THE CHINESE VICEROY

Immensely Delighted With His Trip —Li Hung Chang Talks Railways and Telegraphs.

But Will Not Discuss the Emigration Problem—Will Continue in Office.

(Special to the COLONIST.)

REVELSTOKE, B. C., Sept. 12.—(On board Li Hung Chang's special train via the Canadian Pacific railway.) How greatly pleased His Excellency is with the trip across the Canadian trans-continental line may be gathered from the following message wired from a mountain point to Sir Henri Joly, of the Canadian government, and the assistant-general manager of the C.P.R. at Montreal by the Ambassador's secretary:

"His Excellency is in the best of health and thoroughly enjoys his trip. He was greatly pleased with the grand reception tendered him by the Northwest mounted police, and particularly enjoyed the four-in-hand drives at Calgary and Banff. He expects to reach Vancouver about 2 o'clock on Sunday afternoon. The weather has been most delightful, particularly on the Pacific division, and His Excellency was greatly impressed with the beauty of the mountain scenery."

Superintendent Marpole, of the Pacific division, joined the party at Donald and received a warm greeting from the ambassador, who has reciprocated the kindness of the railway officials by unfailing courtesy and constant expressions of gratitude. Before coming to Glacier your correspondent had an interview with the ambassador. Mr. Marpole had just before been under a long cross-examination on the subject of railroad construction, and this subject was uppermost in the Viceroy's mind when he motioned the newspaper man to a seat beside him. His Excellency began by asking a few questions regarding the length of time occupied in building the Canadian Pacific, and the correspondent finally ventured to ask regarding the construction of the Chinese railways which are to be undertaken on an extensive scale in the near future. Li Hung Chang replied that the trunk line from Hankow to Pekin would be 2,500 miles in length. He added to this the remark: "I should expect it will pay much larger dividends than the C.P.R."

"Why does Your Excellency so think?" asked the reporter.

"Because the Canadian Pacific runs through a country very sparsely settled, whereas in China our line will run through a country which is thickly populated."

"Has the first experiment in railway building in China proved profitable?"

"It has paid good dividends from the outset."

"For the railroads to be built in China will American contractors be given an opportunity to tender?"

"No; the contracts will be let to responsible Chinese contractors. They, of course, will employ American or European engineers as they see fit."

"Can you, in China, obtain for railroad construction all the material required?"

"Yes, nearly all. We shall have to import locomotives from foreign countries, also wheel car springs, etc. After we have obtained a few of the modern sleeping, dining and other cars as samples we shall build all the others we require."

"What is the estimated cost of the two thousand five hundred miles you propose to build now?"

"It will not be as expensive as to build the same length of line in your country for the reason that labor is very much cheaper and so also is the cost of material. The expense, I think, will be about eighty million taels, which is equivalent to about fifteen million pounds sterling."

"There will also be" queried the correspondent, "a large amount of telegraph construction?"

His Excellency replied: "Yes necessarily; the telegraph lines already built in China have proved very profitable; they have paid dividends of fifteen per cent.

"How are they managed?"

"By private companies which, however, have government protection. Everyone in China uses the telegraphic service because our language is so concise and expressive that the cost of telegraphing is more economical than it would be in your language. English merchants in China invariably in telegraphing employ the Chinese language."

The reporter next asked the question: "What does your Excellency think of Canada?"

There was no hesitation in His Excellency's reply: "I consider Canada has a great future. The energy and enterprise of the people is well demonstrated in the building of the Canadian Pacific railway. The competition of American transcontinental lines would certainly have frightened a people less energetic and less confident of their country's future."

"Have you given consideration to the problem of Chinese emigration?"

The Viceroy replied: "In late years Chinese emigration has grown to large proportions and must soon be given serious consideration. It is a matter I do not now care to discuss."

"In what countries do Chinese emigrants best succeed?"

"Under British rule they receive the most just treatment and usually prosper."

"How do you account for the anti-Chinese feeling in the United States?"

"It is due," the Viceroy said, "entirely to jealousy. The Chinaman is willing to work hard and live economically."

"Your Excellency told me yesterday that the tariff duties in China were very low. Are they likely to be increased?"

The reply was: "It is not unlikely they will be, to meet heavy expenditures for proposed public works."

Then the correspondent asked: "Is it true that on Your Excellency's return you will resign your high offices prior to making your report to the Emperor of the trip?"

"It is not true. Upon my return to China I may be called upon to fill even more offices. I expect to pursue my work for Chinese advancement until my death."

The correspondent had only just obtained an answer to this question when Glacier was reached, and then Mr. Marpole re-entered the car to invite His Excellency to view the pretty little hotel at the depot. This brought the correspondent's interview to a close, His Excellency readily accepting the superintendent's invitation. In the charming grounds surrounding the hotel the ambassador held a little levee, and several prominent tourists were presented. One young lady summed up courage to ask for a photograph of the Chinese dignitary, and was rewarded with one of the excellent pictures the Viceroy had taken in Russia. Revelstoke was reached at 5 o'clock after a very pleasant run. The trip down the loop greatly interested the Viceroy, as did also the brief stop at Albert Canyon.

VANCOUVER, Sept. 12.—(Special)—The Board of Trade have been notified by Li Hung Chang that at their request he would be pleased to receive a small delegation on Monday. A number of Chinamen from Portland and San Francisco arrived last night to do honor to the Viceroy.

LAURIER'S SCHOOL DIFFICULTY.

MONTREAL, Sept. 11.—(Special)—The Ottawa correspondent of La Presse says he learns on good authority that while Archbishop Langevin is disposed for the time being at least to arrive at any compromise with the Greenway government that may meet the demands of the Manitoba Catholics, he knows that certain high ecclesiastic personages are not of that mind, but wish entire redress or nothing at all, and that owing to this divergence of opinion it has become necessary for the Canadian bishops to go to Rome to lay their views personally before His Holiness. It is understood that Bishop Decelles, of St. Hyacinthe, Bishop Lafleche, of Three Rivers, and Bishop Larocque, of Sherbrooke, will leave soon for Rome in this connection. Nearly all the members of the Quebec hierarchy are therefore to assemble in Rome. The correspondent adds that while Hon. Mr. Laurier denies that he has sent a representative to Rome, his friends are doing all in their power to have him do so, as it will be only by such measures that an undertaking can be reached and a settlement of the vexed question obtained.

TORONTO, Sept. 11.—The Montreal correspondent of the World says: "There seems to be little doubt now that Abbe Proulx and Chevalier Drolet will go to Rome to represent the Hon. Mr. Laurier."

A CYCLONE IN PARIS.

LONDON, Sept. 10.—Paris is much excited over the cyclone to-day which developed into a disaster of considerable proportions. Over 50 injured have thus far been reported to one station alone, and five deaths were brought in. Several men and women had their skulls fractured by the falling of some gates behind which they had sought shelter from the storm. A cab driver who had taken refuge in his cab was killed with his horses and the cab demolished. Nine members of the staff of La France, who were leaving the tribunal de commerce, were all seriously injured, one having his skull fractured. A dozen persons were carried bodily into the Seine from the bridges and from the quays and were rescued with great difficulty, several being injured and left in a critical condition so that they had to be taken to the hospital. The breaking of the storm was accompanied by many demonstrations of fright by individuals and by crowds, the panic of one spreading to others. Everybody started to run, without regard to obstables, personal or otherwise, and there was a shouting by men, screaming and wringing of hands by women to add to the confusion. The damage to property was widespread and serious. The first tempest of wind was immediately succeeded by torrents of rain and the cellars all over Paris are flooded. At Clichy, the roadway of the Boulevard Nationale sank several yards. The Quai des Orfevres shows a striking scene of desolation, buildings being damaged, things overturned and all looking as though swept by a torrent of water. A large ward in the Hotel Dieu is full of the victims, two of whom died to-night, and several there and in the other hospitals are in a precarious condition. It is a curious fact that the cyclone chiefly affected the small area lying around the Palais de Justice and the Hotel de Ville. The cyclone appeared to be caused by two strong currents from the northwest and southeast. The clouds rushed together and then whirled around as they met just over this area. There was no thunder.

POPULIST WATSON.

ERIE, Kan., Sept. 11.—Thomas E. Watson, candidate for vice-president on the Populist ticket, was the central figure at the county fair here yesterday. Mr. Watson is accompanied by H. W. Reed, Populist national committeeman, who, it is said, is here to talk to the anti-Populist managers and make more reasonable terms for Watson's chances in Kansas.

About 2,000 people, mostly farmers, greeted Mr. Watson when he began his speech. The speaker said that the work begun six years ago had not yet been accomplished; instead, the situation was worse. The South and the West, he said, then made a written contract to agitate the tax question, and he asked that the West fulfil its contract and stand by the South. The time for the death of the Populist party had not arrived, he said, and continued:

"For God's sake do not desert the People's party now, when the great work has just begun." Getting to his nomination for Vice-President, Mr. Watson said, among other things: "I am not seeking to be taken on the Democratic ticket. I am no political beggar, nor is my party. The Democrats and Populists ought to unite. The ticket ought to be the St. Louis ticket. Bryan, the Democrat, and Watson, the Populist. Ain't that right? (Cries of "That's right, that's right.") I say that is no surrender; it is a fair compromise.

"Turn me down and you lose Texas, Tennessee and Kentucky. To elect Bryan the People's party nominee for Vice-President must stay on the ticket, and I say Watson is going to stay."

HAMILTON, Sept. 11.—R. Campbell has received word that his grandson Thomas was killed near Fort McPherson, near the Hudson Bay, last March. He was shot while sailing on a whaling schooner.

PREPARING FOR ACTION

Britain Ready for Extreme Measures Against Turkey—Anglo-Egyptian Expedition Moving.

Madagascar Thoroughly Roused Against France—Trades Congress a Failure.

LONDON, Sept. 12.—The dominant note of the moment is that the time to take action in regard to Turkey has arrived. The deposition of the Sultan is openly talked of in quarters where heretofore the slightest infraction of Turkish authority has been viewed with disfavor. Everywhere on the Continent, in Great Britain and in Constantinople itself plans are being discussed to supersede the Sultan, and there is no doubt that Great Britain will be the leading spirit in the new move. She is even preparing to act alone if the powers are too slow in co-operating with her. There is no fear, it is said, that so soon as the British fleet clears for action the fleets of the other powers will have to follow the example if for no other reason than the apprehension that some of them will gain a point of vantage in the long looked for settlement of the affairs of the Turkish empire. Apart from

THE VIOLENT AGITATION

against the action of the Sultan, and the protest from all classes in Great Britain in the summoning of mass meetings in all parts of the country apparently gotten up with the object of strengthening the hand of the Marquis of Salisbury, and the bestowal of the order of the Bath on Mr. Michael Herbert, who acted as British charge d' affaires at Constantinople during the absence of the British ambassador Sir Phillip Currie, there are other indications that both the Queen and the Marquis of Salisbury approve of Mr. Herbert's aggressive action during the carnage at the Turkish capital.

Probably the best indication that the British Premier has got the bit in his teeth is found in the outspoken editorials of the Conservative press, evidently inspired from high quarters, demanding a change in the occupancy of the throne of the Turkish empire. Mr. Henry Asquith, who was home secretary in Lord Rosebery's cabinet, was the first Liberal to note the handwriting on the wall, and he seized on the opportunity in the letter published in the Chronicle, already cabled. While Mr. Asquith's letter was probably intended to show the Marquis of Salisbury that he can count on Liberal support, it has also enabled Mr. Asquith to be the instigator of aggressive action.

The consensus of opinion seems to be that the method of change should be left to the Turks themselves, as there is no doubt that the working chiefs of the army, government officers and church, if once convinced that Europe insists on it, can

SUPERSEDE THE SULTAN

if they wish, and they know from experience exactly how to do it. Carrying out the idea, the Spectator points out that the Turks of the better class have strong reasons for disliking Abdul Hamid, whose rule has been marked by the loss of much territory, crippled finance and oppressive taxation. In any case definite action upon the part of the powers is expected at any moment, and in the meantime the ships of the different nations most interested are verging towards Constantinople ready to back up the decision which will be arrived at by the six powers. The forward movement of the

ANGLO-EGYPTIAN EXPEDITION

up the Nile has rewakened the discussion in regard to the ultimate destination of the forces. All the fighting portion of the expedition is expected to be concentrated at Vuglo on Monday and from there an advance in force on Kasbar will be made. No fighting is expected to occur there as it is reported clear of dervishes. Kasbar will then be made the point from which the final start towards Dongola will be arranged. The railroad will be pushed forward as rapidly as possible. The necessary depots and hospitals will be established and then the march on Dongola will be continued.

The news received from the island of Madagascar is of the gravest nature possible. Slaughter and pillage proceed unchecked, trade is at a standstill, there is no safety for Europeans outside of Antanarivo, and even fears are expressed that the French garrison of that city may be starved out. It appears that the natives are healing feuds which divided them prior to the capture of Antanarivo by the French and they are now uniting in opposition to the conquerors. The rebellious tribes are rapidly gaining the upper hand, and it is estimated that fully 20,000 additional French troops will be required to crush the outbreak. The British

TRADES UNION CONGRESS

which closed its sessions to-day at Edinburgh is generally regarded as a failure. Its best friends say it has done little beyond showing that trades unionism has not changed the socialistic tendencies of its members and the nationalization resolutions are cited as proof of this.

Mr. Richard Crocker thinking that his colt, Americus, was beaten in the race for the Portland plate on Thursday through inability to stay the course, five furlongs 152 yards, has challenged Mr. Leopold de Rothschild, the owner of Grig the winner, to race the latter against Americus over five furlongs for a large sum of money.

The Daily Telegraph says that the American department of the stock exchange is a veritable sick room because: "English capitalists will never take their interest from the United States in depreciated currency," adding, "that the adoption of bi-metalism or, as it would become later, the silver standard in America, would practically mean repudiation, and it is this sort of thing which leads to the withdrawals of envoys and declarations of war."

Archbishop Martinelli, the successor of Cardinal Satolli as Papal delegate to the Roman Catholic church in the United States, will sail for New York on the Cunard line steamer Campania on Saturday, September 26.

Difficulties have arisen in regard to the Antarctic expedition under Count Julius von Payer, projected by the Berlin Geographical Society, and unless they are soon removed, von Payer will join Jackson in Franz Josefland.

TRADES UNION CONGRESS.

EDINBURGH, Sept. 11.—At to-day's session of the British Trades Union Congress it was decided to send two delegates to the American Labor Congress. It was also resolved that the British Trades Unions Congress will meet in Birmingham in 1897.

The National Union of Gas Workers and General Laborers of Great Britain and Ireland presented a resolution opposing the employment of children under 15 years old in factories and workshops, which was adopted in spite of objections made.

On motion of the Miners' Federation of Great Britain and Ireland the following resolutions were adopted: "That the parliamentary committee be instructed to render all possible help to the miners in getting members to ballot on their eight hours' bills at the opening of parliament next session and, during the session, at every stage of the bill to assist in whipping up members to attend their places in the House of Commons to support the bill."

The Amalgamated Society of Railway Servants presented the following: "That this congress is of opinion that railway servants in the interests of themselves and the travelling public should not be employed continuously for more than eight hours or for more than forty-seven hours in any one week; also that the condition of hiring, which compels them to give their whole time to the service of the company employing them without any guarantees of week's wages, is inequitable. The congress, therefore, instructs the parliamentary committee to introduce a bill to parliament at the earliest opportunity to limit the hours of railway servants as aforesaid, and to render illegal all contracts which demand entire service without the payment of a full week's wages." The motion was adopted.

The national union of ship carpenters, ship assistants and warehouse clerks submitted the following resolutions, which were adopted: "That this congress, recognizing the evil effects of the long hours of labor, welcomes the introduction into the House of Commons, on the initiative of the national union of shop assistants, warehousemen and clerks of the shop assistants' hours regulations bill which proposes a uniform hour of closing all shops (except coffee houses and places of refreshment) at seven o'clock on three days, at one o'clock one day and nine and ten o'clock respectively on the other two days of the week. This congress further calls upon all members of the House of Commons to assist in passing the bill into law as being a measure urgently needed in the interest of shop workers.

BRITISH COLUMBIA'S MUSEUM.

After spending three months in visiting and inspecting the greatest museums of England and America, Curator John Fannin has returned home with many new and valuable ideas for the benefit of British Columbia's museum, but firmly convinced at the same time that in the variety, rarity and value of certain classes of exhibits it is second to none in the world. The tour from which Mr. Fannin has just returned was decided upon by the government in June last, it being agreed that a study of the systems in vogue in the most important museums of the new and old worlds would prove most advantageous in the conduct of that of which British Columbia is rightly proud, and which owes its establishment, growth and development into one of the most important institutions of the kind on the American continent chiefly to the unceasing efforts of the curator.

It was thought, too, by the government, that an insight into the management and arrangement of specimens elsewhere would prove especially valuable to Mr. Fannin when the time arrives for the transfer of the museum treasures to the new building, now rapidly nearing completion.

No fewer than fifteen great museums were visited by Mr. Fannin in the course of his interesting trip, these being the Natural History museum and Redpath museum, Montreal; the Brown museum, Liverpool; the Kensington museum, British museum, Indian exhibition, Imperial Institute, Whitechapel museum, and German street museum—all of London; the New York Natural History museum; the Smithsonian institute and United States National museum, Washington, D.C.; the Academy of Science and the Wagner museum, Philadelphia; and the Geological and Natural History museum, Ottawa.

Everywhere, the British Columbia visitor was received with the greatest courtesy and consideration, every facility being afforded him to become acquainted with the most modern and improved methods of arrangement and management. In the Kensington, London, and the New York museum the officials were especially obliging, the doors being thrown wide open and workshops, books and officials being placed unreservedly at Mr. Fannin's command in order that the objects of his trip might be assisted to the fullest extreme.

The modern and very effective method of grouping animals and birds correctly in their natural surroundings was one department of museum work in regard to which Mr. Fannin made special inquiries in the course of his tour. In London he found that all work of this nature is left in the hands of experts outside the regular museum staffs, but in New York the entire system was illustrated and explained to him with the greatest care, the museum authorities even taking the trouble to provide him with plans, books and papers to guide him in the development of this branch of the work on his return to Victoria. In the labelling of specimens and making of collection cases British Columbia was found to be a little behind the times at present, but will be so no longer, Mr. Fannin's observations elsewhere enabling him to promptly correct all defects in this direction.

On the whole Mr. Fannin looks upon the three months of his travelling as a quarter of a year well spent. He has come to the conclusion that as good practical work is being done in this province as in any other part of the world, and has found to his unbounded satisfaction that the fish collection here surpasses in interest and value that of any other in the world, while the mammals of the British Columdia museum compare most favorably with similar collections in great cities.

THROUGH CROW'S NEST

Government to Aid the Construction of a Railway to Open Up Kootenay.

Liberal Estimates Exceed Those of Conservatives—Foster's Narrow Escape.

(From Our Own Correspondent.)

OTTAWA, Sept. 12.—There is every reason to believe that the government will render substantial aid to the Canadian Pacific to build a railway from Lethbridge to Nelson through the Crow's Nest pass, and that next spring the actual work of construction will be well under way. The government realizes that if the Dominion is to benefit from the mining development in British Columbia, the Kootenay country must be tapped by a Canadian road. The loan will probably exceed five millions, an amount which the contractors intend asking parliament to loan them.

A Conservative caucus will be held on Tuesday to decide their policy for the remainder of the session.

Ex-Finance Minister Foster was nearly killed to-day by being jammed between a heavy dray and an electric mail car. His bicycle was badly smashed.

A marriage between Sir Frank Smith and Lady Thompson is on the tapis.

The Liberal estimates, including the supplementaries, will exceed by $2,000,000 the estimates brought down by the Conservatives last session.

THE GOVERNMENT VOTE.

TORONTO, Sept. 12.—(Special)—Since the division in the House of Commons the other night the papers here have been busy analysing the vote with special reference to Ontario. The Globe claimed a majority of five for the government in the province, and this morning's Mail says: "In the first vote given in this parliament the government had a majority of 34. The Quebec vote as L'Electeur points out was 49 Liberals to 16 Conservatives, a majority of 33. John Ross Robertson voted with the Liberals. This just saved the government from being entirely dependent upon Quebec for its majority."

THE CZAR IN ENGLAND.

LONDON, Sept 13.—The visit of the Czar to England is eagerly looked forward to in many circles. When he last landed here at the time of the wedding of the Duke and Duchess of York, he seemed a simple, unaffected boy, enjoyed himself thoroughly and played with the little Battenbergs at Osborne, etc. But now the greatest preparations are being made for his reception at Balmoral. Additional horses, carriages and attendants have been dispatched from the royal stables in London. During His Majesty's stay in Scotland a four horse landau with postillions and outriders will be especially assigned to his use. It is evident on all sides that Queen Victoria is projecting an unwonted lavish hospitality, and that his visit will have a political significance. The Marquis of Salisbury and First Lord of the Treasury A. J. Balfour, with the Prince of Wales, and members of the royal family, will be guests at Balmoral during the stay there of his Russian Majesty.

HARVESTING IN MANITOBA.

WINNIPEG, Sept. 11.—(Special)—Harvesting is now nearly over, except in the very low lying districts of Manitoba where seeding was delayed by the wet weather in the spring. Reports are coming in from the threshers, the yields being disappointing in some cases and pleasing in others. The general average for wheat is about 19 bushels per acre. In Eastern Assiniboia and the Northwest Territories the crop was never better. There will doubtless be 60 per cent. more good wheat to market at territorial points than there has ever been in the past, and the sample of wheat generally is believed to be the finest that has ever been grown there. The Manitoba and Northwestern railway will not issue any more crop reports this season. The Northern Pacific report for the week issued to-day states that harvesting is over in many places, and that threshing will be general next week. Owing to the increased number of machines there will not be the delay of former years in marketing the crop.

SENATOR HILL DECLINES.

ALBANY, N.Y., Sept. 11.—Senator Hill telegraphed as follows to Norton Chase, chairman of the Albany county Democratic convention: "I observe that I have been elected delegate from the Third Albany district to the state convention, under instructions to vote for the indorsement of the Chicago platform and candidates. This action is taken in opposition to my wishes and judgment, as expressed to you, and I decline to accept the election upon the condition imposed, or upon any condition which would restrict my freedom at Buffalo to act in such manner as I consider best for my party."

☞The Semi-Weekly Colonist leads.

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NOTICE.

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