

The Colonist.

MONDAY, JUNE 20, 1898.

THE AWAKENING OF CHINA.

A very interesting statement comes from London to the effect that the Chinese army and navy are to be reorganized under the supervision of British officers. Lord Salisbury in making the announcement significantly added that the only difficulty to be overcome consisted in devising a plan for giving the officers sufficient liberty of action to enable them to overcome the prejudices and ideas developed in China during long centuries of isolation and misgovernment. That the Chinaman will make a good soldier, when properly led and officered, is fully proved by the experience of Gen. Gordon, who in 1863 organized the "Ever Victorious Army," as it was called, and put down the Tai-ping rebels in thirty-three engagements. He was as successful in making soldiers out of the yellow mud of China as Gen. Kitchener has been in accomplishing the same thing out of the dust of Egypt. We must not judge of the people of China by the majority of those who come to this country; although the Egyptian fallahen were of even a lower type than the coolie class with which we are familiar, and out of the fallahen good soldiers were made. From the mountain districts of China and from some of the interior provinces, men of fine physique can be obtained who would make, under proper leadership, as good soldiers as any to be found in the world. The Tai-pings, against whom Gordon fought so successfully, seemed natural born warriors, which need not be a matter of surprise when we remember that the population of China is in part made up of descendants of those fierce tribesmen with whom Genghis Khan and Tamerlane overran a large portion of two continents. What the Chinese seem to require, in order to make them into good fighting material, is that reliance upon each other and confidence in their leaders which comes from perfect discipline. They are probably not more timid than any other people. They have as great a contempt for death as the Turk, who is admitted to be the best fighter in the world. Some years ago, Gen. Grant said that the men who would teach the yellow race how to fight could conquer the world at his leisure.

THOSE QUESTIONS.

It seems extraordinary that our evening contemporary cannot keep to the truth in so plain a matter as the Colonist's references to the questions asked by it on Thursday. It says that the promise to take up each of the questions was not fulfilled; but this is wrong, for every question was quoted exactly in the words used by the Times with a single verbal alteration, namely, the substitution of the word "the" for "that," the change being necessary to make the question read properly when standing by itself. Each question was either commented on or replied to.

In regard to question 1, the Times says that it contends that the province is not well governed in "the broad sense indicated by the question." Will the Times enlighten the public by telling what the government of the province means other than the manner in which the laws are administered and the public service is carried on? If it means anything more or less than this, what is it? It should let the people know in order that they may have some idea of what is the opinion of the opposition the functions of a government are. We note that the Times is careful not to deny that the laws are well administered and the public service efficiently conducted, which is one point gained. It does allege that the government has not dealt well by settlers; but in the absence of any specific statement on this point, there is nothing to discuss. The opposition members never raised such a point in the house and we have seen nothing about it in the press, except in regard to settlers on the E. & N. grant, with whom the local government has nothing to do any more than with persons who settle upon other private property. The Times alleges that the government encourages Chinese immigration, the answer to which is simply that the allegation is not true. The Times says that the provincial debt was not incurred in works for provincial development; but that a large portion of it is due to aid given railways. Our impression has hitherto been that railways were development works. It also says that higher interest has been paid than was necessary, which is wholly indefensible, because in the opinion of all qualified judges and by comparison with what is paid by other provinces, the rate of interest at which the province has been able to borrow money since Mr. Turner refunded the debt is exceedingly favorable. It alleges that vast coal-bearing areas have been exempted from taxation. On that point we invite the Times to be more specific before we make any further reply. The Times denies that the credit of the business men of British Columbia is equal to that of those in any other part of the world. We have no further comment to make than to direct attention to this infamous slander.

In the course of an article headed "Turmerism and Railways," the Times refers to the E. & N. grant as something for which Hon. Mr. Turner is responsible. If our recollection of the matter is correct, Mr. Turner was not in the "glamorous" at the time and was not favorable to the E. & N. project. It objects that the province is not \$227,491 on account of the Shuswap & Okanagan railway. We have not verified the figures, but supposing they are correct, what do they prove? The railway is a valuable development line, well worth what it has cost the province. Hereafter,

ter, owing to the construction of the road from Pentiction to Robson, via Midway, the S. & O. is not likely to be a burden upon the province. The Times complains that the province has lost \$27,332 by reason of the failure of the Victoria & Sidney railroad to meet its interest. Is this why Mr. Paterson desires to be elected? Are we to understand the Times as objecting to the Victoria & Sidney railway? It complains that there is a deficit of \$77,333 on the Nakusp & Slocan. Well, what of it? This railway has been the only means whereby British Columbia has been able to secure a share of the trade of Kootenay, and it is well worth all it has cost. It complains of the subsidies which secured the construction of the Columbia & Kootenay, the Nelson & Fort Shppard, the Kaslo & Slocan, the Columbian & Western and the Crow's Nest Pass railway. It calls these things, that have led up to the opening up of the great Kootenay region, built up cities and towns, vastly increased the population and business of the province, "a black record." That is to say, the opposition organ thinks every way to get the goods to Seattle was over the Grand Trunk and Northern Pacific and that the worst of the freight taken on at Seattle was shipped in that way. Mr. Foster—The company which takes the freight, in the end calls at Vancouver. The Minister of Militia and Defence—It does not now. But the company insisted that one hundred and twenty tons should be taken to Seattle. Mr. Foster—Then why was not the freight taken to Seattle? If you bound yourself to send that freight by an American port rather than a Canadian port, why not ask for the rate to Seattle? Mr. Earle—Any one in the freight business knows that Seattle is a common point. The Minister of Militia and Defence—At the option of the ships. Mr. Earle—I have a letter here from a gentleman engaged for many years in shipping by large steamers. He, in quoting the prices to the government for freight on the Pacific coast to Dawson, \$275 a ton, dead weight, at the ship's option, he claims, is about three times the rate for a tender in the same port. The ordinary goods by measurement and they will measure three tons to one ton weight, and the price is the same, which would make their rates very much higher than the price he is quoting. Here is what the gentleman says: "I am informed as follows: 'The Minister of Militia and Defence—'We did receive an inquiry from the government through Colonel Peters for a tender to carry 200 tons of supplies for Dawson via the Yukon. We were then in a perfect position to handle the business, and we made a quotation for \$275 a ton, weight or measurement, for the goods to be carried to Dawson City, particularly pointing out at the time that in offering this as a weight proposition, we were giving an extremely good quotation for the goods to be carried. The price would run as high as three tons measurement to one ton weight, which, at the market quotation of \$200 per ton weight, meant that we were quoting \$275 against \$600. Of course the ship having the option in mind, the special arrangements are made, as in the case of dry goods, for example, they take the option of measurement, in a few cases, they take it by weight. This gentleman says further: 'Further, in case of the officials not being satisfied with the quotation, we made an alternative offer of \$200 per ton, weight or measurement (ship's option). Our offer was not accepted. Another gentleman writes who has not been applied to, and I think was in a good position to have forwarded these goods to Dawson. The first steamer was advertised to leave on the 9th of June for the Yukon. It is something that I have gone into in part of my business, and what companies are in a position to carry freight. When I left the Pacific Coast I never heard of transportation of goods to Dawson. I have information since that these boats do not belong to the company calling themselves a transportation company, but to a number of small little companies formed who call themselves transportation companies but which are adventurers and speculators, and these people were not in a position at the time these negotiations were made to handle the goods in any shape or form. They had no steamers, and they had no people had steamers, and were actually engaged in transportation on that line, and were building steamers for the Yukon. In fact, there were two or three built in Toronto by Mr. Bertram, a member of this house, and he has told me that these vessels had been built in fact, and were ready to go up as soon as it was possible to put them on the river. Another gentleman writes: 'The Dominion government did not make an inquiry from me with regard to carrying 250 tons of supplies for the Northwest Mounted Police into the Yukon. I should have been very glad to carry this amount and to have delivered it at Fort Selkirk for \$300 a ton, I despatching the ocean steamer Tordenskjold, with two of my river boats, on the 8th of June.' His boats have all sailed, and I have been informed, I do not say it is information, but I have known that the Alaska was not in a position to get out these goods at the time they intended. This gentleman continues: 'The river boats will proceed to Dawson, Fort Selkirk and Eslin lake, and will thereafter run upon the station between Eslin lake and Dawson City. Truly yours, (Sgd.) H. MAITLAND KERSEY.' He represents the Canadian Development company. Anybody on the Coast, the officer of the department, or Major Paterson, must know that it was impossible to get a particular Canadian company to carry these goods as low as \$200 a ton. The goods were in an equally good position to do the work as far as giving a guarantee to get to Selkirk, neither has this company given such a guarantee. It means nothing, it means nothing. If a boy of mine 10 years of age drew up a contract like that I should spank him. It means nothing to me, it means nothing to the house any man who is accustomed to documents of that kind could see that the contract was not a guarantee, and there is no penalty attached to a

THAT YUKON BUSINESS

How Eastern Liberals and Foreigners Received Public Contracts by Private Bargaining.

British Columbia Ports Completely Ignored and Strange Preference Given to Seattle.

The following is part of the Hansard report of the proceedings of the House of Commons at Ottawa, on June 11, following the demand by Mr. Thos. Earle, M.P. for Victoria, and other gentlemen, for an explanation of the Yukon supply contracts by private arrangement with Eastern Liberals, and the choice of Seattle as the port for their shipment North: The Minister of Militia and Defence—In addition to that there is the fact that at Seattle, and I suppose the most direct way to get the goods to Seattle was over the Grand Trunk and Northern Pacific and that the worst of the freight taken on at Seattle was shipped in that way. Mr. Foster—The company which takes the freight, in the end calls at Vancouver. The Minister of Militia and Defence—It does not now. But the company insisted that one hundred and twenty tons should be taken to Seattle. Mr. Foster—Then why was not the freight taken to Seattle? 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failure. Speaking of the purchase of goods, I do feel a little warmly upon that subject. The hon. gentleman speaks of the merchants of the Pacific Coast having had a large share of the trade. I claim that they are entitled to the bulk of it, and if they got it all, it would not be too much. We were the first to take steps to divert the trade of the Yukon to Canada. When the excitement broke last fall there was not a dollar's worth of trade being done in the Dominion of Canada with the Yukon, it was all being done in Seattle and the United States Coast cities. We went to work as individuals and spent at least \$75,000 on the Pacific Coast in advertising and trying to divert trade to our ports and to Canada, because as soon as our trade was opened up we felt that all Canada was going to get a share of it. The mills from one end of Canada to the other started up in making goods specially adapted to that trade, even down as far as New Brunswick, where they were making a special kind of cloth. We were the natural distributors for the eastern people. They talk of the trade being all for our benefit. It is a perfect myth. There were the shoe manufacturers, the makers of rubber boots, snowshoes, and everything else in that line, who immediately felt the benefit and it was all brought about by the efforts of the merchants on the Pacific Coast, by their pluck and perseverance. We sent agents all through the country, as well as to the United States, and I, we sent out circulars, and folders, and maps, much in excess of anything ever done by this government, not excepting the catalogue published by Hunter, Rose & Co. By these means we diverted a great portion of the trade to the Coast as is well known. The immigration that was taking place almost exclusively from the United States, and you will understand the difficulty in getting them to call for supplies on our coast. We had to fight the Pacific Coast Steamship company who were offering to tender for those goods that are going out now. They were our greatest enemies. They had their emissaries in Washington trying to induce the government to enforce such customs laws as would prevent us landing goods at Skagway or Dyea. Our people carried on this fight without any assistance from Canada, and we succeeded in diverting trade to our cities, to a great extent. Of course Eastern Canada is getting their share of it. I think it is unfortunate that our people, at any rate, did not get a share in the East in every line, but in business of this kind we are in a good position to compete, and I think in all fairness we should have an opportunity. In this case the minister has given these orders to two reputable houses, as he says. But there are many other houses just as reputable as Messrs. Bate & Co., and the Hudson's Bay Co. The Minister of Militia and Defence—We could not accommodate all of them. Mr. Earle—You could have divided it up, or have given them a show, I am speaking for British Columbia, and I feel that we were entitled to a show above all others in the country. We have spent money, we are still spending it, and I do not think that Messrs. Bate & Co. ever contributed one dollar to assist in diverting trade to the Canadian cities on the Coast, and if we do not get that trade, it will go to the American cities. In asking for information in regard to this matter, I do not attribute any unfair motives to the minister, but I must say that his action looks something like favoritism, and there is a possibility of things being not quite square. With regard to the transportation of these goods, that seems to have been done in the most equitable manner, and there is no competition. Take the case cited by the hon. member for York in regard to freight. If a private individual conducted a tender in that way, it would not be possible for him to get anybody to tender a second time. Here is a company who tendered the first time at a much lower price than has been awarded in the contract. It is a most unfair thing, in respect to tenders, to hawk the lowest tender among trying to get some other price than has been awarded. That is a most dishonorable thing, and a man who would do it in his private business, would be looked upon as dishonorable, and no respectable contractor would think of sending him a tender the second time. Now I sincerely hope that the minister, when he gets this information in the afternoon, will give us something that is really information, because what we have now only gives the impression that the minister does not even say where they are delivered. The other day I made some remarks about the flour furnished in this contract. I find the flour furnished is not of the first grade, it is second grade, as I suspected the other day from the price. I would like very much to see what this large amount of flour is composed of. I presume these are prices delivered on the Coast. The Minister of Militia and Defence—All prices delivered on the Coast. GAGGED AND ROBBED. A Lawyer's Office Plundered by an Enterprising Thief. Victoria was treated to a hold-up story yesterday as sensational almost as those which form the staple plot of the dime novel or the wild exploits credited to the true Western bandit, the kind that walks into a bank and poking a gun under the cashier's nose requests him to "pungle up." It was just after one o'clock when a young man, tightly gagged, but with his hands free, rushed into Mr. Baker's shoe store on Government street and made signs that he was choking. Mr. Baker promptly cut the gag away and then the young man, who is George Rayner, a junior clerk to Messrs. Martin & Langley, barristers, gasped that there was a man in the office upstairs. Mr. Baker ran up to look, found nobody and then telephoned for the police. In the meantime Rayner had recovered his breath and told his story. The office of Messrs. Martin & Langley is over the Victoria Stationary Company's store, and is reached by a staircase opening on Government street. Rayner said that he was alone in the office soon after one o'clock, when a man came in and asked first for Mr. Martin and then for Mr. Langley. Finding the lad, Rayner, alone, the stranger asked for a piece of paper on which to leave a note for the firm. As Rayner handed him the paper the stranger hid him in the wind and then grasping him behind the neck put a gag in his mouth and fastened it. The gag is a roll of linen apparently made for the purpose and fastened with some cotton twine. Rayner said that there was quite a little struggle before he was mastered, and indeed Mr. Huxtable in the bookstore below did hear a sound as if some one was slinging a chair around. When Rayner was safely gagged the stranger turned the key in the front door lock of the general office and without troubling the clerk's hands, went into Mr. Martin's office, but came out without apparently taking anything from there. Next he proceeded to empty the desk in the general office of almost \$25. Then he went into the room on the other side where the safe is and it was

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THE CIRCUS. Some of the Features of the Show to Open Here on Wednesday. Willison's Circus, which arrived here by the steamship Miowera from Honolulu, was originally organized in Australia away back in 1849 and has visited every town of importance in Australia, Africa, India, Straits Settlements, Sumatra, China and Japan. There are many pleasing features in the show, which are sure to delight the young folks. Peanuts, the dwarf clown, has already won his way to popularity with the juveniles who accompany him on his rambles round town with great glee. The Ceylon dwarf bull is an interesting little animal, but the most curious thing imaginable is the new dog, which was born in Honolulu the day the boys in blue visited that port on their way to Manila. All the performers hail from Australia. Most of the horses and ponies are also from there. The baboons and monkeys come from Africa. There are also a troupe of educated dogs and goats that do quite a surprising number of tricks, such as waiting, seasawing, somersaulting, etc. The entertainment promises to eclipse anything ever seen here for absolute novelty, and is exhibited in one arena, this arrangement enabling every one to follow the performance without having the attention distracted by a multiplicity of rings and stages. The marquee will be erected upon the grounds situated corner of Herald and Douglas streets, and the opening performance will be on Wednesday night. There will afterwards be two exhibitions daily, at 2 p.m. and 8 p.m. All the curious animals will be on view in the front tents, for which there will be no extra charge, one ticket and one price admitting to all. One of Mr. Willison's attractions is the historical spectacle "Dick Turpin's Ride to York, or the death of bonny Black Bess," recalling the days of Hengler, Sanger and Venus's circus in England and viewing scenes of childhood days. The life boat band Nagon, with the Landsmen dressed as sailors, will parade the streets this afternoon, but the opening will not take place until Wednesday night.

THE LABRA

Another Alleged Expedition That

Opium Had Been But the School closed the

The little schooner engaged in sealing, near Honolulu and arrested for having session in Hawaiian... She was a... who was a... Joseph Carter... ae, or Wil... e cool... g been advi... had cleared from... the Hawaiian custom... the lookout. Earl... dor was reported of... customs patrol boat... investigate. Before... the officers met at... Capt. Haake and W... returned to the scho... the vessel failed to... of a hunting one as... he was so far out of... tain stated that he... passenger Wilson... No opium was found... but an anchor was... ing seized the schoo... in a gale and drifted... Makena. The crew of the scho... under arrest and by... questioning the Japane... ed to disclose the h... opium, 1,300 tins. Pa... kerosene cans, was h... beach, and the lab... near shore with the... the schooner. Capt. Haake said h... to land Vainakia, wh... he had had considera... voyage. He also volu... ment that the schoo... Henry of Victoria as... the Bulletin, of Hon... authorities expect to... that two, if not three... Labrador are the ide... came down on the litt... L. some months ago... time suspected of hav... of opium. "The ringleader of th... the man who is s... furnished the schoone... rieta, Lena L. and Lab... is well known, but as... toria he cannot be tou... MERIE OBSTRU... We observe that E... rister, has taken the... against the governme... tleman in his utteran... tressly careful in no... charges of hoodling o... office against the gov... two years ago he appe... form in Victoria as th... the British Pacific ra... one of his characteri... favor of that scheme, a... so generally commenda... party. Mr. Bodwell is... who a few weeks ago... tawa as the party wh... bin and his project for... of a line of railroad in... Creek country, the ay... which was to divert a... dissection of the provin... Northport. But, thank... ture and the united act... cities of the Coast, th... scheme was thwarted. Mr. Bodwell got his dot... The accident of the... to bear upon him in fa... Pacific, and allowed the... asked for, to pass, and... very promising man, a... the interests of Ameri... and the building up o... port and other places... Coast cities, the provin... would to-day be found... ranks, and standing sho... with others who are de... this province keep th... ward progress. But Mr... the only one in the opp... who holds views at var... The common people... find that Mr. Wells, of... nny, is very pronounced... scheme was never bet... passed during the reces... house, in connection... ment of the northern se... and ere the provin... it is believed many oth... themselves as being in... undertaking having for... of this riding are of... province. Verily what... family the opposition ob... -Vancouver World.

Viewing the situation points, it cannot be de... chances for a magnific... victory were never bet... at the present time in... ing. When it is rememb... any more has been m... the province has been... that James Martin and... been working hard for... past, the prospect for... will be better. The... description. "Electors... ency are deserting fro... and joining the forces o... but we have yet to hea... ment men going over to... anything but more sat... government?" -Rossland.

"If the election was to... well known citizen last... ation were never bet... majority of between 15... And if the unexpected... the between this and Ju... the Hon. Mr. Henderson... Brown is out of town, le... to others, drawing Do... neglecting the postoffice... deserting of the provin... of the Dominion gover... man legitimately hold... about the country at t... people." Mr. Brown's... given up the contest w... son as a futile underta... the Hon. Mr. Brown's... of the dust." Westmin... to induce sympathy... Mr. Brown indicates any... he inclined to regard th... of Mr. Brown's "ride... of the dust." Westmin... deron, on the other h... close touch with his frie... fact organization in his... night.