

Victoria, Friday, November 23.

THE DEMOCRATIC REVERSE.

On Saturday the Colonist took a look over the political situation in the United States and came to the conclusion that the recent defeat of the Democrats was a defeat of free trade. The following paragraph shows the line of its moralizing:

The election on Tuesday the 6th must have made it clear to the free trade party that they were not in touch with the people of the United States. It is said that the hard times had much to do with the rejection of the Democrats, and that disgust at the doings of the Tammany chiefs alienated many Democrats from their party, but, allowing for the influence of both of these causes inimical to the Democratic success, it must be clear that there was another and a more general and more powerful cause at work to damage the Democrats in every section of the Union. This was without doubt the dislike of the people to free trade. Such dislike is felt by a very large proportion of the population from Maine to California, from Chicago to New Orleans. After the Democrats had been years educating the people, as they said, up to free trade, the rout of Tuesday must be taken as indicating the success of their teaching.

By Sunday our neighbor had thought over the subject again, and had concluded that Congressman Wilson's view of the situation was about right. This is part of what our neighbor had to say then:

The man in the United States who attributes the hard times to the party now in power either knows better but wants to deceive those who hear him, or he is so ignorant and so incapable of reasoning as to believe what he says. It would be quite as reasonable to say and to believe that the visit of Lord Aberdeen to Victoria was the cause of Friday night's frost, as to assert and to think that the Democratic party brought hard times on the United States.

In the first place the hard times were and are not confined to the United States. Times were hard in South America, in Australia and in Great Britain before they were at all severely felt in the United States. In the second place the business depression was sensibly felt before the election campaign of 1892. The hard times were in the States before Mr. Cleveland was inaugurated. So general were they felt and so much distress they did cause, that Mr. Cleveland was hardly in the President's chair when there was a demand from all quarters of the country to call an extra session of Congress to save the country from ruin. And when he did not comply with that demand as soon as it was made an outcry was raised against him. Mr. Cleveland's acts did much to lessen the severity of the strain, but he failed to restore general confidence. The change in the tariff afterwards did something to make times better, and it promises to do more. But the American people appear to have forgotten that the hard times began long before the Democrats were in power, and they do not seem to have sense enough to see that the causes that brought them must have been at work while the Republicans were in office. The hard times and Democratic rule existed at the same time, and millions of electors sagely concluded that one was the cause of the other. In laying the blame of the hard times on the Democrats, and in punishing them because of the suffering from the business depression, the American electors exhibited the same amount and quality of thinking power as the angry child does when he strikes the leg of the table against which he has fallen to punish it for having hurt him. Mr. Wilson was right—there was not much brains behind the kick.

We congratulate our neighbor on having come over to the same and sensible view taken by Mr. Wilson that the Democratic defeat was a kick administered without the influence of brains. It is much wiser to think this than to suppose that the Americans were voicing well considered objections to a new tariff, which has been in force only three months, and which is far from embodying a policy of free trade. The Colonist having changed its views in regard to the feeling in the United States may also have come to an appreciation of its own foolishness when it said on Saturday: "We are satisfied that something like the United States disaster will be the result in Canada when the free traders of the Dominion make their policy the issue at the polls." Times are hard in Canada as well as in the United States. Therefore, if the people of Canada follow the example of their neighbors and kick the party now in power as the party to be held responsible, the blow will take effect on the anatomy of the protectionist—not the free trader. It may be that the Colonist's sudden change of opinion was caused by this fact dawning upon its inner consciousness.

CITY IMPROVEMENTS.

The movement on foot to organize an association of citizens, having for its object the promotion of civic improvements, is one that will meet with support in proportion to the earnestness and disinterestedness of the moving spirits in the proposed organization. An association embracing several hundred of our most active and public-spirited citizens, whose object it is to initiate, en-

courage and support every project that will tend to the improvement of the city, cannot fail of at least a measurable degree of success; and, properly conducted, may be the means of doing an incalculable amount of good. As we understand the views of the promoters, the association is to be divorced from municipal politics, in so far at least as questions not included in the "platform" to be adopted are concerned. Its one great aim will be to create a public opinion in favor of street improvements, sanitary regulations, efficient water and light services, etc., which will render needed reforms in these directions of easy accomplishment by the city council. It is recognized that one of the great difficulties in the way of municipal progress in the past has been, not so much the inability or unprogressive character of the councils, as the divergence of views held by the people and the absence of any clear-cut and well understood principle or object. If the association will help to mold public opinion in the right direction, there will be no difficulty with councils, for all men are only too anxious to be in line with the people and to carry out reforms which they have at heart.

ONDERDONK AT OTTAWA.

To the Editor: The appearance of Mr. Onderdonk at Ottawa almost simultaneously with the return of the finance minister with the "loan" is invested with an ominous significance. Mr. Onderdonk, although an alien, is by no means a stranger. He was introduced by Sir Charles Tupper—while the baronet was minister of railways—and it cost the taxpayers of Canada \$1,118,000 to make his acquaintance.

When Sir Charles invited tenders for the construction of the Canadian Pacific from Port Moody to Kamloops, Messrs. Charlebois & Macdonald put in a tender. So did Mr. Onderdonk. Mr. Onderdonk's tender was \$226,000 higher than Charlebois & Macdonald, yet he was awarded the contract. It appears that both tenders were accompanied by the customary cheque; but while Mr. Onderdonk's cheque was marked, that of Messrs. Charlebois & Macdonald was not; and Sir Charles, in his anxiety to award the contract to his "dear Onderdonk," did not think it worth while to send next door and ask the Bank of Montreal if Charlebois & Macdonald's cheque was all right—as the sum involved, \$226,000, was a mere trifle. Sir Charles' clerk was, unfortunately, a sealion person, and he ran in next door and asked the bank if the cheque was good, and the bank official stamped upon its back "good till paid." Sir Charles in the interim had given the contract to Onderdonk, and he was now a sealion clerk for his officiousness, since it was through his action that the facts became known. Thus \$226,000 was thrown away. There is, however, another curious feature in the transaction.

The government was to purchase the rolling stock after the work was completed, provided they required it, but did not by any means bind themselves to take it. When Mr. Onderdonk was through with his section he demanded an enormous sum for his old and dilapidated locomotives. Tupper had in the meanwhile "made his pile" and skipped to London into a luxurious sinecure which he had created, and John Henry Pope had become master of railways. Mr. Pope, while not being burdened with moral scruples, hesitated to comply with Mr. Onderdonk's impudent demand, and sought the advice of the minister of justice. That functionary declared that the government was not bound to take over Mr. Onderdonk's rolling stock, and advised the government to have nothing to do with it. The Californian evidently knew too much, and he pretty soon convinced old Sir John that his claims against the government were not to be government agreed to arbitrate. Mr. Haney of the C. P. R. was named by Mr. Onderdonk, Mr. Reed by the government, and Mr. Clark was appointed umpire. These gentlemen proceeded to British Columbia, and being desirous of meeting the views of the government—which had been privately communicated—awarded the sum of \$72,935, which they considered extremely generous. Mr. Onderdonk laughed—so did the government, but somewhat feebly. "Certainly not," echoed the government; "go back and try it again." They did try again, and this time awarded \$202,000 for the same old junk they had previously generously appraised at \$72,935. Mr. Clark told the committee on public accounts that the sum had been increased from \$72,935 to \$202,000 by order of the government. Loss so far, \$428,000.

The C. P. R. now took a hand and demanded \$15,000 to transport the junk to Point Levis. But the end is not yet. The inventory of the articles appraised by the arbitrators consisted of 29 locomotives and 397 flat cars, but when the trucks arrived at the government stores there were only eight locomotives and 180 flat cars—the remainder having mysteriously disappeared. The fun, however, is only commencing. The C. P. R. when they took over the Onderdonk section claimed that the road had not been completed according to contract, and they brought a suit against the government for \$575,000. They got judgment with \$100,000 costs against the government, making a total of \$1,118,000 cost to the taxpayers for the pleasure of a brief acquaintance with Mr. Onderdonk.

Mr. Onderdonk is now in Ottawa with little claim that he intends pressing, and there is no doubt the government will satisfy him rather than have him tell the country where a portion of the \$428,000 went. CHABLIS-SHIRAZ.

Cold in the head—Nasal Balm gives instant relief; speedily cures. Never fails.

MADE A QUICK VOYAGE.

Empress of China Arrived From the Orient This Morning—Late War News.

Adventures of Three Sealers From Schooner May Belle—Julian Ralph Aboard.

The C. P. R. steamship Empress of China arrived here early this forenoon, but owing to the delay in her inspection in quarantine it was after twelve o'clock before her passengers landed. She was under orders to get through as fast as possible and catch today's train, and her officers felt disturbed over the needless delay. The ship made one of the best trips across the Pacific ever made, travelling very fast the last few days. She came up the Straits in a hurry. She was reported by Curmanah at 7 o'clock, and at 10 o'clock sounded her siren off the outer wharf. The tender Sadie went alongside, but Dr. MacNaughton Jones had not yet appeared. The tender came back to town and after the passengers had landed, the Empress was towed to the wharf. The ship made one of the best trips across the Pacific ever made, travelling very fast the last few days. She came up the Straits in a hurry. She was reported by Curmanah at 7 o'clock, and at 10 o'clock sounded her siren off the outer wharf. The tender Sadie went alongside, but Dr. MacNaughton Jones had not yet appeared. The tender came back to town and after the passengers had landed, the Empress was towed to the wharf.

While the examination at Yokohama was drawing to a close intelligence was received that the suspected travellers had transferred themselves and their baggage to the French mail steamer Sydney and were on their way to Shanghai by way of Kobe. In obedience to telegrams sent to the latter port, permission to search the ship was obtained from the French consul, and the discovery was soon made that a passenger calling himself John Brown—an acknowledged alias—and claiming to be an American, was bound for China, under contract, with the authorities of that empire "to destroy the Japanese navy within eight weeks from the time of his arrival." He professed to have discovered an explosive of tremendous power, which, he declared, he had first offered to Japan, but as his proposal was contemptuously refused he turned to the other belligerent and sought employment from the Chinese government at Washington. Receiving sufficient encouragement for his purposes, he started at once for the east, accompanied by an American assistant, registered as George Howie, French mail steamer Sydney, and a Chinese interpreter, furnished him by the legation. How the Japanese were warned of this transaction has not been disclosed; but their apprehensions were awakened to such an extent that they determined at all of the party. That they endeavored to do this with careful regard to the requirements of international law is doubted by nobody; but whether they have succeeded in every particular is a question warmly discussed by foreign residents. The arrested men are under close guard in Kobe. The affair concerns, more or less directly, three western nations—Great Britain, the United States, and Japan; and it is already under diligent consideration by the diplomatic agents of the respective governments. It is understood that the French minister in Tokyo protests earnestly against the action of the Japanese government, and that he has telegraphed home for special instructions. Japan will contend in defence that the persons detained had entered into an agreement with Chinese government officials, by which they undertook to conduct hostile operations of great magnitude and importance against both the Japanese navy and mercantile marine; and that as the French representatives here stationed were not authorized to intercept them in their journey to the seat of war it became necessary as a measure of self-protection to have recourse to the recognized principles of international law. The right is believed to be strengthened on the present occasion by the fact that the arrests were first made on a vessel of the Chinese flag, and secondly, by a port of another and thirdly, by the first named belligerent within his own territorial waters. The ship itself was not seized, because of the consideration that the captain was believed to be ignorant of the character of the individuals arrested, and, furthermore, because the Sydney is a regular mail steamer, the detention of which would have caused great inconvenience to numerous persons in no wise implicated. There is no question that the parties arrested were in the service of China. They bore a letter to Li Hung Chang from the envoy at Washington, and also a formal contract promising to pay one million dollars for the destruction of the Japanese navy and a specified sum for every merchant ship destroyed. It appears that one hundred thousand dollars have already been paid on account. The Japanese officials emphatically assert that the seizures were made in accordance with the methods laid down for such contingencies by the highest international authorities, the process having been instituted with due caution and discretion by an officer of the imperial navy. Some doubts are entertained as to the nationality of Brown and Howie. They declare themselves English by birth but Americans by naturalization. One or both served until recently in the Brazilian navy.

A notable act of justice is recorded to the credit of the Chinese. Shortly after the war had begun a Japanese ship, the Ten Kyo, sailed into the port of Taku, on the Peiho river, in ignorance of the fact that she was entering forbidden waters. Hostilities had been declared during her voyage from Hakodate to China. She was held to await an investigation by the authorities at Pekin, who, after a delay of three months, decided to release her, and sent her, in charge of a Chinese crew, to Nagasaki, where she arrived November 1st.

The Empress brought the largest cargo ever brought here, by any one of the three of the line. Every inch of space available was taken up. The exact weight could hardly be given, as it is partly charged by weight and partly by measurement. Among the freight were 1245 bales of silk. There were 8 intermediate and 125 Chinese in the steerage. Twenty-seven Chinamen came ashore here.

Very little was known in Yokohama as to the advances of the Japanese armies. The division in Manchuria continues to advance with little or no opposition, the Chinese retreating in disorder. The latter had abandoned large quantities of arms and stores. The "Sydney affair" was the all absorbing topic of the hour in Yokohama. A dispatch from Yokohama gives the following statement of it:

Some excitement has been created in Yokohama by the detention of the O & O steamship, which was on her outward voyage to Hong Kong, in order that a search for contraband goods might be made by the Japanese authorities. On the evening of November 4th two torpedo boats took positions on either side of the Gaelic and were presently followed by a gunship containing a detachment of marines. A group of custom house officers then went on board and asked permission to examine the cargo, explaining that they had received information that contraband wares had been shipped at San Francisco. Captain Pearne protested against the search, but otherwise offered no opposition. The proceedings were conducted with perfect courtesy on both sides. After a partial inspection, the business was postponed for the night, to

Perry Davis' PAIN-KILLER

Buy Big 25c. Bottle NO OTHER MEDICINE ON EARTH is so efficacious for Cholera, Cramps, Chills, Diarrhoea, Dysentery, Cholera Morbus, Cholera Infantum and all Bowel Complaints.

THE WAR IN THE EAST.

The Japanese Victorious at Sin Yuen—Five Gun Captured and no Loss.

Report That an English Captain Has Been Made Chinese Vice-Admiral.

London, Nov. 20.—A Tokio correspondent says Marshal Yamagata reports under date of Chiu Lien that Gen. Osaoka attacked the Chinese army under General May at Sin Yuen, November 18. The Chinese retreated toward Hailung. The Japanese captured five guns and suffered no loss. On November 15 the second Japanese army was only fifty miles from Port Arthur and was advancing on that place. A Yokohama dispatch says a transport with 1100 Chinese soldiers and Coolies on board was burned while crossing Taitien Wan bay. Five Coolies were burned to death; all the others were saved.

A Shanghai dispatch says severe fighting is reported to have occurred at Port Arthur on November 15. An English merchant captain has been appointed vice-admiral of the Chinese fleets. Two trained women nurses of the Red Cross society who were on their way to the seat of war to aid the wounded had turned back, the Chinese authorities refusing to grant them protection. They strongly represented the humanity of their mission, but Shen, the Taoist of Tientsin, said to them: "We do not want to save any wounded Chinese."

The Chinese are fleeing from Port Arthur. Within fifteen miles of that place the Japanese and Chinese have just had an engagement, resulting in the loss of a hundred Chinese and three hundred Japanese.

MAY USE OUR ARMY.

Services of the Royal Canadian Infantry Offered to Britain.

Ottawa, Nov. 20.—It is generally believed here that the statement made by Tupper in Scotland that the Canadian government had offered the Royal Canadian regiment of infantry for service to the imperial government was more or less of a bluff. The general understanding has always been that the Canadian militia was for the purpose of protecting Canada and not for taking part in any foreign wars in which Britain might be engaged. This has been the principle which heretofore has been followed. Gen. Herbert was seen to-day by your correspondent regarding the affair. He said that the statement of Sir Charles Tupper that such an offer was made was correct. Asked under what regulations or order could the regiment be ordered to go abroad, as there was nothing in their attestation papers providing for the same, Gen. Herbert replied that there was nothing at all to prevent it providing the men were willing to take their pay from the British government instead of the Canadian government. Britain loaned, so to speak, some of her military men to Canada, as was the case at Esquimaux, B. C., and Canada could therefore reciprocate. He did not see any trouble about the matter. The General also pointed to a precedent where the Australian government sent in 1885 a regiment to assist Britain in the Egyptian war. While this is the view of the General, Canadian militia officers do not exactly share the same opinion. They believe that the understanding between Britain and Canada at the time of confederation was that the Canadian militia and all its branches were to be for the defence of Canada, "within and without its borders." Hon. Mr. Patterson, minister of militia, was too busy to be interviewed but admitted that the cable was correct. He would not say what answer Britain gave Canada.

Minister Costigan returned to-day. All the ministers will soon reach here, and it is said that the question of issuing the writs for Quebec West and Vercheres will be considered at a meeting of the cabinet to-day or to-morrow.

BOB INGERSOLL AGAIN.

The Great Infidel Creates Trouble in Cincinnati Churches.

Cincinnati, Nov. 20.—Col. R. G. Ingersoll at the Grand opera house on Sunday night made light of the dogmas of the Bible. At the Methodist ministers' meeting this morning the Rev. Paul C. Curnick, of St. Paul's church, Springfield, Ohio, declared that it was a disgrace to Cincinnati that its authorities should have permitted Ingersoll to talk, laugh and scoff at Jehovah. He thought the ministers' association should take immediate steps towards swearing out a warrant for Ingersoll's arrest on a charge of blasphemy. Rev. Mr. Villate said in reply that he did not believe in the suppression of free speech; besides, they could not get a jury in Cincinnati to convict Ingersoll on any such charge. Mr. Curnick, after some further discussion, proceeded with his paper, in which he asserted that the labor associations were all wrong, and that one great fault of the workmen was that they advocated a reform of the existing constitution.

Dick's Condition Powders Fattens Horses and Cattle

TO IMPROVE

Association Proper and Assist in Improving

That Victoria Ma a Clean, Beautiful

Growing out of a meeting of a committee of the Victoria, held about room last evening for its object the city. The suggestion and most effective Victoria could receive attractive appearance and tourists would speak favorably of its attractions. The literature of a doubt sent all over the city as shall in their objects hereinafter shall control the situation. Seven members of the committee shall be elected on Monday in October. The minimum shall be held monthly in advance.

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