The Kootenay Star.

VOL. IV. REVELSTOKE, WEST KOOTENAY, B.C., MAY 27, 1893. No. 50.

WANTED,

A GIRL to work for a private family.—Apply to GENELLE BROS., Tappen Siding. M13-3

WANTED,

SALESMEN, local and travelling, to represent our well-known house. You need no capital to represent a firm that warrants nursery stock first-class and true to name. Work all the year; $100 per month to the right man.—Apply quick, stating age, to L. L. MAY & Co., Nurserymen, Florists and Seedsmen, St. Paul, Minn. This house is responsible.

NOTICE.

A Court of Assize, Nisi Prius, Oyer and Terminer and General Gaol Delivery will be held at the Town of Nelson, in the County of Kootenay, on TUESDAY, the 30th day of May, 1893.

By Command,

A. CAMPBELL REDDIE,
Deputy Provincial Secretary.

Provincial Secretary's Office,
28th April, 1893.

NOTICE.

A Court of Assize, Nisi Prius, Oyer and Terminer and General Gaol Delivery will be held at the Town of Kaslo, in the County of Kootenay, on FRIDAY, the 2nd day of June, 1893.

By Command,

A. CAMPBELL REDDIE,
Deputy Provincial Secretary.

Provincial Secretary's Office,
28th April, 1893.

Nakusp & Slocan Railway Company.

NOTICE.

Sealed tenders will be received up to noon on Wednesday, the 7th June next, addressed to the undersigned, care Messrs. Wulffsohn & Bewicke, Ltd., Bankers, Vancouver, B.C., for the construction of this Company's Railway from Nakusp to Forks of Carpenter Creek.

Forms of tender can be obtained on application to the undersigned at the Company's office, Victoria, B.C., and at the office of Messrs. Wulffschn & Bewicke, Ltd., Vancouver, and no tender will be considered unless made on such form.

The lowest or any tender will not necessarily be accepted.

A. J. WEAVER BRIDGMAN,
Secretary.

Victoria, B.C., May 8th, 1893.

THE

Revelstoke Pharmacy

IS NOW OPEN

to the Public of Revelstoke and the surrounding district with a complete Stock of

DRUGS, CHEMICALS,

PATENT MEDICINES,
TOILET & OTHER ARTICLES
PERTAINING TO THE TRADE.

THE

MADDEN HOUSE,

NAKUSP,
HUGH MADDEN, Prop'r.

Beautifully situated on the Lake shore at the entrance to the best and shortest road to the Slocan mines and New Denver. The best fishing and hunting in the district, with grand boating and sketching facilities for tourists and artists.

THE BAR IS SUPPLIED WITH THE

Best brands of wines, liquors and cigars.

The accommodations of the Hotel are of the best.

CENTRAL HOTEL.

ABRAHAMSON BROS., Prop's.

First-class Table, good Beds, Telephone.

FIRE-PROOF SAFE.

'BUS MEETS ALL TRAINS AND STEAMERS.

LOCAL NEWS.

Nelson assizes next Tuesday. Kaslo's first assizes will be held on Friday.

Mr. W. R. Hull, from Calgary, and Mr. J. R. Hull, from Kamloops, arrived in town last night.

Judge Spink spent two or three days in town this week, being on the circuit of County Court duties.

Mrs. G. H. Williams, of Kaslo, has been visiting friends here during the week, accompanied by her son.

The petition for the wagon road from Lardeau to Trout Lake has received over 250 signatures in three days.

The annual meeting of shareholders of the C. & K. Nav. Co. will be held at the company's office, Revelstoke, on Thursday next.

An important budget of news from Thomson's Landing, which arrived last night, is held over till next week for want of room.

Mrs. Howson, wife of Mr. R. Howson, who has been dangerously ill at Elkhorn, Man., is so far recovered as to be able to go out doors.

Mr. Mara, M.P., was among the visitors in Revelstoke on the 24th, and left for down river ports next morning, returning here yesterday.

Mr. Justice Walkem arrived in town Thursday morning. He will preside at the Nelson and Kaslo assizes on Tuesday and Friday respectively.

A new arrival was welcomed at the Central Hotel last Sunday evening. It is Mr. and Mrs. Chas. Abrahamson's first, and is a good-sized boy.

Mr. Hy. Croft, M.P.P. for Cowichan and son-in-law of the late Hon. Robert Dunsmuir, arrived up on Wednesday's boat, and left for the coast same night.

The Rev. F. Yolland will conduct Church of England services in the schoolroom to-morrow. Morning at 11; evening at 7.30. Holy Communion at morning service.

Mr. J. Fleger, an employe of Revelstoke Lumber Co., will leave with his family in about a week for New Westminster, where he intends going into the milk business.

Mr. G. B. Neagle, owner of Lardo townsite on Kootenay Lake, has been in town for several days, and was a generous contributor to the fund for the Queen's Birthday sports.

The charges on all freight for Hall's Landing, Nakusp, Fire Valley and other non-agency points must be prepaid or guaranteed before it will be received on board the C. & K. N. Co.'s steamers.

Mr. Joseph Hunter, M.P.P., superintendent of the Esquimalt & Nanaimo Railway and son-in-law of the late Hon. John Robson, came up on the Lytton Wednesday, and left for the coast the same evening.

The excursion to Nakusp on Dominion Day is looked forward to with great interest by all who went last year. A large party will be taken up at Hall's Landing from Lardeau, Thomson's and Trout Lake City.

Mr. Stewart, a student from Queen's College, Kingston, who has filled the Presbyterian pulpit here for the past three weeks, left on Wednesday evening for Fairview, to which mission field he has been appointed.

The strs. Lytton and Kootenai arrived up on Wednesday, the former bringing among her passengers several families of American settlers for Alberta. Each family brings in live stock, implements and household furniture.

The Rev. Dr. Carman preached an eloquent sermon in the Methodist church on Wednesday evening to a large congregation. He will give a lecture in the church next Wednesday evening at 8 o'clock. Subject—"Trade and get rich."

Mr. Thos. Lewis will conduct service in the Presbyterian church to-morrow at 7.30. p.m.; Sabbath school at 2.30. Mr. Gilmour, a student missionary, will fill the pulpit on alternate Sundays. The church session will supply the remaining services.

The body of Brakesman Pushee, who was drowned with Steve Whyte in the Seabird Bluff accident, was picked up by the crew of the str. Irving last Sunday in the Fraser River opposite New Westminster. An inquest was held and a verdict of "Accidental drowning" was returned.

Rev. C. Ladner will preach farewell sermons in the Methodist church to-morrow, morning at 10.30, evening at 7.30. Mr. Ladner will leave for his new station at Chilliwack on Monday or Tuesday evening. A minister from the east will take the Revelstoke charge vacated by Mr. Ladner.

ON TRIAL FOR 90 DAYS.

The finest, completest and latest line of Electrical appliances in the world. They have never failed to cure. We are so positive of it that we will back our belief and send you any Electrical Appliance now in the market and you can try it for Three Months. Largest list of testimonials on earth. Send for book and journal Free. W. T. Baer & Co., Windsor, Ont.

Mr. Saunders, a rancher at the head of the Northeast Arm and adjoining the Lardeau townsite, spent the 24th in town. He speaks very highly of the prospects of the Gateway City and the limitless resources of the adjoining country. The timber there is of the finest quality and plentiful, the land rich for fruit and vegetable growing, and the tributary mineral wealth second to none on the continent.

SLOCAN TRADING AND NAVIGATION CO., LIMITED.

Steamer "W. HUNTER,"

G. L. Estabrooks, Master.

Until further notice will leave NEW DENVER Mondays, Wednesdays and Saturdays at 1 p.m. for HEAD OF LAKE.

Tuesdays, Thursdays and Fridays leave NEW DENVER for FOUR MILE CITY at 6 a.m. Returning, leaves NEW DENVER at 7 a.m. for HEAD OF LAKE.

Leaves HEAD OF LAKE every evening (Sunday excepted) for NEW DENVER at 5 p.m.

Mr. Thos. Collins, ex-mayor of Portage la Prairie and the founder of the Portage Review, the first Manitoba paper west of Winnipeg, has taken charge of the Kamloops Sentinel.

Roman Catholic services will be held at Mr. J. Foley's house to-morrow at 10.30 a.m. Mass and sermon by the newly-appointed pastor, the Rev. Father Joseph Accorsine, whose headquarters are at Donald.

"Rocky Mountain Echoes" is the title of a small newspaper published at Banff, the Canadian National Park, the first number of which has just come to hand. It will be illustrated with the choicest views to be obtained in the Rockies and Selkirks, and will have a good circulation throughout the Province.

We published an article last week on the practical jokers at the station and mentioning a certain J.P. as being concerned in the removal and breakage of Mr. McNeil's sign on the night of Sunday, the 14th. The gentleman referred to assures us that he had nothing to do with the affair. Therefore we publish this retraction.

At Revelstoke County Court on Tuesday, before Judge Spink, the case of Cowan vs. Thomas, for lumber supplied, was adjourned to the next court at the request of the defendant, who bears the costs of the adjournment. In the case of Coursier vs. Cosby, for goods supplied, a verdict was given for plaintiff for the full amount claimed.

Mr. H. J. Woodside, late editor of the Manitoba Liberal and now representing the Western World and Commercial of Winnipeg and the Dominion Illustrated of Montreal, was in town yesterday. He has been to the coast with the Northwest Press excursion, and left on the Lytton for the lower country this morning. He is engaged in writing up West Kootenay.

Merchants, prospectors and others at Nelson who wish to reach the Lardeau mines by the cheapest and shortest route should note the following: Mr. Whalley, late of the Miner, arrived at Trout Lake City at 6 o'clock Monday evening, having left Nelson at 3 p.m. the previous day. This is less than half the time taken by the Kaslo route, and only 12 miles of trail against 35 via Kaslo.

Mr. Brown, of the Union Hotel, is the owner of a nicely matched pair of ponies, and was greatly surprised one morning this week on going to the stable to find a third animal there—a cayuse colt. It had been foaled during the night by one of the ponies. It was not a beauty, the ears being enormously developed. The owner, it is stated, was so chagrined at sight of the monstrosity that he at once knocked it on the head.

Mr. Van Horne, who is on a tour of inspection over the C. P. R., passed through for the coast in his special train on Tuesday. He is expected to return here this morning for a trip down river, acquainting himself with the proposed route of the Revelstoke & Arrow Lake and the Nakusp & Slocan Railways, and will make a journey to the Crow's Nest Pass. It is also expected that the plan of the townsite at Revelstoke station will be submitted for his approval.

Mr. Edward Adair, of Hall's Landing, accompanied by his eldest daughter, arrived up on Monday. He reports that planting is finished and everything is growing so rapidly that there is no doubt of heavy crops this year. The people there complain of great inconvenience through the lack of a post-office. A number of those bound for the Lardeau get off at Hall's Landing, and a hotel would pay very well during the summer months. Mrs. Moxley and the newly-arrived Master Moxley are both doing well, Mrs. Adair having been a most careful nurse. Miss Adair will spend the summer in Revelstoke.

Under the heading of "Musgrove Nearly Nabbed" the Kaslo Claim says "Mark W. Musgrove, the former proprietor of the Kaslo Slocan Examiner, was about to skip the country, after selling his interest in the paper, without paying any of his numerous debts. He was compelled to fork out $60 for board at a hotel, a warrant for his arrest being in the hands of Constable Graham. He got clear off without paying any other account, and a loud cry went up from Musgrove's creditors when his absence was discovered. He must have owed a half dozen bills, and having just sold his interest in the Examiner he had a nice roll in his pocket, and was well able to pay." This young man Musgrove represents a class of men who come here from the other side of the boundary with no intention of stopping here and no desire for the permanent welfare of the country. Their only aim is to scoop in all the dollars they can and then "git."

NAKUSP ITEMS.

[FROM OUR OWN CORRESPONDENT.]

NAKUSP, May 23rd.

Although the actual construction of the Nakusp & Slocan Railway has not yet commenced other affairs are moving briskly. Quite a number of people of note are coming in and remaining, and within the last few days there has been great activity in real estate, lots selling from $100 to $450 each, four days' sales aggregating $5,000. The principal business done has been mostly in Slocan Avenue, Broadway, Pine and Lake Avenue lots.

Mr. DeLong has opened the blacksmith shop after having had it lengthened, and now the merry clink of his hammer is heard all day long. The "spreading chestnut tree" would be an obstacle to the ever-increasing traffic at this point, so that Longfellow's ideal would not do for Nakusp. Mr. DeLong seems to be busy all the time. No doubt other trades will soon find profitable employment here.

Enterprising business men are always finding new and profitable channels for investment. Mr. Jno. Walsh will fill a long-felt want by starting an express as well as passenger service between Nakusp and New Denver. He is now prepared to carry express matter, including perishable articles.

Mr. H. Cameron, a lawyer of Vancouver, has been here some days looking up the Slocan country as a field for investment. It is probable that he will locate and practice either at Nakusp or New Denver. He is favorably impressed with Slocan Avenue as a site for his office.

A large amount of money has been subscribed for to-morrow's celebration. It was not originally intended to have a very elaborate display, but the money rolled in almost unsolicited, and it has been determined to have something on a large scale.

Everyone here is looking forward to a grand celebration on Dominion Day, when the excursionists from Revelstoke and other towns will receive a cordial welcome.

The Leland Hotel is now ready for business. The addition to the Madden House is completed. A large addition to the Hotel Nakusp is to be commenced forthwith.

Mr. D. McGillivray, C.P.R. contractor from Vancouver, was in town yesterday and left on this morning's boat for the lower country.

The new C.P.R. time table comes into effect next Thursday. The change will be very inconvenient for Revelstoke. The train from the west will arrive at 4.20 a.m.; from the east at 9.30 p.m.

Hon. John G. Haggart, Minister of Railways, was in Revelstoke on Wednesday and went down river Thursday morning to take in the Kootenay mining country. The great object of his visit to the Far West is to inspect the Crow's Nest Pass, through which the C. P. R. and other railways will reach Lower Kootenay.

Columbia & Kootenay Steam Navigation Co.

NOTICE TO SHIPPERS.

Hereafter all freight for Hall's Landing, Nakusp, Fire Valley and other non-agency points must be prepaid or guaranteed before it will be received on board of this company's steamers at Revelstoke.

J. W. Troup, Manager.

Revelstoke, May 11th, 1893.

W. A. JOWETT,

MINING AND REAL ESTATE BROKER,

NELSON, B.C.

Lardeau and Slocan Prospects Wanted.

EDWARD LIPSETT,

Sail, Tent and Awning Maker.

HORSE & WAGON COVERS,
BAGS, HAMMOCKS, &c.

WATERPROOF BLANKETS & COVERS

TENTS FOR SALE & TO RENT.

69 WATER STREET,

VANCOUVER, B.C.

R. H. RAMSEY,

House Painter, Paper-hanger and Grainer.

REVELSTOKE, B.C.

WORK DONE WITH NEATNESS AND DISPATCH.

HULL BROS.

REVELSTOKE.

BUTCHERS

AND WHOLESALE AND RETAIL DEALERS IN

BEEF, PORK, Etc.

COLUMBIA & KOOTENAY STEAM NAVIGATION CO.

NOTICE.

THE ANNUAL MEETING of the Shareholders of the Columbia & Kootenay Steam Navigation Co. will be held at the Company's office, Revelstoke, on THURSDAY, June 1st, at 11 a.m.

F. G. CHRISTIE,
Secretary.

Revelstoke, May 15th, 1893.

Queen's Birthday Sports.

Owing to press of business matters this year the celebration of the 24th was not such a great event as last year, when nearly $300 was subscribed by residents of the lower town and station. Nothing had been done in the matter until Wednesday morning, when Mr. McIntosh went around with a subscription list and gathered in over $50. Other gifts later on swelled the amount to nearly $80, and with this sum the committee started the sports about three o'clock, Mr. J. Kirkup filling his old position as judge, while Mr. Northey acted as secretary and starter. The weather was perfect, and could not be improved upon, attracting a large number of ladies to the scene. The first event was 100 yards' race for boys, which was won by Willie Leplant, Frank Brown being second. In the open 100 yards' dash E. Shaw won easily, G. Barber coming in next. W. Fleming, who would have been a dangerous competitor, fell at the half distance and was out of the race. The running hop, step and jump was won by G. Barber, with F. Fraser second. The same two captured first and second respectively in the standing long jump. First honors in the standing long jump with weights fell to Fred Moore, with Barber second. In the three-legged race Barber and Moore came in first, followed by Fraser and Shaw. Fleming and Stewart fell, raising a big laugh and a lot of dust. In putting the 16lb. shot Dave Cowan proved the victor with a throw of 35ft. 5in., Barber being next with 34ft. 6in. The Chinamen's race caused some fun, the Celestials' pigtails sticking out behind like the handle of a pump. The winner was Hi Lo Jack Game, Hop Lee Hung Hi being a good second. A match between F. Fraser and E. Shaw, 100 yards' dash, was won by Shaw in excellent style. There were four entries for the half-mile open race, with a turn—G. Barber, F. Fraser, F. Moore and E. Shaw. Bets were laid on Shaw, who is the best man we have for any distance below 500 yards, but needs a lot of practice to become a stayer. Fraser took the lead at the start, and kept it to the distance, turning the post several yards ahead of the next man and quite 100 yards ahead of Shaw, who was last. On the home stretch Shaw spurted well and easily passed Moore and Barber, but he had more than he bargained for in Fraser, who kept pegging away at his best pace right up to the winning line, which he touched 12 or 14 yards in advance of Shaw, who consequently had to be content with second prize. If Shaw had not been pumped he would undoubtedly have passed Fraser, but as it was had there been another 100 yards to go Fraser would have increased the gap between them. Shaw's style was very much admired. Several children's races followed. Ella Paton and Willie Beavo secured first prizes, and Master Jack Richardson, a tot of four years, captured a prize in admirable style.

In the pony race Mr. J. I. Woodrow's "Birdie" (W. Fleming) was first, with Mr. D. Robinson's "Jim" (J. Nelson) second. The latter was a little too fat for making quick time. Mr. F. McCarty's cream-colored horse was matched against Mr. W. Cowan's grey. The former won two heats out of three and took first money.

In the evening a pool tournament was played at the Victoria Hotel. There were six entries:—S. Bickerton, E. J. Francis, F. Fraser, W. Cowan, J. McIntosh and W. Cassoe. In the first round Bickerton defeated Cassoe, Cowan defeated McIntosh, Francis defeated Fraser. In the final draw Cowan defeated Francis and headed the table against Bickerton, whose hopes were destroyed by the skilful play of Cowan, leaving Francis and Bickerton handling cues for second prize, the game ending in favor of Francis. It was the general opinion of experts present that the play throughout was the finest exhibition of pool ever seen in Revelstoke. Mr. C. Holton acted as umpire.

A. H. HOLDICH,

Assayer and Analytical Chemist,

REVELSTOKE, B. C.

Special experience in coal, coke, iron, ferro-manganese, steel, silver, copper, lead and zinc.

Stockholm House

JOHN STONE, PROP.

The Dining-room is furnished with the best the market affords.

The bar is supplied with a choice stock of wines, liquors and cigars.

A Remarkable Oriental Experience.

A Thrilling Story of Chinese Treachery

CHAPTER XXI.

The remaining narrative lies in the hands of Herbert Vanscombe:

Startled as I was by the appearance of the wasted frame and the drawn features of the man born by Chin-chin-wa, I was yet more startled by Chin-chin-wa's words; and looking back upon the incidents of that day, it seems to me as though part had been as a dream, for my mind, I think, was only half conscious for some moments of the sensations which overcame me.

"I do not know," Chin-chin-wa had said.

I heard the words, and yet did not seem to hear. Could it be possible that there was any doubt?

Could it be that he had used the power of his pardon in vain; that there were others besides William Norris confined within the temple?

I had spoken the question more in the agony of my mind than in expectation of a reply, and the reply had been, "I do not know."

Even as thought flashed across my mind in a tissue of confused ideas, Chin-chin-wa seemed to recover himself. The crowd around us pressed curiously, and, indeed, the incident was one which might well arouse their curiosity.

"We have still time!" he cried, pushing onwards, as he spoke, to the palanquins, whose bearers at his command hastened to their posts. An acute pain went through my heart.

Everything was clearly recalled to me now; it was a time to act, not to delay, for every instant the sun was mounting higher in the heavens, and every instant nearer and nearer drew the hour of noon.

And we were still far from the Tungchow gate.

All that I have endeavored to describe minutely, had taken place so rapidly that in a few seconds from his exit from the temple Chin-chin-wa had placed his burden silently within his palanquin, which was now raised aloft. Chin-chin-wa turned to me, pointing to the second palanquin, which still lay on the ground.

I understood and obeyed. To Chin-chin-wa the terrible heat of noon was as nothing, from long custom; for me it was a thing to avoid.

I took my seat; the others had preceded me, and, with a number of the crowd following in their train were moving at a sharp trot over the dusty and uneven ground.

Chin-chin-wa with long steps kept even with the palanquin, with an easy and swinging stride.

For a moment it seemed to me that I was now by some freak of fortune to be left behind at the last; but as I half conceived the thought, I felt myself raised in the air, and knew a second after that my bearers were carrying me onward as rapidly as those who went before.

All now depended upon haste. Well did I know this; and I could hear Chin-chin-wa's voice urging on the men who bore him whom he had saved, and calling upon them, as I judged, to expend the full measure of their strength.

A Pekin palanquin is a heavy thing. Unlike the chairs of Canton or Foochow, it is weighty and cumbersome, and more suited to slow and dignified progression than to anything of the nature of haste.

The mandarin of Pekin is expected to exhibit full dignity when he appears in his palanquin in the streets; and we had taken upon ourselves to enact the part of mandarins prior to Chin-chin-wa's entrance to the Temple of Confucius.

Now all was changed, for there was indeed every necessity to cast aside lethargic movement, and to hasten onward; for the Tungchow gate was yet some distance off, and the hour of noon was near at hand. But although to us haste was of the most important issue, it was not so with the bearers of the palanquin, and my heart ached in a wild rebellion as we moved onward at a pace which, moderately fast, yet seemed like the snail's to me.

Should we reach the gate in time? That question was now uppermost in my mind, and a vague prayer went up from my heart to the skies, where the sun still moved onward, every instant bringing us nearer to our doom.

I have said our doom, for it seemed to me then that my fate was bound up with Chin-chin-wa's; if he fell, I too would fall by his side; if need be, I would resist the enemy side by side with him, and, standing together, we should be overpowered and foully killed, whilst William Norris would also share our fate. But the occasion had not as yet arisen, for we were not yet lost; and still we moved onward, whilst the clouds of dust surrounded us so that I could hardly distinguish the palanquin in front or the tall form of Chin-chin-wa.

Time—yes, too much time—was given to me now to think. Even on the verge of a precipice, my mind turned back upon what had been, to question vaguely. Was this strange, wasted man indeed the Norris whom we sought; or had Chin-chin-wa made some mistake, and borne the wrong man from the confines of the temple wall?

And if indeed it were William Norris, was he dead?—for his face had hung back litelessly, and one foot had been red with blood.

Through what had the wretched victim passed? What had Chin-chin-wa seen and known within the temple? Had we, or had we not done all in vain?

I looked at my watch: the hour was close at hand. I could not tell, for the dust, whether we had approached near to our destination, but I feared that there was yet a long way to be traversed.

I sat thus with my watch in my hand, whilst the palanquin swayed and jolted onward, for some minutes I should think, when of a sudden I perceived that Chin-chin-wa had fallen behind and was beside me.

I knew that the end was near.

"What is it?" I asked, as he moved on foot by my side, whilst I bent forward as well as I was able to do, since the palanquin jerked from side to side.

"The time is near," came his reply. "The crowd who still follow us will soon know the truth. Noon is almost upon us, and we shall not be in time."

"What is to be done?" I questioned hurriedly.

"Will you run?" was his rejoinder.

"Yes," I answered, something of the old Eton spirit coming over me even then.

"Then dismount quickly. Shan-min-yuen has carried out his threat; the crowd behind, which you can not see, is not large—but some of his men are amongst them. I am tracked down, watched on all sides. They have followed us all the morning. I saw them when I left the temple; they must have followed before. Quick!—it is our only chance. We must run."

All this was so rapid that scarcely a moment was lost.

"But what of Norris?" I cried, as my palanquin, at Chin-chin-wa's command, was instantly lowered upon the ground.

"We have not far to go," was the quick reply. "I shall save that man. Come!"

And at the word he set off at full speed; and I casting a glance over my shoulder, girt my Chinese garments, as well as I was able, about me and immediately followed. As I did so, I began to realize the task which I had undertaken, for I could understand now, why on the heavy, thickly laden road the bearers had failed to progress as we would have them to do.

Chin-chin-wa was right; we were followed. The crowd which had formerly collected round us was well-nigh scattered, and had fallen away; but I perceived at a glance that there was a number of men, who keeping some distance behind, and apparently forming as it was part of a curious crowd, were yet far more likely to be the followers and dependents of Shan-min-yuen than others merely impelled by curiosity to follow us so far off.

It must be understood that we were not in unfrequented places; that our progress at an unusual rate was already sufficient to attract attention; and that in passing carts and camels and many conveyances our way had never, from the time of leaving the temple, been uninterrupted, although in the great width of the streets it is seldom troublesome to avoid the numerous vehicles which form the traffic of such a city as Pekin.

But although many had turned to gaze upon us and to follow Chin-chin-wa with the eye till duly satisfied that nothing was to be gained, in that we had now passed on few had added their numbers to those who followed us, and those who had done so must have been impelled more by that feeling which impels every one to join in a crowd, rather than from curiosity as to what we were about to do.

A few had kept steadfastly behind, and those, as I now understood, were the followers of Shan-min-yuen, and others whom their presence served to retain.

For the rest, there was nothing terribly exciting in the headlong career of two mandarin palanquins; and the atmosphere of Pekin at this time of the year is not such as to call into energy the latent curiosity of those who pass along roads dust-laden indeed; with the overpowering heat of the sun beating upon their heads.

Now that we were leaving our palanquins the case was altered, for the spectacle presented by two men, richly dressed in mandarin garb, flying on foot through clouds of dust stirred by their every step, must be such as to attract popular attention in a very marked degree.

This was the first difficulty. The second was William Norris, or the other man whom we had secured as being William Norris. Was he to be left to follow in the palanquin where he now lay?

As I rapidly questioned myself upon this point, whilst I started upon a race whose length I did not yet know—a race for life, as against death—I saw that Chin-chin-wa had made up upon the first palanquin, and that its bearer had already lowered it upon the ground.

I am unable clearly to convey the rapidity of all that now occurred.

Chin-chin-wa who had been some yards in advance of me had stopped the palanquin. I was instantly by its side; he shouted out to me "On, on! I shall be after you"; and I did as he directed, knowing that he was more fleet of foot than I, and that every moment must be saved on my part, and every effort expended to attain to anything of the nature of speed upon the Pekin roads. For the rest, perhaps, I knew that all lay in his hands; that he must guide, not I, at this time, and I did not hesitate a moment, but passed him without looking back, and continued to run as quickly as lay within my power along the road which lay before me.

Some moments must have passed whilst I ran thus, conscious that danger was every moment coming more near us—for something told me that, as we went, we were now actually pursued,—when I heard hard breathing behind me, and knew that Chin-chin-wa was overtaking me, and would shortly take the lead. Perhaps this thought influenced me unconsciously to slacken speed, for a second or two later he was by my side, and then, without a word, took a place in front of me, but a little to one side.

My eyes, which had been fixed ahead with the determination that our goal must be reached, turned toward him; as they did so, a great wave of emotion, of admiration, of manly love—call it what you will—overcame me, for I saw instantly the cause of Chin-chin-wa's short and hard breath.

He was carrying in his arms the body of the man whom he had brought from the temple, and yet, notwithstanding, kept step by step with my full speed which was now called upon in the hour of need.

As I saw this, and as my senses half grasped the truth of the man's heroism—a heroism apparent now, when every moment might save his life—a heroism which was virtually sacrificing that life for another's sake—I felt a touch of his iron strength enter me, and nerve me to fresh exertion; for if Chin-chin-wa could do this thing, surely I too might, at least, succeed in keeping by his side. Shouts had arisen behind us—shouts which were explained to me in the aftertime by Chin-chin-wa, for they meant this,—"Chase him to the gates, and kill the exile who can"; and, as I heard the cry, I knew that the hour of noon had come, and that Chin-chin-wa's life was no longer his own.

Still we out-distanced those who followed, and some who turned at the cry had not time to step in front of us, before we had passed and left them to join in the pursuit; for in the traffic, greater as we neared the gate, there was a certain safety for us, in that those who were far in front did not perceive us, or grasp the meaning of the cry behind, until we were near, and the gate was now close at hand.

a yard in front of me; I a little to one side, behind him on the left.

For a second or two we passed those who turned at the cries from behind.

Suddenly danger in its greatest form faced us: two men stood forth to hinder us.

All my strength rose within me. "Fall back!" I shouted desperately to Chin-chin-wa, almost as we were upon them. Chin-chin-wa, dropped a step, so that I passed, and, with clenched fist, I struck them in succession, with the rapidity of a madman's frenzy, full in the face. Our speed did not slacken: we passed on.

"The gate!" I shouted; "on, on!"—for it was before us, and, as I perceived it, I seemed to grasp, for the first time, what Shan-min-yuen might have done.

The gate was open: it might have been closed.

As my voice broke from me, Chin-chin-wa was again by my side; the foot of the man he carried just touched me—happily no more.

The gate was free; the road almost clear. All danger was behind us, unless some providence intervened.

A great tumult was behind us. My senses seemed to leave me. I seemed to enter at full speed into a dark pit; for the great gateway contracted, so it seemed to me, as we approached.

Darkness enveloped me,—and then—a sudden light.

We had passed through the Tangchow gate.

* * * *

Near the Pekin gates the roads are paved on each side of the wall with huge slabs of unevenly laid stone. We had passed over these, and were still upon them, though now outside the walls.

When I knew that we were saved from the greatest of all the perils through which we had come, my strength, from the terrible, strain placed upon it, completely left me, and I half fell forwards; but Chin-chin-wa saved me, for he had stopped, and half loosening his grip upon the man whose form he carried, he stretched out his left arm and gave me a momentary support.

Notwithstanding, I half sank upon the ground. Those who had pursued us were upon us at this instant; but I heard a loud voice, as it were, giving a command above me, as it had done in strangely similar circumstances once before, and glancing upward upon Chin-chin-wa's face, I saw that it was he who spoke.

Never shall I forget his face as I saw it then, set with the great beauty of an iron strength which admits no weakness; and yet I knew that the man was well nigh undone.

He was marble pale; yet even now he restrained the weakness which was upon him, his lips did not quiver, and his breath seemed to come as always, as though he had suffered nothing in the trial of the race for life or death.

He faced them—a great crowd of bloodthirsty, maddened things; for it is a terrible thing when the wolves are baulked of their prey. Would they furiously disregard his words? No; the command had power I scarcely could believe; and that power which protected him strangely protected Norris and myself. He faced them—and his command went forth to them to be obeyed, for in his hand he held his pardon,—his life was once again protected by the Imperial power.

Chin-chin-wa had loosened his hold upon the form which he had borne. As soon as I was so far recovered, I rose and looked around me.

Shan-min-yuen's attendants had apparently disappeared, for the crowd kept back at Chin-chin-wa's command; and then gradually, so I imagined, must have come questions from one to the other as to what had been the reason for the pursuit; and so slowly they gathered in knots, and others stood still observing us; but danger, at least for the present, was past.

Gradually I felt that my strength was returning to me. Chin-chin-wa had not yet moved. He continued standing, as though, in this position, recalling the bodily power which must in some degree have left him, even as it had left me. Thus some minutes passed, whilst the crowd circled round us inquiringly, and at last Chin-chin-wa spoke.

"We must move on," he said to me, "as soon as you are able. The ponies are not far off. We must move from here. Shan-min-yuen will not be long in setting out upon the pursuit; they expected him at the temple every moment."

"But," I said, "your pardon protects you now!"

"Not from Shan-min-yuen and his men," he answered me quietly. "Do you think he will hesitate a moment in setting out on our pursuit at such time as this? Norris is with us: that alone is enough. And if my pardon even now was enough, I would not use it: I would meet him as man to man."

I did not answer. I was endeavouring to recall my strength.

Perhaps I succeeded in some degree, and, as in moments of intense excitement one will sometimes do the most trivial thing, my next action was a strange one; for I lifted my Chinese garb, and looked at my watch as it lay in a pouch I wore at my waist.

It was exactly twelve minutes past the hour of noon.

Chin-chin-wa had bent over Norris.

"He still lives," he said. So he, too, it now seemed, had doubted as I had done. Then he sought to raise the body in his arms once more. "Come", he said to me, "a little way; courage!"

He was right; we were not yet safe; and if he, after the greater trial, could bear another's body in his arms, what was I if I should yield to my weakness?

Chin-chin-wa moved on: I made an effort, and followed him, and by the time we reached the inn where the ponies awaited us, in charge of the old curio-dealer, I felt that I was ready for fresh exertion.

Such of the crowd as had followed us we now left upon the road, whilst we entered the yard of the Chinese inn. The old man expressed his delight upon our arrival, in words to Chin-chin-wa and in gestures to me; for he had feared that we were lost, since we had a little passed the appointed hour. The ponies were ready for us, and little time was to be lost.

Our intention had been to ride to Tientsin—that is to say, to make the whole journey on horseback.

Now, as I discovered, all was altered.

Chin-chin-wa had determined upon a better plan, and yet one which presented obstacles and difficulties which we should have to overcome—that of going by river to Tientsin. Our future movements he laid bare before me; I a little to one side, behind him on the left.

minutes before mounting the ponies, which were ready for us at any moment.

It was evident, he thought, that Shan-min-yuen would give early pursuit, because he had been expected at the temple; and on his arrival there he would discover the absence of his captive, and, whether his mind had or had not connected our visit to Pekin with Norris's existence, he would surely at this time come to see the truth.

His attendants, meantime, would return to say that they had pursued Chin-chin-wa, the exile, through the streets, accompanied as he was by his English friend, and that as he went in front of them he had carried another man—a man whom he had brought from the Temple of Confucius.

Certainly, with this information, Shan-min-yuen would quickly discern the truth.

Our position, then, was fraught with danger. Little or no time had been lost as yet, because the delay had been counterbalanced in a measure by the great haste in which we had left the city, but it now became an urgent necessity to push on at once; and here it proved to be well indeed that Chin-chin-wa had fixed upon the Tungchow gate, for it was nearest to the river, and the river we must now strive to gain.

With heavy payments we should induce the sailors to maintain an unusual speed, and by this means we should best be able to gain safety, for Norris in his present condition would be unable to ride upon horseback unless held firmly in his seat.

This was to be our task to Tungchow—a distance sufficiently long for such a trial.

Briefly and clearly Chin-chin-wa placed his plans before me.

Norris—if it were Norris, as I still doubted—was now weakly conscious, for the great shaking which his frame must have endured whilst Chin-chin-wa carried him over the uneven ground at full speed had had a beneficial rather than an injurious effect under the circumstances, and we knew now with certainty that, though terribly weakened, he still lived.

But it was no time to attempt to question him.

Chin-chin-wa poured a little samshu down his throat. Fortunately he had a small bottle, brought by him in case of need, and both he and I also swallowed some of this; but, further, we treated Norris as a dead thing, dealing with him as if he were still unconscious; for we had the power to act, and from him it was totally gone.

We placed him upon one of the ponies and tied him with ropes, as firmly as we were able, to its back, in a position which, whilst irksome, was necessary; for we could give him, as we rode on either side, but small support, as well we knew.

Chin-chin-wa then mounted his steed; I did the same; and thus leading the third pony between us on the one hand, and half supporting the form it bore upon the other we passed together out upon the road.

As we did so, the old Chinaman, our late host in Pekin, came after us, crying curiously in the Chinese way, as he ran by the side of Chin-chin-wa.

Then I knew for the first time that the old man must have truly loved Chin-chin-wa, and that they parted now as they had parted perhaps seventeen years ago, knowing that only by some freak of fate could they ever meet again.

A softer look than I had ever seen upon Chin-chin-wa's face overspread it now.

He spoke some words; I do not know what they were, for I could not ask, but I know that they were words worthy of Chin-chin-wa, for as the old man heard them he silently fell back.

From this moment our every effort was speed, and our every endeavor was toward that end. But even with speed, even given that we reached the Peiho in good time, and far in advance of those who would start we anticipated, in the pursuit, there was this possibility before us—we might be unable to secure a boat.

(TO BE CONTINUED.)

Deadening Debt.

The deadening nature of debt has been shown time and again in the coal regions of Eastern Pennsylvania, where a miner sometimes works for ten years without receiving any cash payment, because some disaster has brought him in debt to the company store. The mineowner and miner share the financial risks of mining, and it sometimes happens that an accident will place beyond the miner's reach thousands of tons of coal which he has cut with months of labour, but for which he could not draw full pay until it had been delivered at the breaker. While he was thus busied, he lived upon credit at the company store, and the disaster left him deeply in debt. The effect upon many men has been to make them utterly indifferent to their future, and at least one mine owner, recognizing the evil results of such conditions, makes it a rule to discharge a miner who is hopelessly in debt. The discharge clears his score, and many men thus relieved of their burdens depart from the coal regions with their little belongings to begin anew elsewhere, armed with the courage that hope alone can give.—[New York Sun.

A Pocket Telephone.

One of the neatest articles that has recently been added to the equipment of some of the Newcastle policemen is the pocket telephone. It is handy and light, consists of a combined mouthpiece and earpiece, has about a foot or more of wire attached, and there is in addition an affixing pin and a small key. The apparatus is to be used by the officers in connection with the fire lamps placed at various parts of the city. Instead of breaking the pane of glass in case of a fire breaking out in the neighborhood—as an ordinary individual would do—the police constable opens the door with his key, places the affixing pin in a socket provided for it in the lamp, and is in immediate communication with the fire brigade. He can tell them in an instant what the nature of the conflagration is, and what appliances are likely to be required. The pocket telephone, however, and the fire lamps can be utilized for other purposes.

Several students at Bethany, W. Va., saw that Buffalo Creek was covered with oil, which had issued from a well several miles above, in Pennsylvania. They set fire to the oil, and soon the creek was a sheet of flame. When the fire had gone out, the water was almost boiling. About a hundred students waited for the creek to cool, and then went in bathing.

In Spain the Duke of Veragua is popularly known as the best breeder of bulls for bull fights.

Lord Shannon, who before his succession to the title served on a ranch in Manitoba, is now known among his friends as the "Cowboy Peer."

The Baroness Burdett-Coutts has been preparing during the past year a report on, the philanthropic work of British women for the Chicago fair.

Miss Lucy Larcom, the poetess, who died in Boston on Monday, was 67 years of age. She spent ten years of her early life as an operative in the Lowell cotton mills.

One of the brightest members of the graduating class of the medical school of the University of Pennsylvania is John J. France, a native African, born in Liberia twenty-five years ago.

Fred Douglass is said to be engaged in negotiations for the purchase of a fine property near Easton, Md., in the immediate vicinity of his birthplace. He intends to spend his remaining days there.

Gov. Pattison, of Pennsylvania, has just appointed five women as notaries public, his first nominations under the new law regarding that office. One of them is Miss Hills, manager of the Harrisburg Telegram.

The Duke de Veragua is the thirteenth in descent from Christopher Columbus. His full name is Don Christobel Colon de Toledo de la Cerda y Gante, Duke of Veragua, Marquis of Jamaica and Admiral and Adelantado Mayor of the Indies.

That curious and costly example of ecclesiastical floriculture, the Golden Rose, will this year be conferred upon the Abbess-Archduchess Margaret of Austria niece of the emperor. The abbess who is to be honored with this crown of virtue is only 23.

Dr. Haffkine the bacteriologist, who has been investigating cholera, writes from India to the Russian papers that he has conquered the disease by an inoculative method which he will give to the world. He regards his tests in India as conclusive.

Ambassador Bayard is, in appearance, the beau ideal of a statesman. Tall, handsome and dignified, he is one who attracts attention wherever he goes. Mr. Bayard has many personal friends in both parties who know and value him for his personal qualities.

Prof. Koch is said to have perfected his anti-consumption remedy to a point where he can definitely claim results that were prematurely announced three years ago. It is now in a form for inhalation, instead of the lymph that was administered by the injecting syringe, as at first.

An Impromptu Visitation.

"Come home before sun-down, child."

The command, given in the sweet tone which made a command always a loving request, came floating back to me across the busy years.

"Yes, mother, I will," I said, and having given my promise, I hied away with swift feet to the little friend to pass the rest of the spring day, playing away the hours, heedless of their flight, until a sudden lull, that always comes before the sunset, brought back the gentle words, "Come home before sun-down."

Then there came a hasty gathering up of toys, a hurried kiss on the cheek of childhood's favorite, and every nerve was strained to its utmost tension to make good my word given to one who stood next to God.

I stood again inside the old gate. Once more my soul scented the perfume of peach blossoms, and the whole familiar scene lay before my triumphant eyes as it had so often before, even to the sun hanging ready to drop, a ball of fire, behind the mystery of the horizon.

I had reached the line of safety, my word had been made good, I had shut myself inside the gate, and the sun which looked to me at least a half hour high in the sky, suddenly fell, leaving only the glory of an afterthought, but the knowledge that I had been worthy of the trust set my child heart in a glow, and the mother smile which fell upon me felt like the sunshine upon the early flowers; the father, calling me to him, patted my little tow-head approvingly before he wiped his glasses on my checked apron.

The dusk deepened, the lamps were lighted, and the moon came slowly up from its hiding place and stood with watchful eye above us. There gathered about me a varied crowd. My old playmates came—some of them arrayed as I had known them in childhood—and some of the boys wore beards. Those I had not known till later years stood conversing with those who were first in my remembrance—but to me everything was in perfect harmony. These were my choicest from many distances—all in that home on the outskirts of the country village.

Charlie tore plum blossoms from the bushes in the moonlight to make a crown for Alice, and Annie called Maud to defend her from Dick's teasings. Some danced and laughed and others sung the songs I had long ago forgotten, intermingled with airs from "Sinbad" and songs from "Elijah." Smith's March was succeeded by Paderewski's minuetto played on a melodeon! I marveled not that Tom should make love to Bertha whom he had never before met, and it was not strange to me that Grace should sigh at Hugh's flirting with Mabel, even though Grace had long been married, and happily, too, to a stranger I had never seen; when Ben stole a kiss from Julia, it brought me no surprise, although in real life Julia had long since given up everything for her art, that of interior design; and Ben had for years been an established old bachelor, who habitually wore a skull cap over the space that was erstwhile covered by a crest of black curls.

It was all a play with a few acts, but each brought on many scenes; or it was a story with much character picturing, with but little plot.

At length the guests congregated around one central figure—that of my mother, who called to me. I think I answered her, for when I woke she stood leaning over me smiling down at me, and in the morning light I saw it was the same mother I had seen in my vision, a little feebler, her hair a little more silver, but with the same loving smile. I had gone home for my yearly vacation, and that is what I dreamed the first night of it.

The only bright spot left by some men is the scoured place on the chair.

HE GREAT NAVAL REVIEW.

Development of the Modern Warship.

Review of the Progress of Naval Architecture in Three Centuries—From the Trireme to the Frigate of 1800—Battleships of To-day.

Our neighbors may well feel proud of the magnificent proportions of the friendly naval demonstration which is to-day assembled in the vicinity of their capital city to do honor to the memory of Columbus and to emphasize the importance of the great nation which has within such a comparativley short period become a mighty influence in both hemispheres.

Rarely—if ever—has such a representative fleet been gathered together and never with motives so far removed from hostility, and so especially in harmony with a season when two of the most important maritime powers represented are engaged in settling a dispute as to the rights to a sea by arbitration.

Naturally the ships of the United States make the braver show numerically, but there are so many various types present that it is a suitable occasion to briefly review the changes which have taken place in naval architecture during the last

TWENTY-FIVE HUNDRED YEARS.

Few subjects are more interesting to the student of history than the famous warships of the world. Too meagre, alas, are the records remaining to us of the Greek, Roman and Carthaginian galleys which contended for the mastery of the Mediterranean Sea, the universal naval battleground of the ships of the time of Alexander the Great. Hundreds of years before the Christian era there were built ships that carried as many as two hundred souls, which required as many more oarsmen to propel them, so that vessels of considerable size were a necessity. The trireme, or vessel with three banks of oars, came in use about 700 years before Christ. Four hundred years before Christ ships were fully decked and were much larger. About this time the Athenians built a fleet of 200 large warships and passed a decree compelling the building of twenty new ones each year by the state.

The Carthaginians were successful on the ocean. They were the first to build the quadreme or galley with four banks of oars, and never hesitated to attack the Romans wherever they found them in anywhere near equal force. Their custom was to cut off the bows or peaks of the captured, which were too badly damaged for future use, and string them up in the temples of Baal or on the grand staircway of Hamilcar's palace so that the home-returning victors marched through avenues of the trophies of their own prowess. And not alone were the ships' prows thus used, but the shields and arms, and too often the bodies of their owners who were killed in the fight were also exhibited, an object lesson in the fortunes of war and the savage hate of those fierce times.

The ancient fleets had light, swift cruisers or scouting boats which skirted the enemies' shores and brought news of their movements. Then the main boats manœuvred for position. Then came the long range arrow fire, followed as the ships drew closer together by the smashing of the heavy stone and metal shots fired from the catapults. Soon the sharp rams pierced the opposing sides, or, as the vessels swung together great cauldrons of burning pitch were swung over the enemies' decks and upset over the heads of the rowers and fighters. Gangways were lowered over which the fighting soldiers charged, and the fight became a general hand-to-hand combat.

Ptolemy Philopater built a galley 480 feet long, 57 wide, with 4000 rowers, but we have no record of what she did in battle. The Phœnician warships seem to have made the first use of the compass, which was at that time simply a piece of thin board floating in a saucer of water, with its needle fastened on top. This contrivance was kept in a shrine on the main deck abaft on all ships, and was religiously guarded from all prying eyes, as it was a religious as well as a commercial secret, not even the crew being aware of how its mysterious power was exerted. In fact, the priests and certain rich families of those days held a practical compass trust over the rest of the nation.

When gunpowder came into use it revolutionized naval warfare and ships began long range fighting. Coming down to the days of the Spanish Armada, which so disastrously failed in its attempts to invade England in 1588, we find many of the Spanish ships still using the oars or sweeps in calm water, or to aid the sails while manœuvring in battle. The great towering galleons afforded excellent targets for

THE ENGLISH GUNNERS,

who fairly made slaughter houses of them in fair weather, and followed them like blood hounds in the great storm that followed until the huge fleet was reduced to a few miserable half-starved crews, some of whom being wrecked on the Irish coast were put to death without mercy, while a remnant alone reached Spain again.

This great victory was won by the sailors of England under the most distressing circumstances, for Queen Elizabeth refused her wounded seamen even the ordinary necessities of life, and they died in the open streets of the seaports with no help whatever from the ungrateful queen they had served so well. Their commanders, Drake and Howard, had to spend their own private fortunes in their relief, and were almost ruined by their charity. It was about this time that Porre Celli, the pupil of Galileo, invented the barometer, now so indispensable at sea.

Strengthened by many successful sea fights, the British navy was in a fair condition when England, stirred up by France, began a war against the Dutch. The Duke of York, with a fleet of 109 men-of-war and 28 fireships and 21,000 sailors, began a blockade in the Texel; but the Dutch gave him a battle in truly gallant fashion, and would probably have won, under Admiral Von Tromp, had not one of the Dutch 84-gun ships—the "Endrecht"—blown up and killed 500 of his men, after which the English defeated the rest of the fleet without much trouble.

The Dutch soon had their revenge, however, for they soon fell foul of the English coast at the mouth of the Thames, sailed up to and broke the chain guarding it at the forts of Sheerness, burned the ships "Metthias," "Unity," and "Charles V.," and proceeding as far as Upner Castle, burning "Royal Oak," wrecked the "Loyal London," and the "Royal Charles," the Commander of which, Captain Douglas, was burned alive upon her decks, refusing to surrender or leave his ship without orders.

The Dutchmen of those days were great fighters, some of their engagements lasting from 3 in the morning till 7 in the evening. The Dutch fleet under De Ruyter, after starting for home, was followed closely by the Duke of York with the English fleet.

The French have always been gallant and bold fighters, both on sea and land. They have also been fine shipbuilders, but in their handling of ships they have not been equal to their English neighbors. In many small actions they have been successful, but in great fleet battles they have generally been allied with other powers, and the unit of action so necessary to clean cut, decisive work has been absent. The impossibility of a fleet of Spanish and French ships acting in as close concert as the ships of one nation thoroughly understanding each other has always been made evident. Napoleon's great genius enabled him to successfully evade the British fleet under Earl St. Vincent and Nelson, and to reach his dejective point, the Bay of Aboukir. Nothing daunted by the formidable array of battleships before him. Nelson at nightfall gave the order to engage, and the whole British fleet sailed directly for the enemy with the "Goliath" leading.

Then followed as fierce and bloody a naval fight as history records. After two hours of the closest contest the victory was still doubtful, when the French ship, the "Orient," blew up with a terrific explosion, her burning fragments setting fire to other ships near her. After a pause the fight was renewed and continued until daylight. Of the thirteen line of battleships one had been blown up, eight had surrendered and two escaped. Of these the "Tomoleon" was ashore and the "Tonnant" a wreck and both surrendered. It was on the "Orient" that Commodore Casabianca fell, whose gallant son refused to leave the burning deck, as has been recorded in the famous poem.

It was at the battle of Trafalgar that Nelson led with

THE SHIP "VICTORY,"

against the combined fleets, and received the combined fire of eight French ships at once. His rigging was torn to pieces and he had fifty men killed before he fired a shot. When the "Victory" did so, however, her sixty pound guns were loaded with round shot and a keg of 500 musket balls each, and some of her guns were even triple shotted. The action became general, and the "Victory," surrounded by a blaze of cannon fire, was lost in the smoke. When it cleared away the "Victory" and many of the British ships were wrecks. The allied fleet was retreating.

The greatest victory the world had ever seen had been won, but the great leader, Nelson, shot by a sharpshooter, was dead. The defeated fleet consisted of thirty-five sail of the line; twenty-five of them were captured, burned or sunk, and seven only reached Cadiz, reduced to mere wrecks. This great victory saved England from Napoleon's contemplated invasion, broke the maritime power of France and Spain and gave to England a prestige at sea among the nations which retains to this day.

The first man to display the American flag abroad on a ship of war was Paul Jones. When the American colonies had declared their independence their vessels were few, but their crews soon made up in vigor what they lost in number. Sailing entirely around the British isles in the Ranger, Paul Jones entered harbors, burned shipping, captured merchantmen in sight of land, defeated and captured the sloop of war, Drake sent out to capture him, and in general created a wholesale terror of his pluck, energy and ubiquity.

During the peace that followed the American war of independence, England made claim to the right of searching American ships for deserting English sailors. The Americans kept their temper in a creditable manner, though denying the claim, but when the American frigate "Chesapeake," while unprepared for action, was fired upon and her captain and several men injured because she refused to allow the British frigate "Leopard" to search her, then war was declared.

The American fleet, though small, was efficient, and its frigates gave good accounts of themselves, while a perfect swarm of privateers and small armed schooners immediately overspread the ocean, capturing and burning English merchant ships in all directions. So bold did they become that in some cases they burned vessels in the English channel within sight of land, and marine insurance in London reached exceptionally high rates. It was during this war that the U. S. frigate "Constitution" made herself famous in many actions and eventually captured the British frigate "Guerriere," which, however, was smaller. The most interesting of the many single combats at this period was that of June 1, 1813, between the "Shannon" and "Chesapeake," as the conditions as to armament and crew were almost equal and

INDOMITABLE COURAGE

shown by both—men of practically the same race—the English Captain Broke being disabled and the American, Lawrence, dying of his wounds. The action, however, was all over in less than half an hour. Since the battle of Navarino, in 1827, and the bombardment of Acre in 1840, the three-deckers and trim frigates of the "Victory" and "Shannon" type have been surpersded, though during the Crimean war there were several steamships which carried 130 guns in tiers, the "Duke of Wellington" having been the most prominent of this type and the flagship of Admiral Sir Charles Napier.

After the Crimea war there was no regular naval warfare, though there were occasional isolated actions in connection with the suppression of the slave trade and gunboat operations in China. The next great step in naval history was the conflict between the Northern and Southern States in 1861. At the outbreak of the war there lay at the Norfolk navy yard in Virginia the United States frigate "Merrimac." When the yard was abandoned the "Merrimac" was set on fire and scuttled, but sank before her machinery had been damaged. The Confederates raised her, cut her down to the main deck, built over the midship section a heavy iron armored roof, and with a fair battery sent her into Hampton Roads, where lay the two wooden Yankee frigates, the "Cumberland" and "Congress." She attacked the former first, and after a short and bloody fight ran her ram into her side, and she sank while still working her guns. The "Merrimac" then attacked the "Congress," but she, after a short contest, hoisted sail and ran aground, where the other could not follow. Her crew swam to the beach and the frigate was burned.

The same night that the "Congress" was burned, the ironclad "Monitor" had arrived in port from New York, where she had been built under the supervision of John Ericsson. She was flat decked, deeply submerged with an iron turret, containing two large guns and a small pilot house on the forward deck. This strange craft met the "Merrimac" the next day, and after a savage contest almost side by side, battered her so that her design to sink the remainder of the United States fleet was abandoned. The "Merrimac" did good service in James River, and was blown up by her own crew. But the "Monitor" was the vessel which did most service in the late war. Wherever

THE FIGHT WAS HOTTEST

there could she be found. Under Capt. Hudson's plunging fire, beset by fire rafts at the battle of New Orleans, and pounded and rammed and cut to the water's edge at Mobile bay, she will always dwell in our memories as the fighting ship of the noble Farragut, the gallant Viking of the modern warfare. Who can ever forget the picture of him, standing in the rigging, guiding the great ship into the hell of fire and iron, grimly replying to the cry of:

"Torpedoes ahead, and the 'Tecumseh' has sunk." "Damn the topedoes; go ahead?" The "Tecumseh" can still be seen in the channel off Port Morgan at low tide. The "Hartford" is but a memory.

The close of the war ushers in the tragedy of the "Alabama" and the "Kearsage," when the long career of the former, as a commerce destroyer, is terminated off Cherbourg by the latter after a square stand-up fight. The "Alabama" goes into the contest with sails in bunt, ready to make off on another career of ship-destroying should the god of battles incline her way, but the Yankee gunners were too keen of aim, and, wounded to death, the "Alabama" tosses her bow high in the air and sinks beneath the waves. As an example of the damage a single ship can inflict upon a nation the "Alabama" was a signal success, and the $15,000,000 which Great Britain, as a result of the arbitration paid to the U S. Government for her long frolic points a moral in national neutrality which will be remembered in future.

No recent naval action has attracted so much attention as the fight in 1877 between the little Peruvian turreted ship "Huascar" and the British ships "Amethyst" and "Shah."

The "Huascar" was an ironclad monitor, and built in England and her opponents unarmored; only the brilliant manner in which the "Shah" was manœuvred prevented her being penetrated in a vital part by her smaller but better equipped opponent. The "Amethyst" was a mere gun. boat.

The "Huascar," manned by revolutionists, was in effect a pirate, and the English ships were sent to catch her. In the fight the "Huascar" was struck eighty times, but her armor made her invulnerable and she escaped into too shallow water for the "Shah" to follow. Her next fight turned out disastrously, for the two Chilian ironclads "Almirante Cochrane" and "Blanco Encalada" got her into a pocket and captured her, but only after a struggle of six hours, in which all three were badly damaged and the "Huascar" had lost her captain and most of her crew.

Of the fighting qualities of the great modern ironclads of Russia, England, France and Italy, we know little from experience. The bombardment of Alexandria by the British was a naval engagement affair and testing nothing except the monster guns mounted on the ships. Two of these guns became hors de combat and what with the drooping of their muzzles and their short lives under service charges, it becomes a question as to whether they will not be a disadvantage in future contests. The capacity of a ship to carry armor seems to have reached its limit, and possibly future commanders will prefer a

SWIFT, THIN-SIDED VESSEL

in a fight to one whose sides will be reduced to death-dealing fragments under rapid firing guns. The fact that the skill of a commander is still an important factor was illustrated by Lord Charles Beresford as captain of the gunboat "Condor," in this action, and it had had a previous illustration on a larger scale at the battle of Lissa, in 1866, between the fleets of Italy and Austria, in which the latter, though the least powerful in armor and equipment, was successful

During the Russo-Turkish war of 1876-1878, the use of torpedoes received many practical illustrations but even then there was no regular stand up fight between armor clad vessels.

Amongst the big battleships of recent construction, the French armored "Devastation" carries four guns, and her main deck is equipped with two batteries, each commanding a full quadrant of a circle. The barbette batteries stand up above the upper deck and carry powerful guns on each side of the ship, with a great range off re. But all these guns are exposed, and the fate of their crews under the rapid fire of small arms can be imagined.

The "Catherine II. of Russia" is 320 feet long, with a tonnage of 10,000. She is belted throughout with eighteen inches of armor. She is armed with six guns of forty tons each and seven of four tons, they being fought en barbette in towers plated with armor fourteen inches thick. Her speed is sixteen knots. This vessel is a very formidable one from a modern standpoint, is fully as powerful and somewhat larger than the famous "Nile" and "Trafalgar," of the British navy.

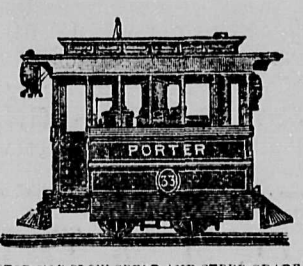
The English ironclad "Devastation" is what is known in naval circles as the British monitor type of ship. She has only a portion of the low forward and after deck of the American monitors, her midship section having a considerable elevation above the sea; her turrets, of the true monitor type, however, are superimposed upon her middle structure. Such an arrangement gives them a more commanding range of fire and makes them dryer vessels in a seaway, but in all essential qualities she is but a modified form of the American double-turreted monitor. But since 1882, when the "Devastation" was a leading type, the English navy has been revolutionized and at the present day the "Royal Sovereign," as a first-class battleship and the "Blake," as a first-class cruiser may be taken as fair representatives of the two leading classes in the English navy. The battleships, of which there are now 28, are all stationed at Europe.

It is a great pity that the naval review could not have been held somewhat later, for in that case Russia, whose principal battle ships are still icebound, would have sent some of her noblest examples to our shores. England would, of course, not have allowed her great rival to outshine her in any such display, and Italy, too, would probably have sent some of her marine monsters, then the naval parade would have been a truly representative one of the finest class of modern warships afloat.

STEAM ON SUBURBAN RAILWAYS.

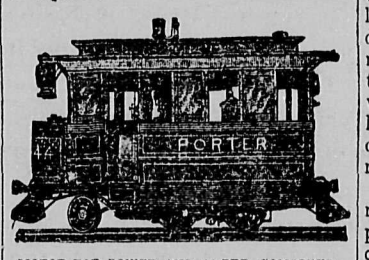
Noiseless Motors for Use on Country Roads—A Means of Transportation Which May Become General.

In some sections of the United States noiseless steam motors have been introduced on streets and suburban railways, and are said to be successful in many cases where it is not advisable or possible to use electric power. In these motors smoke is avoided by the use of anthracite coal or coke fuel. Crude petrolum fuel can be used with special appliances, but has no advantages, and in addition to mechanical difficulties it is too expensive. The machinery of these motors is enclosed in a cab so that they resemble horse-cars or railway cars so nearly that no difference is detected at the first glance. The motor cabs are substantially built and handsomely finished and roomy and conveniently designed, glass sash is arranged to drop all round, and at the front ends reaches to the floor, hinged trap doors in the cab floor give opportunity for oiling the machinery into motion, and the fuel bunker is of ample capacity and handily placed. In all cases the engineer has a good look out and full control of all valves and levers so that the motor can be stopped or started instantly.



MOTOR FOR SLOW SPEED AND STEEP GRADE.

The motors without pony trucks, are best adapted to slow speed, as is usual where the road is wholly on city streets. The smaller sizes, say 7x12 and 8x14 cylinders, are ample for hauling on ordinary grades one to four cars; and the larger sizes are desirable for hauling a number of cars up steep grades. The saddle tank design more nearly resembles a street car, and permits the shortest possible length over all, and the position of the tank over the boiler does not interfere to any objectionable extent with the engineer's outlook, except for the largest sizes for which a fireman would generally be required.



MOTOR FOR POWER AND SPEED COMBINED.

The motors with back truck, are best adapted to work requiring a combination of speed and power. The small sizes are useful for hauling a limited number of street cars where, for part of the way at least, there is an opportunity for considerable speed, and the larger sizes are desirable for suburban roads, hauling longer trains and heavier cars. This design gives a perfect outlook in all directions, with a dome, engineer's seat, levers and valves placed centrally, with a very roomy, conveniently arranged cab, and is the most popular style. It is not quite so powerful and on extremely steep grades not so desirable as a saddle-tank motor.

SPECIAL USES FOR STEAM MOTORS.

Noiseless steam motors are useful on the crowded streets of cities, even where fast speed is not permitted, and where curves and grades are difficult. For hauling freight cars on streets the larger sizes of steam motors are often the only power adequate and practicable. But for passenger service it is on roads where only part of the run is on crowded streets, and where for quite a distance there is necessity and opportunity for speed, that our motors develop their greatest usefulness. Their power enables long trains to be hauled during the busy hours of the day or on special occasions. For roads where the regular business is not large enough to justify an expensive investment, but where on special occasions it is necessary to transport a large number of people promptly, our motors are the best possible system. These conditions are often found on suburban roads, belt lines, rapid transit roads connecting towns, and roads to reach summer resorts, watering-places, hotels, and athletic or picnic grounds. Steam motor roads also enable land companies to dispose to great advantage of property otherwise unavailable, and have besides a paying investment in the road. Steam motors are also desirable for operating out of town extensions of cable or electric roads, and for operating cable or electric roads during night hours when there is a demand for service but it is not to enough extent to pay for running the power plant. Steam motors are also desirable for reserve power in case of breakdowns of other systems.

COST OF STEAM MOTOR ROADS.

A Tee rail of 25 to 35 lbs. per yard, or a girder rail of 40 to 60 lbs., is usually abundantly heavy for a motor road. In many cases much lighter rails will answer. The total cost of a steam motor road, say 5 miles long, single track, with 3 motors and 10 light eight-wheel coaches, need not cost more than $40,000 to $60,000 including everything but franchise, right of way and buildings. Such a road would have a greater earning power than an electric road of same capacity costing two or three times as much, or a cable road costing five or six times as much. Passengers can be carried by steam motor roads at less cost than by other systems. One man serves as engineer and fireman. About 12 to 18 lbs. anthracite or coke is used per mile and the daily cost of running one steam motor, including engineer's wages, fuel, oil, repairs, interest, etc., is inside $4.00 to $7.00 per day of 10 hours, running say 100 miles, and hauling 2 to 6 cars in a train. The cost will vary according to price and quality of fuel, rates of wages, conditions of service and care taken of machinery.

ADVANTAGES OF STEAM MOTORS.

As compared with electric or cable roads, steam motor roads have decided advantages: They involve no investment or cost of maintenance for battery of boilers stationary engines, power house, dynamos, overhead poles and wires, or underground conduits, cables and manholes; they involve no interference with telephones, electric lights, telegraph wires, sewers, gas and water pipes, etc. The "experiment" of steam traction only involves the cost of one motor, which can at any time be sold second hand, instead of the irrecoverable sinking of many thousands or hundreds of thousands of dollars. Steam motors make about as much noise as cable cars and are free from the screeching, buzzing noise of electric machines. Cable and electric systems alike are liable to the very serious objection that any trouble with the power or appliances may stop the entire road at any moment without notice, for a few minutes or for many hours, and such mishaps generally happen when the road is most crowded and the weather bad for walking. The steam motor system is wholly free from this danger. The loss of power by the cable system is stated at 80 per cent., i.e., only 20 per cent. of the power generated is used for actually moving the cars. The loss of power with electric systems is variously stated at 25 to 75 per cent.

ENDLESS STEEL RAILS.

Successful Tests of a New Machine for Welding Railway Track.

Some interesting tests have recently been made with a new machine for welding steel rails. The tests were made on the street railway tracks with the rails in place, and were highly successful. The machine was stopped over a joint, where the ends of two rails rested on the same sleeper, and after the necessary connections were made a powerful electric current was turned on. In less than a minute the rails at the ends began to change color, and inside of three minutes the metal was raised to a white heat. Then the ends of the rails were brought together under pressure, and a perfect weld was made in all cases where the conditions were favorable. The trials were the most satisfactory that have been made.

The machine which produces the welding resembles somewhat in appearance a car, but is much more massive than the ordinary electric car. The current is taken from an overhead trolley wire. Inside this car is located what is known as a "motor dynamo," which transforms and changes the direct current into a current of the desired kind for the electric welding process.

A big crane of special construction extends through the open end of the car, and carries a peculiar apparatus, which is the welder proper. The interior of the car is lined with water tanks, which provide hydraulic motor power for some of the adjustments and a circulation of water for cooling the copper contacts which are used in the welding. At various points on the car are located independent electric motors which operate emery grinders for cleaning off the rail preparatory to the welding.

The tests were witnessed by a number of railroad experts, who agreed that with a practically endless rail much better track can be made than by present methods.

A Strange Panther Story.

A very strange incident is reported by the Times of India from the Godra district in the Panch Mahals. A large panther had for some time been causing much injury to the cattle of the district, and the superintendent of the police, Mr. J. V. Cooke, went out in pursuit. He succeeded in getting a shot at the animal, and bowled him over, the bullet going right through the panther's heart without touching the bone. The panther fell into a hole or den, within which, unsuspected by the party, a female panther lay ensconced. The bullet, after passing through the body of the male panther, struck the second animal in the forehead and entered the brain, killing her at once. The whole episode of the proximity and accidental death of the second panther was unknown to the shooting party, and it was not till the next morning that the body of the female panther was found in the den with a bullet in the brain. It was a most providential accident, as the panther, whose presence was unknown and unsuspected, would in all probability have charged the party while taking away the male panther which had been shot.

Pride Of Ancestry.

The following is an amusing instance of the tenacity with which the Highlanders hold to the honours and antiquity of their kindred.

A dispute arose between Campbell and McLean upon the never-ending subject. McLean would not allow that the Campbells had any rights to rank with the McLeans in antiquity, who, he insisted, were in existence as a clan from the beginning of the world. Campbell had a little more Biblical lore than his antagonist, and asked him if the clan McLean was before the flood.

"Flood! what flood?" said McLean.

"The flood that you know drowned all the world but Noah and his family, and his flocks," said Campbell.

"Pooh! you and your flood," said McLean; "my clan was before the flood."

"I have not read in my Bible," said Campbell, "of the name of McLean going into Noah's ark."

"Noah's ark!" retorted McLean in contempt; "who ever heard of a McLean that had not a boat of his own?"

From Bad to Worse.

She—I would like to call you by your Christian name, love, but Tom is so hateful and common, you know. Haven't you som pet name?

He—N—no, I—er—haven't.

She—Are you always known as Tom among your friends?

He (brightening up)—No, the boys call me "Shorty!"

London devours every year 400,000 oxen, 1,600,000 sheep, 500,000 calves, 700,000 hogs, fowls innumerable and 9,800,000 gallons of milk.

Death by Poisoning.

The town was startled on Monday afternoon by the news that Mr. Louis Mason, lately part owner of the Consolation Mine at Big Bend, had taken poison. Mr. Mason, who boarded at the Columbia House, recently sold out his interest in the mine and intended visiting the World's Fair at Chicago, after which he would turn his attention to Lardeau mines. But he had been a sick man ever since he came down from the Bend about five weeks ago, having been afflicted with rheumatism in the knees, brought on, he said, by working in the tunnel at the mine during the past winter. It was noticed that he was looking haggard and wretched for several days before his death, and it is supposed that being a victim to insomnia he had been in the habit of taking opiates to induce sleep. He was about town on Monday morning and had conversation with the writer and several other persons. He went to his room shortly before 11 a.m., and about two o'clock Mrs. Clark, of the Columbia House, sent one of the girls upstairs to ask Mr. Mason if he would have any dinner. Receiving no reply to her knocking and finding the door locked on the inside she informed Mrs. Clark, who at once went up, and Joe the cook entered the room by the window, which opens on to a balcony. He found Mr. Mason lying on the bed dressed, and on being asked if he would have some soup brought up he said yes, and that he was feeling very sick. He spoke in French, and the cook, who is a Frenchman, suspected nothing wrong, although he noticed a peculiar odor in the room. It was, perhaps, an hour and a half before the soup was taken up, and he was then in a stupor and speechless. Dr. McLean was at once sent for and emetics administered, but all was of no avail, and when the doctor arrived Mr. Mason was dead. Two small bottles were found on the bureau, one marked "Laudanum" and nearly empty, the other being half full of a dark liquid, supposed to be morphine. Mr. Mason was between 40 and 50 years of age and was at one time captain of a vessel. He came from New Orleans and was of French parentage. He resided in San Francisco before coming here to invest in Kootenay mines. He was very free in giving and was evidently used to good society. Deceased was greatly liked by those who knew him intimately. It is the general opinion that he inadvertently took an overdose of laudanum to induce sleep. A post-mortem examination should have been made, which would have settled all doubts as to whether death was due to poison or not. We have a skilful analyst in the town, and surely this satisfaction ought to have been granted his friends.

An inquest was held in the Courthouse on Tuesday by Mr. Manuel, coroner, of Donald, the jury being Messrs. Haig (foreman), Coursier, Fraser, Abrahamson, Barber and Wells. Evidence was given by the cook, Mr. W. M. Brown and Dr. McLean, and after a long deliberation the jury rendered the following verdict: "We find that deceased came to his death through poison or poisons administered by his own hand, but whether intentional or otherwise we cannot say."

The undertaker had orders to bury him as early as possible next morning, but one of the dead man's friends stayed the funeral till a more seemly hour, nine o'clock, and then FOUR persons besides the undertaker followed the remains to their last resting place in that beautiful May morning. Where were those who so recently accepted gifts from the deceased? He spent his money freely when living, and was undeserving of this neglect when dead.

"Rattle his bones over the stones,
He's only a pauper whom nobody owns."

Deceased was a Roman Catholic, but not one of his co-religionists was present. Did the fear of his being a suicide keep them away? If so, the less said about Christian charitableness the better. This may be unpalatable to a lot of our readers, but the deceased was a man and a brother, and if his own church denied him the right of having the burial service read over his grave those who had charge of the matter should have seen to it that the last sad rites were carried out. It is not proven that deceased was a suicide, and even the felon in the dock is always given the benefit of a doubt.

NOTICE

The Licensing Board will sit at the Courthouse, Revelstoke, on TUESDAY June 15th, 1893.

Revelstoke, April 20th, 1893.

NOTICE

Is hereby given, that I intend to apply at the next sitting of the Licensing Court to be held at Revelstoke for a license to sell beer, wine and spirituous and fermented liquors by retail at the premises known as "The Senate Hotel," situated in the town of Revelstoke.

JOHN BOURKE.

Revelstoke, May 15th, 1893.

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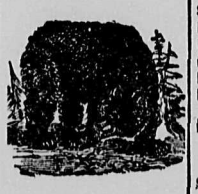

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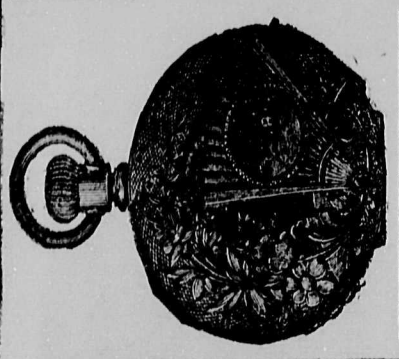

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HEALTH

What is Cholera?

Cholera is the exaggeration of intestinal vermicular motion. This definition, explained in language less professional, would do more good than all the popular recipes for the cure of cholera ever published, because it expresses the inherent nature of cholera and suggests the principle of cure in its early stage, to the most unreflecting mind. The public is none the better, or wiser, or safer, for one of all the ten thousand "cures" for cholera proclaimed in the public prints, with a confidence which itself is a sufficient guarantee that however well informed the authors may be in other matters, as regards cholera itself they are criminally ignorant; for no man has a right to address the public on any subject connected with its general health unless he understands that subject in its broadest sense, practically as well as theoretically. A "live" cheese, or a cup of fishing worms may give an idea of the motion of the intestines in ordinary health.

The human gut is a hollow, flexible, tube, between thirty and forty feet long; but, in order to be contained within the body, it is, to save space, arranged as a sailor would a coil of rope; forever moving in health, moving too much in some diseases, too little in others. To regulate this motion is the first object of the physician in every disease.

In headaches, bilious affections, costiveness, and the like, this great coiled-up intestine, usually called "the bowels," is "torpid," and the medicines are given to wake it up, and what that does cures the man. Costiveness is the foundation, that is, one of the first beginnings, or it is the attendant of every disease known to man, in some stage or other of its progress. But the human body is made in such a manner that a single step cannot be taken without tending to move the intestines; thus it is, in the main, that those who move about on their feet a great deal have the least sickness, and, on the other hand, those who sit a great deal, and hence move about but little, never have sound health; it is an impossibility, it is a rule to which I have never known an exception. Cholera being a disease in which the bowels move too much, the object should be to lessen that motion; and, as every step a man takes, increases intestinal motion, the very first thing to be done in a case of cholera, is to secure quietude. It requires but a small amount of intelligence to put these ideas together, and if they could only be burnt in every heart, this fearful scourge would be robbed of myriads of its victims.

There can be no cure for cholera without quietude, the quietude of lying on the back. The physician who understands his calling is always on the lookout for the instincts of nature; and he who follows them most, and interferes with them least, is the one who is more successful. They are worth more to him than all the rigmarole stories which real or imaginary invalids pour in upon the physician's ear with such facile volubility.

If, for example, a physician is called to a speechless patient, a stranger, about whom no one can give any information, he knows if the breathing is long, heavy and measured, that the brain is in danger; if he breathes quick from the upper part of the chest, the abdomen needs attention; or if the abdomen itself mainly moves in respiration, the lungs are suffering.

In violent cases of inflammation of the bowels, the patient shrinks involuntarily from any approach to that part of his person. These are the instincts of nature, and are invaluable guides in the treatment of disease. Applying this principle to cholera, or even common diarrhœa when the bowels do not act more than three or four times a day; the patient feels such an unwillingness to motion that he even rises from his seat with the most unconquerable reluctance; and when he has from any cause been moving about considerably, the first moment of taking a comfortable seat is perfectly delicious, and he feels as if he could almost stay there always.

The whole animal creation is subject to disease, and the fewest number, comparatively speaking, die of sickness; instinct is their only physician. Perfect quietude, then, on the back, is the first, the imperative, the essential step towards the cure of any case of cholera. To this art may lend her aid towards making that quietude more perfect, by binding a cloth around the belly pretty firmly. This acts beneficially in diminishing the room within the abdomen for motion; a man may be so pressed in a crowd as not to be able to stir. This bandage should be about a foot broad and long enough to be doubled over the belly; pieces of tape should be sewn to one end of the flannel, and a corresponding number to another part, being safer and more effective fastening than pins. If this cloth is of stout woolen flannel it has two additional advantages, its roughness irritates the spine and draws the blood to the surface from the interior and by its clammy condition of the skin which takes place in the last stages of cholera. Facts confirm this. When the Asiatic scourge first broke out among the German soldiery immense numbers perished; but an imperative order was issued in the hottest weather, that each soldier wear a stout woolen flannel abdominal compress, and immediately the fatality diminished of common looseness of bowels, he will generally find the most grateful and instantaneous relief. The second indication of instinct is to quench the thirst.

When the disease now called cholera first made its appearance in the United States, in 1832, it was generally believed that the drinking of cold water soon after calomel was taken, would certainly cause salivation; and, as calomel was usually given, cold water was strictly interdicted. Some of the most heart-rending appeals I have ever noticed were for water, water! I have seen the patient with deathly eagerness mouth the finger ends of the nurse for the sake of the drop or two of cold water there while washing the face. There are two ways of quenching this thirst, cold water and ice. Cold water often causes a sense of fullness or oppression, and not always satisfying: at other times the stomach is so very irritable that it is ejected in a moment. Ice does not give that unpleasant fullness, nor does it increase the thirst, as cold water sometimes does, while the quantity required is very much reduced.

Some years ago I was violently attacked with cholera symptoms in a railroad car. The prominent symptoms were a continuous looseness of the most exhausting character, a deathly faintness and sickness, a drenching perspiration, an overpowering debility, and a pain as if the whole intestines were wrung together with strong hands, as washerwomen wring out clothing. Not being willing to take medicine, at least for a while, and no ice being presently obtainable at the first stopping place I ate ice cream, or rather endeavored to swallow it before it could melt. I ate quantities of it continually, until the thirst was entirely abated. The bowels acted but once or twice after I began to use it. I fell asleep, and next morning was at my office as usual, although I was feeble for some days. This may not have been an actual case of Asiatic cholera, although it was prevalent in the city at that time; but it was sufficiently near it to require some attention; and this is the main object of these articles, to wit; attention to the first symptoms of cholera when it prevails.

According to my experience, there is only one objection to the ice cream treatment, and that is, you must swallow it without tasting how good it is; it must be conveyed into the stomach as near an icy state as possible. The second step then, in the treatment of an attack of cholera, is to quench the thirst by keeping a plate of ice beside you, broken up in small pieces, so that they may be swallowed whole, as far as practicable; keep on chewing and swallowing the ice until the thirst is most perfectly satisfied.

PRACTICAL RESULTS.

The first step, then, to be taken when cholera prevails and its symptoms are present is to lie down on a bed. 2nd. Bind the abdomen tightly with woolen flannel. 3rd. Swallow pellets of ice to the fullest extent practicable. 4th. Send for an established, resident regular physician. Touch not an atom of the thousand things proposed by brains as "simple" as the remedies are represented to be, but wait quietly and patiently until the arrival of your medical attendant.

But many of my readers may be in a condition, by distance or otherwise, where it is not possible to obtain a physician for several hours, and where such a delay might prove fatal. Under such circumstances, obtain ten grains of calomel and make it into a pill with a few drops of cold water; dry it a little by the fire or in the sun and swallow it down. If the passages do not cease within two hours, then swallow two more such pills and continue to swallow two more at the end of each two hours until the bowels cease to give their light colored passages, or until the physician arrives.

In many bad cases of cholera, the stomach will retain nothing fluid or solid, cold water itself being instantly returned. A calomel pill is almost as heavy as a bullet; it sinks instantly to the bottom of the stomach and no power of vomiting can return it.

It would answer just as well to swallow it in powder; but the same medium which would hold it in suspension while going down, would do the same while coming up. The first object of a calomel pill in cholera is to stop the passages from the bowels. The treatment is effectual, it arrests the passages within two hours; and in any time from four to twelve hours after being taken it effects the bowels actively, and the passages are changed from a watery thinness to a mushy thickness or consistency, and instead of being the colour of rice water or of milk and water mixture, they are brown or yellow, or green or dark, or black as ink according to the violence of the attack. Never take any thing to work off calomel, if there is any passage within ten hours after it is taken; but if there is no passage from the bowels within ten, or at most twelve hours after taking calomel, then take an injection of common water, cool or tepid. Eating ice or drinking cold water after a dose of calomel, facilitates its operation and never can have any effect whatever towards causing salivation; that is caused by there being no action from the bowels, as a consequence of the calomel, sooner than ten or twelve hours after it has been swallowed.

My own views, as a result of two and three years baffling in the midst of prevalent cholera, are, that when calomel fails to cure it, everything else will fail, and that it will cure every curable case.

The cure of this scourge depends upon the earliness with which the means are used. It can be said with less limitation than of all other diseases together, that cholera more certainly kills if let alone, and is certainly cured if early attended to. What, then, is the earliest and almost universal symptom of approaching cholera?

I have never seen it named in print as such. During my personal experience amidst the scourge when it last visited this country, I could tell in my own office, without reading a paper, or seeing or speaking to a single person, the comparative prevalence of the disease from day to day by the sensation which I will name and I hope to the benefit of thousands, and perhaps not a single reader will fail to respond to the statement from his own experience.

The bowels may be acting but once or less than once in twenty-four hours, the appetite may be good, and the sleep may be sound; but there is an unpleasant sensation in the belly, I do not, for the sake of delicacy, say "stomach," for it is a perversion of terms; it is not in the stomach, nor do I call it the abdomen.

Many persons don't know what abdomen means.

Thousands have such good health that they have no "realizing sense" of being the owners of such "apparati," or "usses," as the reader may fancy, and it is a great pleasure to me to write in such a manner that I know my reader will understand me perfectly, without having the headache.

Speaking then of that sensation of uneasiness, without acute pain, in the region named, it comes on more decidedly after an evacuation of the bowels.

In health this act is followed by a sense of relief or comfortableness, but when the cholera influence is in the atmosphere, even a regular passage is followed by something of this sort, but more and more decided after each action over one in twenty-four hours. The feeling is not all: there is a sense of tiredness or weariness which inclines you to take a seat; to sit down, may be to bend over a little or to curl up, if on a bed. This sensation is coming cholera, and if heeded when first noticed would save annually, thousands. The patient should remain on the bed until he felt as if he wanted to get up and as if it would be pleasurable to walk about. While observing this quiet and while swallowing lumps of ice, nothing should be eaten until there is a decided appetite, and what is eaten should be farina or arrow-root, or tapioca or cornstarch, or what is better than all, a mush made of rice flour, or, if preferred, common rice parched as coffee, and then boiled, as rice is usually for the table, about twelve minutes, then strain the liquid from the rice: return the rice to the stew pan and let it steam about a quarter of an hour, a short distance from the fire; it will then be done, the grains will be separate: it may then be eaten with a little butter at intervals of five hours. There can be no doubt that thousands upon thousands have died of cholera who might now be living had they done nothing but observed strict bodily quietness under the promptings of nature, the greatest and best physician.—William Watson Hall, M.D.

TRADE WITH THE INDIES.

Mr. W. A. Black Talks of the Commercial Relations Between Canada and the Islands.

A reporter interviewed Mr. W. A. Black, of the Pickford & Black steamship line, Halifax, at the Queen's Hotel, Toronto, the other day.

The Pickford & Black is the only line connecting Canada and the West Indies. The line includes four large, first-class steamers, the Alpha, the Beta, the Taymouth Castle and the Duart Castle, which all run from Halifax south, touching at the English, French, Spanish and Dutch islands in the West Indies. Two of the fleet go as far south as Demerara, British Guiana, None of the boats touch at any United States port.

Asked as to the passenger traffic on the line, Mr. Black said: "Our business as a passenger carrying line is fast increasing. In the winter we carry large numbers from the north to the south, and in the summer a great many from the south to the north. The traffic greatly increased during the past winter."

"Will the World's Fair influence your business much?"

"Oh, yes; we expect to carry a great many passengers to the exposition this summer. These are landed at Halifax and travel over the Canadian railroad lines to Chicago. And then a large percentage of the West Indian exhibits were brought as far as Halifax by our boats and thence shipped to the Fair."

Mr. Black went on to speak of the trade carried on between the islands and Canada, "Canada exports large quantities," said he, "of agricultural products and manufactured goods to the Indies, and this export trade is fast growing in importance as well as in favor, with the people of the islands. The chief commodities which Canada sends south are oats, potatoes, peas, split peas, hay, flour, live stock, canned and cured meats, condensed milk in tins, cheese, fish, dried and canned, box shooks and other box materials, boots and shoes, ready-made clothing, cottons, patent medicines, whiskeys in the wood and in the bottle, ale and porter."

THE GROWTH OF THE TRADE.

Referring to the rapid growth of the trade Mr. Black stated that it must be remembered that only two years ago there was practically no interchange of commerce between Canada and the West Indies. At first one steamer was quite sufficient for the Demerara service, but now two large boats were required on the route. As an evidence of the increase in the flour trade alone, while only two years ago practically no flour was shipped to the West Indies, the last boat to leave Halifax carried 2,000 barrels for those islands. Until recently the United States monopolized the flour trade.

"What does Canada import from these islands?"

"Tropical fruits of all kinds, sugar, raw and refined, rum, cocoa, coffee, pimento, greenheart, cedar and other woods for the manufacture of furniture and cigar boxes, and lastly asphalt from Trinidad's pitch Here Mr. Black gave the reporter an interesting description of the ever fruitful source of the substance with which the streets of Toronto are paved.

In conclusion, the steamship owner stated that the prospects for the West Indian trade were good. The islands have in all a population of about 5,000,900, or about the same as Canada. These 5,000,000 require the articles that Canada produces, and an increasing desire is manifested by them for still closer commercial relations with the people of the Dominion. An association is at present being formed in Halifax with a view to putting on a still better footing the trade with these islands.

Dunning a Man-o'-War.

Strange scenes marked the weighing of the anchor of a man-of-war belonging to a South American Government at Toulon. It is said that the officers had contracted debts amounting to about 30,000f. in the southern naval seaport. Accordingly the vessel before leaving the roadstead was surrounded by boatloads of excited and clamouring creditors, who made attempts to get on board, but were threatened by the crew of the man-of-war. Both officers and men, according to the report, said that they would prevent anybody entering the ship at the point of the sword. The French cooks and stewards, who had been hired for the mess room of the foreign man-of-war, then left the vessel, as they were afraid that they might receive bad treatment during the voyage. As the creditors were unable to get on board they had themselves rowed back to shore, and lodged a complaint with the justice of the peace. A "writer" was despatched out to the foreign craft, but the captain refused to see him. Soon afterwards the man-of-war stood out to sea, and the creditors finding that the naval prefect of the port could do nothing for them resolved to bring their grievances to the notice of the Minister for Foreign Affairs.

Story of a Family Bible.

It is said that, some time ago, at a nobleman's house in the neighborhood of the Marble Arch, London, a dispute arose about a certain passage which was declared to be Scriptural. A dean who was present denying that there was any such text in the Bible, the sacred volume was called for. After considerable search, a dusty old Bible, which had lain on the shelf since the death of the nobleman's mother, several years before, was produced. When the volume was opened a book-marker was found in it, which, upon examination, proved to be a bank-post bill for £40,000. Why it had been placed there was never discovered; perhaps the old lady had thought it a good means of inducing her son to search the Scriptures.

AN INTERESTING SKETCH.

About a School Teacher's Experience in the Country.

I was just out of my teens and this was my first school. With my diploma and a satisfactory record of scholarship for sail, a quantity of hopes and fears sufficient for ballast, and a large stock of self-reliance for rudder, I steered my bark in educational seas not in the rough water that often, later in life, threatened to capsize my little craft, but in calm, quiet waters, almost stagnant. A telegram from a friendly school trustee, who knew of my longing to try my sail, was to this effect:

"Vacancy at The Corners. Farming settlement. Less than 90 inhabitants. District school. Salary $250 per year. Board with trustee. Come at once."

Had the salary been half that amount I would have accepted this offer just as eagerly. My enthusiasm was at the height familiar to everyone at the entrance of a professional career. What was money to me? It's ring was like that of sounding brass and tinkling cymbals. I was going to teach for the love of it. I had a mission. So, the next day found me en route for The Corners, a place in eastern Ontario, many miles from any centre of civilization, and eight miles distant from the nearest signal station. I found a rosy-cheeked youth awaiting my arrival at the station and the prospects of an eight mile drive in a high lumber wagon, behind an ancient horse was, to say the least, a novelty. As we neared a comfortable looking farmhouse, which I learned was to be my future home, the ancient animal which had alternately cantered and hopped over the ground now settled into a pace so slow that at times I could scarcely determine whether we were moving at all. And over my companion's face stole a smile that gradually widened until I feared a return to his normal expression would soon be a physical impossibility. Naturally venturesome I could not restrain my curiosity, and the result of my questioning was the flattering revelation that he had arranged with the trustee's family to prepare them for my coming by agreeing to run the old horse the last mile if the new school ma'am was old and ugly and generally disagreeable in appearance, and, if quite the contrary, he was to come along at a snail-like pace. Encouraged by this frank avowal and hoping this was a fair indication of the sentiment I would inspire in the community I entered my new home.

MY FIRST DAY IN SCHOOL

and the quaintness of all my surroundings I will not now describe, as I have in mind the very verdant remembrance of my first afternoon out to tea.

The second Monday, after an hour's labor to make the schoolroom presentable, and taking the hitherto unfamiliar pastime of preparing kindling for the stove in which the grate was propped up with a brick, and which threatened to smoke us out, I was having a mental struggle whether one could successfully manage a mission and at the same time act as janitor when a tall, angular girl, with a gruff voice, appeared at the threshold. Without any preliminary morning greeting she thus addressed me: "Say, ma wants ter know ef you kin come to tea Saturday afternoon; she thought she'd orter hev ye." Part of my mission was to be courteous and affable to everyone so I most graciously accepted the invitation, and the tall girl departed before I could ask who "ma" was and where she lived.

The next morning, while I was vigorously pulling the bell rope in the vain endeavor to straighten the big bell which some of my flock had purposely overturned during the preceding night, I was again accosted by the tall girl. "Be ye comin'? We live three miles up the stone road. Yeller house. Ma wants ter know."

Wednesday morning school matters were too exciting for me to notice the non appearance of my early morning visitor, but just as I had badly shattered a long cherished theory of moral suasion by the wholesale use of a stout rod left by a predecessor, the now familiar gruff voice was heard at the door. "I hate ter bother ye when yer keepin' school, teacher, but ma wants ter know——"

My look of amazement silenced her at this point. Thinking that ma must be desirous that I should change my mind I expressed a doubt as to my filling the given promise, but such a disappointed look from the strange creature greeted me that I at once assured her, this time most positively, that nothing but death would keep me away.

Saturday found me on my way, rather glad to break the monotony of daily routine, though the absence of the customary convenience of sidewalks was rather a hindrance to the complete enjoyment of a three mile walk in the rain—up the stone road to "ma's" I reflected on the various phases of my mission and reached the "yaller house" long before I had decided to my own satisfaction whether or not teaching for the love of it was a delusion and a snare.

THE OLD FASHIONED DOUBLE DOOR,

upper and lower, looked formidable and closed blinds seemed anything but hospitable, but I sounded the big brass knocker with an assumed joyous manner and then awaited developments.

Slowly, as though necessity and not inclination led her to answer the knock, some one came up through a long hall to the door, drew the bolt of the upper half of the door, and there framed in this upper doorway stood "ma" with stout arms akimbo, gazing curiously and unreservedly at me.

All the self-reliance for which I was distinguished in the college class room and the ease of manner which had never before been beyond my command now deserted me, as she said in the loud voice peculiar to the women of The Corners. "Well! Well! Be you the new teacher?" (A half guilty nod of assent from me, while I wondered if, in case I should be admitted, she would expect me to climb over the lower half of the door.) "I told Enos today (her husband—poor man!) that if I had a knowed I was going to have the rheumetiz so bad I never would have asked no company. But come in! Come in!" (This very resignedly) "I might as well have you now as any time and get it off my mind!"

My feelings were of a mixed nature. I came very near getting a few things off my mind but thoughts of that three miles in the fast increasing storm restrained me, so I entered the door, by this time very hospitably opened, and prepared to help my hostess get this visit off her mind in a pleasing way. But alas for my project of leading conversation into lines familiar to my entertainer and gaining her respect for me as the village instructor, despite my youth and inexperience. As soon as I was seated in the commodious sitting room, half lighted by the glowing log in the open fire place, the family album was put into my hands and I was left to myself and this brief source of diversion for nearly an hour. When the album had ceased to be a novelty and I had begun to feel acquainted with every lineament of some of the faces adorning it, I was pleased to see my hostess enter to replenish the fire. She stayed just long enough to tell me that if her only son, Amos, was home he would make things pleasant for me, as Amos "was sech good company." Later I was again told that Amos, who was "sech good company," would have made my visit much nicer could he have been home. And then came a bit of Amos' virtues, anecdotes of his childhood, and his thrilling experiences in such interesting afflictions as the measles and the whooping cough. A church—the only one at the corners—had recently burned. "Amos was so venturesome. If the church chimney had been in the burning end of the building and no one else had dast to go, Amos would have been the one to go and save it. And if the bell in the belfrey needed to be saved, Amos would have gone up and saved it. Amos was so venturesome."

When I enquired if Amos saved anything at the fire I learned that Amos happened to be

ASLEEP AT THE TIME OF THE CONFLAGRATION,

and "ma" refused to awaken him, knowing that if he went he would certainly injure himself he being so venturesome. While we were at supper, which, by the way, was a feast of good things and bountiful, I heard a smothered cough, and instantly my hostess called out," "Now, Amos, don't be a hanging back cause you've got your old clothes on. Come right in here and get acquired with the teacher." But the venturesome Amos seemed to need persuasion and after much loud voiced entreaty from his mother he made his entrance, shuffling across the room and siding up to the table, painfully conscious of his hands and feet. He was a lanky youth of nineteen or twenty, with sloping shoulders over which fell his long, straight hair. In recognition of his mother's "Amos, this is the new teacher," he ducked his head, and then blushingly regarded his plate during the rest of the meal, declining all food on the plea of being not hungry, and as soon as we left the table, Amos rushed out of the room to be seen no more that evening. A neighbor passing, took me home in the back end of his wagon, the seat having been removed in order to load the wagon with bags of feed.

And so, as the stars came out and the moon shed its soft light over the quiet fields, I rode home, down the stone road to my trustee's, with many reflections on my first experience in the social life of The Corners.

ATE HIS DAUGHTER.

An Indian Cannibal of Quebec Ate of His Child's Body to Keep Himself From Perishing.

A Quebec despatch says:—An Indian of the Mautagais tribe named Jockstadjocks, residing in Ste. Marguerite, on the north shore below here, killed his wife and daughter and ate a good portion of the latter.

Some travelers passing by the Indian wigwam were horrified to find the gory remains of an Indian girl a little way off from the cabin.

The body bore traces of strangulation, the face was black and congested, the eyes bulged out of their sockets, and in some parts of the body the flesh had been sliced off, and parts of the bones and intestines were laid bare.

The Indian, when questioned, allowed that his wife and daughter had died of hunger and misery and that he partook of the flesh from the body of his daughter in order to alleviate the torments of hunger from which he was dying himself. The travelers, however, suspected something else and thought it very probable that the case was one of the extraordinary cases of cannibalism sometimes reported by hunters in far-off plateaus on the bordering heights of land.

The Indian is being kept under watch and the district coroner will hold an inquest to determine, if possible, the cause of the deaths.

A Turkish Romance.

According to advices from Constantinople, a romantic affair is said to have happened in the Turkish Army. A short time ago the discovery was made quite accidentally in Pristina that a young girl, named Hanko, had been serving for three and a half years, under her brother's name, Ali Redscheb, in the 15th Regiment there, and had distinguished herself by specially good conduct. The Sultan was informed of the unheard-of case of a woman housing with men for years unveiled. When he learned that the young girl had taken this daring step in order to free her brother, who was the only support of his mother, from military service, he bestowed the Schesakat Order of the Third Class on her, and has given her a life pension of five Turkish pounds a month. She was, of course, sent home at once, and her brother remained free from serving.

The Age of Pericles.

Fame is always hard to define, and it often appears that the names of the greatest philosophers of old are unknown to many people. A gentleman was to deliver a lecture upon the "Age of Pericles" in a country town, and two of the citizens were speaking of it.

After a a few remarks upon the lecturer, Mr. Brown asked: "What are pericles, anyway, Smith?"

"Well, Brown, I don't exactly know, but it is some kind of shellfish."

"Oh, yes! Then, of course, 'the age' has reference to the time they have been out of water."

The excavated temples near Bombay, in India, would require the labour of 40,000 men for forty years to complete.

The German Government will not use white horses in the army in the future. In a battle the enemy can discern white horses at a considerable distance.

TROUT LAKE CITY

WEST KOOTENAY, B.C

The above town site is now on the market, and lots are being rapidly bought up by local parties. It is situated at the north end of Trout Lake, in the famous

LARDEAU COUNTRY

which is going to be one of the **RICHEST MINING REGIONS** in America. **NUMEROUS RICH CLAIMS** have been found close to this town site, which will make it the **DISTRIBUTING POINT** for an **IMMENSE TRACT OF COUNTRY.** It is the only level land at the north end of the lake. The owners intend to expend money on streets and other improvements in the Spring. The trail from Lardeau City, on Arrow Lake, to Kootenay Lake, runs through the town site. For the **NEXT THIRTY DAYS** corners will be sold at $150 and insides $100.

For further particulars apply to

C. E. PERRY & CO.,

at the Head Office, Nelson, B.C., or to

T. L. HAIG,

Local Agent, - - REVELSTOKE, B.C.