Carey Castle In Ruins.

An Early Morning Fire Destroys the Lieutenant-Governor's Residence.

Firemen Fight Hard but Save Only Ballroom and Conservatory.

Fanned by a fresh breeze from the southwest, a fire which had evidently been smouldering all night in the attic of Carey Castle, the picturesque and historic residence of the Lieutenant-Governor of the province, succeeded in completely destroying that building yesterday morning. The whole of the original castle was ruined, all that the fire left standing being the ball and reception room and the conservatory.

It was no surprise to the firemen to receive a call to Government House. They have been there before, not once, but no less than seven times; but on each previous occasion the fire had been discovered before it had made such headway as that of yesterday morning. A defective flue is held responsible for the fire, and the suspicion is well warranted, as all the blazes have started near the chimney leading from the furnace room and in the attic.

Mr. T. R. E. McInnes, the Governor's private secretary, was the first one to discover the fire yesterday morning. He was on his way to breakfast when he heard a crackling noise, as though the whole roof was on fire. Making investigation, he found that the space between the ceiling and roof was in flames, and that already some of the shingles were catching. The alarm was given and the fire department called. Although not slow in moving, Lieutenant-Governor McInnes had to run the gauntlet of falling embers as he passed through the main hallway, the fire having found its way to the shaft which provides light for the corridor inside the main entrance, and was eating its way down into the building. The Lieutenant-Governor, his family and staff immediately set about saving what they could, but already most of the upper portion of the building was enveloped in flames, and it was only possible to save the furniture in the rooms on the main floor. With the exception of his uniform, which was thrown out when the alarm was first given, the Lieutenant-Governor and his family lost all their personal effects, including clothing, jewels and private papers. His Honor places his loss at $3,000.

A lot of the furniture, including the piano, in the building belonging to the present Governor was saved, and after the firemen had won their victory over the flames this was stored in the ball room.

It was 8:45 when the alarm was sent to the main fire station, and in five minutes Chief Deasy, closely followed by the chemical engine "Alex. Stewart," was at the scene. In seven minutes a line of hose had been stretched from the corner of Belcher and St. Charles street and water was playing on the fire. Both the hose from the hydrant and that from the chemical were taken through the front entrance and up to the attic. By this time the whole of the central portion of the roof was on fire, and burning timbers were falling around the hosemen. Mrs. McInnes went up to endeavor to save her jewels, but was turned back by the firemen. Hoseman Deasy volunteered to go in and secure them, but he had no sooner entered the room than the roof fell and he was knocked to the floor. He was pulled out unconscious by Fireman Shade, and soon recovered. Seeing that his men were in danger, Chief Deasy withdrew them from the interior of the building and stationed them on the roof of the ball room, from which vantage point they could better fight the fire.

In the meantime the Chief had sent for more hose, two wagon loads having been used in laying the line from the corner of St. Charles and Belcher streets, and a message had been sent to the Yates street pumping station to send all the water possible to the higher levels. Therefore the engine "John Grant" was soon sending a stream through a line of hose from the corner of Belcher and Moss streets, and there was one hundred pounds pressure at the hydrants. This gave the fire-fighters somewhat of an advantage, and having given up as lost the main portion of the Castle, including the parlors, sleeping apartments, dining room, kitchen and laundry, they turned their attention to the ball room wing and the conservatory. Portions of the ball room roof were damaged, but there is nothing in the interior, with the exception of the furniture from the other portions of the building now stored there, to show that there had been a fire. Some of the glass in the conservatory was broken, but all the valuable plants and shrubbery was saved.

The heat during the progress of the fire was intense, some of the shrubs in the ground being effected by it, and eighteen tons of coal in the woodshed at the rear taking fire. Despite this the firemen stuck to their posts, remaining inside the building until recalled, although surrounded by fire, and then taking up their stations on the ball room roof, where the flames almost licked their faces. That they saved what they did is due to the almost reckless disregard of their own safety in their efforts to prevent the fire from spreading, in the face of a half gale, which fanned every little blaze into a conflagration.

With the exception of the main entrance and the round tower above it, which were of stone, the building was constructed of wood, with shingle roof and plastered outside walls. It was a veritable fire trap, and had yesterday's fire broken out before the Governor's family had awakened there is little doubt but that they would have been burned in their beds.

"Carey Castle" was built in 1859 by G. H. Carey, then attorney-general of the colony, at a cost of $30,000, to replace "Carey House," which had been erected in 1858 and burned down a few months later. During Mr. Carey's residence in the Castle an attempt was made to burn it, and the culprit was arrested, but escaped from the old Bastion street gaol. The building and grounds later fell into the hands of Mrs. Miles, who sold to the government. Governor Kennedy was the first representative of the Queen to reside in the Castle, and the succeeding crown colony governors also made it their home. When confederation was brought about it was taken over by the provincial government. The Marquis of Lorne and Princess Louise, Marquis of Dufferin, Lord Stanley and Lord Aberdeen all made the historic Castle their home during visits to Victoria. So the old walls which yesterday gave way to fire had seen many jolly scenes, and although a new Government House had long been needed, it seems hard to part with the old one.

The building was insured for $8,000, and the government furniture for $4,000. It is impossible to estimate the loss, but with the exception of the loss of the Governor's personal effects, the insurance should fully cover it.

Foreman W. T. Smith, of the chemical engine, had a very narrow escape from death. He was removing the tank lid, before having opened the relief valves to let out the gas. The lid was blown out and passed within a few inches of his face.

Mr. R. E. Gosnell narrowly escaped being struck by a falling flagstaff, and Sergeant Langley narrowly escaped being struck by a falling wall.

The firemen kept water on the smouldering embers all day yesterday, and men remained all night to be on hand in case of a second outbreak.

Although 4,000 feet of hose was laid there was but one break during the day.

The firemen wish to extend their thanks to Mrs. McInnes, the Misses Davie and the other ladies who so kindly supplied them with tea, coffee and refreshments during their fight with the fire.

One of the hose wagon horses slipped on the crossing at the corner of Douglas and Pandora street and was "laid out" for a short time.

In taking down the chandeliers in the hall room the gas was allowed to escape, and there were prospects of a lively explosion when Chief Deasy discovered that the room was full of gas.

Kodak fiends, sketchers and relic hunters were greatly in evidence.

An effort, it is said, is being made to secure the Green residence on Moss street, the property of the Green, Worlock estate, for the temporary residence of the Lieut.-Governor.

HOLIDAY WEEK AT THEATRE.

Roland Reed in "The Wrong Mr. Wright"—Two of Sardou's Plays to Be Presented.

During the coming week Victorians are to be given an opportunity of enjoying three performances of a high order, something in striking contrast to the farces that held the boards on the two last occasion that the theatre was occupied. On Monday evening Roland Reed and his excellent company, including Miss Isadore Rush, will be the offering. Mr. Reed will present, for the first time here, his new comedy, "The Wrong Mr. Wright," which has scored an immense success. It is highly amusing and entertaining, and Mr. Reed has been fitted with a strong character in Seymour Sites. It is that of a wealthy man who has been famous for his parsimony until he becomes interested in a pretty woman, when the lavishness of his generosity exceeded all bounds. This individual had been robbed of $50,000 by a trusted clerk. In hopes of capturing the thief himself, and thus saving the reward offered, the merchant assumed the name of Mr. Wright. It so happens that the absconding clerk also assumes the name of Mr. Wright. Numerous complications result. A fascinating young woman is engaged by a detective agency to take charge of the case. She meets the wrong Mr. Wright and believing him to be the guilty man, strives to make him fall in love with her, but she also learns to love him herself, and is heart-broken until she learns that he is not the right Mr. Wright, when happiness comes to herself and everybody else who deserves it. There are a half dozen other characters, an amusing English lordling, an heiress, who wishing to be loved for herself alone, changes places with her maid, an "unappropriated" spinster who longs to be lover on any account, a hypocritical psalm singer and a United States artillery officer.

On Wednesday and Thursday evenings Blanche Walsh and Melbourne MacDowell will be seen in Fanny Davenport's production of Sardou's "La Tosca" and "Fedora." These Sardou plays will be given with all the wealth of scenic magnificence for which the productions of Fanny Davenport was noted. Miss Walsh has never appeared here or anywhere else, until this season, in roles calling for such an equipment of youth, feminine beauty and talent, and a considerable amount of real histrionic genius. It is generally acknowledged that Miss Walsh is the possessor of all these qualities so essential to great success upon the stage, and has discovered how to apply them to get the best results, at least this seems to be the verdict wherever the company has appeared this year.

The test will be applied next week at the Victoria. "La Tosca" is a play which presents opportunities for, nay, demands, expression of about all the passions which at one time or another rack the human mind and body—jealous anger, terorr, grief, intense love, desperation, joy, almost to the verge of delirium—and they cannot be portrayed by the ordinary actress. They must be portrayed strongly, clearly and with no element of uncertainty. In very few plays there can be found such a terrible situation as that in the third act, where La Tosca's lover is being tortured within her hearing. So admirably has Miss Walsh acted here, particularly, that she has aroused her audience to the highest pitch of enthusiasm, and curtain call after curtain call has been demanded. Miss Walsh has certainly astonished her friends by the force and clearness of her acting.

"Fedora" may be theatrical in its device and effects, as are all of Sardou's works, but it is truly and genuinely dramatic. In construction it is a masterpiece: there is not a scene, hardly a word, that is not essential to the working out of the theme. So deftly and completely is the story told that the audience is never puzzled as to the sequence of events, the cause and the effect alike of the complications. The interest is absorbing and the sympathy that is aroused is natural, despite any resort to purely theatrical devices.

CUTTER BEAR'S NEW OFFICERS.

Capt. Tuttle Will Not Make Cruise to Behring Sea This Year.

"For a number of years past," says the Seattle Post-Intelligencer, "Capt. Francis Tuttle has annually made the cruise to Behring Sea on a United States revenue cutter. Yesterday morning Capt. Tuttle looked for the arrival from Washington of final orders concerning his northern voyage. Instead, however, he received the distressing information of the serious illness of his estimable wife, who had grown much worse since he left her at their home in Oakland, Cal., about two weeks ago. He immediately wired the department asking to be placed on waiting orders, so that he might remain with his wife. Instead of complying with his request, which would allow him but three-quarters pay, Capt. Tuttle was assigned to the command of the cutter Golden Gate, which is stationed at San Francisco, and will permit him to spend considerable time at his home.

"It is likely that the Bear will sail north in command of a captain sent from the East. Capt. Tuttle was ordered to have the cutter all ready for sea by Tuesday night next. He left with the Bear early this morning for Departure Bay, where she will coal and return to this port, to be in readiness for sea at the time designated.

"Yesterday an order was received from Washington detaching Lieut. F. M. Dunwoody, executive officer of the Bear, and transferring him to the Guard. He will relieve Lieut. Perry, who will be attached to the Bear. The Guard is stationed at Friday Harbor and is one of Capt. Tozier's fleet."

The man with a weight on his leg can't hope to win in the race. A man with a weight on his health can't expect to compete in life and business with those who are not handicapped. If his brain is heavy, and his blood sluggish, because of constipation, he will not succeed in doing anything very well. Constipation is the cause of nine-tenths of all sickness. Symptoms of it are sallowness, listlessness, poor appetite, bad taste in the mouth, dizziness, biliousness and lassitude. Constipation can be cured easily and certainly by the use of Dr. Pierce's Pleasant Pellets. They are not at all violent in their action, and yet they are more certain than many medicines which are so strong that they put the system all out of order. The great advantage of the "Pleasant Pellets" is that they cure permanently.

Send 31 one-cent stamps to cover cost of mailing only, and get his great book, The People's Common Sense Medical Adviser, absolutely free. Address World's Dispensary Medical Association, No. 663 Main street, Buffalo, N. Y.

British Public Wants to Know

Captain Cadill Speaks of the Necessity of Advertising Atlin.

The Acting Agent General Has No Up-to-Date Information.

Captain R. Mackay-Cadill, who left Atlin in March, has returned from a quick business trip to England and is, with a few companions, a guest at the Dominion, prior to returning to Atlin when practicable. Discussing the present feeling in London with regard to British Columbia, and more particularly Atlin, Captain Cadill says that the new gold district is regarded with very great suspicion, in the first place because its location is generally misunderstood, and in the second because no really reliable information with regard to it is available. The majority of the Londoners look upon Atlin as adjacent to the Klondike, and under the same laws and disadvantages of misgovernment, in view of which they hesitate about making any investments in it. And when they appeal to the acting representative of the province for information, he finds him helpless by reason of his anomalous position. He is not an agent-general such as the other colonies possess to represent their interests; and furthermore, he is not kept in touch with the province and its conditions by means of authoritative publications that would do an immense amount of good in inducing the investment of British capital in British Columbia. The preparation of an official return of the output of gold from the various mining districts, fortnightly, monthly, or even quarterly, and the circulation of such reports from the London office of the province would be of incalculable advantage to British Columbia. In the meanwhile those desirous of interesting Londoners in this province are compelled to await the time when they shall have been afforded opportunities of learning something about the province—more particularly Atlin.

"While in London," said Captain Cadill in an interview last evening, "I had every opportunity to judge of what was thought of the newly discovered gold fields in the Atlin district. Briefly, little or nothing had been heard of them. In fact, few knew of the exact locality of Atlin. Some thought it was a sister city to Dawson; others had an idea it was near Victoria itself, while all who had heard of it were of opinion that it was under the same administration as the Yukon territories. In the face of recent disclosures and reputed malpractices in Dawson such surmise has certainly deterred many from trying their luck in Atlin.

"And yet no blame can be attributed to anyone for this. Atlin was only struck late last season, little or no development was done and hence there was an absence of all that important data which undoubtedly serves to attract capital. I must, however, say that I think something can, in time be done to remove many of the erroneous impressions afloat in London at present as to the Atlin fields.

"For instance, few would believe that it was but a week's journey from Victoria; that provisions could be procured at a comparatively reasonable figure; or that any work could be done in winter while everyone was convinced that one ran great chancee of being struck down with all sorts of illness peculiar to Dawson in it searly days.

"The recent boom in mining properties in the more southern districts of British Columbia is well known here and I must candidly confess that I think this is a most opportune moment to combat and do away with these mistaken impressions of a district where law, order and justice are paramount, officials above suspicion, the climate most favorable to a pleasant existence, the wealth of the soil amply demonstrated and transportation therto rendered almost a pleasure trip, thanks to the excellent steamship service from Victoria to Skagway and thence by the White Pass & Yukon railway to the head of navigation; and here let me say that but few can realize or will believe that a railway service brought up to a state of perfection in so short a period under conditions never before experienced is in operation in a country comparatively unknown eighteen months ago.

"I feel sure that no one can gauge the gigantic task undertaken and nearing successful completion until they have seen this masterpiece of modern railway engineering. Another thing I must mention as having done the country much harm and that is the villification it had received at the hands of ne'er-do-wells—those who expected to find gold without working for it and were unwilling to forego any of the luxuries of life in pursuit of same. They have gone back to the Mother Country cloaking their failure at the expense of the golden North.

"Yes, there are quite a few on the way out and Victoria ought to do well out of them as I think it is now apparent that outfitting here is the safest and most economical.

"Briefly, as the country opens up and development work is generally carried on, I am convinced that if the English market is kept informed of the output either by monthly or quarterly reports through the agent-general, that capital will find its way into the Atlin district. British Columbia is only in its infancy as regards mining—the southern districts are commanding much attention, and only since accurate reliable returns were furnished by the leading markets. Atlin is young and one must not expect too much with a rush, and I am confident that all that is required to be done will be done. So far everything has been done to meet the wishes of those most interested, and even now the good work is going on. I heard before leaving England that many mining men of standing proposed visiting the Atlin gold fields and doubtless their reports will do much to spread reliable statements as to the value of the mines in the district."

REFLECTIONS OF AN OLD MAID.

Hope paints beautiful pictures and Actuality puts a knife through the canvas.

In some cases even matrimony is not an absolute cure for old maidishness.

There is nothing so irritating as the constitutional patience of intolerably good natured people.

The energy which some expend to make the burden of idleness bearable would accomplish a good deal of work.

He who says he longs for death has need of a larger intellectual, emotional or physical vitality. In a word he really longs for life.—Detroit Free Press.

FEDERATION IN AUSTRALASIA.

The Campaign for Political Unity Initiated in the Colonies Over the Sea.

The New South Wales parliament having prorogued, all political parties in Australasia were when the Miowera sailed thence for Victoria devoting themselves to the great campaign on the federal question. For the time being there will only be two parties in the land, the billities and the anti-billites. The operations of the former will be directed by the leaders in chief of the political thought of the country, Messrs. Reid and Barton. They have already settled the preliminaries. The previous federal organizations are to be revived, and an executive committee, nominated by the Premier and Mr. Barton, will be formed, consisting of eighteen members. The colony will be mapped out into districts, and arrangements made for a number of speeches, lasting throughout the two months' campaign. In all probability Mr. Reid and Mr. Barton will speak at the chief provincial centres as well as in the metropolis and suburbs. They will be supported by a very numerous rank and file, both of members of parliament and others interested in the cause of union. The actual date of the referendum will shortly be fixed by the government. It is understood that the Royal assent to the Enabling bill has already been obtained. As eight weeks must elapse before the poll is held, and as Saturday is not a favorite polling day in New South Wales, the chances are that the referendum will not be taken until Tuesday or Wednesday, June 20 or 21.

The Federalists are sanguine of success. They admit that at present there seems to be a good deal of opposition to the bill both in town and country, but they do not think it will prove a lasting character. In fact, long before the two months' campaign is over they don't expect to hear much of the opponents of the bill. At the same time it is recognized that the fight will have to be vigorously conducted so as to secure not a simple but a very substantial majority for the bill. Should that not be obtained, it is thought in some quarters that difficulty will be experienced in getting parliament to agree to sending an address to the Queen.

The anti-billites also profess that they are quite ready for the fray. Hitherto the Colonists' League has been active. But now the parliamentary anti-billites intend coming to the forefront. Mr. Haynes, M.L.A., informed an Evening News representative that fully 42 members of the assembly will fight the bill. Nearly all the labor members are included in this number. It is intended to thoroughly canvass the colony against the bill. The member for Wellington is quite certain that it will be defeated. He says there is a rising of the people against it. The opposition of so many members of parliament to the measure, Mr. Haynes says, has nothing to do with the question of the capital, but is chiefly based on the fact that the proposed federation will bring new taxation on a people already overburdened in that respect.

The Federal Enabling bill introduced in the New South Wales assembly on April 13, after the address-in-reply had been disposed of, finds a cordial opponent in the attorney-general, Hon. Mr. Want; and this gentleman finding his views antagonistic to those entertained by a majority of his colleagues in the Reid ministry, for a second time threatened the resignation of his portfolio. Mr. Want joined the Reid government on December 18, 1894, and resigned April 4, 1898. He was again appointed attorney-general on June 18, 1898. Dr. Cullen is announced as his successor in the cabinet. The position of attorney-general is the best paid in the government, the salary, with fees, amounting to £3,000 per annum.

Another very live—though local—issue in New South Wales parliamentary life is the case of Lieut.-Col. Neild, a member of the assembly. Col. Neild commands the 7th Regiment (St. George's Rifles), and in his military capacity has been figuring rather prominently lately. The trouble culminated in a letter deemed to be insubordinate addressed by Col. Neild to Lieut.-Col. Bayley, which led to the suspension of the former from the command of his regiment. Ever since the Easter Monday sham fight Col. Neild has felt himself aggrieved by the press and his military superiors. In a number of letters to the press he set forth, from his point of view, the part he, as officer commanding the 7th Regiment, played in that mimic engagement, when a portion of his command was taken prisoners. Having got through with the press, the member for Paddington, in an epistolatory sense, next turned his attention to his superior officers. Several letters were addressed to the officer commanding the purely volunteer forces, of which the 7th Regiment is a unit. These were written from Parliament House, and on Parliament House paper, and were signed "J. C. Neild." Mr. Neild as a civilian may have certain rights to criticize the action of high military officials. This is his contention—that he was acting within his rights as a citizen and member of parliament. The last letter from Mr. Neild's pen was what might be termed decidedly "strong." It adversely criticized the action of Major-General French and other officers of the headquarters staff. It was addressed to Col. Bayley, Col. Neild's immediate superior officer. Upon its receipt Col. Bayley decided that there was but one course open to him under the circumstances, and that was to relieve Col. Neild from the command of his regiment, which he accordingly did. Matters reached a more acute stage a little later; then Col. Neild received an official intimation, also from his commanding officer, formally placing him under what is known as open arrest. As the "prisoner" explained, this was because while under suspension he had seen fit to write to Col. Mackenzie, chief staff officer, protesting against his deposition from command, and pointing out that, in his opinion, the only one who had authority to interfere with his commission or command was the governor-in-council.

YACHTING ARRANGEMENTS.

A Series of Races Arranged for the Summer Months—Yachting Classification.

An enthusiastic meeting of the yacht owners and the managing committee of the Yacht Club was held in the yacht club house last night, Mr. Gore in the chair. It was decided to arrange a series of fortnightly races, to commence on May 27 next and to continue till five have been completed. Two prizes will be presented to each class, for the two boats winning the greatest number of races out of the series of five. Mr. Gore and Mr. A. D. Crease were appointed a committee to purchase the prizes. A number of cruises were arranged for June, July and August, for which the dates will be announced later.

The yachts were classified as follows:

First class—Ariadne, Jubilee, Volage, Wideawake, Nancy, Dorothy, Siren, Daisy Bell, Zora and Dawndenaw.

Second class—Frou Frou, Noreen, Vrill, Allie, Lurline, Viola, Pelican and May.

Mr. Percy Richardson was elected a member of the club.

Grand Forks Gets Smelter.

Final Decision to Locate There Cause for Jubilation by Townsfolk.

Will Employ Two Hundred Men and Be in Operation by Fall.

Grand Forks, May 16.—When Jay P. Graves, general manager of the Granby Consolidated Mining & Smelting Company, made the public announcement that they had decided to locate a smelter here, the inhabitants went fairly wild with joy. For weeks past the matter hung in the balance, as other points offered advantages that could not be ignored. Consequently the long pent up excitement found a safety valve in a joyous celebration. Even the most staid citizens participated.

The entire population of nearly 1,200 thronged the streets, along which blazed huge bonfires. It seemed as though Bedlam had broken loose. Bells set up a joyous peal, whistles blew, tin cans rattled in the hands of small boys, while giant powder freely distributed to miners boomed forth a salute from the surrounding mountain peaks. It was long after midnight before the celebration terminated.

Work on the smelter, it is expected, will be commenced within 30 days. The final contracts have been signed. All that remains to be done to perfect the agreement is the consent of the city to guarantee the company against any damages that may be caused by the flooding of lands by the damming of the north fork of Kettle river. This obstacle will be overcome this week.

The smelter, which will employ 200 men, will be in operation late in the fall. It will have a capacity of 500 tons per day, with provision to enlarge to a daily capacity of 3,000 tons. Mr. Graves has already asked local brick plants and sawmill owners to tender for the supply of brick and lumber. The smelter will be located on a high bench on the north side of the north fork of the kettle river. Power will be obtained by damming the river at a narrow canyon a mile above. The water will be conveyed in a flume a mile long to the power house.

The buildings will include a main blast furnace, a main blower, a machine repair shop, a blacksmith shop, sampling works and a roaster. The main flue will be 300 feet long, 10 feet high and 12 feet broad. The smokestack will be 180 feet high. The company will also erect office buildings.

The ores to be treated are those of the Knob Hill, Old Ironsides, City of Paris, and Majestic mines, as well as those from the properties of the smelting company in Greenwood camp. The Knob Hill and Old Ironsides are now in a position to jointly ship 400 tons a day—a feat the Knob Hill will shortly be able to perform alone. C. P. R. engineers are now engaged in making surveys of the proposed spur from the main line to the smelter site.

Mr. Graves has gone to Montreal to consult with his associates, who include R. O. Gault, the Cotton King, and D. D. Mann, the railway contractor. Mr. A. B. W. Hodges, his superintendent, is now in Chicago giving an order for the plant.

A new era of prosperity has dawned on this thriving town. J. A. Smith, secretary of the townsite company, has been indefatigable in his efforts in offering inducements and impressing upon Mr. Graves the superior advantages offered by Grand Forks as a smelter site. He also had the co-operation of John A. Manly, who gave the smelter company 500 acres, and Messrs. L. A. Manly and Commodore E. S. Biden.

PARIS POSTMEN STRIKE.

But Resume Work on Government's Threat of Instant Dismissal.

Paris, May 18.—Owing to the refusal of the senate to vote on the bill recently passed by the chamber of deputies, providing increased pay for postmen, about 800 postmen refused to go to work early this morning, and later the whole force, numbering 3,000 men, went on strike. As a result there were no mail deliveries this morning, and the post office was besieged by business men who demanded their letters.

The cabinet considered the strike and decided to severely punish the leaders. The postmen were ordered to instantly return to work under pain of dismissal, but the strikers refused to do so, and attacked a post wagon manned by republican guards. The police beat the strikers off after a fight in which several policemen were hurt and a number of strikers arrested.

In the chamber of deputies there was great animation. The minister of posts and telegraphs said the regular delivery would be resumed this evening, adding that the public service should not be allowed to lie at the mercy of a few officials, nor could the latter be permitted to impose their will upon parliament and the government.

Premier Dupuy said the state of the employees was not such as to allow any of them going on strike, and if the postmen did not resume work they would be replaced by others. The government would yield to no such intimidation. (Renewed cheers). A vote of confidence in the government was passed. The socialist minority shouted and cheered for a general strike.

Paris, May 19.—The postal department and the Paris prefect of police last night issued a circular to the postmen, individually, announcing that all who failed to resume duty this morning would be irrevocably dismissed. As a result the strike has ended, the first brigade resuming work at 4 o'clock this morning.

The Joagat Guru Sankaracharyya of Dwarka is lecturing in Calcutta on the Vedas and the Upanishads.

The home of the zebra is India, whence it made its way into Eastern Africa.

SCHOOL GIRLS' NERVES.

Many a pale, weak school girl, suffering from evil effects of an exhausted nervous system, and thin, watery blood, has been restored to the vigor and buoyancy of robust health by using Dr. A. W. Chase's Nerve Food. The healthful glow on the cheek and the brightness in the eye tell of the building-up process which is taking place in the body.

AN ADDED ATTRACTION.

Bicycle Race Meet to Be a Closing Feature of the Carnival Card.

Although it had not been intended originally to have any bicycle races this spring at the famous Oak Bay track, the presence in the province of a number of the very best professionals has tempted a couple of local admirers of the racing game again to brave the chances of loss, and take in hand the preparations for a meet on the afternoon of Saturday week. Frank J. Cotter, the New Westminster champion, has announced his intention of knocking a few seconds off the provincial records now standing to his credit, and writes that he will bring here with him such fast Easterners as Barnaby, of Boston; Chapman, of Atlanta, Ga.; and the Hall brothers, of Rochester, N. Y.—with Sharick and Rucker, and perhaps Barker and one or two others from nearer home. The field of available amateurs is also promising, with several Californians accompanying the "pro" combination, and our own Tom Spain and Penwill, the former but recently restored to the Simon pure class. All the American speed merchants are riding on the 24th at Wellington, where the card of races includes a one-mile novice, an open mile, a two-mile lap race and an open five miles for the amateurs; one mile open, a two-mile lap race and five miles open for the "pros."

UNSUCCESSFUL SKIPPERS.

Sealing Captains Return on the Willapa Unable to Secure Crews.

Several sealing captains, who were down the West Coast in search of Indian crews for cruises in Behring sea returned home on the Willapa yesterday without having met with success. The natives wanted higher pay than the captains felt disposed to give and those who had not been previously engaged seemed to have been united in a determination to obtain big pay. The Willapa had quite an uneventful trip. She reports that part of the heavy machinery she took down the coast for the Rose Marie mine was successfully taken over the rapids on the Kennedy river. The arrivals on the steamer were W. Thompson, Capt. Byers, W. Miles, H. Waters, H. Newton, S. H. Foy, A. Deacon and wife, R. Stokes, Capt. Campbell, Capt. Meyers and T. J. Martin.

GIVES OFFENCE AT OTTAWA.

Repudiation Policy of Present British Columbia Government Commented on by Liberal Members.

In conversation to-day about his trip to Ottawa, Dr. G. L. Milne, laughing, remarked about the numerous samples of climate he had experienced in his six weeks visit to the East. The first two weeks in April in Ottawa were like winter and a person from the West noticed the sudden change from winter to summer in Eastern Canada, for in another week warm weather was experienced with very little rain until well on in May, giving the farmers a good opportunity to get in their crops.

"On my return," said Dr. Milne, "the cold weather in Manitoba and the Northwest was noticeable. A week ago they were suffering from very cold weather and the week before a blizzard had done some damage among the sheep and cattle.

"The business outlook in the Eastern cities is most marked. In Toronto I noticed this particularly. Having been in that city about the first of the year and again in March, I noticed a golden transformation in business. One can hardly believe such activity in trade could be produced in so short a space of time. The merchants are all busy, new enterprises are starting and the most important factor of all is that new industries and manufactories are being established. In some of the western towns of Ontario where I travelled, a feeling of jealousy exists against Toronto because manufacturers are being attracted to the larger place. However, it can be said that Toronto will no doubt become a large manufacturing centre."

Talking of politics, Dr. Milne remarked that he did not think a general election at all probable at least until another session be held. As to redistribution he did not believe that any change would be made in so far as British Columbia was concerned. In fact it would require an amendment of the B. N. A. Act, to make any changes in regard to Island and Mainland representation.

"It is possible," said Dr. Milne, "that the Government may consider the advisability of dividing the ridings on the Island into more equal representation, as far as territory is concerned."

In reference to aid to the Coast line railway, Dr. Milne remarked: "We have every assurance of a grant at this session of the House. The Ottawa Government considers the action of the present Provincial Government in cancelling the aid and repudiation of the agreement with the railway a very serious matter for the Province, as well as unfair and unjust, especially after construction of the line had been commenced. The aid act to the Victoria, Vancouver & Eastern Railway provided for a daily ferry between Vancouver Island and Point Roberts, without costing an additional expenditure from the City of Victoria.

"The cancellation of aid to the Coast branch will affect the ferry undertaking, because the aid given to this portion of the line would have insured the construction of boats, wharfs and mole at Point Roberts, which is a heavy undertaking. But we are in hopes that the Government of the Province will see the injustice of their action and restore the aid which they have seen fit to withdraw. The municipalities interested are now taking the matter up, and will probably supplement some aid so as to restore our company to its former position.

"Everywhere you go the mines of our Province are spoken of. In Montreal I consider there are more mining investors than in any city in the Dominion. Stock sales and values are reported daily, and large transactions are taking place.

"The mines in the Boundary Creek are coming forward rapidly, although railway communication is not yet available; development work is being prosecuted and many mines are taken up by capitalists in Montreal.

"The Crow's Nest Railway is rapidly settling up East Kootenay, and it was noticeable when at the junction of the C. P. R. with the line more than half of the passengers on our train went south to this district.

"The session at Ottawa will last probably six weeks or two months. Matters drag slowly along, and when the question of redistribution comes up long speeches will again be the order of the day."—Victoria Daily Globe.

Little Elmer—Pa, we had to learn about Moliere in school to-day.

Pa—Moliere? Who is he?

Little Elmer—Why don't you know? He was a great French playwriter.

Pa—I guess it's a mistake about his being great. I ain't never heard about no Chicago man who wrote his plays for him. —Chicago News.

Aftermath of The Hurricane

Horrifying Sights Presented to the Eyes of Queensland Relief Expedition.

A Message From the Werpa's One Survivor—Strange Case of Contempt.

Shortly before the just-arrived steamer Miowera left Sydney for this port, the cutter Mystery returned to Cookstown from the scene of the recent disaster by hurricane on the North Queensland coast, by which practically every vessel engaged in the pearl fishery was wrecked, a million dollars' worth of property lost afloat and ashore.

The sights that met the eyes of the relief expedition along the desolated coast were horrifying beyond description. In one place where a picturesque fishing village with a population of three hundred had stood, neither house nor tree nor living thing was left. The site of the little settlement looked like new-plowed land, and the survivors of the fishing folk had fled for safety to an inland town twelve miles distant.

The Mystery's officers and crew recovered in all 58 bodies, of which eighteen were identified and claimed by mourning relatives. Of the remaining forty, 36 were natives, whose remains were given respectable burial in one great trench. The four unidentified whites were interred in separate graves, with the solemn rites of the Anglican church.

Captain March of the Mystery reports that he found large fish and wreckage thirty and forty feet above high water level, and trees and vegetation levelled for upwards of fifty miles along the coast. Eighty-six vessels were lost and between 350 and 400 lives.

* * *

After almost six months of anxious watching, the relatives of those who sailed from Dunedin on the schooner Werfa last September have hope revived that they will at last be able to learn from a survivor of that ill-fated trader the story of her loss.

The Werfa was a vessel of 178 tons and was under charter to a party of nineteen—the crew being shareholders—for an inter-island trading cruise. From the day of her sailing, nothing was heard of her, and she was in January last posted as "missing." On the 3rd of April, children playing on the beach at Stanwell Park, near Helensburgh, N.S.W., picked up a soda bottle containing the following message, which the writer had neglected to sign:

"October 28, 1898. Schooner Werfa. Captain Johnston, from Dunedin, N.Z., wrecked in about latitude 22, longitude 47. All hands lost but me. Am on an island somewhere off coast of New South Wales."

Of course all who had friends or relatives on the Werfa have equal reason to hope that the sole survivor may be their lost loved one, and a search expedition is accordingly being organized with popular subscription, to explore thoroughly the uninhabited islands along the colonial coast, in the faint hope that the hapless mariner may yet live. The prospect of finding him, if he yet exists, is an exceedingly remote one—but stranger things have happened in South Sea history.

* * *

The German gunboat Kormoran, Captain Enmann, has reached Sydney, N.S.W., to dock for repairs, having been first the plaything of a hurricane that swept her decks bare, and then a prisoner on a bad reef. Her commander attributes his latter misfortune chiefly to the inaccuracy of the charts, and in connection with his misadventure says:

"We found that all the bearings of the surrounding islands were given wrongly on the charts, and of course as we depended upon them, we came to quite unexpected disaster. Fortunately the weather was fine, but there was a heavy swell that made her bump badly though luckily the swell was not breaking. If there had been any surf we must have gone to pieces. Forward we were hard and fast, and aft there were 100 fathoms of water. It looked as though she would break her back, and there was only one way to get her off, viz., to lighten and then careen her. We therefore threw overboard everything moveable. Altogether we must have jetisoned £15,000 or more in stores, fixtures and fittings. The ship cost £100,000, being of 1,640 tons displacement and built in 1892. She was armed with eight 10½ centimetre quick-firing guns and two machine guns, and she had a sea speed of 15½ knots. It will cost fully £20,000 to repair her."

* * *

A certain E. G. Phipson was recently sentenced to imprisonment in an Australian court for refusing to pay his grocery bill. The acting magistrate who gave Mr. Phipson his ten days afterwards visited the gaol to hold a branch court, and then received through the governor of the gaol the following message from the prisoner Phipson:

"Revelations 11:10."

Referring to the court Bible, the magistrate found that this verse reads:

"Behold the devil shall cast some of you into prison that ye shall be tried; and ye shall have tribulation ten days: be thou fathful unto death and I will give thee a crown of life."

The question promptly presented itself to the judicial mind that while the application of the whole of the verse was not contempt of court, there was a distinct suggestive reference to himself as the monarch of evil—and he accordingly resumed the judgment seat, convicted Phipson of contempt, and added twenty days to his term.

EXPLOSION ON BOARD.

Quantity of Nitric Acid Makes Things Lively on the R. P. Rithet.

While on the Fraser yesterday two of the crew of the steamer R. P. Rithet had an experience with some nitric acid which caught fire aboard. The acid was taken on at Ladner's Landing and was marked "drugs". It was placed on top of salmon on the main deck near the boiler and at 2 o'clock in the morning became hot and exploded. The acid poured out over the deck and for a time the steamer was in danger of being burned. To smother the flames, a deck hand ran for his mattress and threw it on the fuming acid. Before reaching open deck, however, he was choked by the fumes but another deck hand came to his assistance and between the two the burning mattress was cast overboard. The damage done was very trivial.