

BIRD LIFE OF THIS ISLAND

INTERESTING ADDRESS
ON NATURAL HISTORY

H. F. Pullen Entertains Members of Local Society Last Evening.

A well attended meeting of the members of the Natural History Society was held Monday when a paper was read on the "Bird Life of Vancouver Island," illustrated by about 70 original line-light pictures. Most of the pictures were taken in the neighborhood of the city. In introducing the subject the speaker said:

"No less than 212 varieties of birds have been identified on Vancouver Island, and, doubtless when the feathered visitors to the central and northern end of the island have been properly studied, a great many more will be found. Some of the birds simply call for a short time on their way north or south, but a large number nest here and return to the south to spend the winter. Only a few remain all winter, among them being the Western winter wren, several of the woodpeckers, some of the meadow larks, robins, crows, sparrows and the game birds.

"Most of the birds that come here or that live here are useful, some as scavengers, such as the gulls and crows; but most of them because they devour countless numbers of destructive insects, while a few are killers of vermin.

"No bird so far as can be ascertained is entirely harmful. During the past summer hundreds of robins were shot by the fruitgrowers in the neighborhood of the city, and it was evinced a preference for the strawberries and other fruits, yet this bird lives almost wholly on worms and insects. The crow is often shot for killing chickens or stealing fruit, but it is a useful insect in large numbers. The farmers in some parts of Vancouver Island complain loudly of the ravages of the pheasant, yet this bird is usually looking for insects when it invades the potato hill or scratches out the grain. The jay is a thief, but even he is not all bad. One of the most useful of the insect-eaters is the woodpecker, yet he is sometimes destroyed because he insists on trying to dig holes into the gable of a house.

"During the few years that Vancouver Island has been inhabited by white people several varieties of birds have been acclimated. Of these the pheasant was introduced in 1861, the quail, both mountain and valley, from California; and the skylarks and house sparrows from England. The former, which were introduced by the Jubilee Hospital and Mount Tolly, have been scattered some, having been taken also at Gordon Head and Cadboro Bay.

The house sparrow, more commonly known as the English sparrow, is usually a subject for the animosity of the ornithologist, but I have known him, having found him guilty of bad behaviour, although I must believe those who say he does not always treat the less vigorous native races well. He is a type of the Anglo-Saxon, for he is everywhere wherever he sets his foot, is very commonly unscrupulous in dealing with his less powerful rivals, and does not always make a living in as clean a manner as could be desired. Yet he is a sturdy fellow wearing his black cravat with a jaunty air, enjoying life all the time, even when he is fighting and braving the rigors of our winter, as well as delighting in the balmy air of summer. He lives in the midst of the cities, gathering his food from the streets and chattering and scolding within a few feet of the passer by. He is a friend of mine this English sparrow, for he is the most intensely human of all the bird family.

"Arrivals from the countries of Europe talk about the bird song of their home land and the scarcity of bird life here. This to some extent is true, for the thick woods do not invite the song birds, and the fields are still scarce, and probably have not yet been found by many birds that would like to make their homes in them. In the older settled districts, however, such as the neighborhood of Victoria, many birds nest during the summer, and it is principally these which I wish to illustrate to-night. They seem to delight in building their nests right inside of the city or on its outskirts. They are wonderfully trusting, but often their trust is betrayed. While large numbers safely hatch and rear their families, mortality is high among the young, for they have many enemies. Not only are there boys and cats to avoid, but snakes, hawks, owls and other enemies are to be avoided. Often when a boy finds a nest he so disarranges the leaves and boughs which surround it that when the next owl or other bird of prey comes along it is immediately seen and the young, if not the mother bird herself, is killed. Half-grown birds, too, usually leave the nest if frightened and then they become an easy prey to any of their enemies."

LOST MINE LOCATED.

Skeleton Clue to Rich Property in Idaho.

Boise, Idaho, Nov. 30.—Prospectors throughout the state are preparing for a spring rush to the Brunson country, a somewhat isolated district, where one of the famous "lost mines" of the west has just been relocated. For 30 years there has been a tradition of a sheepherder who came to civilization with samples of quartz, yellow with free gold and told his friends of a great ledge from which the samples were taken. Starting back alone, he disappeared and was never heard of again. The finding of a skeleton recently in the region where the shepherd ranged renewed the search for the ledge.

DOWNWARD TENDENCY IN GRAIN FREIGHTS

Halewood and Senator Still Disengaged, the Former Alone at Esquimalt.

General indications seem to point to the ship Halewood, being left for another year at Esquimalt harbor, where she has been leading a lonely life since the Senator went away to Bremerton. This vessel missed getting a charter last year and is still lying in the harbor idle, but all ready to move at two days' notice. The Senator moved to Puget Sound in the hope of getting a charter, but failed and is still waiting there. Speaking of the prospects the San Francisco Daily Commercial News says:

"According to exporters there will be very few ships chartered for grain until after the first of the year, and there is also a strong belief on the part of the exporters that there will be a decline in rates by that time, as the markets abroad do not justify paying the present union freight rates. There are about thirteen vessels under charter to arrive to load grain at Northern ports and there are twenty-two vessels at various coast ports on the disengaged list, with a pretty good supply of disengaged tonnage on the way, all of which would seem to bear out the opinions of the exporters.

The offshore lumber business is far from active. Portland to Sydney and Newcastle (cell) has been done at \$13.3d, which is considered a fairly low rate, due largely to the vessel's desire to get to the coal port. Coastwise rates hold firm at former figures, although an advance is expected.

Offshore lumber business is still showing a fair amount of activity, with rates about the same as a week ago.

Offshore lumber rates are quoted as follows: Lumber from Puget Sound or British Columbia to Sydney, 31s 3d; 32s 6d; to Melbourne or Adelaide, 32s 6d; Port Pirie, 33s 9d; to Fremantle, 33s 9d; to Japan, 34s 6d; (steamers), 30s 3d; Callao, 32s 9d; direct nitrate ports, 40s 4d; Valparaiso, for orders, 40s 4d; 2s 6d less to a direct port; to South African ports, 32s 6d; to U. K. or Continent, 35s 6d; Guayaquil, 35s; Matanzas, 35s 6d; Santa Rosa, 35s; Honolulu, 35s.

The Siberian bean trade is proving of considerable importance; eleven steamers have been taken for this business, most of them at 28s 6d. Daily loading and 28s 6d. Vladivostok. Steamers are also paying a little more attention to the nitrate trade, the ruling rate being 19s 6d for December (steamers), 20s 3d; Callao, 32s 9d; 16s 6d has been done for January loading. Australian wheat chartering has also picked up: Australia to U. K. (steam) has paid 7s and 27s 8d January; to Australia, 17s 10d; (sail) has been done at 23s March-April loading, and Melbourne to U. K. (sail) at 24s to 24s 6d for new crop loading. In coal business Newcastle, having been hitherto at 12s 3d, is down at 12s 3d and (sail) at 14s 3d; to San Francisco (steam) at 16s 6d.

SHIPOWNERS FORM BIG FEDERATION

Six Countries Already Joined and Others Coming in.

Two years ago the English Shipping Federation invited representatives of shipowners' associations in various European countries to meet in London in order to discuss the possibility of forming an international federation. Delegates from France, Belgium, Holland, Germany, Italy, Denmark and Sweden accordingly met in London in October, 1907. The proposal to form an international combination was agreed to and it was decided to summon another meeting, at which delegates from the various countries represented should bring forward suggestions for rules and regulations. This meeting was held in London in January, 1908, and then a special commission, consisting of delegates from Great Britain, Germany, Holland, Belgium and Sweden—countries which already possessed local organizations of the same character—was entrusted with the task of drawing up rules. At a meeting in London in May last these rules were accepted, but it was decided to postpone the inauguration of the International Federation until the autumn in order to allow the national federations to discuss several outstanding questions concerning practical working arrangements.

During the past few weeks the negotiations have been brought to a conclusion at meetings held at the offices of the English Shipping Federation, and the International Shipping Federation has now been constituted and registered. The federation of Great Britain, Germany, Sweden, Denmark, Holland and Belgium have joined the International Federation, which already represents between sixteen and seventeen millions of tonnage. It is expected that France and Norway will join at an early date, and that the shipowners of other maritime countries will fall into line with the movement as soon as they have established local federations for the purpose. The International Federation has been formed for purposes of protecting shipowners and shipping generally during labor disputes, enabling ships to load and discharge during strikes and lockouts, and indemnifying its members from losses sustained in consequence of such disputes.

Mr. T. L. Devitt, president of the English Shipping Federation, has been elected president of the International Federation, and Herr C. Leist, of the North-German Lloyd Company, is the vice-president. The manager and secretary are Mr. Cuthbert Laws and Mr. M. Brett, respectively, and the secretary of the English Federation.

NEW LINE FOR PACIFIC COAST

HIGH SPEED VESSELS TO BE OPERATED

Peruvian Capital Exclusively Interested in the New Enterprise.

During the coming month a new steamship service is to be inaugurated between West Coast ports, according to advices brought north by the Norwegian steamer Horneum, now at the Tacoma, smelter discharging her ore cargo. The steamship line is to be known as the Peruvian Steamship Company and early next month its two new steamers will begin to ply between Callao and Valparaiso on the south and between Callao and Panama on the north.

These vessels were built in England and are of high speed. They are the Ucayali and the Huallaga, and were especially constructed for service in Southern Pacific Coast conditions. The distance between Callao and Panama will, it is stated, be accomplished in less than five days, thus greatly reducing the time between New York and Callao.

Accommodations are provided on each steamer for more than 100 passengers, and for an equal number of second class, as well as for a considerable stowage.

Peruvian capital exclusively has made the line possible, and the government of that republic has come forward with an annual subsidy of \$150,000. The company owns an extensive floating dock at Callao bay and has placed in France an order for four more steamers in anticipation of a rapidly increasing business along the South American Pacific coast from port to port.

Two companies on the Atlantic side of the Isthmus, that is, the Panama Railroad Company, the United Fruit Company, Hamburg-American line, Atlas Service and the Royal Mail South-Pacific Company, all plying between New York and Colon, will carry freight and passengers to be transhipped to the Isthmus to the Peruvian Steamship boats.

ATTEMPT TO KILL FRENCH GENERAL

Would-be Assassin Overpowered by Officers After Hard Struggle.

Paris, Nov. 30.—A man believed to be insane and having a imaginary grievance against the war department, shot and seriously wounded General Verand on the steps of the Hotel Continental as the General was entering the building to attend a banquet.

The attempted assassination created a sensation. It occurred a few moments after President Fallieres left the Hotel Bristol, nearby, where he was calling on King Manuel of Portugal.

As four shots rang out people in the street first thought that an attempt had been made against the life of the president or the king of Portugal. Hundreds ran in the direction of the shots, and several officers sprang upon General Verand's assailant, who proved to be an Algerian. He was overpowered with difficulty, and was found to be a walking arsenal of revolvers and daggers.

MAKING PROGRESS AT JORDAN RIVER WORKS

Site is Being Cleared Off Rapidly—Tenders Called for Plant.

Operations are under way for the clearing of the site for the power house and transmission line in connection with the Jordan River works of the British Columbia Electric Company. Seventy men are busily engaged in the work at present, and a larger force will be put to work as soon as accommodation can be put up for them out there, and the clearing rushed on. A couple of donkey engines are to be shipped out as soon as the weather improves, by which means the clearing will be done more expeditiously.

In spite of the recent wet weather operations have been going ahead. Plans and specifications for the extensive machinery and electrical apparatus which will be required for the new power house have been prepared and forwarded to the leading electrical supply houses on this side of the Atlantic and in Great Britain, and tenders will be received in due course. It is expected that the plant will all be in readiness by the time the power house and other necessary works are completed at Jordan River, and no time will be lost in the installation.

The consulting engineer of the company, E. E. Carpenter, under whose supervision the installation will take place, went out to Jordan River yesterday to inspect the progress of the work.

HORSES CREMATED.

Kansas City, Nov. 30.—One hundred and forty horses were cremated when the Blue Front livery stables caught fire. Two of the animals were high class driving horses that had taken blue ribbons at horse shows here and in Chicago and St. Louis. They were Lord Gallop, for which \$2,500 had been refused, and Richardson, worth \$1,500. The total loss was \$60,000.

TWENTY-FOUR HOURS IN PORT ALEXANDER

Vadso Joined Other Vessels in Seeking Shelter From Gale.

(From Tuesday's Daily.)

After being forced to lie up for 24 hours at Port Alexander in order to escape the gale of Saturday last, the steamer Vadso, of the Boscowitz line, arrived in port shortly after midnight. She had just crossed Queen Charlotte Sound, when the wind began to blow, and Capt. Morehouse was lucky in being able to find a suitable shelter at short notice.

At Port Alexander the Vadso found the big barge Georgian with the tug Escort. The load of over twenty flat cars, with the locomotive and cabooses were quite safe so far, and were waiting for fine weather before crossing the Sound and away north. The Lorrie was at the same port waiting. A great many survey men came down on the steamer. A government party of 18 men who have been surveying in the interior joined the steamer at Prince Rupert. They came out by way of Bella Coola, were taken by tug to Bella Bella and joined the steamer at Port Alexander. There were also several mining experts who joined the steamer at Goose Bay, the Vadso having made a trip especially for the purpose of bringing them out.

The Vadso brought but a small cargo south, 1,000 cases of salmon being the largest item. She has already taken on three car loads of cargo for Foley, Welch & Stewart, and will have a good cargo when she sails for the north on Thursday night.

Mr. Morehouse came over from Vancouver with the captain, and is staying in the city a few days.

HAVOC WROUGHT BY RAINSTORM

Streets in New Westminster Are Damaged—Reports From District.

New Westminster, Nov. 30.—The present rainstorm has proved to be the most severe experienced in this district for over 25 years, the rainfall being nearly seven inches for 48 hours. As a result considerable damage has been done in all parts of the district.

The railways have suffered most; the Great Northern railway meeting with considerable trouble in addition to the awful wreck near Sapperton caused by a washed out culvert, both the Cloverdale and the Great Northern lines were blocked with slides. The Cloverdale line, however, is now clear and the trains are running in from Seattle over the old route.

The electric car service was also affected for some time by the rails being covered up with mud and sand washed down the hills, but service has now been resumed on all lines.

Thousands of dollars' damage has been done to streets in all parts of the city.

OLD MAN BEATEN AND BOUND BY ROBBERS

Left Helpless by Thugs, Who Secure Only Three Dollars.

Seattle, Nov. 30.—Crowding their way into his room at the Grand Central hotel, First and Main, three unknown robbers, each displaying a revolver, robbed an elderly man, P. E. Ellis, a painter, after first hitting him over the head with the butts of their guns, tying his hands and feet, rolling him in his own blankets so that he could make no outcry and tossing him on the bed. After taking \$3 from his clothes, a cravat, a watch and a suit case filled with clothing, they left.

The aged man, who had remained conscious in spite of the heavy blows and the black and blue marks still showing on his wrists where the cords that bound him had cut into the flesh, the aged man called at police headquarters and reported the robbery.

WORKMAN ESCAPES WITH FEW BRUISES

Falls Several Stories While at Work on Building in New Westminster.

New Westminster, Nov. 30.—A peculiar coincidence is the fall of Victor Johndro, a workman engaged on the six-story Dominion Trust building. Just three weeks ago the man fell ten stories in the new structure of the company in Vancouver and was picked up unconscious. Yesterday Johndro fell several stories and escaped with a few bruises.

U. S. TROOPS LIKELY TO GO TO NICARAGUA

San Francisco, Nov. 30.—The longest message ever sent to Mare Island navy yard arrived to-day, and it is believed that orders will be given to send United States troops to Nicaragua to-morrow.

A report has been received that Zelaya is treating with the rebels with a view to surrender.

DOUGLAS STREET TO STAND OVER

NO MORE PAVING FOR THE PRESENT

Further Works of Local Improvement Authorized at Monday's Meeting.

A large quantity of additional works of local improvement was authorized at Monday's meeting of the city council and work will be commenced on the same just as soon as weather conditions permit. Douglas street owners are very anxious that the work of paving that thoroughfare should be commenced immediately, but it is improbable that their wishes will be agreed to in that respect, as the board is of the opinion that good work cannot be done at this season of the year, and there is therefore likelihood that the job will lay over until February at least. However, the by-law authorizing the work will be advertised for the necessary fifteen days and on the expiration of that time the matter will be referred to the city engineer for a further consideration.

The city assessor reported that no adverse petition had been received against the following works of local improvement:

Grading, draining and rock surfacing Langford street, and constructing permanent sidewalks on both sides of Catherine street from the easterly line of lot 1, to the easterly line of lot 11, and constructing curbs, gutters and sidewalks on the south side of Russell street to Front street; a wood block pavement on concrete foundation on Yates street from the east side of Douglas street to the west side of Douglas street; permanent sidewalk on the west side of Moss street from Port street to Rockland avenue; permanent sidewalk on the north side of Niagara street from Beacon Hill park to the north side of Niagara street; permanent sidewalk on the north side of Niagara street from Menzies street to Oswego street; permanent sidewalk on the south side of Niagara street from Menzies street to Boyd street; permanent sidewalk on both sides of Gladstone avenue between Shakespeare street and Belmont avenue with curbs, gutters and boulevards; permanent sidewalk on the west side of Douglas street from Comstock street to Glasgow street; boulevards with curbs and gutters on the north side of Yates street from Quadra street to Harrison street, and on the south side between Quadra street and Port street; permanent sidewalks on both sides of Gladstone street from Oswego street to Rendall street and to grade, drain and rock surface the said street.

The city assessor reported that sufficient adverse petitions against local improvement works on St. James street and Rendall street had been received to stop the proposed work.

The report of the streets committee was adopted as follows:

1. Re application of John Thomson to the department of marine and fisheries for a water lot in Victoria harbor. Recommended that the council offer no objection to this application.

2. Re petition from the B. C. Land & Investment Agency, et al., calling attention to the dilapidated condition of the block paving on Bastion square. Recommended that this matter be left in the hands of the city engineer to make such repairs as he may deem advisable or necessary.

3. Re communication from the secretary of the Provincial Royal Jubilee hospital, complaining of the condition of Mount Tolly road, and of the lack of drainage. Recommended that this matter be receiving attention.

4. Re petition from R. F. Milne et al., with reference to the condition of King's road between Fourth and Prior streets. Recommended that the petitioners be informed that this matter will receive attention.

5. Re communication from Mrs. E. W. Carlyn requesting the repair of the surface drain through her property, 2393 Douglas street. Recommended that this matter receive attention.

TWO WOMEN FIGHT DUEL WITH KNIVES

One Receives Four Wounds and Dies in Few Minutes.

Bradford, Ark., Nov. 30.—In a street duel with knives at Alicia Mossa Owen was injured fatally by Miss Stella Belk and died a few minutes later.

The duel was the result of an old quarrel. Miss Owens was out in four places, the fatal wound being in the left breast, where an artery leading to the heart was severed.

Miss Belk was arrested.

FATAL MISTAKE

Spokane, Wash., Nov. 30.—By mistaking medicinal tablets on a stand in a bedroom for two-days-old daughter of Mr. and Mrs. J. H. Hess, residing a few miles below Bridgeport, Wash., at Bridgeport Orchards, was accidentally poisoned. On the stand in the mother's room were three kinds of tablets. Among them was one being given the infant for colic, and by mistake a tablet was taken from the envelope containing antiseptic tablets and given the baby.

The child at once began vomiting. The spoon which had been used to dissolve the tablet turned black, and it was realized that poison had been given. The child died in spite of efforts to save its life.

RECORDS EXPECTED FROM GRAIN CARRIERS

British Barques Sail Within Ten Minutes of Each Other.

Giving the British barque Matterhorn, Captain Salter, 10 minutes' start of her British barque Howard D. Troop, Captain Durkee, which broke the world's record coming from Yokohama to Portland, crossed out of the Columbia River Saturday bound for Europe. The Matterhorn got away at 10.30 and the Troop at 10.40 o'clock. Both have grain cargoes which they took on at this port, the former clearing for Queenstown and the latter for Ipswich direct.

Old salts in Portland are certain that anything like favorable weather conditions prevail there will be some new world record passed. It is wished when this pair of famous windjammers reach their destination. Each skipper is a recognized expert in his calling and knows how to take every advantage of wind and wave. They are expected to scurry down to the Horn in less than 40 days and if they keep up the same pace the remainder of the voyage, they will show up at the European ports in less than 100 days. The record passage for a sailing vessel from this port to Queenstown is 89 days, and that was completed more than 20 years ago, when the old American clipper ships were accomplishing the world with their performances.

The Howard D. Troop came from Yokohama to the Columbia River in 26 days when on her recent trip to Portland. About 100 miles of the coast the captain says he encountered most waxy weather or he would have made the run in 18 days. The regular Oriental liners plying out of this port seldom make as good a showing. Usually they are more than 20 days out from the Japanese port.

Numerous fine passages have been completed by the Matterhorn since Captain Salter has been directing her movements for the past 10 years. He and Durkee believe they have the speediest ships afloat and the rivalry between them is expected to break out afresh on this trip.

PROSPECTORS MISSING ON WEST COAST

Long Absence of Rhodes Brothers Causes Anxiety Among Friends.

Claycoquet, Nev. 29.—About six weeks ago the Rhodes brothers of Trout river, went up the San Juan river prospecting. They expected to be out in three weeks. As nothing has been heard of them considerable anxiety is being felt by their friends here.

The polling went off quietly here Thursday, giving H. C. Brewster a majority of 40. The plebiscite also received a large majority.

Mr. Baker of Elko, came up on the last boat to look at some mining property. Mr. Baker was here two years ago trying to get the Kolapappa mine operated.

The returned home this week from Extension Point, where they have been working on the construction of the new lighthouse.

FLOOD CLOSES DOWN WELLINGTON MINE

Damage to Railway Leads to Suspension of Mining.

Nanaimo, Nov. 29.—The Extension mines of the Wellington Colliery Company will be closed next week, but not more than a short time it is hoped. This has been rendered necessary by the damage done to the railway by the flood and the consequent impracticability of shipping coal by rail for a few days.

RAIN INTERRUPTS WORK.

Ferne, Nov. 29.—The large gang of men who have been employed on the construction work at the C. P. R. yards here for some days, have been withdrawn, owing to unfavorable weather conditions. During the season many miles of new ditches have been laid in Fernie and the accommodation greatly increased, but the work is only commenced and will be continued in the spring. The amount of traffic and freight handled in the local yards is enormous, and the railway authorities being fully aware of the fact, have decided to make all the improvements necessary to handle same.

LAIN AT REST.

Interment of the Late Mrs. W. W. Northcott Took Place Monday in Ross Bay Cemetery.

The remains of the late Mrs. Northcott, the beloved wife of W. W. Northcott, city assessor, were laid to rest in Ross Bay cemetery Monday afternoon. The funeral took place at 3 o'clock from the family residence, 239 Menzies street, and at 3.15 o'clock at St. James church, where Rev. J. H. S. Sweet conducted an impressive service. His made touching reference to the lovely character of the deceased, and gave words of comfort to the bereaved family. At the church the choir rendered the 11th Psalm, and the hymn "Nearer My God to Thee" and "Safe in the Arms of Jesus" were sung.

Among those who attended the funeral were the mayor and council and city officials. A large number of friends of the late Mrs. Northcott were also present and numerous and beautiful floral tributes covered the casket. The following acted as pallbearers: Ald. A. McKee, Ald. A. Stewart, F. Riddell, S. W. Edwards, J. Taylor and W. Scowcroft.

TO ENLARGE THE CEMETERY

COUNCIL TO SUBMIT BY-LAW AT ELECTION

Twenty Acres Have Been Offered by Pemberton & Son at \$52,000.

At the forthcoming municipal elections a by-law will be submitted to the electors providing for the acquisition of about twenty acres of land for cemetery purposes, adjoining the present property, at a cost of \$52,000. Monday evening's meeting of the city council the cemetery committee submitted a report making this recommendation, and the same was adopted, though the details of the proposition will be further discussed at a meeting to be held on Friday evening.

The property it is proposed to acquire is owned by Pemberton & Sons, and is composed of lots 1 to 7, in section 17, Fairfield estate, and the price asked is regarded as a fair one. The report points out that this is the one desirable piece of land for cemetery purposes in the locality and that now is the time to buy if the city wants to get a bargain, as land is increasing very rapidly in value in that locality. Reference is also made in the report to the fact that with the growth of the population of the city and the increasing number of deaths the cemetery is being rapidly filled up, and the day is not far distant when it will be absolutely imperative to get additional land.

A letter was received from A. T. Goward, local manager of the B. C. Electric Railway Company, protesting against the proposal to amend the Hired Vehicles Act to allow of heavy trucks to go without lights. Mr. Goward said that inasmuch as many of the streets of the city were badly lighted the danger of collision with street cars would be considerable. The council decided to adhere to its decision to amend the by-law, and on motion of Ald. Stewart, Mr. Goward will be informed that it is hoped that the streets of the city will be better lighted in the near future.

Herbert Haynes, agent of the Hastings Packing Company, forwarded a long letter, which, on motion of Ald. Turner, was taken as read and filed.

Ald. Turner objected to the time of the city council being wasted with hearing the views of agents of paving companies. The matter of selecting pavements was now in the hands of the city engineer, and Mr. Haynes could lay his views before that official. From a personal point of view it appears that that gentleman did not wish to lay before the board any argument on behalf of his pavement, but merely wished to correct certain errors in the plan of the city engineer. It is hoped that in his several interviews with the city council.

The work of laying granite pavements on Broad street, from Johnson street to the Victoria Hotel, from Government street to Douglas street, will be postponed until something more is known of the wearing qualities of that pavement as laid down on Cormorant street.

Tenders for lead pipe and brass goods for the water department were referred to the water commissioner and the purchasing agent for report.

John Colbert and A. Short tendered on lead pipes at \$4.30 per cwt. each. For brass goods three tenders were received: J. Colbert, \$2,520; E. G. Prior, \$2,757.90; A. Sheret, \$2,620. A bid of the Victoria Machine Company for brass goods was also received, but the amounts were not worked out to a total.

THREATENING LETTERS WRITTEN IN BLOOD

Chinaman, Fearing Vengeance of Tong, Attempts to End Life.

Denver, Colo., Nov. 30.—Believing his life already forfeited and unable to await the executioners whom he has been warned would carry out the sentence of one of the warring Chinese tongs of San Francisco, Long Ny I, a Chinese laundryman, made a desperate attempt to kill himself.

Upon his body, writhing from the effects of a large dose of laudanum, were found a series of letters written in Chinese characters and what the police surgeons declare is human blood. Local interpreters finally told the police that the letters notified Long Ny I that his life was forfeited to the "On Yick tong, and threatened vengeance on any who should disclose tong secrets."

Long Ny I was removed to the county hospital and may recover.

STREET CARS COLLIDE.

Spokane, Wash., Nov. 30.—Wet, slippery tracks, and the prevention of the prompt use of the emergency brakes, resulted in a collision at Indiana avenue and Howard street, between an east-bound Indiana avenue car and a north-bound Corbin park car, both belonging to the Washington Water Power Company system.

As a result of the accident four persons were injured, one seriously.

MAY BE TOTAL LOSS.

Baltimore, Nov. 30.—The steamer Brewster is ashore and will be a total loss. The lifesavers went out in face of a terrific gale and took off the crew of twenty-eight.

The ship had a hard fight to get back to shore, and were buffeted about on the waves for twenty hours.

The United Kingdom uses over 30,000 tons of tobacco yearly; but Germany gets through 85,000 tons in a twelvemonth.