Townsend last night, and will leave for Alaska to-day at 10 o'clock.

The Pilot towed the Bolivian bark Bundaleer to East Wellington, where she will load coal for San Francisco.

Bark Glenfarg was towed to Moodyville from Royal Roads by the tug Pilot in nine hours. The tug did well.

Tug Alexander towed the British ship J. V. Troop to Departure Bay yesterday morning for a cargo of coal for San Pedro.

British bark Hesperus, Anderson, from London, consigned to Turner, Beeton & Co., is now 178 days out, and is expected daily.

British bark Mallagate, Spratt, 1,143 tons, arrived at Port Discovery yesterday from San Francisco. She loads a cargo of lumber for Iquique, Chili.

American ship Solitaire, Sewall, 1,882 tons, arrived at Port Townsend to-day from San Francisco. She loads a return cargo of coal at Nanaimo, B. C.

Norwegian bark Ophir, Sauonen, 787 tons, arrived at Port Townsend yesterday from Melbourne. She will load a return cargo of lumber on the Sound.

American ship Raphael, Harkness, 1,465 tons, arrived at Port Townsend yesterday from San Francisco. She loads a return cargo of coal at Seattle.

American ship Thomas M. Reed, Capt. Starkey, 1,912 tons, sailed from San Francisco April 23rd for Nanaimo, she is chartered by R. Dunsmuir & Sons for a return cargo of coal.

The British ship Harland, 1,695 tons, Capt. Bidwell, has been chartered at San Francisco to load a cargo of coal at Nanaimo for San Francisco. She will carry about 2,600 tons.

Pilot McAllister spoke the steamer Walla Walla off Albert Head at 7.50 last evening bound for Port Moody etc the Sound with a cargo of wool and sugar, destined for eastern points over the Canadian Pacific.

## BRITISH COLUMBIA TRADE.

Observations Made by a San Francisco Business Man During a Trip North.

Henry Partridge, who has recently returned from a business trip north for Dutton & Partridge, makes encouraging reports concerning the chances for San Francisco merchants to secure the trade of Victoria, B.C. "I met a drummer for a San Francisco house," said Mr. Partridge, "whose firm had told him to pass Victoria. However, as the City of Chester laid at the wharf three hours, he thought that would take a run up through the town to see what he could do, more to look about than anything. In a short time, without taking his samples ashore, he had orders enough to pay his expenses and he thought that if he had time there he would have been able to do well. He had two or three orders just for the asking. When I met him he was on the Sound to Port Moody. I met three Canadian drummers, one from Toronto and two from Montreal. They seemed blue, and said that people up there found, since the Canadian Pacific raised its rates, that they could buy cheaper in San Francisco than they could in the Eastern Canadian cities. I also met a man who was starting a newspaper at either Tacoma or Seattle, and he had been to San Francisco and bought paper, making a contract for a year. He said that he had the quotations of the Canadian manufacturers, and that when he added the freight rates on the Canadian Pacific he found that he could buy cheaper in San Francisco."—*S. F. Bulletin.*

# CABLE NEWS.

## Earl Spencer Disbelieves Parnellites Were Connected with Crimes.

### A Pro-Russian Conspiracy Unearthed at Sofia and Leaders Arrested.

Further Moves in the Schnaebele Incident—Nihilists to be Tried for Attempting the Czar's Life—Snowstorms in Great Britain—Dublin Rifflers Favor a Duty Against American Flour.

**Conspiracy at Sofia.**

SOFIA, April 26th.—Fresh indications of a pro-Russian conspiracy has been discovered here. Several men, who formerly were officers in the Bulgarian army, have been arrested for active participation in the new movement.

**Will Not be Present.**

LONDON, April 26.—Dr. Parker has received so many letters urging him against going to Brooklyn in June to conduct the memorial services in honor of the late Henry Ward Beecher, owing to fears that the heat may then be excessive, that he has resolved to postpone his visit until October.

**Relief from Rents.**

When the motion was made in the house of commons this evening to go into committee on the ocemon bill, Robert Thesie Reed, liberal member for Dumfries, moved that the house decline to proceed with any measure directed against tenants combining for relief until a full measure for their relief from excessive rents was presented in parliament. Right Hon. George Shaw Lefevre, liberal member for Central Bradford, seconded Reed's motion.

**The Thistle Launched.**

The Thistle was launched quietly, and was at once towed to Gowrock, three miles west of Greenock, on the Clyde. She displays considerable overhang of both stem and stern.

**Newmarket Meeting.**

The first spring meeting at Newmarket opened to-day, the Prince of Wales handicap, over the Rowley mile course, being won by Douglas Baird's four-year-old colt St. Michael; Sir G. Chetwynd's four-year-old gelding Flamagent second; Lord Londonderry's six-year-old horse Combusmore third. There were no other starters. St. Michael won by a length.

**Wintry Weather in Great Britain.**

A heavy snowstorm prevails in Scotland and Wales.

**Gladstone at a Banquet.**

Gladstone met the labor members of Parliament at a private dinner this evening. When called upon for a speech he responded briefly. His remarks were mainly devoted to the question of reducing election expenses, throwing the charges on rate. Referring to the relations between the Liberals and Parnellites, he said he only received one letter from Parnell in his life.

**Earl Spencer on Liberals and Coercion.**

Earl Spencer, speaking at an anti-Coercion demonstration in South London tonight, reiterated his disbelief that there was any connection between the Parnellites and the outrages in Ireland. If the Liberals were to be denounced for their dealings with the Parnellites, how could Lord Carnarvon, who sought Parnell's advice and assistance, escape censure. He denied that the Tradstonians advocated separation or cried to shield criminals. If the unionists believed the Parnellites ruffians why did they offer to trust them with any local government whatever. He advised that an effort be made to reunite the Liberals. Ireland could only be reconciled to Great Britain by the same treatment as Canada and Australia received. That the American colonies were denied. A letter was read from Gladstone which said: "The honor of England alike is involved in the defeat of the coercion bill."

**Arrest of Schnaebele Will Not be Serious.**

The foreign office has received advices from the British embassy in Berlin saying that the German government gives assurance that the Schnaebele incident is not likely to lead to a prolonged difficulty.

**Against American Flour.**

DUBLIN, April 26.—At a meeting of the millers, a resolution was adopted in favor of placing a duty of one crown per bag on American flour.

**The Schnaebele Affair.**

PARIS, April 26.—A dispatch from Berlin says that Herbertte yesterday presented to Count Herbert Bismarck a complete statement of the French side of the Schnaebel's case. Count Herbert stated that the German foreign office had not yet received all the documents bearing on the German side of the case. The dispatch also says it is reported that Von Puttkamer, minister of justice for Alsace-Lorraine, has been instructed to make an entirely fresh investigation of the affair.

**Prevented a Present.**

ST. PETERSBURG, April 26.—The government has prevented Russian admirers of Gen. Boulanger from sending him a sword of honor, on the ground that such act would create erroneous impressions in regard to the Russian foreign policy.

Diagers, foreign minister, will remain in office.

**Trial of Nihilists.**

The trial of nine men and three women, mostly young students, charged with complicity in the recent attempt to kill the czar, commences to-morrow before the political law senator. Even relatives of the accused will be excluded. The indictments were drawn up by the attorney general in a voluminous document of fifty three folios. It is said that the czar would have been killed on the 10th inst. if he had taken the usual carriage drive. The plot, leaked out through information given by the landlady of the house, where some of the students boarded. The women to be put on trial have been allowed to consult lawyers.

# THE TRUCKEE FORGER.

## How Andy Clark Secured the $12 Thousand.

TRUCKEE, April 21.—Truckee has been excited all day over the capture and arrest of A. P. Clark at Victoria, on the charge of forgery, announced in the daily papers of yesterday. Mr. McGlashan, the attorney who has conducted the affair, said that during the past year Mr. Clark occupied a position as confidential clerk and business manager for E. Ellen, one of Truckee's largest millowners, who being confined to his room by paralysis trusted implicity in Clark, confiding to him large sums of money. It is alleged that Clark was also given a power of attorney intended to be a special one to transact a transfer of land with Marlette and Folsom, but it was made a general power of attorney. On the 7th of last month Clark went to San Francisco, and a few days afterwards Mr. Ellen's safe keys and one of his bank books were sent to him by a variety actress named Frankie Whitcomb, with whom Clark has long, it is said, been infatuated. Suspicion was aroused, and enquiry elicited the fact that Clark had sailed for Seattle on the 11th of March. Clark having claimed to have changed the combination of the safe, an expert was brought from San Francisco to open it. This he readily did by using the old combination, Clark never having altered it. The only thing missing from the safe was Mr. Ellen's will, a former will, carefully sealed, occupying its place. As Clark had absolute control of Mr. Ellen's money, it was first supposed that he had embezzled his employer's entire fortune. Statements received from a number of banks, however, showed that they contained large deposits to Mr. Ellen's credit. A check was drawn on March 23 on the Bank of California for $318.50 to pay some small bills around town. Clark had inserted the word "sixty" and the figure "3" in the body of the check, and on the 10th of March had drawn $6,315.

On the first of April Mr. Ellen received a letter from Clark, dated Victoria, British Columbia, of its contents continued many insulting and abusive remarks concerning Mr. Ellen and his family and declared that the writer had got even with them. One expression was: "You can all howl as much as you please; I am safe on British soil, and you can't touch me." Clark also wrote that he intended to sail from Victoria on the following day. Mr. Ellen promptly sent an attorney, Mr. McGlashan, to San Francisco to engage a detective and follow Clark to the entire world had to be searched over it was determined to catch him. Harry N. Morse was engaged to prosecute the search. In less than six hours after receiving case Mr. Morse had discovered that Miss Frankie Whitcomb had sailed for Victoria on the 15th of March; she sold a friend before leaving that she had a sucker on the string who had got away with $6,000 from a Truckee millowner, and had gone to Victoria. That he had sent her $200 and she was going to join him.

Jerome Desby, who became acquainted with Clark last summer in Truckee, sailed on the 15th for Victoria, and on Tuesday night arrested Mr. Clark. The crime of forgery is not one for which he is wanted, as an extraditable offence, and Clark will be brought to Truckee for examination.

**Singular Career of Perpetual-Motion Huntley.**

William Huntley, the man who is known far and wide as "Perpetual Motion" is dead. He passed over the dark river last evening after a life that to all but himself was wasted. He was over eighty-two years of age, was a native of New Hampshire, and has been in California ever since 1853. Some sixty years ago he became infatuated with the belief that he could solve the perpetual motion puzzle. He at once set to work, and up to the time of his death had not relinquished his idea. When he first began the work he had considerable money and a fine ranch three miles west of town. He squandered nearly everything he had, and had not relatives restrained him, he would have spent everything years ago. In his barn he has at the present time a machine of wonderful proportions, and it is the same on upon which he has spent his life and fortune. He was a character well known on our streets lugging heavy castings, wheels and pieces of lumber. He was old and bent and than years ago, and how he managed to live was a mystery. The hope of completing the machine was about the only strength he had. His eyes also began to fail him a year or so ago and for some months he has been confined to his bed. He frequently took trips down to Stockton, Sacramento and other places to sell stock in his project, and not only always failed, but was locked up as crazy. He was known all over the state, and his death will create a mourning among interest.—*Woodland Democrat.*

# DOMINION PARLIAMENT.

## McCarthy's Amendment Defeated by a Vote of 133 to 48.

**David Moves An Amendment Which is Also Negatived by 133 to 48.**

[From our Own Correspondent.]

OTTAWA, Ont., April 26.—McCarthy's amendment, protesting against the interference in matters pertaining to the imperial government, was negatived by 133 to 48, Baker, Gordon, Reid, and Mara for Shakespeare against.

Davin moved an amendment, regretting the necessity for the passing of the coercion bill, and reaffirming the position of Ireland as one of the home rule union. This was lost by 128 to 39.

# CURRAN'S RESOLUTIONS

## Condemning the Coercion Bill of the Imperial Government.

**Are Carried at One o'clock This Morning by a Majority of Eight-eight.**

[From Our Own Correspondent.]

OTTAWA, Ont., April 27.—Curran's resolutions condemning the introduction by the Imperial government of the coercion bill were carried at one o'clock this morning. Yeas, 135; nays, 47.

# CAPITAL NEWS.

**The Report of the Minister of Railways is Referred to the Executive and Nanaimo Railway.**

[From Our Own Correspondent.]

OTTAWA, April 26. The report of the minister of railways gives the following particulars in regard to the Esquimalt and Nanaimo railway:

Under the authority of orders in council passed in June, 1883, the Hon. Sir Alex. Campbell, during the summer of that year, visited British Columbia, with a view to the settlement of matters in abeyance between the Provincial and Dominion governments, and arrangements were provisionally entered into by him in respect of the building of a line of railway between Esquimalt and Nanaimo by a company to be subsidized by the Dominion government, the arrangements were conditional upon approval being accorded by the legislature of the province of British Columbia, and by the parliament of Canada. Subject to such approval, their adoption was sanctioned by an order in council of the 27th September 1883. By an act of the provincial legislature, sanctioned on the 19th December, 1883, but known as act "47 Vic.," cap. 14, and by an act of the Dominion parliament, 47 Vic., cap. 6, such approval was accorded. These arrangements were expressed in articles of agreement dated the 20th of August 1883. They comprised the grant of a subsidy in money of $750,000, together with the land in Vancouver Island granted by the province to the crown for the purposes of railway construction, materials for construction of the railway and telegraph to be admitted free of duty, the whole line between Esquimalt and Nanaimo to be completed by the 10th of June, 1887. A company, "the Esquimalt and Nanaimo Railway company" was duly incorporated under the provisions of the act, and proceeded vigorously with the work of construction. Up to the 31st of December, 1885, however, no portion of the subsidy had been paid, the reason for non-payment being that the work done did not comply strictly with the conditions of the contract. By the specification attached to the company's agreement they were restricted to curves of a radius of not less than 800 feet. In the actual construction, however, a sharper curvature was adopted, and Parliament, by an act, passed last session (49 Vic., cap. 15), and with the concurrence of the provincial legislature, agreed to accept the same as complying with the requirements of the subsidy act. In accordance with the authorization so given, an order in council was passed on the 14th of June, 1886, cancelling preceding orders in respect of location, and accepting the location of the entire line seventy-one and a half miles, with the curves adopted by the company. On the same day an order was passed authorizing the first payment made to the company, namely, $422,520 for 40 miles of their road, and this was the only payment made during the fiscal year. Subsequently, under authority of orders in council further portions of the subsidy were paid, making a total payment to the company of $712,500, the balance, $37,500, of the subsidy being retained as representing the 5 per cent. security to be temporarily held under the contract, after completion, to assure the making good of any possible defects. As security for the execution of the work, the company deposited $250,000, which has been returned to them. The railway and telegraph line were duly completed, and after inspection, permission was given to the company on the 17th of September, 1886, to open their road for public traffic.

# CANADIAN NEWS.

## The Water Receding at Montreal.

## The Suffering of the Populace.

**The Protestant Association Protests Against the Incorporation of the Jesuits.**

**Saloon Keepers and Barbers Fined for Exposing Lewd Pictures—Large Whiskey Seizure—Nova Scotia Moving for Reciprocity with the United States.**

Special Despatches to THE COLONIST via the C.P.R. Telegraph.

MONTREAL, April 26.—The Protestant ministerial association have empowered a committee to prepare a petition in triplicate to the Lieutenant Governor, legislative assembly and council of the province, praying that proposed bill to incorporate the society of Jesuits be not passed.

**The Montreal Flood.**

The river has fallen eighteen inches during the past twenty-four hours. Reports state a large quantity of lake ice moving and will probably cause serious trouble when it reaches here. The relief committees are attending to the sufferers' wants. The Grand Trunk railway have improvised a terminus outside of the city limits on account of the depot and a long stretch of track leading to it being flooded. Residents of Griffintown and Point St. Charles are suffering greatly. Many people may be seen sitting on the tops of houses and leaning out of upper story windows trying to get a little warmth from the rays of the sun. Many dead animals are to be seen floating around the flooded district. The relief committee are distributing loaves of bread and other provisions in boats.

**Licensed for Exposing Indecent Pictures.**

Thirteen saloonkeepers and barbers charged with exposing p