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THE COLLAPSE OF BRIDGE AT QUEBEC

Consulting Engineer Advised Suspension of Work Pending Examination of Structure---Commission to Make Inquiry.

(From Saturday's Daily.)

New York, Aug. 31.—Theodore Cooper, of this city, who has been the consulting engineer in charge of the work on the huge cantilever bridge across the St. Lawrence river at Quebec, feels keenly the accident that cost the lives of 75 workmen. In a statement made to a reporter he reproached himself for not having visited the works in two years, though ill-health has kept him here, and he has tried to obtain his release from the responsibility of the position for that reason.

Mr. Cooper also made the statement that on Thursday morning, after his inspector had come to see him and told him that things did not look well on the bridge, he had sent a telegram to the man in charge of the work to get off the bridge and stay off it until it could be examined. Mr. Cooper has not been notified whether or not the warning was too late.

"Of course I believed that the work as planned was absolutely safe," Mr. Cooper said, "though in dealing with even an old type of work on a hitherto unparalleled scale, new and unexpected problems now and then arise. One cannot prophecy with infallibility about something that is absolutely new. I cannot tell what is coming out of this. Maybe we shall learn about things we never knew before."

Mr. Cooper is one of the most distinguished engineers in this country, as well as one of the most experienced. He is 68 years old. He was associated with James B. Eads in constructing the St. Louis bridge over the Mississippi river from 1872 to 1875. He was superintendent of the Delaware bridge works, and has been long considered a bridge expert in the United States, Canada and Mexico.

Commission Appointed.

Ottawa, Aug. 30.—A meeting of the cabinet was held this afternoon when it was decided to appoint a commission of three to make an official investigation into the Quebec bridge disaster. The commission will be Henry Holgate, C. E., Montreal; Prof. J. G. Kerry, of McGill University, and Prof. Galbraith, of Toronto.

Mr. Parent has received a telegram stating the piers are not injured.

The governor-general has forwarded a telegram to Lieut.-Governor Jette expressing sympathy with the bereaved families.

The marine and fisheries department was advised this morning by their agent at Quebec that the ship channel will in no way be interfered with by reason of the collapse of the bridge.

Mr. Butler, deputy minister of railways, leaves for the scene of disaster, and will be joined at Montral by Henry Holgate, C. E., who has been appointed by the government to conduct an official investigation into the cause of the disaster.

Mr. Parent, chairman of the national transcontinental commission, leaves this afternoon for Quebec. Mr. Parent is of opinion that the Phoenix Company, of Philadelphia, who had the contract for the steel work, had been rushing the work a little to rapidly. He stated that there was given an indication that this part of the bridge was under a heavy strain, as one of the heavy chain cables twisted. Mr. Parent says the responsibility for the disaster rests on the Phoenix Company, and that it will also have to meet all losses.

The property loss through the collapse of the bridge is estimated at about one million dollars. This may be increased by heavy damages to relatives of those who lost their lives. In all the money loss will be about a million and a half dollars. Others put the loss as high as two million dollars.

The Death Roll.

Montreal, Aug. 30. — The Phoenix Bridge Company to-day gave out a list of dead, injured and missing in the collapse of the Quebec bridge yesterday. They figure out that there were 61 missing, 14 found dead and 11 injured.

It is conceded that all the missing must be dead, but it is not thought any of the wounded will die, many having only slight hurts.

Another body was taken from the wreck late this evening. It had been observed early in the afternoon, but the water was high and the body was so pinned in between the girders that it could not be moved. Finally, at low tide, the body was taken out, it being found necessary to cut it in two to get it out.

Mr. Waltmete, who is in charge for the company, is certain that the list of casualties given out as summarized above, contains all the victims. The company keeps full details of all its employees, and also the addresses of nearest friends in case of accident. All the relations of the killed have been notified.

The Victims.

Quebec, Aug. 30.—Divers went down to-day to explore the river bottom for bodies carried down by the collapse of the bridge last night. An investigation as to the possible origin of the disaster began to-day.

Of the American workmen on the bridge, only ten are known to have escaped.

Scenes about the bridge disaster to-day are heartrending and distressing to the last degree. The

Recovery of Bodies

from the tangled mass of the steel structure that collapsed continued to-day. Relatives and friends of the victims of this dreadful happening thronged about the place of the accident and besieged every possible source of information with piteous inquiries of news of those who were so suddenly and horribly hurled to death. The tangle of steel is absolutely inextricable and nothing but the use of heavy machinery, manned by skilled human help, will serve to remove the huge mass of debris piled up by the accident. Meanwhile only a small number of bodies have been taken out, but every possible effort is being made to hasten the recovery.

List of Victims.

Following is the official list of killed and injured:

Dead—Bap. Croleau, Canadian; Nap. Lachance, Indian; Louis Alabay, Indian; Wilfrid R. Proulx, Canadian; Aug. Leaf, Indian; Zepherin Lafrance, Canadian; Philip Hardy, Canadian; C. A. Morith, American; Frank Kirby, Indian; Thomas B. Jocko, Indian.

The following Americans are also among the missing: B. A. Yetben, general foreman; John L. Worley, assistant foreman; A. H. Birks, civil engineer; J. W. Anderson, assistant engineer; P. C. Reynolds, George Cook, Philip Grant, Thomas Callahan, Carl Swanson, James Bowen, Ira Fast, Harry Briggs, J. E. Johnson, A. O. Smith, R. F. Smith and A. E. Brind, 16 in all.

The Canadian missing are: Albert Wilson, Joseph Binnett, Joseph E. Boucher, Lauret Proulx, George Esmond, Ernest Joncas, Harry French, James Biron, Gus Wilson, Albert Esmond, Michael Rady, Charles Hanson, Stanley Wilson, Eugene Dorval, A. Trebel, John McNaughton, Philip Coutre, Omer Fontaine, Monroe Beadry, 19 in all.

There are 28 Indians missing.

Injured—Oscar Laberge, Eugene and Joseph Lajeunesse, D. B. Haley, Canadians; Aug. Hall, Alex. Beauvais, Americans; Charles Davis, Indian; J. J. Nanto, American; Thomas Montour, American; Louis Higgins, Indian; J. K. Martin, Indian.

Inquest on Monday.

Quebec, Aug. 30.—The cause of the disaster is still shrouded in mystery. E. A. Hoare, enginer of the bridge company, feels the situation keenly, but is unable to offer any explanation of the disaster. It was too late to attempt any examination last night, but Mr. Hoare was on hand early to-day, without discovering anything that he was willing to communicate. He had been in telephonic communication almost all evening with his assistant engineer on the works and with Hon. Mr. Parent, president of the bridge company, in Ottawa. The latter, he said, was as calm and business like as ever in discussing the affair, though naturally feeling much distressed. So carefully, Mr. Hoare said, had he seen all the work executed and watched that it was most difficult to see where the defect could have been. The inquest will open on Monday.

Nine bodies were recovered to-night, though it was a long time before some of them were identified.

The Caughwagna men are nearly all Indians who were engaged on the bridge, having learned the business with the Dominion Bridge Company. About thirty of them were employed on the works.

Though search was kept up all day no other bodies were found. Officials of the company say it will probably be very difficult to get the remaining bodies. Most of the men were working on the very farthest edge of the bridge, and the probability is that the bodies are entangled in the wreckage, which lies in 200 feet of water.

Mr. Hoare to-day denied the report of the men engaged on the bridge that they had found any previous signs of weakness.

A remarkable fatality among Indians from Caughnawaga. Forty-seven of them were engaged on the job, and of them forty were killled. The remaining seven had a dispute with the foreman and quit work at noon on the day of the disaster.

RAILWAYS IN CHINA.

Rails, Bridge Material and Locomotives Being Supplied From the States.

New York, Aug. 31. — The British steamer Kabina will sail to-day from this port with what is said to be the largest cargo ever dispatched to the Far East, consisting of nearly 12,000 tons of metal. She will have 2,000 tons of rails, 1,500 of bridge material, 110 railway cars, 18 locomotives, besides many tons of machinery. Within the next 12 months 163,000 tons of rails, 8,000 of bridge material, 250 locomotives and 3,000 cars will be shipped to Dalny.

A new steamship company to be known as the American and Manchurian line has been organized to maintain a fortnightly service between New York, Dalny and Port Arthur and ports in China and Japan and the Philippines. The United States Steel Products Company is said to be behind the new company.

CHINAMEN CAPTURED.

Had Been Smuggled Into Canada From the States.

Sydney, Aug. 31.—Seventeen Chinamen who had been smuggled into Canada were captured here to-day by customs officers. It is believed they were brought in by the schooner Chloris, of Glace Bay, and came via Newfoundland. Three other Chinamen have not yet been located. A tip was given the officer by Capt. Gordon, of the government cruiser Gladiator.

SCORES IN THE BISLEY AGGREGATE

Sergeant Richardson, of Victoria, Takes Second Place--The Palma Trophy Team

Ottawa, Aug. 30.—The following are the foremost in the Bisley aggregate, from which the Bisley team next year will be chosen: Capt. D. McInnis, C. M. R., 396; Sergt. F. Richardson, 5th C. A., 385; S. Sergt. A. Graham, 48th, 381; Lt. T. F. Elliott, 43rd, 381; S. Sergt. H. Kerr, 48th, 380; Capt. W. Hart-McHarg, 6th, D. C. O. R., 378; Sergt. G. W. Russell, Guards, 378; Lieut.-Col. Spearing, 53rd, 376; Capt. Crowe, 30th, 376; Capt. T. J. Murphy, 7th, 376; Col.-Sergt. J. Freeborn, 13th, 375; Sergt. W. Kelly, 10th R. G., 374; Lieut. Spittall, C. A. S. C., 373; Sergt. F. H. Morris, 46th, 374; Pte. W. E. Bennett, 43rd, 374; Pte. A. Steele, 30th, 374; Sergt.-Major Utton, R. C. R., 373; Sergt. W. A. H. S. Brown, C. M. R., 373; Sergt. W. A. Smith, Guards, 372; Sergt.-Major Bethune, 5th R. H., 373; Pte. J. Leask, 2nd Q. O. R., 373; Capt. M. Pope, R. O., 372; Pte. E. H. Haystead, 63rd, 372; A. Sergt. Martin, 15th, 372; Major Jones, 92nd, 372; Pte. B. M. Williams, 68th, 372; Pte. G. G. Rowe, 46th, 372; Pte. W. M. Eastcott, 3rd Vics., 372; Sergt. J. Perry, 6th, D. C. O. R., 371; Pte. R. McLaren, 48th, 371; Pte. E. Milligan, 48th, 371; Lieut. J. Slater, 6th, D.C.O.R., 371; Capt. E. S. Skedden, 91st, 370; Corpl. W. D. Spinks, 10th, 370; Lieut. C. A. Boult, 6th, D. C. O. R., 370; Capt. E. Skedden, 91st, 370; Lieut. Neill Smith, 24th, 370; Pte. F. C. Baillie, Guards, 370; S. Sergt. J. Phillips, 10th, R. G., 369; Lieut. A. J. Meiklejohn, 43rd, 369; Pte. W. Mills, 3rd Vics., 369.

The principal winners in the governor-general's match were: Gold medal and $200, Corpl. McInnes, C. M. R., 196; $150, Warrant Officer Raven, British team, 195; $100, Sergt. Richardson, 5th, C. A., 195; $50, Pte. Rowe, 6th, Vancouver, 192; $40, Sergt. Perry, 6th, Vancouver, 192; $25, Sergt. Martin, British team, 192; $20, Sergt. A. Graham, 48th, 192; $15, Pte. H. D. Gougeon, 90th, 192; $10, Sergt. H. Kerr, 48th, 192. The following British Columbia men won prizes in the match: $8 each, Lieut. Boult, 6th, D. C. O. R., Mr. Miller, Vancouver, R. A., $5, Capt. Hart-McHarg, 6th, D. C. O. R.

The following have been chosen to represent Canada on the Palma trophy team to shoot the match on Sept. 7th: Corpl. D. McInnes, C. M. R.; Lieut. Neil Smith, 24th; Capt. C. R. Crowe, 30th; M. Sergt. S. J. Perry, 6th, D. C. O. R.; Staff Sergt. A. Graham, 48th; Sergt. Bayles, 10th, R. G., Sergt. Kerr, 4th; Sergt. G. W. Russell, M. C. A. G.; Sergt. W. Kelly, 10th, R. C.; Capt. E. S. Keddell, 91st; Lieut. T. F. Elliott, 43rd, Ottawa; Sergt. Richardson, 5th, C. A.; Major Koles, 82nd; Capt. J. Duff-Stuart, 6th, D. C. O. R.

INSANE MAN'S ACT.

Fatally Wounded a Boy and Then Shot Himself.

Decatur, Ills., Aug. 31.—J. Jonan, who made his home with A. C. Duncan, of Lintner, yesterday attacked the 12-year-old son of Duncan and cut the boy's throat so he will die. Jonan then shot himself, dying instantly. He was insane.

ANTI-CLERICAL DISASTER.

Rome, Aug. 31.—The public prosecutor has commissioned a magistrate to proceed to Castle Candalfo to interrogate Cardinal Merry Del Val, the papal secretary, concerning the demonstration against him at Marino August 16th, when a mob of anti-Clericals hooted and jeered at the cardinal while he was driving in the village. This will be the first time since 1870 that an Italian magistrate has come in contact with a papal secretary of state.

CHINESE AND CITY SCHOOLS

TRUSTEES' DECISION REGARDING PERMITS

Knowledge of English Language Is to Govern the Admission of Children.

(From Saturday's Daily.)

No Chinese children will be admitted to the city schools for some time to come unless they are sufficiently acquainted with the English language to make them amenable to the ordinary discipline of those institutions. This decision was arrived at yesterday evening by the board of school trustees after the report of Chairman Jay, who was delegated to meet the provincial government on the matter, was received.

At the present time the provincial authorities are in communication with the Dominion government in respect to the interpretation of the act dealing with Chinese immigration, and especially that section providing for the refunding of the head taxes to bona fide students.

Chairman Jay, in reporting to the board, said that he had called upon Premier McBride and talked the matter over with him, and afterwards gave the board's view of the situation, at the premier's request, in writing. He read the letter sent by him to Mr. McBride, which was as follows:

Victoria, B. C., August 24th, 1907.

The Hon. Richard McBride, K. C., Premier, Victoria, B. C.

Sir: Following my personal interview with you to-day and in compliance with your request, I have the honor to submit the following statement with respect to Chinese seeking admission to the public schools of Victoria.

The schools will re-open on Monday, the 26th inst., and the city superintendent reports that he has received applications for permits from 19 new Chinese scholars who have recently arrived from China, and have no knowledge of the English language.

I enclose copies of a letter from my self to the collector of customs at Victoria, and his reply of the 23rd inst., from which you will see that 26 Chinese have been admitted to Canada under the terms of sub-section C, section 7, of the Chinese Immigration Act, declaring themselves to be students and looking forward to a refund of the $500 tax after attending school for twelve months.

From past experience of the school board with Chinese pupils who have been admitted to Canada under this section, it is exceedingly improbable that those boys have any intention of continuing in attendance after the expiration of one year, and in view of the circumstances the school board deems that it will be a waste of civic funds if they are compelled to provide tuition and accommodation for the pupils simply to assist them in obtaining a rebate of the capita tax.

The boys who have made application for admission vary in age from 9 to 14 years, and if admitted to the school would become pupils of the primary grade, and it would seem to be doubtful if they can be properly termed students within the meaning of the Immigration Act.

The question of admission of these boys was discussed at a meeting of the Victoria School Board yesterday, when I was directed to lay the facts before the council of public instruction and urge that some regulation be passed dealing with the difficulty in question.

Trusting that you will be enabled to give this matter your early consideration,

I have the honor to be, Sir,

Your obedient servant,

GEO. JAY.

The following reply was sent to Mr. Jay from the provincial superintendent of education to whom the matter had been referred by the premier:

Victoria, B. C., August 30th, 1907.

Geo. Jay, Esq., Chairman School Board, Victoria, B. C.

Sir: With reference to your letter of the 24th inst., addressed to the Hon. the Premier, with regard to the question of school accommodation for a number of Chinese pupils presenting themselves, I beg to say that this matter has been taken up by the council of public instruction, and I have been instructed to communicate with the department of trade and commerce to ascertain on what grounds these so-called students are admitted. This department is of opinion that the boys now presenting themselves are not "students" under the meaning of the Chinese Immigration Act, and I have asked for an interpretation from the Ottawa authorities of the term "student" under that act, also calling their attention to what appears to be an attempt merely to evade the payment of head tax by making use of the Victoria schools for twelve months. On recepit of a reply from Ottawa the department will be in a position to take up the matter more intelligently.

I have the honor to be, Sir,

Your obedient servant,

FRANK ROBINSON.

Superintendent of Education.

The correspondence upon the matter which passed between Mr. Jay and Mr. Newberry, collector of customs, was also read. Before interviewing the premier Mr. Jay sent the following letter to the collector:

August 10th, 1907.

J. C. Newberry, Esq., Controller of Chinese Immigration and Collector of Customs, Victoria, B. C.

Sir: I shall be obliged if you will furnish me with information upon the following questions at your earliest opportunity:

1. Of the number of persons of Chinese origin who have entered Canada through the port of Victoria since the 1st of January last under the terms of section 7 of the Chinese Immigration Act.

2. Of the number of students who have substantiated their status to your satisfaction under the terms of subsection C of section 7 of the same act since the above date, with their respective names and ages, and dates of arrival.

3. Of the number of persons of Chinese origin claiming on their arrival, since the above date, to be students under the terms of sub-section 3 of section 7 of the same act, with their respective names and ages, and dates of arrival.

I am yours respectfully,

GEO. JAY,

Chairman Victoria School Board.

Mr. Newberry's reply was as follows:

Victoria, B. C., August 23rd, 1907.

George Jay, Chairman Victoria School Board, City.

Dear Sir: I have your letter of 19th inst. requesting information in regard to the number of persons of Chinese origin who have entered Canada at this

(Continued on page 5).

AUTOS BURNED.

Thirty Machines Destroyed by Fire Which Broke Out in a Chicago Garage.

Chicago, Aug. 31.—Thirty automobiles were destroyed by fire to-day in Craft Bros'. garage at 51-55 Evanston avenue. The fire followed an explosion of gasoline. Firemen were unable to save any of the machines because of the numerous explosions which followed the spread of the flames. The automobiles and the garage were valued at about $100,000. The loss is covered by insurance.

TRIBESMEN DEFEAT SULTAN'S TROOPS

SITUATION IN MOROCCO IS GROWING WORSE

More Fighting Near Casablanca---European Residents at Fez Arrive at Tangiers.

Paris, Aug. 31.—A dispatch to the Matin from Tangier says the situation in Morocco is growing more alarming. The foreign legations have made an announcement of places of refuge for Europeans in case of danger. Numbers of cut-throats are appearing in and around the city.

A courier from Fez, the correspondent adds, stated that tribesmen have attacked and utterly routed the troops under Kaid Abel Kader, near Fez.

The Matin's Casablanca correspondent says that Wednesday's attack obviously was directed by a person thoroughly conversant with the methods of modern warfare. The correspondent adds that the natives made a splendid charge, and that only the shells from the Gloire broke it. The newspaper correspondents had a narrow escape from capture. One of them had his mule killed.

The correspondent also says that an Arab fugitive has come into Casablanca bringing Mulai Hafig's letter, in which he requests the tribesmen to make no further attack on the Frenchmen, saying that he hopes to arrive on Friday, when "I will confer with the French, and if good comes from it, it will be for all; if not, I will join my forces with yours and lead you."

Europeans at Fez.

Tangier, Aug. 30.—All the foreign residents of Fez, except the American missionaries, arrived here to-day by way of El Araishi, and were welcomed with enthusiasm by the diplomatic corps.

Although warned by the American minister, Samuel R. Gummer, to leave Fez with the other Christians, the missionaries elected to remain. The entire foreign colony have admiration for the devoted Christian workers.

Communication between here and Fez has been practically cut off as a result of Raisuli's defeat of the troops of the Sultan.

KING ATTENDS REGATTA.

Bilbao, Spain, Aug. 30.—King Alfonso arrived here to-day to attend the regatta which opens this afternoon. The American yachts which competed for Emperor William's cup at Kiel will participate later in the races here for a cup offered by the Spanish King.

NEW MEMBERS OF THE CABINET

HON. P. G. GRAHAM IS MINISTER OF RAILWAYS

Hon. W. Pugsley Takes the Portfolio of Public Works---Redistribution Possible.

Ottawa, Aug. 30.—Hon. George P. Graham was sworn in as minister of railways and canals at noon to-day by Lord Grey. Hon. W. Pugsley was sworn in as minister of public works at the same time. Later on there may be some changes in portfolios.

Hon. George Perry Graham was born on March 31st, 1850, at Egansville, Renfrew county. He is the son of the late Rev. W. H. Graham, who was one of the pioneers of Methodism in this province. He had the advantage of a collegiate education at Morrisburg and Iroquois, Ontario, and received some business training in the service of Messrs. J. A. Carman & Co., hardware merchants, of Iroquois, and later was with Messrs. M. F. Beach & Co., at Winchester. In 1880 he entered journalism by purchasing The Morrisburg Herald, a weekly newspaper. Thirteen years later he sold this paper and became assistant editor of the Ottawa Free Press, a position he held till he became editor of the Brockville Recorder. Mr. Graham has taken an active interest in public affairs since entering journalistic profession, and became early identified with the Liberal party. In 1890 he was the candidate of that party for the Ontario legislature in the county of Dundas, but was defeated by Hon. J. P. Whitney, present member for that riding. At the general election of 1898 he was nominated for the Ontario legislature by the Liberals of Brockville and succeeded in defeating John Culbert, the Conservative candidate. In 1902 he again went before the electors of Brockville and defeated Mr. D. O'Brien, a strong Conservative candidate, by a majority of 376. He was re-elected in 1905 when so many of his colleagues went down to defeat. He was for a time provincial secretary in the Ross administration. He has served as chairman of the printing committee of the legislature and as assistant chairman of the committee of the whole house. When Hon. G. W. Ross was called to the senate, Mr. Graham was unanimously chosen leader of the opposition in Ontario. He was speaker of the House from March 3rd, 1887, to May, 1889, when he was sworn a member of the executive council and appointed solicitor-general. He resigned in 1892. He was an unsuccessful candidate for the House of Commons in St. John city at the general election, 1896. Elected to the legislature at the general election 1889, he accepted office as attorney-general in the Tweedie ministry September 1st, 1900.

He was re-elected September 27th, 1900, and again returned at the general election in 1903. On the appointment of Premier Tweedie to the gubernatorial chair he succeeded him in office.

Hon. W. Pugsley was born at Sussex, and was educated there. He graduated B. A. at the University of New Brunswick in 1868. He was called to the bar June 27th, 1872, and was reporter for the Supreme court for ten years. In January, 1876, he married Fannie, daughter of the late Thomas Parks, of St. John. He was first returned to the New Brunswick House of Assembly, July 1885 and was returned at the general elections in 1886 and 1890.

KAISER PAYS FINE.

Compelled to Buy Wine for Officers for Having Slipped From Saddle on Parade.

Berlin, Aug. 31.—It has been the custom in the army since the time of Frederick the Great, that an officer who loses his seat in the saddle while on parade should give a wine entertainment to his comrades. When Emperor William slipped out of his saddle while reviewing the veterans at Hanover on August 28th, he remarked laughingly to the officers surrounding: "This is an expensive joke for me as I must provide wine for all the officers of the army corps," and later when he ordered wine to be served at all the officers' messes he remarked: "This little fine amuses me uncommonly."

CURB BROKERS.

Judge Refuses Application to Oust Them From Their Stand in New York.

New York, Aug. 31.—The application made by James A. Allen, a lawyer, to oust the curb brokers from Broad street has been denied by Justice Guy in the Supreme court. Counsel for the brokers submitted affidavits from the tenants of the vicinity testifying that they were not disturbed by the curb brokers.

COMET DISTURBS CHINESE COURT

IT IS BELIEVED TO PRESAGE REVOLUTIONS

Number of Reforms May Be Introduced in China, Including Granting of Constitution.

Pekin, Aug. 31.—With the arrival of Huan Shi Kai, commander-in-chief of the Chinese forces, there began in the summer palace to-day an unusual series of deliberations concerning the condition of the Empire. The Dowager Empress has assembled her most important and influential advisers, and the arrival of Viceroy Chang Chi Lung, who came on a pilgrimage from Kankow, was surrounded with secrecy.

The Imperial family believes, and the government fears, that the Chinese race is bent upon unseating the Manchus, the Chinese Imperial family is of Manchu origin. All devices adopted by the throne to remove distinctions between the Chinese and Manchus having failed, the throne now contemplates the amalgamation of the races. This purpose led the throne recently to call for suggestions from memorialists. These came and a course of action is said to be ready for promulgation. The four main points are: 1st, the disbandment of the Manchu banner troops, the abolition of their pensions, the submersion of their officers into the regular army; 2nd, the daughters of Chinamen of the upper class will be eligible to marry into the Imperial family, and this promises a future Chinese Manchu emperor; 3rd, Chinese females will no longer be permitted to bind their feet, thus removing the difference in appearance between Chinese and Manchu women; 4th, Manchus will be required to take surnames like Chinese.

The government hopes that within ten years the two races will be indistinguishable.

The recent comet was a subject of anxious discussion to-day, and the court is disturbed on account of the universal belief that the comet presages revolutions.

The Dowager Empress is failing rapidly. She has suffered appopletic strokes in the past year and her vitality clearly is lessening. The failing of the Empress's health has been accompanied during the last days of her reign by a kaleidoscopec recast of the departments of state as well as a resolution to prepare China for a constitution. Furthermore, the Empress contemplates wide reaching changes in the metropolitan government. She plans to change the grand secretarial, which has been destitute of power since the days of the Ming dynasty, into a moderate cabinet.

LITTLE ACTIVITY IN BULKLEY VALLEY

Prospector Says Provincial Government Is Making no Effort to Help the Settlers.

Alfred Dunker, a prospector of some repute, who has just returned from the Bulkley valley, says that there is not very much activity in that part of the province. Everyone is waiting for the advent of the railway. If they knew just where it was coming it would be all right, but surveyors are in every valley and nothing has been decided as yet.

Harry Howson, he says, is doing a good deal of work on the property of the Telqua Development Company. He is working all the men he can get but that is not very many. The wages offered, $3.50 a day and board, is not sufficiently attractive for that part of the world.

J. Cronin is supposed to have bought a property in the Babine mountains for $50,000. A trail is being built to the property from Morriston on the Bulkley river, a point about midway between Hazelton and Aldermere. It is a silver lead mine and is supposed to be very rich.

In the farming section of the valley the land is mostly in the hands of absentee speculators. There are not very many people living there. After all the land had been taken up the provincial government passed a regulation prohibiting the taking up of land through agents, but it was too slow in the matter. Even now there is no effort made to help the settlers or those trying to get the few remaining lands. There is no government agent in there, and it is only now that even a sleigh road is being built to connect the valley with the outside world. Even mowing machines have to be packed in on the backs of horses or mules. No less than a score of these are now in Hazelton, the packers refusing to carry them through.

Mr. Bunker is a guest at the Dominion hotel.