sh

inct Crisis

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e Proffered
folio.

And Mr. Ritchie
At Balfour's
tment.

30.—The Associated
that Lord Milner has
he colonial office port-
alfour is expected to
ment to this effect at
effield October 1st.
T. Ritchie's letter of
post of Chancellor of
as made public to-
September 15th, and
im afraid after what
abinet meeting yes-
possible for me to re-
of the government
ge to myself or at
fore, to ask you to
ion in the hands of

s sympathy with the
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more closely, but I
od by which prefer-
in be accorded to the
n that which is ad-
onial secretary, name-
of food, which in-
equence, an increase
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ntry, from which we
much advantage, but
exactly what is the
d gladly give consid-
racticable scheme for
ccess to foreign mar-
g the evils of which
we have had no such
ore us. I fear, how-
ly, any proposals for
would inevitably lead
produce far greater
desired to prevent.
esignation of Lord
the late secretary of
as also published to-
rge says he sent in
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had resigned.
er says :—"After the
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on can be of advant-
al import trade, and
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f Great Britain's fis-
George Hamilton
he country has borne
ase the heavy load of
ted by the South Af-
as emerged from that
paired credit.
s letter fully confirms
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ly Mr. Balfour, hav-
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mber 9 in his pocket,
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inet councils of Sep-
is alleged to be the
r:—When the council
adopted the retalia-
Duke of Devonshire,
Exchequer Mr. Ritch-
ided to resign. After
ptember 14, Mr. Bal-
ke of Devonshire, "If
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ealed to preserve
abinet, the Duke of
ted to stay. There-
hen, Mr. Balfour re-
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on.
Lord George Hamil-
e highly indignant at
prance of Mr. Cham-
on and not being
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reconsider the posi-

30.—The Conservative
in regard to the pro-
risis. The Standard
abinet crisis is ended
ywhere will be filled
prehensions. Even in
more than in London,
the crisis would be
ense of general relief.
does not assist the
its shaken prestige.

ACHT COLLIDES.

, Sept. 30.—The roy-
with King Leopold on
the entrance of Os-
with a steam traw-
was of little import-
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VING CRITICIZED.

0.—A meeting of the
he Lyceum Theatre
d the plan presented
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of the playhouse into
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Irving for not being

CONSUMPTION.

30.—The Canadian In-
mship Company com-
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AND AMERICA.

30.—"In plain English
Germans toward the
we like you awfully;
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an trade hampering
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g to kill." Professor
n arrival at the Uni-
after a summer tour
uttered these words
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ermany's desire for
South America and
d of the department
University of Chicago
several years studied
the German empire.
student of the Uni-
and Leipzig. On his
Small had grand op-
vith the German busi-
and government offi-
s are making extra-
please the Americans,
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There is a tremen-
of belief in Germany
perity means the ruin

to me in casual con-
ny different types of
nd of the country to

of two vice-presidents
rts and science at the
on. In company of
ombe of Washington,
Professor Hugemen-
vard, another vice-
Small secured accept-
the most prominent
who will attend the

The "Made in Canada" Men

Eastern Members of Canadian Manufacturers' Association Now In the City.

Tendered Cordial Reception By Governor Joly And Citizens Last Evening.

Much Impressed With Possibilities of West And Delighted With Greeting.

(From Friday's Daily.)

We don't need the marts of Europe, nor
the trade of the Eastern isles,
We don't need the Yankee's corn and wine,
nor the Asiatic's smiles,
For what so good as our home-made cloth,
and under the wide blue dome,
Will you tell me where you have tasted
bread, like the bread that is baked
at home?
And we are the young and strong, and who
so fit for the fight as we?

With our hands of steel, and our iron heel,
and our hearts like the oaken tree!
For we are the home-made, home-fed, the
pride of a princely land,
And the things that are "Made in Canada"
are the things that her sons demand.
So this is the creed and the calling that we
of the North uphold,
It is never the cry for power, it is never
the greed for gold,
Let the East and South and West contend
like the wolves for the maverick's
bone,
But "Canada for Canadians" is the creed
that we call our own.

—E. Pauline Johnson.

From the hum of industry in Eastern Canada, the "men who make the hum" arrived in the city yesterday evening 160 strong—the big party of members of the Canadian Manufacturers' Association and their friends. The visit to Victoria is the climax of a long interesting run across the broad continent, on a trip which will be memorable in the annals of Canada.

Leaving Vancouver yesterday afternoon at 1:30 o'clock the palatial steamer Princess Victoria conveyed the party to this city, the landing being made at the C. P. R. docks at a little before 6 p. m. Awaiting them was a civic deputation made up of His Worship Mayor McCandless, President Todd and officers of the Board of Trade, officers of the Tourist Association and other prominent citizens. The distinguished guests were warmly welcomed to Victoria and escorted to the Driard hotel, where dinner was partaken of.

A citizens' reception was held at 9 o'clock yesterday evening at the legislation hall at the Parliament buildings, which proved quite the pleasing feature anticipated. All the apartments, including the museum were thrown open for the occasion and brilliantly illuminated, and assembled to greet the visitors besides His Honor the Lieut.-Governor and staff, were leading representatives of the bench and bar, the provincial government and the various civic bodies and a goodly number of prominent Victorians, accompanied by their ladies.

After the party of visitors had partaken of dinner at the Driard house, they drove to the parliament buildings where they were received by His Honor and welcomed to the capital of the province. The proceedings were of a free and easy character, greetings being exchanged without the formality of set speeches. Light refreshments were partaken of during the evening, the main portion of which was spent in social intercourse—visitor and resident chatting pleasantly on topics of timely interest.

The various members of the party express themselves as delighted not only with what they have seen of the magnificent stretch of New Canada which they have traversed, but also with the wholesouled reception which has awaited them at all points.

The trip across from Vancouver was made in ideal weather, and traveling as they did on the best steamer of her type in the world—the Princess Victoria—their impressions on the last lap of their long trip were of the most favorable character. Arriving here, also, the warmth of the reception tendered them pleased them very much. They each and all of them say that the trip has been a veritable revelation—the evidences of the magnitude of the resources and possibilities for the future of the West being thrust upon them with almost overpowering force.

Mr. George E. Drummond, president of the association no doubt voiced the sentiments of every member of the party when he said they were glad to see so many good Canadian faces, and although they had traveled a great distance they already felt at home. Last year they had gone to the maritime provices, so this year they determined to visit the great West. One could hardly realise that it was only in 1877 that the first shipment of grain left the prairies, which within measurable distance were destined to become the granary of the empire. From the prairies they came through the mountains, but everywhere it was the same, the same Canadian spirit was to be found, the spirit of the Northern people, the people that will succeed.

Five years ago the Canadian Manufacturers' Association had been reorganized, and now it had some 1275 members, representing between $300,000,000 and $400,000,000 of Canadian capital, and employing many thousands of Canadians who consumed their products. The association was entirely non-political. It was purely Canadian, and in bringing about such gatherings as the present he thought it did an immense work, even if it did nothing else. But the association had many other objects in view. It was preparing plans to educate workmen at technical schools to raise the standard of their workmen and thus of their manufactures, so that people would be proud to say they were made in Canada. They also had many other plans, all of a national character. The eyes of the world were on Canada at the present time, and the visits of parties like the Chamber of Commerce delegates would do the country inestimable good. Even the Mother Country had discovered Canada. The Mother country was beginning to realize her great natural wealth and that some great policy must be drawn up and carried to bring the different parts of the Empire closer together. It was necessary that the business men should get together and bring influence to bear on their representatives in parliament to form a policy that would make this country great, a policy that would carry out the objects which their forefathers had in mind when they arranged confederation. That was the policy their forefathers had in view and which they must have today. In matters of transportation, fiscal and tariff legislation, they could not find any more efficient policy than that in force with their friends to the South. Mr. Drummond drew attention to the unfair manner in which the United States tariff operated on Canada, the United States imports of Canadian farm products amounting to only 9 cents per head as against several dollars per head imported into Canada from the United States.

Through the courtesy of the Dominion government the steamship Quadra has been placed at the disposal of a committe of maritime province citizens, who will this afternoon take about twenty members of them for a short trip down the straits, visiting on the return the Quarantine station, Esquimalt harbor and points of interest from a fishery standpoint.

The programme for the entertainment of the guests today includes a visit this morning to the war ships, naval yard and dry dock at Esquimalt, the party boarding the cars at the corner of Yates and Government streets at 10 o'clock. At 2:30 this afternoon they will be taken for a drive around the city, carriages and the tally-ho drive, leaving the Driard hotel at that hour. This evening will be left free of any formal arrangement, it being assumed that private engagements will occupy much of their attention.

THE VISITORS.

Mr. C. S. Archibald, St. John, N. B.
Mr. E. D. Adams, Halifax.
Mr. Joseph Allen, British American Dyeing Company, Montreal.
Mr. J. B. Allen, Canadian Typograph Company, Windsor.
Mr. and Mrs. Y. W. Anthes, Toronto, Foundry Company, Toronto.
Mr. R. R. Barber, William Barber & Bros., Georgetown.
Mr. C. N. Bell, Secretary of the Manitoba Branch of the Canadian Manufacturers' Association; Miss Bell, Winnipeg.
Mr. John Bertram, Dundas.
Mr. H. J. Bird, Bird Woollen Mills, Bracebridge.
Mr. T. N. Bird, Bird Woollen Mills, Bracebridge.
Mr. and Mrs. W. M. Birks, Henry Birks & Sons, Montreal.
Mr. E. S. Burton, Merchants' Dyeing & Furnishing Company, Toronto.
Mr. and Mrs. S. H. Chapman, Ontario Wind Engine & Pump Company, Toronto.
Mr. J. S. Chisholm, Halifax.
Mr. G. F. Cleveland, J. L. Goodhue & Co., Danville.
Mr. Harry Cockshutt, Ontario, Vice-President of the Canadian Manufacturers' Association, Cockshutt Plough Company, Brantford.
Mr. and Mrs. F. S. Corrigan, MacDonald Manufacturing Company, Toronto.
Mr. L. J. Cosgrove, Cosgrove Brewing Company, Toronto.
Miss Agnes Costigan, Montreal.
Mr. Marobert Crean, Robert Crean & Co., Toronto.
Mr. John Dillon, Miss E. J. Dillon Montreal.
Mr. C. Dolph, Metal Shingle & Siding Company, Preston, Ont.
Mr. and Mrs. J. N. S. Dougall, McCaskill, Dougall & Co., Montreal.
Mr. George E. Drummond and Mrs. Drummond, President of the Canadian Manufacturers' Association, Drummond McCall & Company, Montreal.
Mr. and Mrs. James Eastwood, James Eastwood & Company, New Glasgow, N. S.
Mr. H. D. Eby, Eby, Blain Company, Toronto.
Mr. W. L. Edwards, McLean Publishing Company, Toronto.
Mr. F. M. Ellis and daughters, Barber & Ellis, Toronto.
Mr. and Mrs. J. D. Flavelle and daughters, Flavelle Milling Company, Lindsay, Ont.
Mr. O. E. Fleming, Windsor.
Mr. and Mrs. George D. Forbes, R. Forbes & Co., Hespeler, Ont.
Mr. John Forristal, Forristal Barrel Company, London.
Mr. J. M. Fortier, Montreal.
Mr. William Fountain, Toronto, Ont.
Mr. Geo. F. Ferr, Owen Sound Portland Cement Company, Toronto.
Mr. W. G. Francis, Francis Frost & Company, Toronto.
Mr. C. B. Frost, Frost & Wood Company, Smiths Falls.
Mr. George C. Galt, Galt Manufacturing Company, Toronto.
Lieut.-Colonel W. M. Gartshore McClary Manufacturing Company, London.
Mr. W. K. and Mrs. George, First Vice-President of the Canadian Manufacturers' Association, Standard Silver Company, Toronto.
Mr. J. J. Gibbons, Toronto.
Mr. J. J. Gould, Gould Manufacturing Company, Smith's Falls, Ontario.
Mr. and Mrs. R. Gray, William Gray & Co., Limited, Chatham, Ont.
Mr. and Mrs. Charles Gurd, Charles Gurd & Co., Montreal.
Mr. C. Gurney, Gurney Foundry Company, Limited, Toronto.
Mr. J. S. Hamilton, J. S. Hamilton & Co., Brantford.
Mr. and Mrs. I. Harmer, Massey, Harris Company, Toronto.
Mr. Lloyd Harris, Underfeed Broker Company, Toronto.
Mr. C. E. Harvey, Christie Brown & Company, Toronto.
Mr. R. M. Hattie, secretary Nova Scotia Branch, C. M. A., Halifax.
Mr. and Mrs. Jones Hedley, Monetary Times Company, Toronto.
Mr. George Heinzman, Heinzman & Company, Toronto.
Mr. J. S. Henderson, Chairman Nova Scotia Branch C. M. A., Messrs. Henderson & Potts, Halifax.
Mr. and Mrs. Knox, Henry Surprise Spring Bed Company, Montreal.
Mr. and Mrs. J. Hewton, Kingston Hosiery Company, Kingston.
Mr. Fred. F. Jacobs, Mr. Phillip Jacobs, Toronto.
Mr. S. A. Jacobs, Montreal.
Mr. and Mrs. R. C. Jamieson, R. C. Jamieson & Company, Toronto.
Mr. and Mrs. William Jepcott, Toronto Lithographing Company, Toronto.
Mr. W. S. Johnston, W. S. Johnston & Company, Toronto, Lamontagne & Co., Montreal.
Mr. Cecil A. Knight, Lever Brothers, Toronto.
Major Layborn, London.
Mr. T. H. Lee, Miss Ethel Lee, Toronto.
Mr. F. J. Lowe, Mr. J. H. Wethey, St. Catherines.
Mr. and Mrs. J. M. Lowndes, Miss E. F. Lowndes, Lowndes Company, Toronto.
Mr. A. J. McKenzie, N. B.
Mr. William McLennan, Windsor, Ont.
Mr. and Mrs. A. Murray, Montreal Star.
Mr. Michael, Dominion Radiator Company, Toronto.
Mr. H. P. Moulden, Taylor, Forbes & Company, Guelph, Ont.
Mr. James McKeown, Salem Manufacturing Company, Limited, Toronto.
Mr. A. W. McKinley, Halifax.
Mr. D. W. McLaren, J. C. McLaren Belting Company, Montreal.
Mr. and Mrs. M. McLaughlin, Miss Ada McLaughlin, Royal Dominion Mills, Toronto.
Mr. Charles Marriott, G. Goulding & Sons, Toronto.
Mr. Niel Marshal, Standard Fuel Company, Toronto, Ont.
Mr. William Needles, Needles Power Company, Lindsay.
Mr. and Mrs. W. H. Merritt, Moticnable Table Company, Owen Sound, Ont.
Mr. G. N. Miller, E. W. Gillett Company, Toronto.
Mr. T. L. Moffatt, Jr., Moffatt Stove Company, Weston, Ont.
Mr. A. R. Munro, Munro Wire Works, New Glasgow, N. S.
Mr. G. H. Muntz, Toronto Bedding Company, Toronto, Ont.
Mr. J. S. Neill, Mr. J. Bruce Payne, Granby, Que.
Mr. and Mrs. John Northway, Toronto.
Mr. L. H. Packard, Montreal.
Mr. D. Perkins, Maritime Nail Works, St. John, N. B.
Mr. A. Ramsay, A. Ramsay & Son, Montreal.
Mr. F. A. Ritchie, Ritchie & Ramsay, Toronto.
Mr. O. Rolland, Rolland Paper Company, Montreal.
Mr. F. Hessell, Toronto.
Mr. J. J. Rose, Canadian Pacific Railway.
Mr. Andrew Rutherford, William Rutherford & Sons, Montreal.
Mr. W. H. Shaw, Shaw Typewriter Company, Toronto.
Mr. F. C. Simson, Simson Brothers, Halifax.
Mr. and Mrs. William Small, Canadian Horse Nail Company, Montreal.
Mr. H. O. Smith, Smith & Baker, Dundas, Ont.
Mr. and Mrs. W. J. Smith, John B. Smith & Sons, Toronto.
Mr. W. A. Spratt, Norton Manufacturing Company, Hamilton.
Mr. J. P. Stedman, Gurney Scale Company, Hamilton, Ont.
Mr. J. R. Sprundle, Port Hope.
Mr. and Mrs. W. H. Steele, W. H. Steele & Company, Toronto.
Mr. J. F. M. Stewart, Secretary Toronto Branch C. M. A., Toronto.
Mr. James A. Straith, Standard Paint & Varnish Works, Windsor.
Mr. F. W. Strathy, American Watch-Case Company, Toronto.
Mr. and Mrs. J. G. Scully, Raymond Manufacturing Company, Guelph.
Mr. John M. Taylor, Taylor, Forbes & Company, Limited, Guelph.
Mr. A. W. Thomas, Copp, Clark Company, Toronto.
Mr. and Mrs. B. O. Thorn, Metallic Roofing Company, Limited, Toronto.
Mr. J. D. Waterous, Waterous Engine Company, Brantford.
Mr. and Mrs. Hugh Watson, Miss Isa P. Watson, Watson Foster Company, Montreal.
Mr. John Westren, Dunlop Tire Company, Toronto.
Mr. R. S. Williams, Goderich Organ Company, Goderich, Ont.
Mr. and Mrs. J. F. Waldman, Office Specialty Manufacturing Company, Toronto.
Mr. and Mrs. H. B. Witton, George E. Tuckett & Son, Hamilton.
Mr. A. E. Wright, Canadian Rubber Company, Montreal.
Mr. H. G. Wright, E. T. Wright, & Company, Hamilton.
Mr. and Mrs. Henry Wright, MacLaren Imperial Cheese Company, Toronto.
Mr. F. N. Vanzant, Union Petroleum Company, Toronto.
Mr. J. Adair Younge, Glencoe, Ont.
Mr. R. J. Younge, Secretary Canadian Manufacturers' Association, Toronto.

LABOR PARLIAMENTARY PARTY FOR AUSTRALIA.

The industrial outlook in the Australian commonwealth is scarcely such as to give satisfaction either to the Labor party in New Zealand or Victoria, or to the other colonies now federated in that commonwealth. The situation, says Engineering, has changed since the railwaymen's dispute in Victoria, when the government of the colony took the bearing-reins tightly in hand, in order to guide, and temper the rather reckless pace at which the Labor party was going. The political consequences of that step may be as important as those which are almost purely industrial. Already one notable resignation has taken place in the ministry, and it may be found that in the near future the government will have to face a turbulent opposition consisting of Labor men and advanced politicians. It seems likely that elections will be fought on lines similar to those promulgated in this country by what is called the I.L.P., when capital and labor will face each other in deadly earnest. In such a contest class interests will outweigh the common good, in so far as the combatants personally are concerned. But will this be conducive to good government or to the development and progress of the colonies? Is it possible for such sections to stop to consider the trading, merchant, and other classes in the struggle for predominance? That the Labor party in some of those colonies, adds Engineering, have precipitated such a conflict seems only too clear; that the other sections of the community have resented this is abundantly evident—else, how could the Victorian legislature have assented almost suddenly to such a stringent measure as that proposed during the railway dispute? It was a case of action, sudden, far-reaching, and complete—a lesson in politics for wise men to learn.

Big Exhibition Opens Tuesday

Victoria's Annual Fall Fair An Event Now Close at Hand.

Fine List of Entries In Every Department And Its Success Assured.

The grand provincial exhibition under the auspices of the British Columbia Agricultural Association, for which preparations have been in progress for months past, will be formally opened on Tuesday next under the distinguished patronage of His Honor, the Lieut.-Governor, Sir Henri Joly de Lotbiniere.

The programme of events possesses many exceptionally attractive features. There will be a grand parade of live stock, interesting and instructive exhibits in agriculture, horticulture, minerals, arts, manufacturers and the home and a fine display from the Boy's Manual Training school. There will be three days of horse racing; a bicycle meet; an association football match—the Barracks (champions of Victoria) vs. Victorias; trap shooting and a tug-of-war event. Special evening entertainments and contests will also be a feature of the fair. These will include a boxing contest for the British Columbia championship; the appearance of Mrs. Edmunds, the soprano soloist from Washington, the Misses Hill, giving dances in characteristic national costumes. The Nanaimo Silver Cornet band and the Fifth Regiment band have been engaged to supply music. A special attraction will be Wallace's Monster glass show, exhibiting a glass steam engine in operation, glass weaving, etc.

Cheap excursion rates will prevail on all transportation lines reaching the city and a general influx of visitors is looked for.

One of the attractions will be the demonstration of the Columbia Flouring Mills Company's "Hungarian Three Star" and "Drifted Snow Flours," by Mr. Joslyn, an expert of international repute. Mr. Joslyn has been very much in evidence at all the big expositions of the United States. It would, therefore, be well for all ladies attending the local exhibition to see Mr. Joslyn at work and see what can be done with flour milled in our own province. No doubt Mr. Joslyn will be pleased to give them a few pointers in the art of baking.

There is a great deal of interest being taken in the tug-of-war events. A number of teams will probably enter. It has been decided that the various events should be pulled off during the week of the exhibition on Thursday, Friday and Saturday evenings at 8 o'clock. The barracks and the Fifth Regiment are likely to have two teams each in the field, and it is also hoped that the navy will put a team, or teams, also. The prize is for the Player's Challenge cup, which was presented through Messrs. Turner, Beeton & Co., for Messrs. Player & Son, navy cut tobacco manufacturers, England, this being won by the Royal Garrison Artillery last year. It has to be won twice in succession.

The executive have decided that soldiers and sailors in uniform shall be admitted to the exhibition at half price.

The Hinton Electric Co. have been given a contract to supply a very powerful searchlight for the exhibition. They will place this in the cupola of the building and operate it during the show.

His worship the mayor, Mr. F. Norris, Ald. H. M. Grahame and the secretary visited the exhibition grounds yesterday afternoon, and were very pleased to note the progress that had been made there. Exhibitors are getting their various stands into shape, and in another few days the inside of the building will take on a very different appearance.

Mr. Richards, who has been very successful in decorations of this kind, has been given a contract to decorate the building, and will commence work at once.

Mr. French's menagerie will prove a very interesting side show. It will contain one puma, two timber wolves, two bears, two coyotes, one dingo, one kangaroo, one Mexican civet, one racoon, two Rhesus monkeys, etc. The animals, it is needless to say, will be properly caged.

JOCKEY RULED OFF.

London, Oct. 1.—J. H. ("Skeets") Martin, the American jockey, has been suspended from riding from October 2 to October 9 by the stewards of the Jockey Club for attempting to anticipate the start in the race for the Hopeful stakes at the Newmarket meeting yesterday.

Naval Officer Drowned in North

H. M. S. Flora Returns to Comox With One of Her Officers Missing.

Bardowie Reaches Cape Town From Chemainus With Deck Load Gone.

(From Friday's Daily.)

H. M. S. Flora, which has just returned to Comox from a cruise along the Alaskan coast, going as far north as Sitka, reports the drowning of one of her officers, Sub-Lieutenant William C. Pearce, while the vessel was cruising in the north. Together with a midshipman of the cruiser from Esquimalt, he had left the warship in a small boat, presumably for the purpose of fishing, and the boat was overtaken by a storm and was unable to reach the vessel. The sea became rough, and unable to weather the rollers the small boat capsized. Both men clung to the bottom of the upturned boat, but it seemed useless to hope for help as their predicament was not known on board the cruiser.

The sub-lieutenant and his companion were missed, though when they failed to return long after the time they had expected to be absent, and search was made. When the searchers found the upturned boat the midshipman was still clinging to it, although his grasp was weakening, and, as he told his rescuers, had they been but a short time longer in reaching him, he would have let go and sunk in the waters as did his comrade. Pearce had succumbed to the cold and exposure and, loosening his hold of the boat, had thrown up his hands and disappeared. Nothing could be done to recover his body, search being useless. The surviving midshipman was very weak from the effects of the privation endured, but revived soon after he was taken to the cruiser.

Pearce had but recently joined the Flora and little was known concerning him at Esquimalt.

CHINESE ATTACKED OFFICERS.

Exciting Time on Board the Ship Santa Clara.

Capt. Larsen of the ship Santa Clara, which, as will be remembered, was nearly wrecked on Trial Island two years ago, has been having trouble with a Chinese crew on his voyage from the Alaskan canneries to San Francisco. The Santa Clara was quarantined at San Francisco because of the death of three of the Chinese on Board during the voyage, and the Chinese, infuriated at being kept on board, they rushed Mate Olsen, who was felled with a blow and the horde surrounded him, kicking, striking and yelling like demons. The cries of the sailor were mingled with the chatter of his assailants. He finally managed to extricate himself from their grasp and pumped from the forecastlehead to the deck. The Chinese followed him in a wild rush. With the blood streaming from the many cuts that he had received, Olsen fled into the cabin and seized an iron bar to defend himself.

Captain Larsen stood off the horde single handed and rescued his mate from the hands of the Chinese, who were bent on taking his life. He stood in the door of his cabin, revolver in hand, and defied the yellow men to cross the threshold. Though they thirsted to get at the mate who lay bruised and bleeding on the floor of the cabin, the gleaming revolver, backed by the cool demeanor of the captain, told them what waited in case they attempted to enter the cabin, and they slowly and sullenly withdrew to the fore part of the ship.

BIG BARK MISSING.

Left San Francisco For Eureka and Lost Tow—Fears For Her.

Another vessel is likely to be added to the overdue list. Fears are increasing for the British bark Annasona, and it is probable that the vessel will be posted as overdue, if she is not heard from in a few days. The vessel left San Francisco 22 days ago for Eureka in tow of the steamer Arctic, but was compelled to cut loose from the steamer off Point Reyes on account of heavy weather. The vessel was light and loaded a full crew, and fears are expressed that she has met with some mishap in the northwest gale which was raging when the Arctic abandoned her.

CRASHED ON THE ROCKS

Details of the Loss of the Ship Wemys Bay Near Mazatlan.

Mrs. Annie McNeil, wife of the steward of the wrecked British ship Wemys Bay, has arrived at San Francisco from Mazatlan, near where the vessel was lost. Speaking of the wreck she said:

"After a stormy voyage we made Mazatlan just as the Mexicans were celebrating their national holiday. Things on board were near a crisis, the sailors were brooding and threatening mutiny. Captain G. L. McLaren, fearing trouble, took his ship over under the lighthouse at Creston Island and dropped anchor there. On the night of the 16th September, I was sleeping in the room next to the captain's cabin. Suddenly the ship pitched forward and the lurch threw me out of my bunk.

"I rushed on deck in time to learn that the ship had struck squarely on the pinnacle of the rocks, and then listed to starboard, where she hung, beaten broadside by heavy breakers. With difficulty the boats were launched and in my nightgown, and drenched to the skin, I went down the ship's side on the rope ladder and fell rather than jumped into the boat."

ALKI DAMAGED.

Struck a Boom of Logs When Bound to Ladysmith For Coal.

The steamer Alki of the Pacific Coast S. S. Co., has returned to Seattle for repairs on account of a collision with a boom of logs off Point No Point. Captain Thompson blames the unknown tug for the collision which occurred Monday night off Point No-Point in which the Al-ki was damaged. The steamer was on her way from Tacoma to British Columbia for coal and collided with a boom of logs. They were scattered in all directions and the Al-ki injured, but not enough to cause delay. Captain Thompson says he saw the tug cross the Al-ki's bow, but that she did not have two lights on her mast, which is a signal that she has a tow, and consequently the Al-ki smashed into the boom.

SCHOONER'S NARROW ESCAPE.

Fishing Vessel Had a Close Call From Being Lost Near Flattery.

During the storms which raged off Cape Flattery a few days ago one of the fleet of fishing schooners, the Edith, had a narrow escape from being broken up on the rocks. That she escaped such a fate was due to the fortunate appearance of the schooner Myrtle, which got a line aboard the Edith and succeeded in hauling her out of her perilous position.

"Big Al" Magnusen, captain of the Edith, and his crew had already left the vessel in a dory and landed on Duncan rock. It was from this point that they succeeded in attracting the attention of the Myrtle by signals of distress. Captain Magnusen had decided that it was better to desert his vessel in a small boat and from Duncan rock signal some other schooner in the halibut fleet than to remain by his vessel. At the time he deserted her the indications were that she would be blown seaward, where it might have been impossible to sight another vessel. Instead of that, however, the schooner drifted down on the rock on which the castaways had taken refuge and, had not the Myrtle been signalled in time, she would have piled up there. The crews finally succeeded in rigging a judy rudder to the Edith, with which she was enabled to make her way to Neah bay, where another rudder is being built.

OVERDUES ARRIVE.

Two of the Fleet on Which Speculators Are Gambling, Reach Port.

Advices received in Victoria yesterday from San Francisco, under date of Monday, announce the safe arrival at Capetown, September 25th, of the French bark Hoche, after a long passage of 119 days from Tacoma with a cargo of wheat. The Hoche was posted as overdue last week, with 15 per cent reinsurance quoted on her.

The Andora, from Baltimore to Iquique, arrived at the latter port on Wednesday, having been out 100 days. She was on the reinsurance list at 60 per cent.

THE CATHERINA.

Reinsurance Rate Raised—S. F. Paper Says Scheme is on Foot.

A San Francisco paper says the underwriters are suspicious that there is a scheme on foot in connection with the posting of the Norwegian bark Catherina, and says the cut from 20 per cent to 10 per cent was due to this. The San Francisco Chronicle says: "There is a strong suspicion that the reported discovery of wreckage marked 'Catherl—' on Queen Charlotte Island in August was a scheme on the part of unscrupulous but unknown persons in the North to cause the posting of the Catherina at a good rate, in order to win money. That the story is not given much credit at Lloyd's, in London, is evidenced by the fact that reinsurance rate is held at only 10 per cent, though 20 per cent was first quoted. The report of wreckage found on the northern coast is seldom made public until a vessel has been at sea a long time and conditions are ripe for working up a scare, and almost invariably a portion of the ship's name appears on some fragment of the wreckage, to give authenticity to the reports."

In a subsequent issue the Chronicle notes that the reinsurance on the Catherina has been raised from 10 to 15 per cent, which would seem to deny the story above given, for the underwriters must have since become alarmed at least to the extent of five per cent more than they were previously for the safety of the Catherina.

The general trend of opinion among local marine men who have taken the trouble to secure information regarding the sailing of the Catherina is shown by the fact that many of them are betting that the vessel will not arrive. It was reported by tugboat men that she had a very bad list when she left the Straits and alarm has been caused on that account.

C. P. N. STEAMERS.

Tees Sails for Northern Coast and Queen City to West Coast.

Steamer Tees, Capt Hughes, sailed last night for Naas and way ports on the Northern Coast. The steamer had a small number of passengers and a very light cargo, consisting nearly all of provisions and supplies for coast points. Another C. P. N. steamer which sailed last night was the Queen City, Capt. Townsend, which left for Ahousaht and way ports on the Vancouver Island coast. The crews of both vessels will lose their votes, and some of those on board the vessels were bemoaning the fact that there are no floating ballot boxes.

Premier Balfour Opens Campaign

Addresses Large Audience in Sheffield And is Warmly Welcomed.

References to Fiscal Reform Greeted With Cheers By Listeners.

Sheffield, Oct. 1.—The Artillery Drill hall, in which Premier Balfour made his tariff reform speech, was packed long before the hour at which Mr. Balfour was announced to begin speaking. An overflow meeting in Albert hall was also crowded, while there were hundreds unable to gain seats, who joined those inside the halls in singing patriotic songs and cheering.

Mr. Balfour arrived shortly before 8 o'clock, and was given an enthusiastic reception. He rose to speak at 8 p.m. and announced that he intended to confine his speech to the tariff reform, which, he said, had come prominently to the front owing to the growing uneasiness among men of varied opinions. Mr. Chamberlain's speech in May, he admitted, would not have produced the effect it did if it had not fallen on ground already prepared, and the threat against Canada for granting preference to Great Britain brought home the helplessness of the country to deal with such a situation. The tariff attacks could only be met by tariff replies. This statement of the premier was greeted with prolonged cheers.

Continuing, Mr. Balfour said that for fifty years England had watched in silence the building up of a wall of hostile tariffs against her. Even her colonies were building up a system of protection, which, when it reaches its natural conclusion, would make it as hard for the United Kingdom to export goods to her colonies as to export goods to the United States and other protected countries. For the present state of affairs, Mr. Balfour remarked he did not know of a cure. The evil had gone too far, but he knew of a paliation. A nation depriving itself of the power of bargaining, Mr. Balfour pointed out, could never make a good bargain.

Mr. Balfour did not think the country was ripe for the taxation of food, but the evils of food taxation had been exaggerated beyond what reason and logic justified. He advised the Unionist party that to tax food would be against public opinion and not within the limits of the practicable. He had given the topic his best thoughts, and he was early convinced that his policy harmonized with the best traditions of the party, and as leader of the party, he meant to lead it.

Mr. Balfour closed his speech at 9.26 p. m.

Mr. Balfour did not even hint at the successors in the cabinet to Mr. Chamberlain, Lord George Hamilton and Mr. Ritchie. In fact he did not mention the ministerial resignations. He confined himself strictly to the tariff, and his speech, which had been heralded as the heavy gun in the fiscal reform campaign, was, to a large extent, a repetition of arguments contained in his recent pamphlet.

Mr. Balfour attributed the prominence of the fiscal reform movement to the fact that the country was in closer touch with her colonies as a result of the late war and the reports of the ministers in the colonies had brought before the Empire the question of tariff reform. Also because for a long time prior to the developments of the present cabinet there had been uneasiness among all parties as to the conditions of British trade in relation to the trade of the world. Mr. Chamberlain's speech of last May would not have had the effect it did if it had not fallen on prepared ground, and if Canada's effort to give preference to the Mother Country had not brought out threats from at least one foreign country of retaliation. This had brought home to many the helplessness of Great Britain under such circumstances to meet a situation so unexpected and so dangerous. For fifty years England, without making a sign, had watched the wall of hostile tariffs growing up and dividing nation from nation.

"And our own colonies, our own flesh and blood, the very sinews of the growing Empire," proceeded Mr. Balfour, "are building up one of vested interests after another system of protection, which when it reaches its conclusion will make it as hard to export to them as to America or the other protective countries. And during the whole lifetime of those I am now addressing, we have done nothing whatever to hinder a state of things so absolutely inconsistent with free trade as Cobden understood it. I confess that when I heard the criticisms upon American and German policy which caused those great industrial nations to accomplish their marvelous expansion with protective duties, which must have thrown a most heavy burden upon the consumer, I felt that they have a retort to which I at least have no reply. They may well say that, although protectionists, they have established permanent free trade within the limits of their own country, where everything which can hamper protection or limit the increase of wealth has been abolished by their patriotism and foresight, and they may well ask us whether our vaunted free trade includes those great self-governing colonies which we proudly boast are to be the great buttresses of our Empire in the future.

"Free trade is indeed an empty name and a vain farce if it is a fact that foreign nations are setting themselves to divert our industries, exclude our manufactures and limit the international supply and demand. There has been a development of which Cobden and his contemporaries never dreamed—the development of the trust system under protection. The phenomena is so new that I dare scarce venture to prophesy what development it is likely to take, but you may be absolutely sure that in that alliance of trusts and tariffs there is a danger to the capital and enterprise of this country which acts and re-acts not mainly upon the capitalist, for he is at liberty to go to those regions where his industry will be looked after, but it will fall with its heaviest weight upon the artisan and the landed classes, which are incapable of protecting their interests against such a calamity.

"Now, if I have rightly described the dangers and evils, you are entitled to ask me whether I know of a cure. My answer will be disappointing; I know of no cure, but I do know of a palliation. The ill has gone too far. You will not get the great commercial nations of the world to abandon protection. I fear that you will not get the great self-governing colonies to retrace the steps which we, without remonstrance, permitted them to take. I am here, therefore, to recommend a palliation which I believe to be still possible. Cobden hoped and believed in free trade throughout the world. What, in fact, we have got to deal with is a world where international commercial relations are regulated entirely by treating it as common sense. That we, the greatest commercial nation, should come forward and say, 'We want to arrange treaties with you, but we have to give you nothing to withhold from you, we throw ourselves on your mercy and consideration.'

"Did any man ever hear of successful negotiations without a nation having something to give, which, of necessity, it might withhold? My fundamental and essential request to you tonight, the rest of the speech is subsidiary and accidental, is that the people of this country should give to its government that freedom of negotiation of which we have been deprived, not by force of circumstances or by the pressure of foreign powers, but by something I can only describe as our own pedantry and self-conceit."

Proceeding to deal with the question of how the freedom he desired was to be used, Mr. Balfour thought the question was rather unreasonable. No minister could say how the navy was going to be used in a few years hence. One can only say it is necessary to have a great navy in case of need.

"In my judgment," continued the premier, "it is really necessary that the country should have its command of these instruments of negotiations for which I am pleading. The German states illustrates how a fiscal union had preceded and strengthened a political union, but as far as our colonies are concerned, we have been contented to see fiscal divisions growing up, of which no man of sober judgment can contemplate without disquiet."

This was a most important and difficult branch of the problem—the speaker believed that the evils of food taxation had been exaggerated beyond what reason and logic justified. Still he thought that public opinion was not ripe for the taxation of food. Therefore, as one adviser of the great party, he was bound to tell them plainly that it was outside the limits of practical politics. He was not anticipating a general tariff war, but he thought "we might inform any foreign country that we thought was treating us with outrageous unfairness, that unless they modified their policy we should take steps with regard to certain articles exported by them."

Concerning the question as to whether it was intended to reverse the verdict of the great case of free trade vs. protection of 1846, his answer was that the controversy of 1846 was or no interest to the present generation, and was utterly inappropriate to 1903. He said: "Our grandfathers fought the battle in view of the actual situation. I ask the nation today to follow their example, and not be misled by musty debates."

The second question is: "Do you desire to reverse and alter the fundamental fiscal tradition which has prevailed for many generations?" The answer is, "Yes, I do."

He proposed to ask the country to revise, annul and altogether delete