Weekly Colonist.

FRIDAY, NOVEMBER 13, 1885.

THE CANADIAN PACIFIC RAILWAY.

The last spike of the Canadian Pacific has been driven home and the railway in the ordinarily accepted sense of the word is completed. So accustomed have we in British Columbia become to allusion to this line of railway that we possibly fail to recognize as adequately as those contemplating the fact at a distance more remote from the scene are able to do, that an unbroken line of railway connecting the waters of the St. Lawrence and the Fraser rivers—the junction of the waterways to two oceans, in fact—is a truth whose significance and magnitude cannot at once be fully realized. In 1876 the then leader of our provincial government remarked that the child unborn would live and die without witnessing a railway from the East through British Columbia. But even as we write the ringing of the hammer on the head of the last spike is echoing the completion of that line, and announces the realization of a desire which through all our differences with the Dominion has ever been made the chief end of confederation. As far back as the winter of 1871 the first railway bill providing for the construction of this great line passed the Dominion Commons, and in July of the same year the first parties of Canadian railway engineers outfitted at Victoria and plunged into the forests of the mainland to explore for a practicable route. Two years later—in 1873—broke what was called the Pacific Scandal, with the result that the Macdonald government resigned and the Mackenzie government came into power introducing the "water stretch policy," which, however, failed. On the defeat of the Mackenzie government in 1878, the Macdonald government went vigorously to work to build the road, and in 1879 handed it over to the present Syndicate, which commenced construction east of the Rockies in 1879. This province went into confederation in 1871, one of the stipulations being the immediate commencement of a transcontinental line from coast to coast. Nearly nine years passed and though railway construction in this province had not been started it became instinctively felt that the situation had not gone altogether smoothly between the province and the Dominion—even negotiation for separation. Yet no decided rupture occurred, and provincial discontent was considerably softened by the knowledge of the extensive explorations and surveys that were instituted with a view to the discovery of the most feasible location of the line. For several years fruitless efforts were made at an immense outlay and unremitting exertion to locate a superior and less costly line than one by way of the Yellowhead Pass, and with this view the more northern passes of the Peace and Pine river districts were extensively explored for a favorable route from the coast of the Pacific to Fort Simpson, connect with the line at Fort Edmonton on the eastern side of the Rocky mountains. Even so late as the end of 1879 the actual route had not been determined, until Mr. Sandford Fleming, the engineer-in-chief of the railway, recommended the final adoption of a line running west through the Yellowhead Pass to Burrard Inlet, and an order-in-council ratifying the said adoption was passed by the Dominion government on the 4th October 1880; the continuation of the line to Vancouver Island (Victoria) being temporarily abandoned. This decided upon, the contract for the construction of the extreme western division was let and work upon it commenced in the spring of 1880, since when it has been wielded vigorously and uninterruptedly to its culmination, which also is that of the whole line. The total cost of construction is estimated at nearly $141,000,000, and of this $15,000,000 were expended in buying up other railways, and a similar sum on the Onderdonk contracts. Thirty million dollars worth of the line was built by government, who also gave a cash subsidy of $25,000,000. The length of the line from Montreal to Port Moody is, approximately, 2,900 miles, while the ferry connection with the Island railway will give another 80 miles at reaching Victoria—the ultimate terminus. The Canadian Pacific railway furnishes a marvel of engineering triumph over what was at first deemed insuperable natural difficulties, and, stands to-day pre-eminent as the most gigantic commercial enterprise ever carried to a successful issue. It possesses two distinctive features over all other lines; being the only line that extends from ocean to ocean, and the only line, where, rolling stock has been chosen after an uniform type. One can hardly revel in the possibilities of this great railway and run the risk of exaggeration. Five days between Victoria and Liverpool, and, with steamships ready here, the transport of troops from England to Western Russia or China, if required, within a month. A line of steamships placed on the ocean route between Victoria and China would ensure the carriage of the bulk of the trade between England and that country. The sub-marine extension of the already established telegraph service between Victoria and Montreal is only a question of time and of no indefinite period, either. The result of deep sea soundings, taken with this object in view, showed that while the laying of cables over the bottom of the central and southern portions of the Pacific ocean was rendered almost impracticable by reason of the many existing sub-aqueous ledges and coral reefs, yet from the north end of Vancouver Island to the Aleutian islands and thence to Japan the ocean bed was composed of a soft muddy ooze of an undulating conformation somewhat similar to the bottom of the Atlantic on which so many cables have been successfully laid. Japan has already telegraphic communication with Singapore, and therefore with Australia and Europe, so that, with the extension of the telegraph service as proposed, The Earth would be encircled by an electric belt. Thus would our railway become the means of the grand consummation of flashing a message around the entire world in a space of time numbered only by minutes. Through the cities and villages of the more thickly populated eastern portion of the Dominion, through field and forest, over hill and dale, skirting the mighty chain of lakes, out upon the comparatively illimitable plains of the northwest—the great wheatfield of Canada—the indomitable iron messenger toiling up the eastern slope appears on the summit of the rockies and descends sounding the "Nunc dimittis" of the long-standing grievance of British Columbia. Well may Her Majesty knight the men prominent in the railway syndicate and congratulate Sir John Macdonald and her loyal subjects of Canada on the completion of the great work; but above a similar interchange of such sentiment between all the provinces should be heard the self-gratulations of British Columbia that at last her long deferred hope has been realized—that she has been brought nearer to Canada—nearer to Great Britain—nearer to the centralization of federal interests—nearer to the influx of capital, the establishment of many industries, increase of trade and commerce, the better regulation of supply and demand—and with these the advent of a prosperity which it is hoped will be as general as the franchise and as lasting as our mountains with their vast stores of hidden wealth. One thing only tempers our triumph—reminds us (like the slave at the Roman victor's elbow) that no cup is unalloyed, and that is the regretful knowledge that the minerals within the railway belt are claimed by the Dominion. Whether this claim be finally conceded or a modification of it obtained will remain to be seen; it is nevertheless certain that the completion of this most important line will mark in the history of Canada a still more rapid stage of her national progress in which this province, as an integral part, will participate, and it is therefore with feelings of loyalty to the Dominion and of hopefulness for our future that we hail the completion of the Canadian Pacific Railway.

BARKING UP THE WRONG TREE.

Some one at Barkerville, writing to our morning contemporary, details some of the eccentric doings of the deputy sheriff there, and refers to this officer as "one of Smithe & Co.'s appointments." Without professing to know how far the correspondent's strictures upon the individual in question are justified by facts, we do know that there is no good ground for asserting that he is an appointee of the government. Under the present system the sheriff is appointed by, and receives a nominal salary from, the government; but he selects and pays his own deputy, and, as a matter of fact, the government have no more to do with his selection of a deputy than they have with his selection of a cook. The law, however, takes cognizance of all misdoing, whether by a deputy-sheriff or by a cook, and it would appear from the same correspondent's statement that the person in question has been made painfully aware of the fact. We can easily understand the anxiety of the correspondent of an opposition organ to hold the government responsible for every wrong, and the public occasionally witnesses some very ludicrous instances of the kind; but the Cariboo correspondent of the organ of the opposition should have known that the government have not the appointing of deputy-sheriffs. Where there exists so little real ground for finding fault with the government, it is, perhaps, scarcely to be wondered at that unscrupulous or ill-informed enemies are occasionally driven to unreal or false ground.

WHAT BRITISH FREE TRADE HAS DONE FOR ENGLAND.

An English correspondent of the Pittsburg *Dispatch*, writing under date October 9, draws the following dismal picture of the state of affairs in the north country:—"Bradford, Leeds, Halifax, Huddersfield, the great wool spinning and weaving towns of Yorkshire, West Riding, and the greatest in the kingdom; Sheffield, the metropolis of cutlery manufacture these, like the vast factoring areas of Staffordshire and Lancashire, illustrate anew the commercial stagnation which prevails everywhere. Two years ago when I visited this West Riding the atmosphere was tremulous with the hum and vibration of machinery, though even then a complaint of dullness was whispered around. It is very different now. There is comparative quiet, and the air of Leeds is almost as free from smoke as that of the old town of York, where there is scarcely one monument of commercial enterprise in the shape of a tall smoke-stack. Thousands of men are out of their regular work, and are making shift at labor, which is strange to their hands, or at such odd tasks as they can pick up, hoping for a resurrection of former business vigour, which is very slow coming. Few mills are running full time or with their full quota of operatives. The gigantic chimneys, which stand up against the sky on every hand, only pour out a volume of black smoke here and there. Shop keepers complain that no money is being spent. In short, there is a sense on every hand of the melancholy song in a minor key which I heard throughout the Black country, and all over Lancashire. The worst of it is, no one can see light ahead."

Salmon Shoals.

TO THE EDITOR:—Your correspondent's letter from Kamloops, in which he attributes the impediments to navigation on the Thompson river to excessive fish-spawn, has attracted considerable attention. I have heard and read a great deal from time to time about this lordly fish, and was almost prepared to believe any theory concerning him, but must confess your correspondent's statement staggers me. It is certainly a fact that the Fraser, Columbia and Sacramento rivers, all of which salmon frequent, are impeded by shoals and bars, and this lends color to your correspondent's statement. But, the possibility of this theory being correct is immense. If proved, our fish hatcheries should be at once condemned, or there will be no navigating our rivers in a few years. The attention of the proper authorities should be directed to this matter, and a scientific investigation at once instituted. SOCRITE.

Secular Education.

TO THE EDITOR:—Sad enough and bad enough that we have been compelled as a matter of policy to sanction and tolerate secular education in our public schools from the impossibility of obtaining consent to any mode of manner in which religious instruction could be imparted; but having made that concession, it is too bad that any undue advantage of it should be taken by those in charge and observation included to be calculated to bring religion into contempt. If the good wheat is not permitted to be sown with public school teaching the community has a right to demand that no one shall dare to sow tares. Now, the offence now alleged to have been committed appears to have been that a teacher said to his pupils: "For a person to object to going to a theatre on Sunday is silly, for if you go to a church instead of a theatre you will learn something, but you may go all your life to a church and learn nothing." Doubtless if these pupils went to the theatre and witnessed any of the French plays from the pen of Victor Hugo, or some of the sensational productions from America they would indeed learn something, only requiring supplementary reading of fine novels to make their education complete. But according to this teacher's notions you may go all your life to church and learn nothing, which would appear to have been the result of his church attendance, placing him in no very favorable position before those fathers and mothers who have children at the public schools and who may have been very differently impressed from their attendance at church. PUBLICOLA.

Nov. 9th.

"GUILTY, MY LORD!"

Stead and Jarrett Convicted—Jacques and Booth Acquitted.

LONDON, Nov. 7.—The trial of Mr. Stead and the other defendants to the Armstrong abduction case was resumed to-day before Justice Lopes. The judge in his charge to the jury urged that they bring in a verdict according to law, and not to allow personal sympathies to influence their decision. Mr. Stead, Justice Lopes said, filled the Pall Mall Gazette with filthy, disgusting articles of an obscene nature, the publication of which was not connected with the present charge. The only material question for the jury to decide was whether the child Eliza Armstrong was taken away from her home against her father's will. They were also to determine whether the mother sold her child to the prisoners as alleged by defendants. The jury retired at 3:40 p.m. The foreman asked the judge before the jury left their seats, to be allowed to distinguish between Mrs. Jarrett and Mr. Stead as to their criminal liability in case the jury concluded that Mrs. Jarrett had disobeyed the instructions of Mr. Stead.

The jury brought in a verdict of guilty against Stead and Rebecca Jarrett, and acquitted both Jacques and Booth. The jury returned to the courtroom at 6:40 o'clock with their verdict. They agreed that Stead and Mrs. Jarrett took Eliza Armstrong from her home against her father's will, but could not agree as to whether Mrs. Jarrett obtained the child by false pretences. They also agreed that the mother did not sell her child, as alleged by defendants, and that Booth and Jacques were not parties to the abduction. The judge deferred passing sentence on the convicted prisoners until after the trial of indecent assault against Stead, Jacques, Jarrett and Mowray.

The prisoners were all admitted to bail to appear on Tuesday next. The jury allowed that Mr. Stead had been misled, and they urged that the laws for the protection of women and children should be better enforced.

Customs and Legal Blanks

Of every description for sale at *The Colonist* office.

FROM THE RAILWAY LINE.

Gatherings by the Wayside.

The Eagle Pass Highwaymen.

Discharge of Brand and Major.

Reliable News from Granite Creek.

(From Our Special Reporter.)

KAMLOOPS, Nov. 2.

The weather through the lower part of the country has been very rainy, and the up-train on Sunday from Yale was delayed 12 hours at North Bend by a slide of rock four miles east. Fortunately Mr. Hanley, the general superintendent and Mr. Armstrong, master mechanic, were on board, and under the able direction of the latter the slide, which was of many tons, was removed, the broken rails replaced and the train proceeded, reaching Savonas at one o'clock.

The heavy rains had filled the mountain streams which fell in silvery cascades from the mountains to the Fraser, the Skuzzy being a roaring torrent of foam and at its mouth meeting huge rocks dashed forty feet into the air. Beyond Lytton the rain has been slight, and at Van Horne, which was reached at 3:30 on Monday, everything was dry. On the train A. M. Nelson, who goes in from Spence's Bridge with a stock of goods. All along the line men are preparing to go into the mines, the report being still of the most favorable character.

The Dominion government have constructed a fence from Savona to North Bend, a distance of 96 miles. This has been done to protect the cattle on the stock ranges from getting on the track. The length of fence altogether on both sides is actually only 50 miles, it only being constructed where necessary, in many places bluffs rendering it unnecessary. The work has been done by Mr. J. K. Godley, who secured the contract and has made an excellent job of it, and very much to the satisfaction of the railway. 2,000 feet of fence has been built in eleven hours with thirty men. The fence is composed of four boards with cedar posts, the lumber being secured from New Westminster and Texas lake.

GRANITE CREEK.

The Eagle Pass, which had written over for the mails, was boarded. This is under command of Capt. Tackeberry, the right man in the right place, with Mr. E. Lin Forrest, his chief clerk and obliging purser. Mr. J. R. Leighton, the "Lord of the Lakes" keep Big Bend excellently for two weeks when the big pay was being taken out. On his departure Steerbourne & Roedel's claim probably proved the highest, averaging $200 per day, 24 hours; or in other words, from half a shift. Jenkins & Curry averaged nearly the same amount, while all others on the creek were taking out as big pay in proportion to number of men at work. Later news received states that the Grand Forks boys, though not wishing winnings away, the water was so deep that it caused a temporary suspension of work. Mr. Leighton will return on Friday next going in from Van Horne. There are now over 300 men in and a large proportion of them will winter on the creek, while a great deal of prospecting will be done.

Later—J. T. Edwards, proprietor of the Cosmopolitan hotel here, who just arrived at Kamloops from Spallumcheen reports that the snow which came down on the west on Monday morning, the freshet having abated. There is no snow or ice at the creek though there is a slight fall on the mountain, but not sufficient to interfere with the trails.

PORTAL.

The removal of the Savonas postoffice from that point to Van Horne has caused considerable indignation at this former, as there is at present more postal matter for Savonas than at almost any previous time. A petition is being circulated and signed protesting against the permanent removal of the office, claiming that a more suitable position could be readily secured, and that remove the present great inconvenience of crossing the lake to get postal matter.

Brand and Major, who were arrested on suspicion of being the highwaymen who held up one of the people of Eagle Pass, are admitted to bail, as there is little doubt that they were not in anyway concerned. The real highwaymen, who wore a mask, and is an old man, has got away. He was a harmless highwayman, for when he said not a word as he ordered the stage to be fired at, and the passengers, who were not fired at, were quite willing to do so.

Mr. Justice Walkem, Mrs. Walkem and child, are at present in Kamloops at the Cosmopolitan, and will leave for Victoria in a few days. Both Mr. and Mrs. Walkem are held in high esteem by the residents of Kamloops.

Mr. and Mrs. M. Gordon, late of Victoria, who were recently married, are happy and prosperous in their new home with Mr. Gordon's father, well pleased with the beaning atmosphere and lovely scenery of the mountains.

BIGHORN PASS, Nov. 3.

We left Kamloops at 7 a.m. and it seven miles out we never saw the water being very low. Fortunately the steamer was soon free, and commenced climbing the stream, dodging here and there to score the deepest water, and occasionally running to the bank to deliver freight and mail. The land along the South Thompson is of a highly fertile nature, but is little cultivated as yet, though there are several extensive ranches where cattle are grown. Railway construction has been a great boon to the river farmers, and has placed thousands of dollars in their pockets. As a consequence of this, here and there on

SOME SIDE OF THE RIVER

have been built substantial and in some cases handsome residences, and one landing the steamer made was to put on shore some new furniture for a new house, the owner of which is soon going to take unto himself a wife, a luxury that he was heretofore unable to indulge in probably. The following are the owners of ranches along the river: Vick, Todd, Harper, Campbell, Duck, Pembertons, Martin, M. P. P., Ross, Graham, McKinnon, Williams and Chase, occupying a frontage, some on one side and some on the opposite, a distance from Kamloops of 35 miles. Before entering the little Shuswap the river is very shallow, the bars formed by salmon spawning grating occasionally on the steamer's bottom. Wretched looking salmon, their scales worn off, bruised and disreputable, and scarcely able to navigate with what little fins and tail left them are seen in hundreds on the gravelly bottom, the water being clear as crystal.

FROM KAMLOOPS

to this point and on the branch of the river connecting with the Big Shuswap lake, the shores are composed of level river bottom land, and gently sloping hills, the latter being magnificent stock ranges. The lower land is little cultivated, and is owned in very large sections, one rancher having ten miles of river front. It strikes one that this all could be brought under high cultivation, as the land will grow almost anything. Water from the mountains is scarce and irrigation is necessary. For fruit farms there could be no finer sites, and what hill is now grown is very productive and of high quality. There can be no question in the years to come, when the market demands it, and settlers flock in that all this unproductive land at present will be farmed into blooming orchards, vineyards and waving fields of grain. Did the present ranchers have less Alexander Selkirkian ideas, and not want to operate or own all the land they can see, probably better success could be achieved. Splendid water can always be secured from the Thompson, and with the assistance of wind mills and pumps could be introduced to every part of one and two hundred acre farms, and lucrative and large crops secured. Under the present system but a small population will be necessary.

THE BIG SHUSWAP

is forty miles in length and from 4 to 5 miles in width, its shores rising abruptly into high mountains, thickly covered with small timber, and at the present time its summits and considerably down the slope glistening with a lovely snow mantle. Adams lake is directly north of the entrance to Big Shuswap, and is connected by a small stream. This lake is about forty miles in length and from one to two in width. Another outlet at its head connects with Seymour Arm. Scotch creek enters the lake four miles from its mouth on the north side. A few miners have been placer mining on this creek with fair success, securing $5 to $7 per day. Eight miles up the creek is situated the silver mine operated by Sinclair (Sinclair & Tappan) and others. The company is running a tunnel into the lead and have already got about 100 feet. The ore has assayed highly, and improves in quality. Its promoters have great faith in the richness of the mine, and as soon as it is properly tested capital is forthcoming to extensively work it. Big Shuswap has its

CAPE HORN.

When the steamer turns and ploughs its way to Eagle Pass Landing, northwest from the cape is Seymour Arm, extending a distance of 22 miles, at the head of which G. B. Wright has lately had an extensive timber limit surveyed. A little further on the same shore is the north arm of the Shuswap, extending a distance of about 18 miles. From Cape Horn to Eagle Pass the distance is about 20 miles, and at this point Eagle river enters, while the Salmon Arm, along which the railway runs, extends west about fifteen miles, Salmon river entering at its head. South are the Seymour narrows, then the wide mouth of the Spallumcheen river, six miles in length, called Mara lake, which also empties its waters into the Big Shuswap.

SPALLUMCHEEN RIVER

is navigable the year round for a distance of 35 miles. The trip from Van Horne to Eagle Pass is an exceedingly interesting one, there being a delightful and varied scenery, and no doubt when tourist travel commences over the C. P. R. steamers will connect in summer with the railway at Eagle Pass, and the weary traveler take the lake and river trip to Van Horne. It will be a most pleasant relief from the rock and dust of the cars, and will add another attraction to the Canadian route. At the season of the year the bright green of the mountain fir is intermingled with golden shades, and in spite of the chilling wind and the snowy summits the scenery is of a lovely character.

Mr. Kirk Jackson, steward of the Caspian, traveled through this section in the days of the first Big Bend excitement taking the H. B. Co.'s steamer Marten at Savonas Ferry and thence up the Thompson river and Shuswap lakes to the head of Seymour arm to Seymour city, where the trail was taken to the Columbia and McCulloch lake. There are a few houses in the old city remaining, and one solitary settler, named Grant, making out a living manufacturing shingles. Capt. Moutet, who commanded the steamer on that trip, is since dead.

THE HIGHWAY ROBBERY.

The two men Messrs. J. Brand and C. Major, who were brought from Eagle Pass to Kamloops, charged with robbery at Griffin lake, were discharged at the latter place on Monday, Garrison, who laid the charge against them, not appearing. The story, as people received it from a drunken spree, several men going from house to house and shaking dice for the drinks until all were "full." At Garrison's they were refused admittance and one of the party forced the door. Garrison, it seems, did not like this and attacked the person who also kicked and hit him. Garrison then left for Eagle Pass, telegraphed to Kamloops that four desperadoes had entered his house, robbed him, and severely assaulted him, giving names. The authorities, thinking they were the highwaymen who had been relieving people on the road, sent up special constables and Brand and Major were arrested and taken to Kamloops. The latter secured witnesses from Griffin lake to show their truthfulness of the charge, and on Saturday asked that they be tried, which was accordingly done. When the case opened no one appeared against the prisoners. Another man, named Fuller had made a charge of highway robbery against Brand, but did not have any witnesses, nor was he able to substantiate his statements. The latter charge was evidently made for revenge, as no anything had occurred to him. Garrison's charge was also evidently for spite. Mr. Brand is proprietor of the Griffin Lake House, and has been made to suffer considerable expense, while the government are out several hundreds of dollars through the affair.

There have been several highway robberies by two different robbers. Madden and his wife, who were on the way to Granite creek lost but $20, the robber not molesting Mrs. Madden, who was carrying about $900 on her person. Neither of these highwaymen have yet been secured.

GRANITE CREEK.

A number of young men at Eagle Pass have just returned from Granite creek where everything was left working well. They soon return to the mines, along with others from Savona. Complaint is made that there is no place of lodging between Kilshannon and Granite city, and John Derwent is building a hotel in Outer valley, and is now on the way with his outfit. This will be a great convenience and it is hoped that the owner will obtain a license as the house will be half way between Kilshannon and the mines, a distance of 30 miles.

About ten days ago while an old lady and her son were riding down a steep embankment to ford the Semilkameen near Granite creek, the former's horse slipped and the lady and animal rolled down a distance of forty feet. She sustained a broken arm, and is otherwise seriously bruised.

New Westminster.

(Columbian.)

CUNNINGHAM vs. DAVIE & WILSON.—Yesterday Mr. Justice McCreight gave judgment for the defendants with costs in this case which was heard last week and reported in the Columbian. The learned judge stated that at first he was of opinion that plaintiff might be entitled to $35, but after hearing the arguments of counsel and looking into the authorities he had come to the conclusion that there was no right of distress for any amount, the company being in liquidation. The plaintiff's proper course would have been to prove for the rent due at the time of the winding up, and, therefore, there was no consideration for defendant's promise, and in this view it was unnecessary to consider the other points raised in the argument. Mr. Bole for plaintiff; Mr. McColl (Corbould & McColl) for defendants.

Mr. Thos. Mowat, superintendent of the fish hatchery, brought down about 850,000 eggs to the hatchery on Tuesday. Another lot is expected down to-day, which will bring the number up to four millions.

A petition is being circulated about Cariboo hack asking the lieutenant-governor to grant a liquor license in that community.

Shoving the Boy into a Threshing Machine.

A man named Brandt was running a threshing machine near Waco, Nebraska. A boy of 13, while cutting bands, accidentally cut Brandt's hand. Brandt said to the boy that if he cut his hand again he would run him through the machine. The boy became excited, and in a few minutes again slightly cut Brandt's hand. Brandt threw upon seized the boy and shoved him into the cylinder head first. He was instantly killed, his head being almost severed from his body. Brandt fled, but was recaptured and taken to Waco, where he narrowly escaped lynching.

A DRUG DENOUNCED.

Some of the Evils of Cocaine—Words of Serious Warning.

(New Orleans Times-Democrat.)

Touching the new and wonderful anæsthetic cocaine, of which so much has been said and written of late, Dr. Baudry has an article in the St. Louis Medical Record which has been attracting no little attention, among the profession. It would seem that there is nothing too strong for him to say in reprobation of the abuses of this drug. He describes its effect as a base enslavement of the mind, and the phenomena of tending of selfishness and morbid criminality. Indeed, he advises that in cases where it is necessary to administer cocaine the patient should never be permitted to find out what has been given, for he describes the cocaine habit as one easy to form, awful in effect, and difficult to cure. In this connection an old physician in St. Louis said a few days ago: "With this fluid and with a hypodermic syringe, it would hardly be too much to say that I could change St. Francis of Assisee into a Charles Guiteau. I could take the purest and best man or woman in the city of St. Louis and, after a course of treatment, reaching not over two weeks, change him or her into a beast, unworthy, base and wretched. It is the devil's own drug." "The drug," he added "is a good thing in its way, but it is such an awfully bad thing at the same time that it were better it had never been discovered. This drug sent one of the very best physicians in the city of St. Louis into an insane asylum, and it was with difficulty that he was snatched back from utter madness and restored to his family and useful ness. Fortunately that restoration was complete, although he had passed through an experience which he will never forget, and which makes him shudder now when he speaks or writes about it. It is a local anæsthetic, and in operations on the eye or other places where the mucous membrane is exposed, the alkaloid was a great discovery. But it has not stopped there. It exerts a most villainous effect on the mind, especially lowering the moral tone, and making any one who acquires the cocaine habit simply a scoundrel. I can't speak too bitterly of it, because I am fresh from a case where its evil effects have been manifested at their worst. The doctor then detailed at length the injurious effects of the drug upon the mind of a young lady he had been called upon to treat. It appears that after having indulged upon her hypodermic syringe with excellent effect, she acquired the cocaine habit. In conclusion he said: "She had acquired the habit in secrecy, and had secured a large amount of the drug, which she administered herself. It is difficult to picture the change from the bright, affectionate, generous girl she had been to the moral wreck she had become. Without evil associates, she had become, through cocaine alone, a castaway. Hope for the best. She has been entirely secluded. She can get no more of the drug, although she raves it as bitterly as an opium-eater demands his poison. This is not an isolated case. The experience of every doctor who has given cocaine comes to the same end, that the drug surely and quickly saps the moral nature of the patient. I believe that cocaine attacks that part of the brain where the conscience and the moral sense reside. That is a rough and unscientific way of putting it, but it will convey my meaning. When cocaine has been given for any length of time, the patient "breaks down." That is inevitably the result. The drug seems to be a direct connecting link between mind and matter. Once it has put in any more of cocaine and a hypodermic syringe you could change the very best man you know into a creature fit only for the gutter.

Man's Inhumanity.

NEW HAVEN (Conn.), Nov. 4.—A case of inhuman treatment was discovered yesterday by Dr. Adams, agent of the Connecticut Humane Society, who went into the house of George Peck, jr., at Cheshire, Connecticut, the family being absent and rescued Mrs. Caroline Brooks, 84 years old, a cripple. She had been confined there for over two years. She was locked in a little room which was filthy, in the extreme, and is filled with the most dreadful stench. The woman was covered with vermin, and the floor was strewn with bones from which she had picked what meat was given her. On a plate was her single daily meal. It consisted of cold potatoes. She was removed to the poorhouse. She is the widow of Aaron Brooks, a soldier of the war of 1812. She had a little property in Southington township which she turned over to the township in trust to take care of her during her life, in order to escape falling into the hands of Peck, who is a distant relative. After making the transfer she was surprised to find that the township had contracted with Peck to take care of her. He did it in the manner indicated.

OUSTED FROM HIS PULPIT.

A Clergyman Deposed for Marrying a Woman 30 Years his Junior.

READING, Pa., Oct. 24.—Rev. B. F. Small, aged 53, an able Lutheran clergyman of Klinesville, this county, who has served four congregations in Upper Berks for 20 years, has been suddenly voted out of his leading church for no other apparent reason than that he married a highly respected woman, Amelia Dietrich, 30 years than himself. Her brother is a Lutheran missionary in India. Mr. Small buried his first wife a year ago, and six young children were left motherless. Mr. Small has demanded a hearing of the synodical committee. The second wife is an intelligent and fine looking woman of 23, and she presides over the preacher's farmhouse with grace and dignity, and takes good care of his troop of bright children. Her parents still withhold their approval, but her missionary brother has sent on his benediction.

She was Proficient in Painting.

"Oh," exclaimed Miss Danbwell, "what a clever man that Mr. Fogg is! He is really quite a physiognomist. I was telling him last evening that I had become quite proficient in painting, and he said, 'I am sure of it madam; your face shows it.'"

Chorus: "Indeed!"

BADGES FOR ALL SOCIETIES, police, firemen, &c.; also, presentation prizes or charms in gold, silver or metal, sold at society prices at the agents of the Universal Badge Manufacturing Co. Nathan Joseph & Co., 540 Clay St., San Francisco, California. Workmen, K. of P., and most any other solid gold badges. Price $1 each, sent by mail or C. O. D. 6mdw*

THE GREEN-EYED MONSTER

Has Said Farewell to Chinatown in San Francisco.

Of the Canadian Pacific Railway.

SAN FRANCISCO, Nov. 5.—The *Chronicle* prints an editorial on the opening of the Canadian Pacific railroad, which appeared to-day, in which it is said in part:

"A report comes from London that a combination between the Canadian Pacific and the Grand Trunk has been or is about to be effected, and that both roads are to be placed under the control of a single individual. This would imply a transcontinental line from Ocean to Ocean, 500 miles shorter than the line from San Francisco to New York, all under single management. The Grand Trunk has constantly been able to divert traffic from its southern lines, the New York, Ontario and Pennsylvania, Central Erie, Baltimore and Ohio, simply because it was hopelessly bankrupt; and, while its competitors had to look out for their stockholders as well as their bondholders, it had no concern about its stock, and did not care whether it earned interest on its bonds. Now this hopelessly insolvent concern marries itself to another concern so hopelessly insolvent that no respectable judges in the Canadian parliament have declared that its earnings will fall short of its running expenses by two or three millions a year. Competition with such a rival is mere suicide. It does not care how much it loses. It has no credit to lose, and it can default on its interest without injury. If it gets sellers enough to consent to its retirement, the Canadian government will come to its rescue in order to save a distinctively Canadian line. It will be a short-sighted policy to despise such competition for the trade between Asia and Europe. The Southern Pacific would better beware itself. The Northern Pacific proved so serious a rival that the Southern Pacific was compelled to carry tea from the ocean for $300 a ton, in order to head off its competition. The Canadian concern will prove much more formidable opponent. It has the advantage of a shorter line, and of the condition of bankruptcy. If our California lines do not injure us, we may be sure that the latter will not injure us much. It may be grave."

China.

The Tientsin correspondent of the China Mail (Hongkong), under date of September 22d, says: Admiral Lespes came here on the 17th inst., and brought two gunboats with him. His fleet remains off Chefoo, still suffering much. Many men have died and many have gone to Port Arthur. The fever disease was not cholera, but a form of intractable and aggravated remittent fever, the result of the poisonous exhalations of Hongkong. There are no cases of cholera.

The Shanghai Mercury of September 25th says: "The new Chinese man-of-war which was launched at Arsenal a little over a year ago, went for a final trip down the river this afternoon. She was decked with flags, and altogether she presented a smart appearance. She is steel built and, for length, rather lofty rigged. Lin Ming Chuan's Chinese crews have suffered much. At the close of the war he had lost his veterans, and, however, men left. The losses of the combatants in Tonquin, in the Min, and in Formosa are appalling. The numbers of dead will never be known, but it is certain they amount to many tens of thousands.

The Fate of Boom Towns.

Speaking of the Northern Pacific town which took a boom at the time the Coeur d'Alene mines were in their alleged glory, Captain Mills, who has just returned from the west, gives the following account of the somewhat singular history of the place: "Two-thirds of Rathdrum was burned down, and has not been rebuilt. Belknap is literally and absolutely dead and gone. Where that place had a population of 1,500 there is not one of the old houses even one burned, and none replaced. At Trent Creek there are perhaps a half dozen shacks, one with its roof collapsed, and the others all tenanted, while, as far as belong in the direction of a school house, there is not the building leading away to the mines, a burned sapling had fallen across the way. Across from the east side to Coeur d'Alene is now only log from Thompson's falls, and even there the miners seem to sing a requiem over the wreck and ruin in their hopes of a mining boom."

Disestablishment in England.

Lord Salisbury is putting forward a desperate effort to make the question of disestablishment in Scotland and Wales issues in the election. Mr. Chamberlain has already stated, speaking for the Radical Radical section of the Liberal party, that the question will not be a practical issue in the next parliament. Lord Salisbury ignores this declaration, and insists that it shall be. Insists that the people shall affirm what nobody during the next parliament expects will be denied. Lord Salisbury declared that a wave of popularity was passing over the land, and that this question of Church and State was the great issue of modern civilization; higher than any issue of national destiny. Lord Salisbury takes it for granted that, if the connection between Church and State is terminated, religion as a matter of course must cease. This, however, is not the experience of the Christianity on this continent, and still less has it been the experience of Protestant nonconformists in the United Kingdom. Down to the days of Constantine, Christianity was able to maintain itself against Paganism in spite of the opposition of the State, and if it was capable of growing in the face of such opposition as the Roman Emperors were capable of offering, it is surely able to maintain itself by the voluntary support of its friends in this day. All the more, we hold, must already have taken root and seek to be of much valued Disestablishment no doubt will come in time, and the church of England will stand upon precisely the same footing as other Christian bodies, and we have no doubt that those who belong to it when that time arrives will prove themselves equally competent to uphold and defend the interests of their church.

Best of Cows.

It may not be one of the joys to say, something of the effects of sweet pasturage on the flavor and savor of cream, milk, butter and cheese. Some one has said that more "cleanliness in the dairy will not of itself give sound milk and cheese, unless the regimen of the cows is strictly watched. If the food is unnatural and the water she drinks impure, she may give as much milk as ever, but that milk has a ferment in it which will breed mischief in the cheese and malady in those who use the milk." This is well and wisely said; and it is quite certain that the grass, hay, roots, grain and water on which the cows are fed must be clean and sweet, else the best results cannot be obtained, either in butter or cheese making.

THE SEATTLE TROUBLE.—Four hundred soldiers have reached Seattle, and are quartered in town, where all things are quiet.

Eastern Canada Mail.

(Per Northern Pacific Railway.)

MONTREAL, Oct. 31.—The Montreal customs officers, it is said, have unearthed another scandalous commercial fraud upon the revenues of the country. According to recent statements and rumors, four or five of the leading wholesale liquor and wine firms are alleged to be guilty of surreptitiously withdrawing the liquor from the casks in the bonded warehouses, and this for some years past. One firm, it is said, has swindled the Government by this means out of $70,000 of duties, and the amount for all foots up to $100,000. There is much excitement in business circles over the coming disclosures, as the firm have always been looked upon as doing an honest legitimate trade.

The architects of Ottawa who are not in the employ of the Government complain that architects of the Public Works and Militia Departments are in the habit of taking outside work at cut prices, thus depriving outsiders of the means of making a living.

A Montreal paper states this morning that Mr. Josiah Wood, M. P., for Westmoreland, has been appointed Finance Minister in place of Sir L. Tilley.

HAMILTON, Nov. 3.—Charles Thompson, sewing machine agent, pleaded guilty to-day at the police court to forging the name of Morgan Sinclair, a farmer, to notes for $155.

J. J. Scott, barrister, entered a ten thousand dollar action against County Crown Attorney Crerar for libel.

WHITBY, Nov. 3.—Charles Nurse, postmaster, is under suspension, deficit of $1,600 having been discovered in his accounts. The affair has created a sensation here.

MONTREAL, Nov. 2.—A bold highway robbery was committed yesterday evening. Mr. S. Gareau, manager of the East End Branch of the District & Savings Bank, was walking down Notre Dame street with $1,700 in bills wrapped in a newspaper, and stowed in the inside pocket of his overcoat for deposit in the main office on St. James street, when a man suddenly threw his arms around him, while another wrenched the parcel out of his pocket. They escaped in different directions. He reported the matter to the police, and Detective Richardson was put to ferret out the thieves.

The customs receipts for the month of October were $573,246.72 as compared with $357,898.62 for the corresponding month of last year, showing an increase for this year of $215,348.04. This is the first increase for some time. The inland revenue receipts for October were $146,255.91, as compared with $128,005.24 for October of 1884, showing an increase for this year of $21,250.67.

PRESCOTT, Oct. 23.—The cheese factory owned by Thompson, at Johnson, about three miles east of Prescott, was burned to the ground last night.

OTTAWA, Nov. 1.—Sir Adolphe Caron left for Winnipeg on Saturday night.

Mr. Charles S. Chapman, of the Department of the Interior, died suddenly this morning. Mr. Chapman had been about two years in the public service of Canada.

Mr. Augustus Keefer, who has for some years past held the position of commissioner of Montreal police in the Department of Justice died at his residence in this city last night. About two weeks ago Mr. Keefer, who has been a martyr to rheumatism, and was badly crippled, slipped on the stairs and broke his leg, from the effects of which he died. He was a half-brother of Mr. Samuel Keefer C. E., of Brockville, and Mr. Thomas Keefer, C. E., of this city. Mr. Augustus Keefer was the brother-in-law of the Ottawa, Washington, and New York railway.

The Canadian Pacific Number of the West Shore.

After carefully examining advance sheets of the Canadian Pacific number of The West Shore, to be issued in a few days, *The Colonist* unhesitatingly pronounces it the finest thing ever issued by any number for British Columbia published 2 years ago. This province is given special prominence both in the descriptive portion and the illustrations. The descriptive matter carries the reader along the line of the road from Victoria to Montreal, and gives him a view of the Dominion as a whole and each province separately. More than one-half is devoted to the province of British Columbia, in which, of course, this city occupies the leading position. Of the illustrations, of which there are sixty six, are representative of the scenery, structures and industries of the Dominion and especially of this province. One page in particular, entitled "Product of the Plow, Net and Rifle," represents the products of the province grouped in an artistic and striking manner. Another page gives several ple