

of China and Japan

urers-Yacht and Creators-Trouble Amoy.

rother at Yokohama Troops Meet With Defeat.

received by the steam-boat columns to stores Weaver, owner of the yacht Norma, now at Amoy, on route to San Pedro de Macoris, his wife and Mr. and Mrs. J. W. Weaver, who purchased the yacht Norma from the New York party.

Many were the debts of the party in Yokohama, the creditors that mourned the departure of the Norma.

the Norma left, the short of funds, and the interest bank to wire for funds. They resorted to mail it, long for Percival, the offered to advance \$200 to back the cheque. A security of Mrs. Weaver, and the next day on the Nippon Maru via Honolulu.

ero Aguinado, Filipino and brother of Probst as present in Yokohama, the good of government.

attempts in the same direction, but to the crease government, he failed egregiously, and deflected for this latest Filipino camp, prepared to accept the terms.

are at present two living in the suburbs and it is surmised that thereof are, and have allowance from the government, and the general, no time in communicating with them. The Hongkongers that he brought about of treasure, and the place of Orotia, towards his visitor.

atch received by the Japanese consulate at Amoy, and by Mobs.

ea as follows in a telegram received by the Japanese consulate at Amoy, and by Mobs.

Japanese and Chinese reached Amoy in a ground for the Japanese, and the party landed, and the party landed, and the party landed.

ives, several hundred of Amoy and a police force. The Chinese of their escape under the protection of the British consular authorities.

to protect them, Matto the sea and was belonging to the consular merchants, and threatened to attack.

been received in Canada and signal Imperial Troops West river districts. 500 soldiers, has in pieces; about half the outfit and a mortar company.

to a place called West river, and the light of the Imperialists surrounded. The boat with fifty to sixty men, and about 2,000 men, and about 2,000 men, and about 2,000 men.

atched from Canton surrection. They are their work out out for the defeat of the party.

ing received by the Amoy, and the party landed, and the party landed, and the party landed.

in the 13th inst. by the Emperor, Kwangtung, and Kwangtung. The study in the field has been for the present, of the Black Flags.

to nearly all the Amoy, and the party landed, and the party landed, and the party landed.

esses have been burnt, in issued by the Emperor, Kwangtung, and Kwangtung.

ing unprecedented in the Amoy, and the party landed, and the party landed, and the party landed.

ang Yu Wei, Chinese reformers. Chinese be on their way here for death of the Emperor.

ry says: We have been by the Sin Wan Emperor, Kwangtung, and Kwangtung.

ing and laughing and suffers from all and kidneys. His in has been published in the Amoy, and the party landed, and the party landed, and the party landed.

ies at Hongkong engaged in making, evidently intended for the Amoy, and the party landed, and the party landed, and the party landed.

er a constant smoker, and generally has the Amoy, and the party landed, and the party landed, and the party landed.

Distinguished Visitors

Hon. Jesse Collings of the Home Department, Arrives in Victoria.

The Statesman's Opinions on Britain's Duty in the Transvaal Crisis.

Sir Henri Joly's Visit Extended—Reception To-Morrow—Archbishop Bruchesi.

Almost impossible as it is for the residence of the Victoria of today to realize the complete isolation suffered by the pioneers of the Colony of Vancouver.

the "old order" changed when one meets and holds converse with the man of affairs who have their fingers upon the pulse of the public life at the heart of the Empire, and who come out here direct from the life of the metropolis and talk of the things which are happening there.

Victoria is especially favored in this regard and there is little reason for her people to feel estranged from the Mother Country, so many of the public men of Britain favor this western outpost with visits.

One of the men whose names have been household words in Great Britain for nearly a quarter of a century is Mr. Jesse Collings, M.P., Under-Secretary of State for the Home Department in the Imperial Government, a warm personal friend and colleague of Right Hon. Joseph Chamberlain, Secretary of State for the Colonies, than whom there is no man more talked of in Great Britain.

Mr. Collings arrived from the Mainland last evening, and will remain in the city until to-morrow morning, when he leaves by the boat for Seattle, en route via St. Paul, Minneapolis and Chicago to New York, where he will be a guest of Sir Thomas Lipton on board the Erin for the purpose of witnessing the great international yacht race.

The reporter this morning found Mr. Collings hard at work in the endeavor to catch up with his correspondence accumulated by succeeding mails until it has assumed gigantic proportions.

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ting, despite his wonderful magnetism and strong will. Not unnaturally, Mr. Collings thinks that as the Liberal party came into power almost directly owing to his motion, the Small Holdings and Allotments Bill, Mr. Gladstone should as Premier have paid some attention to the principle embodied therein.

the "Old Parliamentary Hand" seemed for the moment to have lost its way in the doctrine of justice to Ireland, Mr. Gladstone ignored all else, and bent all his energies to the framing and attempted adoption of a policy of Home Rule.

That is all ancient history of course now, but it was interesting to hear Mr. Collings say that Home Rule, although sleeping, is by no means dead.

He believes that if the "Liberal" party, or at least Sir Henry Joly, who will prolong his stay in Victoria until to-morrow evening. An informal reception will be held to-morrow afternoon at Government House to give every person who wishes to meet the Minister of the Island Revenue an opportunity of doing so.

Yesterday afternoon His Honor the Lieutenant-Governor accompanied Sir Henri Joly to Esplanade, where they visited the German warship Geier and the vessel H. M. S. "Hornet." This morning Sir Henri was shown over the Parliament buildings, His Honor being a member of the party, and afterwards Sergeant Hawton, of the city police force, piloted the minister through the by-ways and places of interest in the Chinese quarter.

AROBISHOP BRUCHESE. The list of visitors to the city is not confined to politicians, for on Saturday evening there arrived Archbishop Bruchesi, of Montreal, accompanied by Fathers Vilard and Marceux, of the diocese of Montreal.

Slight of stature, alert in action, young, longer looking than his years, with clean cut classical features, expressive eyes and a mouth and chin which express great firmness of character, with that indefinable air of distinction which is the attribute of leaders of men, such is Mgr. Bruchesi, the eminent ecclesiastic.

His Grace left Montreal on the 7th and with him came the principal points of his journey to California, returning to Montreal by one of the American transcontinental roads.

The Archbishop is the head of the Sisters of St. Anne, and has come west to visit the various institutions of that order on the coast. Before he leaves for California and after a visit to the convent, St. Joseph's Hospital and the Boys' School, he will go to Cowichan and Nanaimo, returning to the Mainland to visit Vancouver and New Westminster, making a special call upon Bishop Donnelly. En route to California, his hand will also be visited, and the Archbishop will there meet Archbishop Christie.

HON. DAVIL MILLS. Among the prominent visitors expected to reach Victoria in a day or two is Hon. Davil Mills, Minister of Justice. Arrangements are being made for his entertainment, and he has consented to address a public meeting in the city. The Victoria Bar Association will tender a banquet to the minister.

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pany, retaining or conceding control of the streets. His Worship the Mayor called upon Mr. Collings this morning and the distinguished visitor will spend as much of his time as possible visiting the places of interest in and around the city, leaving, as before stated, to-morrow morning for Seattle, calling at St. Paul, Minneapolis and Chicago, but determined above all else to reach New York in time to see the great contest between Shamrock and Columbia. That over, he will make sundry visits in the New England States, among them being one to Mr. and Mrs. Endicott, parents of Mrs. Joseph Chamberlain.

SIR HENRY JOLY. Another distinguished visitor whose presence in the city is creating a little stir is Sir Henry Joly, who will prolong his stay in Victoria until to-morrow evening. An informal reception will be held to-morrow afternoon at Government House to give every person who wishes to meet the Minister of the Island Revenue an opportunity of doing so.

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Transvaal Situation

President Kruger Is Given Another Chance to Settle the Dispute.

Transvaal Attorney's Report on Recent Negotiations—Will Assist the Boers.

Will the Orange Free State Decide to Assist Kruger?

London, Sept. 23.—The text of the message sent to Sir Alfred Milner, British High Commissioner to South Africa, will not be published until Monday or Tuesday. In the meantime no active steps will be taken to send an army corps to South Africa, but preparations of a general kind will continue quietly for the dispatch of a large army under General Sir Redvers Buller should President Kruger not decide to avail himself of the further opportunity now given for a compromise.

The Standard says it believes the government has concluded to convene parliament next month.

The Franchise Proposals. Pretoria, Sept. 22.—The Transvaal green book just issued contains the report of State Attorney Smuts to the government on the four parlers between himself and the British diplomatic agent, Mr. Conyngham Greene, leading to the conditional five years' franchise proposal. Mr. Smuts asserts that the proposal was the result of private discussion and an arrangement that both governments should informally decide about the offer and its acceptance before the offer should be formally submitted. He also asserts that the exact draft of the offer was wired to the British High Commissioner, Sir Alfred Milner, and a dispatch to Mr. Greene, which the latter interpreted as acceptance of the offer. Mr. Smuts said that had the Transvaal known that any difficulty was to be made about suzerainty his government would never have made the proposals, but would probably have immediately accepted the seven-year proposal. He also denies that he promised to Mr. Greene that the new members of the road would be allowed to speak English. All he said on this subject, he declares, was that the matter would not be settled, and he shows that in the telegram to Sir Alfred Milner no mention was made of this subject. The government denies that State Attorney Smuts has informed Mr. Greene that further British mobilization will be regarded as an unfriendly act. Mr. F. W. Reitz, the state secretary, says that when martial law is proclaimed it will apply to the whole country. Mr. Reitz has replied to an application made by certain Uitlanders to remain in Johannesburg, that the event of that all who desire may do so. Commandant-General Jonker, replying to numerous requests on the part of journalists for permission to accompany the commandant, said that applications were premature.

THE CAPE AND FREE STATE. Capetown, Sept. 22.—Writing to an intimate friend here President Kruger said: "Things are serious, but will come graver, but a peaceful settlement will be attained."

In the Cape House of assembly to-day, discussing the question of volunteers, Mr. W. P. Schreiner, the premier, said he hoped some day to see the event established in which the English and Dutch would unite for the defence of the colony and render it independent of Imperial troops.

The Berkshire battalion, it is reported, will be moved to-morrow from King William's Cape to the Orange Free State border, apparently in response to President Steyn's speech at the opening of the road yesterday.

London, Sept. 23.—The Daily Chronicle's Cape correspondent says: "I have the best authority for the statement that the Orange Free State road has been unanimously resolved to assist the Transvaal against British aggression."

Telegraphing from Johannesburg the correspondent of the Morning Post says it is asserted that an understanding exists between the Cape Colony government and the Transvaal government in favor of the Transvaal.

No news has yet been received of the delivery at Pretoria of the last British dispatch.

The next big news will be the decision arrived at by the road of the Orange Free State, whose secret deliberation is expected to close to-morrow, and it will come as a great surprise if the road does not decide to link with the Transvaal. There is little actual war news to-day. The papers recapitulate British and Transvaal military preparations.

Neither jingoism nor the anti-war party are very proud of yesterday's affair on Trafalgar Square, which proved nothing except that a mob is always "jingo."

A telegram received from Calcutta announces the departure of the transport for South Africa, and the high transport for the Cape leaves India to-morrow.

No Business. New York, Sept. 25.—The London Times financial correspondent cables: "We are suffering from an acute spasm of military demagogues to which modern empires seem peculiarly liable. The consequence is financial business of all kinds is suffering from a bad set back. Whereas during the first seven months of the year new joint stock undertakings poured on the market every week in scores, now none at all appear."

THE VANDERBLIT FORTUNE. How the Present Millions Grew From Small Beginnings. Estimates of the fortune left by Cornelius Vanderblit, who died suddenly at New York recently, place his wealth between \$100,000,000 and \$120,000,000. Vanderblit millions were invested in railroad stocks and bonds, and if it were known exactly how large their holdings were it would be easy to determine what their income is. Their holdings, however, have changed considerably of recent years, and it cannot be stated approximately how large an interest they have even in the so-called Vanderblit railroads.

Mr. Vanderblit's holdings were mostly in the following railroad corporations: New York Central, Lake Shore, Boston and Albany, New York and Harlem, New York and Putnam, Rome, Watertown and Ogdensburg, Michigan Central, Canada Southern, West Shore, Delaware, Lackawanna and Western, C. C. & St. Louis, Chicago, Milwaukee and St. Paul, Delaware and Hudson, New York, New Haven and Hartford, Miscellaneous.

It was by the establishment of a sailboat ferry from Staten Island to the Battery to carry passengers at eight cents a trip that the Vanderblit fortune was begun. Cornelius Vanderblit (the "Commodore") began life as a ferryman while yet a boy. He took to the water naturally. When steam was applied to navigation he utilized it and soon was the most prominent steamboat owner in the United States. At the outbreak of the war he was worth \$20,000,000, and apparently made up his mind to quit business, for he sold all his steamboats for \$5,000,000.

As a matter of fact, he was preparing for the most brilliant period of his life, although he was nearly seventy years old. "Commodore" Vanderblit had his attention attracted to the Harlem railroad. This was much run down at the time, and it had been broken and wrecked. Its roadbed was gone. Its rolling stock was grotesque. Its stock had sold as low as \$3 a share. The "Commodore" began to buy Harlem. He took all he could get and it was not long before he had bought the whole common stock one day granted the Harlem road a franchise to run a street railway down Broadway to the Battery. Harlem went to 75.

The "Commodore's" Coup. The common council clique concluded to break Vanderblit. They concluded to sell and then repurchase the Harlem and the "Commodore" heard of this but went on buying. He took it all. Then the ordinance was repealed and an injunction was issued against laying the rails. Clearly Vanderblit was ruffled. Those who had sold short the market to buy cheap, so they could deliver. They could not get any. The stock went to 100, then to 150, then to 170. It was the story of the Rubber Syndicate stock in "The Market Place" enacted nearly forty years before it set into motion the Harlem road was put on its feet and began to pay dividends, and new stock was issued. "Commodore" Vanderblit bought and reorganized the Hudson River railroad and reorganized the Hudson River railroad in the same way. The stock was at 25. He wanted to consolidate the Harlem and the Hudson River, and had a bill introduced at Albany. A pledge was made that it should be passed. The same game was tried by the legislative stock jobbers that had sold Harlem short and refused to pass the bill. The "Commodore" beat them again, and ran Harlem up to 285. He ruined the whole crowd. Daniel Drew settled by paying \$1,000,000.

This was the beginning. The Central was consolidated with the Hudson River, and in time Vanderblit owned the entire line to Buffalo. He watered the stock from \$28,000,000 to \$30,000,000, and in five years had cleared up \$25,000,000, and the road was paying a dividend on the new stock.

Then the "Commodore" reacted out beyond Buffalo toward the West, and the grand scheme that was in his mind probably not be completed till the Central has a line to the Pacific.

When "Commodore" Vanderblit died he left not far from \$200,000,000 to his son, William H. Vanderblit, and \$15,000,000 to all his other heirs.

When William H. Vanderblit died he left an estate worth about \$200,000,000. It was estimated that Cornelius Vanderblit's estate was worth as much as \$1,000,000,000. He had received from the "Commodore" after the bulk of the estate had been disposed of he left \$50,000,000 each to Cornelius and William K. Vanderblit, both of whom had been active in the management of the Vanderblit system.

THE DREYFUS SCANDAL. Berlin, Sept. 23.—The Emperor William, who has been deeply stirred by the exposure of the espionage system between France and Germany, of the extent and elaborateness of which he has heretofore been ignorant, has instructed General von Haake, chief of his private military cabinet, to thoroughly investigate as to what extent the system can be abolished or reduced to a minimum.

A correspondent of the Associated Press learns that His Majesty above all is startled by the fact that the military attaches of both countries, while personally men of the highest sense of honor, have been so deeply involved in the scandal, and he instructed the general to ascertain if it was possible for Germany to take the initiative for abolishing extra territoriality foreign attaches and other members of the embassy, thus abolishing the most heinous and dangerous form of espionage.

The correspondent understands that General von Haake has reported that it is impossible for one state, especially a military one, to do this alone. He gave many potent reasons for this view.

Montreal, Sept. 23.—The Trades and Labor Congress, before adjournment, passed the following resolution:

Probably their absence is but a slight misfortune, for they are mostly jerry built, like London houses, but stock exchange business is just as bad. Not since the crisis of 1850 has there been such stagnation as now exists in our stock market. The public simply refuse to deal, and what jobs and bankers occupy their time with is trying to shift each his load on another's track. In the present prices dwindle and we are in danger of a crisis from insurrection unless the cloud lifts soon. In short, unless this wretched wrangle with the Boers is settled one way or another our public cannot even be persuaded to buy American railroad stocks.