Council Reads The By-Law.

But Reduces by Half Amount of Subsidy Proposed to Be Voted.

Riflemen Ask Assistance to Make Clover Point Their Permanent Range.

The by-law embodying the Port Angeles Eastern railway ferry proposition, of which so much has been heard during the past few weeks, passed its second reading by the city council last evening, Ald. Hayward withdrawing his opposition on the understanding that the amount of subsidy would be materially reduced when the measure reached the committee stage. This followed immediately, when the proposal to contribute $17,500 annually was promptly met with an amendment to fix the amount at one-half this figure—$8,750. There were various other sums suggested—$12,500, $12,000, $11,000 and $10,000, at which latter figure Ald. Hayward made a final fight for a majority. Each proposal above the $8,750 mark was lost on a tie division of the board, the mayor's vote counting, and the $8,750 finally prevailed without His Worship's assistance—Ald. Kinsman supporting with an active vote, and Ald. Williams voting neither aye nor nay, and being therefore counted affirmatively. The meeting was remarkable for sharp passages between the Mayor and Aldermen Williams and MacGregor, the former in particular disputing the authority of the chair.

Although the Port Angeles business, and the council proceedings with reference thereto, constituted the interesting feature of the evening, this item was not reached until late in the session.

First in the order of proceedings came a letter from Hon. J. Fred. Hume, requesting permission to plant shade trees on either side of the Dallas road, opposite his residence. This was granted, under the supervision of course of the engineer.

The British America Paint Co. asked that the sidewalk in front of their new building be put in repair, and should a favorable report be received from the engineer, to whom the matter is referred, this will be done.

John Robertson sought permission to place a brick foundation underneath his blacksmith shop, to prevent the building settling, and the fire wardens and building inspector will deal with the request involved.

A request from David Blair that he be allowed to use one of the rooms in the city hall, for the holding of a free exhibition of works of art, preliminary to the opening of a school of art, goes to the Mayor, with authority to act.

Thomas & Grant were allowed an extension of time for the delivery of the new police uniforms—until October 7; and

The electric light committee will consider the request of William Marchant for the location of two lights at the corner of Haughton street and North Pembroke, and North Chatham street and Belmont avenue.

From Major B. Williams came the following, accompanied by a map showing clearly the local geography involved:

Victoria, Oct. 5, 1899.

To His Worship, the Mayor, and Board of Aldermen of the City of Victoria:

Gentlemen: I have the honor to state that during the recent visit to this city of Mr. Paul Weatherbe, inspector of public works of the militia department of Canada, the matter of a rifle range for the use of the active militia of Victoria was gone into.

Various sites in different parts of the suburbs of Victoria were submitted to and examined by Mr. Weatherbe. I may say, of all the sites so examined, the old range at Clover Point was the only one which, in Mr. Weatherbe's opinion, fulfilled in any measure the conditions laid down by the militia department of Canada, in the selection of rifle ranges.

I had the pleasure of accompanying Mr. Weatherbe, when he visited Clover Point range, and his advice to me, as being one who was interested in obtaining a rifle range as conveniently situated as possible for the use of our local militia, was to use every possible endeavor to get all data and information concerning the Clover Point rifle range in shape as soon as possible, so that the matter can be submitted in a report to the militia department, with a view of having the Dominion government acquire the land necessary, and proceed with the construction of a well-equipped, modern range on this site.

Mr. Weatherbe gave me to understand that the militia department recognized the fact that a rifle range for Victoria was an absolute necessity, and he also stated that the Dominion authorities were prepared to expend in the neighborhood of $15,000 upon acquiring the land and building and equipping a first-class range, if a site which would in a fair measure fulfil the conditions required by them, in the selection of rifle range sites, was submitted to them. He stated that Clover Point range, while not fulfilling these conditions at present in as great a measure as he would like to see, could be made to do by acquiring a strip of land, having an average width of 100 feet, immediately to the north of the present range site; and further by closing the road which exists between the south end of Cook street, and following the bank of the shore line easterly to the cable station to the east of Moss street; and substituting for the road thus closed a road which would run approximately 120 feet to the north, and parallel to it. I may say the southern extremities of Cook street and Moss street, for a distance of 150 and 120 feet respectively, would require to be closed, and the roads from Beacon Hill park running east would require to be connected with this new road. In fulfilment, therefore, of Mr. Weatherbe's suggestions, I have been in correspondence with the trustees of the Douglas estate, and have obtained from them the price and terms upon which the Dominion government can acquire subdivision 82, and the southerly portion of sub-divisions 15, 16, 33, 34 and 51 of the Fairfield Farm estate.

I now have the honor to approach your honorable body, with a view of ascertaining what aid you are prepared to extend to the local militia, in placing this matter in as favorable position as possible for the acceptance of the militia authorities. In order to carry out the suggestions made by Mr. Weatherbe to me as above, it will devolve upon your honorable body to do the following things, which are more or less touched upon above:

1st. To permit the erection of a firing point upon the southeasterly corner of Beacon Hill park, and as near as possible to the edge of the bank at that point.

2nd. To close the Dallas road, as it at present exists, from the easterly boundary of Beacon Hill park to the southeast corner of sub-division 51 Fairfield Farm estate; also to close to traffic the southerly from having a properly equipped modern rifle range within its bounds, will see fit to aid this project by taking over the aforesaid strip of land 60 feet wide, and constructing at your own proper expense the proposed new road.

4th. It will be necessary, also, to alter and change the direction of those roads which approach the southeasterly corner of Beacon Hill park so that they would join and connect with the proposed new road where it meets the southerly extremity of Cook street.

In reviewing the whole matter I cannot help pointing out a fact in connection with the adoption of the Clover Point range, which I think should be given due weight by your honorable body, as it is one which is bound of itself to be the means of saving the city in the near future a considerable sum of money. I refer to the fact that the coast line from Clover Point westerly to Cook street, and indeed along the whole shore line of Beacon Hill, the sea has been for years making serious inroads upon the land, with a result that every fall and spring small land slides occur all along this bank. It will be noticed that at the southern extremity of Cook street a small railing has of late years been put up, to safeguard the public from a landslide, which at that point has cut into the road.

It is needless, I think, to explain further that in order to prevent the ultimate washing away of the whole of that portion of Dallas road, which I have asked above to have closed, it will be necessary for the city council to do one of two things, viz.: either log up the entire shore line, from the end of Moss street to the end of Cook street, or else to close the existing road, and open a new one further inland, thus removing the jar which constant traffic occasions, and which in a greater or less degree is no doubt responsible for land slides above referred to.

I wish to point out that in event of either of these courses being taken the cost of the city will be very great, and I cannot help thinking that your hearty support of this rifle range project, at this time, will certainly mean the obviating of a large expenditure by the ratepayers of Victoria, at a not very distant date.

In conclusion, I would ask your honorable body that you would extend to this matter your immediate attention, and that I may be placed in possession of your views in regard to the matter at as early date as possible, so that I may be enabled to conclude the report, which will be forwarded through the proper channels of the militia authorities.

I enclose herewith a blueprint of a plan prepared by Mr. George Hargreaves, C.E., in the above matter.

B. WILLIAMS,
Major Fifth Regiment, C. A.

The mayor observed that all members of the board were now well acquainted with the subject involved in this communication, and he thought the council having no objection to the proposed change, should so reply to Major Williams, with an intimation that the road would be built upon arrangements being perfected.

Ald. Humphrey agreed with this, but maintained that it would be preferable to have the road a little further up the hill. He suggested a special committee to confer with the Major, and take such action as was known to be favored by the board.

Ald. Hayward impressed upon any committee that might be appointed the necessity of diverting the road to the north. He thought this should be made a condition of acquiescence, and believed that the public would appreciate such a stand.

The committee was named by the chair to consist of Ald. Humphrey, Beckwith and Stewart.

A. R. Snelling's application for appointment as electric wire inspector was tabled; and Thomas Flewin's complaint of a dangerous chimney at St. Anne's convent was referred to the fire wardens and department chief for investigation.

City Solicitor J. M. Bradburn, reporting on the Keller claim, advised the tender of $20, without prejudice and in full, and complete discharge of all obligations.

Ald. MacGregor opposed the suggested action, maintaining that there should be no compromise. He thought that $20 was more than Mr. Keller asked (provided he got three pieces of pipe which could not now be found), and moved that the report be referred back for a further explanation from the solicitor.

This was supported and seconded by Ald. Williams.

As an amendment Ald. Stewart moved the reference of the entire matter to the city solicitor for action.

Ald. Hayward inquired if there was any reason to believe that $20 would be accepted.

Mr. Bradburn thought it would.

An amendment to the amendment, adopting the report, was accordingly offered by Ald. Humphrey and Kinsman, and this prevailed.

A voluminous report was received from the city engineer and assessor with reference to the cost of permanent paving for Yates street, from Government to the upper corner of Broad. The total cost is stated at $5,500, of which the city's proportion would be $3,050.

A motion to adopt this report and advertise its contents in accordance with the requirements of the act was unanimously accepted.

The park committee asked for and were granted an appropriation of $80, wherewith to make suitable provision for the care of the city's birds during the winter season—Ald. MacGregor complaining that last winter, in order to keep the tropical pets alive, the caretaker was compelled to take them to his home.

From the special committee to whom had been referred a recent appeal from the hackmen, came a report in which it was stated that while the committee could not recommend any radical change from the programme recently adopted, they would advise the granting of permission for the use of the paved stand at the corner of Yates and Government streets, on condition that it be kept clean by the hack owners, to the satisfaction of the sanitary inspector. In amendment to a motion for adoption, Ald. Beckwith and Brydon moved against the granting of the indulgence aimed at. This amendment prevailed by 6 to 3.

In a special report from the finance committee it was provided that the city offer a reward of $250 in each case for the apprehension of the murderers of Mrs. Bings and Michael Powers, this being approved.

Ald. Williams moved, with Ald. Beckwith as seconder, that the council go into committee of the whole for the purpose of devising a scheme for the suitable entertainment of General Hutton. This was lost on a tie vote, the mayor voting against the motion, and Ald. Williams not voting.

The council then went into committee, with Ald. Williams in the chair, and recognized any necessity for an appropriation of civic funds in this direction, and the motion was lost, even the seconder voting against it.

The Electric Wiring by-law was reconsidered and finally passed; and the item of the Port Angeles Eastern Terminal Company by-law was then reached.

This at the adjournment of the council one week ago had been a tie vote, there being before the board a motion to pass the second reading, with an amendment that the second reading be deferred until such time as railway and ferry were actually in operation.

Before proceeding to the vote, Ald. MacGregor offered a few remarks. He held that the tourist traffic to Victoria to be created by the new connection would amount to a disbursement of at least $200,000 per annum—estimating 10,000 tourists to come this way every year by the new route. This new road and ferry practically meant the entrance of the G. T. R. to Victoria, the C. P. R.'s great Canadian competitor, and ultimately, the extension of the E. & N. to the northern end of the Island, and the continuation of the Dawson telegraph from Skagway down the Island.

Ald. Hayward, while not wishing to debate the principle of the by-law, sought permission (which was granted on vote of the council) for a brief explanation. He had said when this by-law was last before the council, that he opposed it solely because he thought Victoria would be paying too much for the privileges to be secured. He had now been given to understand that the promoters were willing to accept a material reduction of subsidy, and with the understanding that the subsidy would be so reduced in committee he was prepared to support the second reading.

The amendment—that the by-law receive a second reading upon completion of the railway and ferry—was negatived, the supporters being Ald. Cameron, Stewart and Humphrey, with the Mayor; the opponents of this amendment were Ald. Hayward, Beckwith, Brydon, MacGregor, Williams and Kinsman.

The council going at once into committee, objection arose on the very first clause, providing for an annual subsidy of $17,500 for a period of twenty years. Ald. Stewart moved to substitute $8,750 for $17,500.

Mayor Redfern thought $5,000 per annum for twenty years was quite as much as Victoria should think of giving.

"I am straining my conscience all I can in putting it at $8,750," said Ald. Stewart.

Ald. Williams held that the completion of this connection was the only weapon to use to compel the coming of the C. P. R., and was proceeding to elaborate this idea when the point of order was taken by Ald. Brydon that this did not touch the substance of the section—applying more to the principle of the by-law.

Ald. Humphrey thought the present the wrong time to present the by-law, and moved that the period of assistance be ten and not twenty years.

Ald. Cameron opposed the proposal in toto. He failed to see where Victoria was to get value for $17,500 per annum out of this bargain—it would not come in augmented realty values, improved trade, nor yet quicker communication with the outside world. This being the case, he would support the smallest amount named—if he could not have the pleasure of assisting in knocking it out altogether.

Ald. Brydon thought it was too much to ask the citizens of Victoria to supply all the cash for the building of this Angeles and Victoria ferry, and if only two amounts—$17,500 and $8,750—were suggested, he should vote for the smaller sum.

Ald. Beckwith believed the company were now asking for an amount far in excess of the contemplated outlay, and held that it would be ridiculous for Victoria to give $17,500 per annum for ten years, for securing connection by a little 100x20 foot steamer.

To this Ald. Williams replied that the ferry steamer must be built subject to the council's approval; while as to the cost of maintaining wharves, he pointed to the fact that the general maintenance of the Victoria outer wharf was not less than $8,000 a year.

Ald. Hayward moved in amendment to the amendment that the subsidy be reduced from $17,500 to $12,000, and that all conditions now contained in the by-law as to the speed of the ferries or otherwise be complied with. After discussion this was lost on a tie vote, the record being:

For—Ald. Williams, Kinsman, MacGregor, Beckwith and Hayward.

Against—Ald. Cameron, Humphrey, Brydon, Stewart and the Mayor.

Ald. Williams bitterly assailed the Mayor's vote, asserting that His Worship did his best to thwart every move in the direction of improving the city's position.

The alderman was repeatedly called to order, but declined to accept the rulings of the chair. Finally the Mayor said:

"I will not permit such a line of conduct to be pursued."

"Oh, you think you're the king-pin, and can do as you please," observed Ald. Williams, manifesting no intention of resuming his seat.

"I will not sit here to be insulted," said the Mayor.

"Stand up, then," retorted Ald. Williams—"or go out."

"The Chair must be addressed in respectful language," said His Worship.

"That depends on how well the Chair deserves to be treated with respect," pursued the alderman. "You want to kill every good thing that is presented for Victoria."

His $12,500 meeting with defeat, Ald. Hayward tried $12,000. Ald. Beckwith still considered this large; insisted on knowing in dollars and cents what return Victoria would get, and finally accorded his support. The motion was lost, again on the tie vote.

Then Ald. MacGregor moved that the amount be $11,000.

The cost of the ferry and terminal facilities at both ends being $370,000, the Mayor thought this might very fairly be cut in two, and Victoria give half—$8,750 per year for the twenty years.

Ald. Humphrey thought that even this was too much, but would agree.

Ald. MacGregor and Williams said that this sum would not be entertained.

The $11,000 proposition was lost, again on the same tie vote. So was a motion by Ald. Hayward that the figure be $10,500. "I move we make it $10,000, then," said Ald. Hayward. "Ten Thousand is a nice, even figure. If the connection is worth anything it is worth $10,000 a year. That is just $200,000 in the twenty years—just the sum I was in favor of from the beginning. Let's make it $10,000."

The council would not have the $10,000. Ald. Beckwith tried $9,500—with no better success. Then it came down at last to Ald. Stewart's first amendment—or $8,750. Carried by six to three. said the clerk. Ald. Kinsman, Humphrey, Beckwith and Stewart had voted affirmatively, while Ald. Williams not raising his hand for or against, was counted affirmatively. In the negative were Ald. MacGregor, Hayward and Cameron.

It was soon after this that the committee rose, reporting progress, and the council meeting came to an end.

"Judge" Evans' Last Summons

The Late Court Usher Claimed by Death Yesterday Morning.

Was Chief Justice Begbie's Companion on the Pioneer Circuit Tours.

There died at the Jubilee hospital yesterday, after an illness of several weeks' duration, a pioneer whose personality is inseparable from the early history of British Columbia and the stern and just administration of law and order in the old colonial days, Benjamin Evans, or "Judge" Evans, as he had been affectionately christened by his acquaintances of the bench and bar, was a native of Glamorganshire, Wales, and had passed the allotted three score and ten of man's life tenure. He came here in 1861, a combination of all the excellencies possessed by the thorough Old Country family servant, and it was not long after that he attached himself in the capacity of general factotum to the late Chief Justice Begbie, whose inseparable companion he was thereafter, on circuit or at headquarters. The forceful old Knight would go nowhere without "Evans" to drive or care for him, or to see to his dogs or guns, or his gown and wig; on the other hand, Sir Matthew was to Evans the incarnation of wisdom, power and authority. He was proud to serve him through his life, and when death closed the eyes of the rugged pioneer of the judiciary, none mourned him more sincerely than did Evans. Indeed, it was at the death of the Chief Justice that his own health commenced to fail, and week by week his stalwart frame grew less and less able to resist the infirmities of advancing years. A year or more ago he ceased to be a characteristic feature of the courts of justice, where he had presided as chief usher for more than thirty years, superannuation on a substantial pension enabling him to spend his latter days in comfort at the cosy farmhouse-home he had made for himself, overlooking picturesque Cadboro Bay. There his dogs, his fruits, his vegetable garden furnished occupation for his restless mind and active body. Nor did the time hang heavily when with a friend of earlier days as auditor he found opportunity to live again in fancy the days when he and the old Chief Justice were both the interpreters and the administrators of justice in a wilderness of isolated communities and dangerous, lawless men. It was then that Ben Evans' great resources of tact, nerve and courage had won for him the affection of the leonine Sir Matthew, an affection that endured until the death of that strong entity of British Columbia's infancy.

The late Mr. Evans leaves a widow and family of four—Mrs. Ira Wilson, Mrs. Bragg, Mrs. Boyce and Harry Evans—all grown up and making their homes near the old place at Cadboro Bay. It is in token of respect to the departed pioneer that the flag flies half-mast high over the courts of justice.

The funeral will take place at 2 on Thursday afternoon from the family residence, Cadboro Bay, and later at Christ Church cathedral.

BETRAYED BY THEIR LEADERS.

Western Convert to That Party Voices the Disgust of Honest Liberals.

Special to the Colonist.

Winnipeg, Oct. 10.—The result of the meeting of the Winnipeg Liberal Association held last night was a complete turn down for E. D. Martin, president of the association, and Ald. Mathers was appointed to the office. Martin made a lengthy speech attacking the government in the course of which he said:

"I believe the reason why our leaders adopted the position they have is that certain members of the government entered into arrangements, if that is not too strong a term, but at all events it seemed to me they received the endorsation of manufacturers in Canada. The manufacturers now say Sir Richard Cartwright is all right, not because he adhered to his platform, but because he has adopted the protective policy.

"So long as we have machine members going to Ottawa without independence of thought and independence of action, we cannot expect anything else. So long as leaders know they have the support of the members of the house we can expect that the government will twist and turn so as to try and maintain themselves in power.

"I would far rather the government went out of power than have it go back on the pledges it so solemnly made. It is not because I am opposed to the members of the government, but because I want them to carry out their pledges, that I have spoken here to-night."

In the course of this address a member called out: "That was what the Conservatives did when you were a Tory." Mr. Martin admitted that in Ottawa before coming to Winnipeg he had been a Conservative, and added: "Perhaps I was led astray, but unless things as they now exist are remedied I may not even admit that I made a mistake in being a Conservative."

Isaac Campbell then spoke, defending the government. The meeting was the talk of the town to-day. E. D. Martin is a brother of ex-Attorney-General Martin of British Columbia.

THE THIRD HOME.

Schooner Ainoka Arrives From Behring Sea With a Good Catch.

Third in line of the homeward bound sealing fleet was the schooner Ainoka, Capt. George Heater, which arrived yesterday with the very satisfactory catch of 1,123 skins for her owner, Captain William Grant. The vessel called at Hesquoit on her return and landed 24 Indians, these with six whites having constituted her entire crew during the season just over. On the day the Ainoka sailed from Unnalaska—the 24th of last month—eight schooners left port almost together for Victoria. The fleet was composed of the Victoria, with 1,400 skins; the Otto, 980; Zillah May, 912; City of San Diego, 900; Teresa, 1,000; Geneva, 860; and the Emma and Louise, 900. The Geneva has aboard "Gus" and "Little Frank," the two members of the Borealis' crew supposed to have been lost. She picked the two men up in their open seal-hunters' boat four days after they had left the Borealis. The men when found were famished and exhausted from their long exposure, but soon recovered when once aboard the Geneva. Capt. Heater also reports bad weather during the season, but plenty of seal. Three of these bore the cruel mark of Prof. Jordan's branding machine, which has destroyed them for all commercial purposes. An examination of the seals when taken on board the Ainoka disclosed the fact that they had been burned to the bone by the machine. Afterwards a kind of mortification set in, destroying the whole skin. In many cases the seal had been killed by the torturing work of the machine. The Ainoka secured 450 skins on the coast, making her total catch for the year 1,773. Her biggest day's work in Behring Sea was represented by 125 skins. One of her crew, a Jap, was very ill on arrival and had to be taken to the hospital.

DOUBLE BOTTOM SAVED HER.

Though Punctured in Several Places the Tees Was in No Way Disabled.

The accident with which the steamer Tees met in Lynn Canal shows the necessity of having false bottoms in vessels running on the Northern route. Had not the Tees been provided with such, doubt is expressed as to whether she would have ever reached port, despite the fact that she was in charge of one of the most careful navigators. When she struck Eldridge Point she was merely feeling her way along, yet had she no false bottom the blow she received was sufficient to hold her fast. She is now on the marine ways, and there is a hole under the engine room on the starboard side, and several others of a much smaller size further aft. The water of course rushed in through these holes, but it mattered not and the passengers were none the wiser, the double bottom being a protection against all danger. It will take probably a month to repair the Tees. On her starboard bow is a big dent caused by a collision with some of the ice floes in Taku Inlet.

COAL FROM JAPAN.

An Inducement For Vessels to Cross the Pacific—An Experiment in Shipping.

The British ship Clackmannanshire, under charter to come from the Orient to Portland to load wheat, will bring a coal cargo across the Pacific, says the Oregonian. Her loading port on the other side is not announced, but it is said to be Muroran. The rate paid is eight shillings per ton, a figure which will not admit of much profit for the ship. Importing coal from Japan is rather an unusual proceeding, and it has been six years since the experiment was tried. The coal is not of a very high grade, but cargoes of this kind may be of assistance in holding down rates when ships are unwilling to make the trip across in ballast.

The schooner Arietis Capt. William Heater, a brother to Capt. Geo. Heater of the schooner Ainoka, which arrived earlier in the day, came into port last evening, having something like a catch of 1,100 skins. She reports an uneventful cruise, having had no accident or sickness throughout the cruise. According to a message from Otter Point another vessel was beating up the Straits last night against a head wind.

Tug Lorne will tow the coal-laden ship W. K. Bryant from Departure Bay to sea to-day. The Bryant is loaded for Honolulu. On her return the Lorne will take the ship Drumlanrig to Vancouver.

Ship Elwell, lumber-laden from Chemainus, has gone to sea.

The Quadra was around at Esquimalt yesterday, overhauling the harbor buoys.

The steamer Humboldt calls at Vancouver en route North on Thursday.

Steamer Alpha left Vancouver for Cape Nome yesterday, with Capt. Otto Bucholtz in command and the second officer in his position as mate. Capt. J. D. Warren, instead of going, arrived home on the steamer last night. The Alpha's cargo includes coal, cattle, sheep and general merchandise, also the first horse to be shipped to that part of the country.

The Princess Louise and the Vancouver steamer Coquitlam both being considerably overdue from Northern British Columbia ports, the supposition is that fog is detaining them.

REGINA v. ARMOUR.

Trial of the Sooke Seduction Case Yesterday—Other Trials.

Yesterday's session of the court of assize was entirely taken up with the trial of James Armour on thec harge of seducing Ethel Shields, a partially deaf and dumb girl, 16 years of age. The trial was utterly devoid of interesting features but a morbidly curious crowd filled the court house all day. The charge against Armour is based on the statement of the girl, supported by some circumstantial evidence. Mrs. Shoop, mother of Ethel Shields, told of her daughter's illness and the birth of a child in August last. Ethel told witness that James Armour had criminally assaulted her twice. The child now knew that what Armour had done to her caused her illness, but she did not know what was the matter with her.

Dr. Frank Hall testified that the girl was weak minded, the line between her state and idiocy being very thin.

Miss Jessie Charters with whom Ethel Shields lived at Sooke in September and October, 1898, the time when the assaults were alleged to have been committed, gave evidence as to Ethel visiting Armour's house.

The girl herself was called, her mother acting as interpreter. After considerable questioning it was found that she understood the nature of an oath and was sworn, Mr. Powell, who appeared for the defence, objecting that she was not competent to give evidence. However, her evidence was admitted, and she told of Armour having overtaken and assaulted her while she was on her way home fro his house.

Mr. Powell was cross-examining the witness when the court adjourned until this morning.

The grand jury yesterday brought in a true bill in Regina v. Stoddart larceny and housebreaking. This case will be tried after the Armour case, probably on Thursday. After it the Nichol libel case will come on, so that the assizes will more than likely run into the third week.

Charles Lelievre was to have been tried in the Speedy Trials court to-day on the charge of publishing indecent literature but as both Mr. Belyea, who is representing the crown, and Mr. Powell for the defence, are engaged in the Armour case, the trial will have to be postponed probably until Friday.

POLEHAMPTON-DAVIE.

Pretty Wedding at Christ Church Cathedral on Monday.

A pretty but quiet wedding between Frederick William, second son of the Rev. E. T. W. Polehampton, of Hatfield Rectory, Buxteth, Sussex, England, and Kate Eunice, third daughter of Dr. John Chapman Davie, of Fairholm, was celebrated on Monday at Christ Church cathedral by the Rev. Canon Beanlands. The bride, who was given away by her father, was attired in a pretty dress of white crepe de chine, with transparent yoke and sleeves of Irish point lace. She wore a directoire hat composed of folds of white surah, the brim being of turquoise velvet. A big white feather was its only trimming. She carried a lovely bouquet, the gift of the bridegroom. Her only bridesmaid was her sister, Miss Edith Davie, who was attired in white duchesse satin, lined with salmon pink. The transparent yoke and sleeves were of guipure lace, the yoke being outlined with salmon-colored velvet. Her hat was of velvet of the same color, with a big white bird on one side. The bridegroom presented her with a long opal and crystal chain, and a bouquet of pink carnations. Mr. Digby supported the bridegroom as best man. Later in the evening Mr. and Mrs. Frederick Polehampton left for England, and will sail on the Oceanic. The bride's travelling costume was a fawn tailor-made coat and skirt, and hat to match. The presents were very numerous, and included a diamond snake brooch, a fitted travelling bag and a hunter from the bridegroom.

KANG'S FAT GRAFT.

At His Ease in Vancouver, Levying on Friends and Slaying Enemies by Proxy.

From Our Own Correspondent.

Vancouver, Oct. 10.—Kang Yu Wei is here again, still under the protection of a mounted policeman supplied by the Dominion government. In this connection a Methodist missionary who is in close touch with the Chinese people here is responsible for an interesting story, in fact the same information has reached high quarters in British Columbia some what in the nature of a complaint. It is to the effect that Kang's sympathizers sent emmissaries to Peking a month ago to remove his enemies and thus overthrow their plot to assassinate him, of which he lies constant fear. In English people say "dog eat dog." In Chinese it is "Tong eat Tong." Tongs are professional assassins who are hired to do deeds of this nature, and have enough professional pride to scorn playing the double cross on their employers. Kang's enemies, then, have hired Tongs to dispose of him, and Kang has hired Tongs to dispose of his enemies, while the families of those sent to Pekin are being provided for here.

Further than this, native missionaries have been persuaded by Kang that their noblest and best life work is to tour Canada, Mexico and South America recruiting members and securing funds for the great revolutionary movement which has for its object the overthrow of the present Chinese dynasty and the elevating of Kang to great power and influence, while Kang is looked upon by hundreds of his followers here already as the coming saviour of his country.

CHINESE ORGANIZING.

Their Object to Restore the Throne to the Present Emperor.

Kang Yu Wei, the Chinese reformer, who has been in Victoria and vicinity since his return from London some months ago, has not been idle, but has been industriously at work organizing the Chinese of Canada and tht United States, and raising funds to bring about the restoration to power of the reform party in China, headed by the Emperor, who is at present but Emperor in name, the Empress Dowager being the real ruler of the Flowery Kingdom. The Chinese of British Columbia are already organized, with Charley Yip Yen, the C. P. R. interpreter, of Vancouver, as president. A considerable amount of money has been subscribed in sums ranging from $50 to $500, and proclamations have been issued asking the Chinese who are friendly to the reform party to subscribe what they can.

Feeling safer under the British flag, where he has a red-coated guard to protect his person, Kang Yu Wei will not venture into the States, but is sending envoys over to enlist the sympathies of the Chinese in the American cities. In a few days three of the leaders in British Columbia will go to San Francisco, from where they will commence operations in the States. These envoys are Kong Pook and Chu Tung of Victoria and Dr. Lew, of Vancouver, they being among the most influential of the Chinese residents.

How Kang intends to effect the restoration of the Emperor he and his followers of course decline to say.

NATURAL HISTORY SOCIETY.

Interesting Address by Mr. Dennison of the Meteorological Department.

A well attended meeting of the Natural History Society was held last night in the society's rooms in the Mineral Museum. Many interesting geological specimens, relics of a bygone past, were donated by various members. However, the principal feature of the evening was an exceedingly able lecture given by Mr. Napier Denison, of the meteorological department, on "Atmospheric Waves and Tidal Phenomenon." The lecture was listened to by the large number of members present, and a hearty vote of thanks was accorded the speaker at the conclusion of his speech. The Natural History Society has a large and ever increasing membership, and is doing very good work in attracting the attention of the scientific world and the public in general to the vast and comparatively unexplored field for research in this province. The object of the society is to exploit this field as far as possible, in order that that most valuable institution, the Provincial Museum, may reap the benefit. This is an object that should be dear to the hearts of all British Columbians.

THE CENSOR CALLED OFF.

Correspondents at Manila Now Permitted to Report Conditions Existing.

Washington, Oct. 10.— Adjutant-General Corbin announced to-day that the censorship at Manila had not existed for a month, General Otis having abolished it on September 9. There has never been any occasion for announcing the fact until to-day, when some question arose as to the restriction that might prevent full reports about the fall campaign reaching American newspapers. It then developed that there is no restriction. Any despatch can be sent by a reputable correspondent to a public newspaper, although under the new regulations information of value to the enemy or untruthful reports will destroy the sender's future usefulness.

Record Cargo For Orient.

R. M. S. Empress of India Sails Crowded With Freight and Passengers.

Injuries to the Steamer Tees—Alpha Leaves Vancouver.

The R. M. S. Empress of India never went out better filled than she was last night when she sailed for the Orient. Fifty odd Chinamen and Mr. and Mrs. Cooper and child, saloon passengers, boarded the steamer here. Every available berth was taken, and the steerage quarters were crowded with Asiatics. There were many interesting passengers aboard, chief among them being Kang Yu Wei, the Chinese reformer. Among others were Miss Isa Ogilvie and Mrs. Ricketts. The former is the only daughter of James A. Ogilvie, of Montreal, and a graduate of McGill. She is going to China, where she is to be married to Dr. Percy Leslie, formerly of Montreal, who is now engaged in medical missionary work in the province of Honan. Miss Ricketts was formerly of Brighton, Eng., and has served many years as a missionary in the branch of the Presbyterian church in China. The complete saloon list of passengers is as follows: Mr. and Mrs. and Master Baldwin and servant; Mrs. Skeer, Capt. Tillett, Mr. Macluda, T. R. Brownlee, L. Foster, L. T. Beale, G. Rizzadi, Mr. Glover, A. Forbes, A. M. Grant, Lord Elibanks, J. A. Sullivan, G. L. Presse, J. H. Macann, D. R. Baldwin, Dr. Caldwell, Mr. Beldin, Mr. Robertson, C. Gosell, Mrs. Schnelke, Miss Kirby, Miss Bulley, Mr. Bewick, Prof. Sharpe, Mrs. Clarke, E. W. and Mrs. Brown, Miss Ogilvie, Miss Ricketts, Mr. Stetson, Dr. and Mrs. Mackie, Mr. and Mrs. Duncan, Rev. Mr. and Mrs. A. W. Cooper, Mrs. D. E. Brown, Mr. and Mrs. Ivy, Miss B. Ivy, Master Ivy, Mrs. Wertheimer, Mr. Guthman, Mr. Crerar, Mr. E. LePelly, Mrs. LePelly, Mrs. M. B. Davidson, Miss E. Manning, Miss Mackinnon, Mrs. Scott, Mrs. Shewan, R. Miller, Mrs. Lofson, Rev. J. Chalmers, Hon. A. Creighton, Mr. and Mrs. Boesch, Rev. G. W. and Mrs. Coultas, Mrs. Brooksmith, Miss A. Burgland, Mrs. and Miss Brooksmith, W. Bull, H. B. Bristow, Rev. G. and Mrs. Binford, Mr. Archens, Mr. and Mrs. J. H. Farrar, Mr. E. T. Hatch, M. P., and man-servant, Mr. V. Murai, G. W. Millward, Mrs. May, J. Maikle, Misses Merton, Mr. and Mrs. D. McLaren, Mr. Notter, F. Nabloz, Mrs. G. L. Otis, H. K. Otis, G. L. Peisse, J. A. Sullivan, Mr. and Mrs. F. H. Fould, D. Thorpe, T. Tahari, Rev. C. M. Warren, Mr. Soubriell and servant, E. Aeppli.

ATLIN OFFICIALDOM.

The Country Is Rich Enough But the Management Is Bad.

Referring to Atlin and the official management of that district, the Skagway Atlin Budget says:

"So far as the country is concerned, Atlin is not quite so black as it has been painted. Somehow or other people have got the robbers' roost that runs the joint, and the country inexplicably mixed up together. When they find out that they have been buncoed they return and say Atlin is no good. When, however, the searchlight of reason is turned on the situation, it is found the fault lies with the officials more than with the country.

"Atlin is unquestionably a valuable mining district—not from a pick and shovel standpoint, but as hydraulic and quartz propositions. For instance, Mr. Anderson's quartz claim on Taku Arm has assayed $10,000 to the ton. There is a belt of copper from the south end of Taku Arm to the south end of Atlin lake. Some very fine ledges have been located on the east side of Pine creek. A good claim, assaying $140 to the ton, is located on the summit between Birch and Boulder creeks. There are low grade propositions in the Atlin country. In fact, hundreds of quartz claims have been staked.

"But many of the discoverers of these claims are almost afraid to breathe a word about their actual value, for fear of the gang of grafters, who are backed up by the local officials.

"No man's claim is safe. If good it is liable to be jumped, and the jumper goes on record, too. This casts a cloud on the title at once, and it only becomes a matter of time until the discoverer will find himself cheated out of what is rightfully his.

"Here is a case in point. A French-Canadian named Laboudiere discovered native copper at the south end of Atlin lake. He blasted out a slab of the metal weighing 159 pounds. It was over three feet long and eighteen inches wide.

"Well, the grafters got after Laboudiere like a lot of vultures after a dead horse. They wanted to buy the claim for a mere trifle. Finding the Frenchman no fool, they sent a man named Creed, who keeps a saloon in Atlin, to jump the claim. This Creed did, and when the Frenchman went to Commissioner Graham and complained about it that official simply said he could not help it, and that he had a right to put the jumper's claim on record. And so the case stands.

"With an honest administration of affairs there is no reason why Atlin should not be a prosperous mining camp—that is after the sand on the beach at Cape Nome has been washed out."

FISHER AND THE CHINESE.

Half Hearted Promise Extracted from Unwilling Minister.

From Our Own Correspondent.

Vancouver, Oct. 10. — Oct. 10.—The News-Advertiser says: A deputation of Liberals waited upon the Hon. Sidney Fisher before he left the city en route to Kamloops, in order to express to him their disappointment at his flippant treatment of the Chinese question at Saturday's meeting. They pointed out to the minister of agriculture that this is an important matter in the West. They asked Mr. Fisher to give his promise that when the matter came up at the next session of parliament he will support the raising of the per capita tax from $50 to $500.

Mr. Fisher declined. He said the utmost he would do would be to support the increase to $250 and he appeared to begrudge even that commission to the Pacific province.

Harsh, purgative remedies are fast giving way to the gentle action and mild effects of Carter's Little Liver Pills. If you try them, they will certainly please you.

FORTY SECO

Canadia Volu

One Thousand Called For and G men Prefe

To Serve Not as S but Absorbe perial Regi

Enrolment Begins Contingent This Mo

From Our Own Corresp

Ottawa, Oct. 13.—Th official announcement the council meeting, a request of the governme to the Colonist:

"The greater part published in the press few days respecting t government in relation contingent for service has been inaccurate. absence of any officia indulged in speculation perhaps have misled r ters of this kind ther official reticence which tomed to the respons ment can fully underst

"It was only within that the matter assume admitted of governme was necessary that a ing be held to consider great importance. At any question as to th Canada co-operating wi orities in any movem the promotion of Impe

"The only question moment's delay was mentary authority wa The sending of a con vaal involved not onl of considerable money, an important step that templated by parlian might possibly be reg dent, when in a matte sequence precedents ou be established. Hen that prevailed was should be summoned action which was p quently it was learned authorities had placed on all colonial arrange reducing the initial co a somewhat serious co tion respecting the pow obviated the necessity parliament in order to ment with authority to

"In view of this fa reasons for prompt act decided this afternoon arrangement which ha through communicati perial authorities. T ment agreed to receive Africa a contingent c ber of units of 125 men to be a Major, so that arrival be consolidated forces under Imperia movement is to be en one. The number of determined on is 1,000, larger number than th other colony of the E

"The military depar all its plans in shape, provide arms and eq necessary forces. Co of the various corps throu be asked to obtain the teers to be forwarded militia. Only men physical condition will preference will be give men. It is expected, fo that chiefly unmarried contingent.

"Arrangements will Canadian government of the contingent, as for the transportation point of debarkation On arrival in South A gent will be received army, and will come u army regulations.

"The arrangements supplying of units wit higher grade than a M factory to the Cana who would have pre complete regiment und Canadian officer. Bu the unit arrangement general scheme prepar office, applying to va furnished by the colon exception. Inasmuch palgn must of necessity trol of the war office, t ernment have not felt sent from the propo though, as already st have preferred an