Still Required

...a's Asked to Remain in ...vaal a Little While Longer.

Parry of Winnipeg Ap...ted to West African Constabulary.

Contingent Will Leave ...etown For Home by December.

...Nov. 26.—Comptroller Fred. ...the N. W. M. P., has received ...rom Col. Steele, dated Pretoria, ...7. The Colonel says the regi...d given over their horses to ...cavalry corps and returned to ... expecting to start for home; ...e asked afterwards to re-mount ... in another few weeks in the ...The counter orders were due to ...y of recruits for the Transvaal ...lary, which is being organized ...owly than was expected. Col. ...said that he did not know how ...ey would remain, probably six ...Very few of Strathcona's Horse ...ing to enter the Transvaal con...y or stay in South Africa ...fred Milner reports to the Gov...eneral the death from disease at ...ale of Sergt. Evatt, of "D" Bat...e. C. A.

...r Payment has asked the good ...of Sir Wilfrid Laurier to secure ...pom captured by the Canadians ...rdeberg, to be placed in City Hall

...ipeg, Nov. 26.—Capt. Parry, of ...h Rifles, has received notification ...the Governor-General's military ...ry of his appointment to a com...in the South African constabu...This is one of the 12 commissions ...were placed at His Excellency's ...l amongst the officers of the ...ian force.

...second Canadian contingent will ...e home for Christmas, but ...rive by New Year's day. A tele...from the war office states that 50 ... and 1,000 men of the Canadian ...gent will leave Capetown for Can...rect on the steamer Roslin Castle, ...the 1st of December. The de...refers to the second Canadian ...gent, composed of the Canadian ...ted Rifles and the Canadian Artil...The steamers of the Castle line, to ...the Roslin Castle belongs, are all ...lass ships and fast sailers, so that ...onward trip of the second contin...should be made well within 30 days. ...steamer will land her troops at Hali...

...ntreal, Nov. 26.—The Star's London ...spondent cables:

...ajor MacDougall, regimental adju...of the Second special service bat...n, R. C. R., left South Africa for ...and on the steamship Dunnotal Cas...n November 21. Pte. L. B. Scott, ...thcona Horse, was accidentally shot ...at Mazara, on November 21; he be...ed to Regina.

...how Storm In Montreal

...s Up all the Lake and Atlantic Steamers in Port.

...ey Hope to Get Away—The Latest Season on Record.

Montreal, Nov. 26.—A big snowstorm ... raged here all day, delaying trains ... impeding street car traffic, but the ...st serious effect was the delay caused ...the sailing of ocean steamers. The ...ke Champlain, the last passenger ...amer of the season, took her passen...rs, 225 in number, on board Sunday ...rning, but the ship is still tied to her ...cks, unable to get away.

...he steamship Etolia, of the Elder-...mpster line, is also tied, waiting for ...e storm to abate, as are two upper ...ke steamers, the Leafield and the Ano, ...und for Atlantic ports. All expect to ...t away in the morning, as the indica...ns are for clearing and colder weather. ...vo Head line steamers are expected to ...rive in port this morning, and there ...e still two upper lake boats to get ...ay. The chances are that they may ...ve a tussle with the ice. The season ...one of the latest on record.

SEVERE CASE OF ITCHING PILES

Well-known Minister Escaped a Dangerous and Painful Operation and Was Thoroughly Cured of Piles by Dr. Chase's Ointment.

Rev. S. A. Duprau, Methodist minister, Consecon, Prince Edward County, Ont., states: "I was troubled with itching and bleeding piles for years and they ultimately attained to a very violent form. Large lumps or abcesses formed, so that it was with great difficulty and considerable pain that I was able to stool. At this severe crisis I purchased a box of Dr. Chase's Ointment, but I had little or no faith in it, as I had tried various remedies before and to no purpose.

"Now, imagine how great and joyous was my surprise to find that just the one box cured me, so that the lumps disappeared and also the external swelling. I feel like a different man to-day and have not the least doubt that Dr. Chase's Ointment saved me from a very dangerous and painful operation and many years of suffering. It is with the greatest pleasure and with a thankful heart that I give this testimonial, knowing that Dr. Chase's Ointment has done so much for me. You are at perfect liberty to use this testimonial as you see fit for the benefit of others similarly affected."

No physician or druggist would think for a moment of recommending any other preparation than Dr. Chase's Ointment as a cure for piles. It is the only remedy which has never yet been known to fail to cure piles of any form. 60 cents a box, at all dealers, or Edmanson, Bates & Co., Toronto.

Aldermanic Altercations

Opponents to the Terminal Railway Fire a Couple of Blank Shots.

City Will Expropriate and Arbitrate in Reopening Craigflower Road.

Last night's meeting of the city council was almost entirely devoted to routine business, little of general public interest transpired, but it was evident that opponents of the Terminal Railway were determined to utilize this, their last, opportunity to throw obstacles in the way of the scheme. The first pom-pom thrown into the civic arena was a petition from five ratepayers asking that five new clauses be inserted in the by-law before its submission to the votes of the people on Thursday; the second was a notice of motion by Ald. Williams that five new clauses be inserted in the by-law, which clauses, by a singular coincidence, agreed with the prayer of the petition, word for word. The Craigflower Road By-Law was again up for discussion and was referred to the city solicitor for the insertion of a compensation clause, which will enable the city to expropriate such property as cannot be secured by arrangement with the owners.

His Worship Mayor Hayward, Ald. Kinsman, Williams, Cameron, Beckwith, Stewart, Yates, Cooley, Hall and Brydon formed the quorum.

Minutes of last meeting were read and confirmed.

COMMUNICATIONS.

The following communications were received and read:

From Sir Wilfrid Laurier and Mr. Courtney, deputy minister of finance, acknowledging receipt of council's representation, re mint. Filed.

P. R. Brown, manager Colonist Printing & Publishing Co., asking the city to purchase 5,000 copies of a special Vancouver Island number. Referred to finance committee for report.

Jas. Lee & Son, re opening Davis street, to Bridge street. Referred to city engineer.

R. L. McMicking, for permission to plant shade trees opposite his residence on Kingston street. Request granted, subject to approval of city engineer.

S. A. Spencer, for the continuation of a box drain on Johnson street. Referred to city engineer.

Horace J. Mott, drawing attention to a defective electric light on Harrison street. Referred to the engineer.

Thos. J. Hooper, complaining of the impassible state of Government street, opposite the Jim Fook Yuen block. Referred to engineer.

Henry T. Twift, general secretary of the Settlers' Association of B. C., requesting the co-operation of the council of Victoria in a movement to secure improved transportation facilities between the farming districts of the Fraser valley and the trade centres—Victoria, Vancouver and New Westminster—and as a preliminary, to appoint delegates to represent the city at a convention to meet at some convenient place to be mutually decided upon. Referred to the railway committee.

REPORTS.

The city engineer presented the following:

Gentlemen:—I have the honor to submit the following report for your consideration:

Communication from James Bendroldt, re sewer connection to house No. 50 Quebec street—Upon examination of the system, I find it would be necessary to extend the sewer from the intersection of Menzies and Belleville streets westerly, thence southerly along Oswego street, a total distance of 1,120 feet, and as there are no more funds for sewerage extension, I do not think it possible to grant the request at present.

Re Kingston Street school—I may say, this building is in the pumping area and, therefore, cannot be properly dealt with until that system is carried out.

Communication from T. A. Le Page, re surface drainage on Moss street—I have examined the above locality, and instructed the street superintendent to make the necessary repairs to the culvert complained of, together with a short section of box drain to be renewed, which, I trust, will be satisfactory. C. H. TOPP.

The report was considered, clause by clause, and adopted without amendment.

The finance committee recommended payment of accounts aggregating $4,278.62, and in a supplementary report, sundry other accounts, amounting to $1,548.75.

The tender of the Hinton Electric Light Company, $475, for a lighting plant for North Dairy Farm pumping station, was accepted.

PETITIONS.

A long petition, of which the following is the prayer, was received from George Jeeves and others:

Your petitioners therefore humbly pray: That before submission of said by-law to said ratepayers there be inserted therein:

1. A clause providing that freight and passenger traffic passing over the said route between this city, as such practical terminus aforesaid, and points on the said Great Northern lines shall be allowed the same terminal rates per ton and facilities at least as that extended to Seattle.

2. A clause providing that in any event such rates East by the said route shall be $1 per ton cheaper than the aggregate cost of transportation to the consignors or consignees by the present means of transportation.

3. A clause providing that the city, as such practical terminus, as aforesaid, be treated as such by the line of steamships now in course of construction by the said Great Northern Railway Company, proposed to ply between its Western terminus and the Orient, or at least one of such steamships.

4. A clause providing that local rates be in accordance with a schedule from time to time to be agreed upon by a committee, one half of whom shall be nominated by the municipal council, and in the event of a dispute arising, the same shall be referred to an independent arbitrator, to be agreed upon, who shall have expert knowledge appertaining to railroad matters.

5. A clause providing that running rights over the roadbed and tracks of the Victoria & Sidney railway may be secured by any railway company nominated by this corporation, and upon such arrangements being made as will not interfere with the handling of traffic by said promoters over their said lines.

And your petitioners, as in duty bound, will ever pray, etc.

GEORGE JEEVES,
WILLIAM ALLEN,
W. A. ROBERTSON,
R. HICKS,
WM. LORIMER.

On motion of Ald. Yates, seconded by Ald. Beckwith, the petition was referred to the railway committee, for report at next meeting.

A petition from J. Gerhard Tiarks and others, re improvements to Bellot street, was referred to the city engineer for report.

MOTIONS.

Ald. Yates requested that his notice of motion, re city's contribution towards paying for the improvement of Broad street, be allowed to stand over for one week. Granted.

Ald. Williams' notice of motion, to have five new clauses inserted in the Terminal Railway By-Law before it is submitted to the ratepayers, was ruled out of order, for insufficient notice. It came out in the discussion which followed Ald. Williams' remarks in introducing his notice of motion, that he had gained access to the city hall on Sunday and posted his notice on the bulletin board. The Mayor held that this did not constitute legal notice, and his decision was upheld by the city solicitor.

Ald. Williams then moved, seconded by Ald. Kinsman, that the council hold a special meeting on Tuesday (this) evening, to consider his notice of motion. After some sparring, in which Ald. Williams was treated to a lot of chaff, his motion was defeated.

BY-LAWS.

The by-law to enable certain ratepayers to exercise their franchise on the Terminal Railway By-Law was considered a third time, and passed.

The by-law for the re-opening of Craigflower road was then taken up in committee of the whole. When the second clause, which provides that the road shall be re-opened, came up for discussion, Ald. Kinsman asked why the committee appointed to report on the matter of compensation to owners whose property would be taken for road purposes did not report. He wanted more light on the subject, he would like to know who was going to pay for the property expropriated.

Ald. Beckwith explained that the committee had reported as fully as possible. Certain of the property owners were not to be found, and therefore no report could be made upon their claims.

Ald. Hall said he would like to have more definite information before voting.

Ald. Williams complained of the "unbusinesslike" action of the committee, and accused Ald. Yates of "smoothing over" certain facts in connection with the matter.

This incensed Ald. Yates, who demanded an explanation or withdrawal of the expression "smoothed over," and a lively exchange of compliments followed, the Mayor finally calling a halt, by remarking that the expression was not unparliamentary, but in his opinion, a "rather smooth" figure of speech.

Ald. Yates explained that the committee had been unable to come to a satisfactory arrangement with some of the property owners, and had, therefore, concluded that the only solution of the difficulty was to insert a compensation clause in the by-law, under which the city could proceed to expropriation, and arbitration where necessary.

Ald. Cameron had been in favor of expropriation all along. He thought the case came under the head of local improvements. The main question, he said, was a 66-foot street was necessary, if so, who is to pay for it, the city or those property owners who will be benefitted.

The result of the discussion was an instruction to the city solicitor to prepare a compensation clause for submission at next meeting, such clause to provide for payment of claims or awards from the general funds or as local improvements.

The committee rose and reported, and the council adjourned.

SIR ADOLPHE CARON.

He Is Reported to Be Somewhat Improved.

Montreal, Nov. 26.—The condition of Sir Adolphe Caron, who is seriously ill in the Royal Victoria hospital, shows some improvement.

Deceived the Health Officer

Man Suffering From Mild Attack of Smallpox Lands Undisturbed.

Coal Miner From Rossland Now Confined at Isolation Hospital.

A flurry of excitement was created in the city last Monday when it became known that a man suffering from smallpox had been taken in charge by the police at the E. & N. railway station on Sunday morning and placed in the isolation hospital.

The patient, a man named Hutchison, a coal miner, who has been employed at Rosslyn, Wash., arrived from the Sound on Sunday morning. It is altogether likely that if he had come over on any other of the 365 days in the year, he would not have escaped the vigilant eye of Health Officer Fraser; but on Sunday morning a combination of unforeseen circumstances favored his plan to evade detection.

The steamer was late, and among her passengers were S. M. Robins, superintendent of the New Vancouver Coal Company's properties at Nanaimo. Mr. Robins was extremely anxious to catch the 9 o'clock train to Nanaimo, and found, on the boat swinging into the wharf, that he had but a few moments to do so. The officials of the steamer called out to Health Officer Fraser, who was waiting on the wharf, preparatory to making his usual inspection, that everything was alright, and asked that the passengers be not detained, as some wished to catch the Nanaimo train.

Thereupon Dr. Fraser consented to forego his usual inspection, and the 02 passengers filed past him, all apparently, in the best of health. Hutchison, however, who felt ill, remained in his stateroom until the coast—or rather the wharf—was clear, and made his way down to the E. & N. station. He tried to purchase a ticket to Nanaimo, but Station Agent Brown, noticing his condition, refused to sell him a ticket, and telephoned for the police, as it seemed quite plain from the eruptions on his face that the man was suffering from smallpox.

An examination by Dr. Fraser led to the man's removal to the isolation hospital at once. A further diagnosis of the case was made yesterday by the City Health Officer in company with other physicians, and as a result the conclusion was reached that the patient is suffering from a very mild attack of smallpox, from which he is rapidly recovering, as he is in the best of spirits and attending unaided to his own wants in the little cottage he is occupying at the isolation hospital. Every precaution was taken at once to fumigate all the places where the man had been since his arrival, and there is no danger whatever of the disease spreading.

A New Line To the Orient

O. R. & N. Co. to Revive Their Line From Portland to China.

Another Steamer For the Northern Pacific Line—The New Otter.

The O. R. & N. Co. are making arrangements for the re-establishment of their Oriental line, despite the inconvenience under which they labored when running large steamers to Portland from the Orient some years ago. The vessels had to wait on arriving for favorable tides and weather conditions to cross the bar at the Columbia river. Now the company is reported to have secured two large British steamers, the Indravelli and Indrapura, sister liners, of 4,899 tons gross, 400 feet long, 40.3 feet beam and 23.3 feet deep, or 31 feet, moulded depth, for the Portland-Orient line. The steamers will draw 25 feet when loaded. The Indrapura is to go to Portland about January 1, to begin the service, and the Indravelli is expected a few weeks afterwards. The company reports that two other vessels are to be secured, making a fleet of four vessels in all for the line.

The British steamer Glenshiel, 2,207 tons, Capt. McGillivray, has been chartered by the Northern Pacific line for addition to their Oriental fleet. She is now en route to this port from Kobe via Yokohama. The Glenshiel went to the Far East from Odessa, carrying a cargo of Russian supplies from that port to Vladivostock. The Energia, of the N. P. line, is now fully due. She was expected yesterday.

Steamer Izumi Maru, of the Nippon Yusen Kaisha line, is due from the Orient on Tuesday.

The next out-bound steamer of the Northern Pacific line will have a big consignment of salt salmon for the Japanese market from this port. The steamer Otter is now loading 450 tons of this salmon at Steveston on account of W. A. Ward, for the outer wharf, to await shipment by the next Oriental liner to Japan.

THE NEW OTTER.

New C. P. N. Steamer to Be Named After the Pioneer Otter.

The new steamer of the C. P. N. Co., recently launched from the Star marine ways, in the upper harbor, and now lying at Turner, Beeton & Co.'s wharf, where her fittings are being placed in her, has been named the Otter. This new Otter is to carry coal for the C. P. N. fleet, and freight and passengers wherever a steamer is needed in an emergency—in fact, to be a general utility steamer, somewhat after the fashion of the Maude. She is named after the old steamer Otter, of the Hudson's Bay Company, so-called to distinguish her from the numerous other Otters which afterwards disported in these waters.

ICARUS SAILS SOUTH.

Left Yesterday Morning For Southern Pacific—Other Interesting Naval News.

H. M. S. Icarus sailed from Esquimalt, Saturday at 10 a.m., en route to the South Sea Islands, on an extended cruise, which is to occupy six months, according to the present orders of the warship. She will visit many of the groups, and look after the interests of the Mother Country in the faraway South Seas. No further orders are said to have been received by the Phaeton relative to the projected departure for Panama, where the revolution is again epidemic.

The sloop-of-war Condor, which is en route to Esquimalt to relieve the Pheasant, was commissioned at Chatham on November 1 by Commander Clifford Sclater, late of the Royal College at Greenwich, and sailed from the naval yard on November 5 for this station. The Condor, which is of the same class as the Pheasant, carries 104 officers and men.

The relieved crews of the torpedo boat destroyer Virago and Sparrowhawk arrived at Devenport, all well, on November 4.

Among the honors conferred by Her Majesty for distinguished services in naval officers in the South African campaign is that of the awarding of the order of the Companion of the Bath to Capt. Reginald Charles Prothero, formerly of the Esquimalt station, and a brother of Mr. Prothero, book-keeper for Okell & Marris, of this city. Capt. Prothero, as will be remembered, together with Major A. E. Marchant, of the Royal Marines, led a gallant charge of seamen and marines at the battle of Graspan. Capt. Prothero was wounded during this charge, and Major Marchant took command of the charging force, when all his superior officers had been shot down.

LYDERHORN DELAYED.

British Bark Bringing General Cargo From Liverpool Puts in to Pernambuco.

A private telegram received here reports that the British ship Lyderhorn, one of the fleet of packets bringing cargo from Liverpool to this port, on account of R. P. Rithet & Co., has put in to Pernambuco, on the Brazilian coast, eight degrees south of the equator. The despatch, which is dated from London on November 20, does not state the reason for the vessel putting in to the Brazilian port.

The Lyderhorn, a bark of 2,867 tons, commanded by Capt. Weston, sailed from Liverpool for this port on September 26. She has a large amount of tinplate in her cargo for the coming salmon season.

SEALERS ARE BUSY.

Work Going On Among the Sealing Fleet—Valuating Committee at Work.

The committee, consisting of Messrs. W. Turpel and Corby Smith, to approximate the hulls, etc., and Capt. Baker, to value the gear, rigging, etc., appointed by the Victoria Sealers' Association, to value the schooners, began work in earnest yesterday. The sealers, too, are very busy with repair work. The Mary Taylor and Diana were launched yesterday, and the Otto and City of San Diego hauled out on Turpel's ways, and the Casco is on Bullen's ways, and the upper harbor. Work is in progress on numbers of schooners from floating wharves, moored alongside in the upper harbor. There are few schooners on which some work is not being done. Capt. Otto Buckholtz is to resume sealing this season. He is taking the Mary Taylor to Japan.

FROM THE ORIENT.

Energia Arrives From the Far East—New Steamers For Oriental Trade.

Steamer Energia, the big two-funnel liner of the Northern Pacific line, arrived at the outer wharf on Sunday, from China and Japan. She had an average cargo of general Chinese and Japanese merchandise, about a hundred tons of which was landed here. There were no passengers. The freight for local merchants included several consignments of Japanese oranges. The Energia will not leave for Tacoma until this morning, she having loaded a large amount of dog-salmon, ex steamers Danube and Selkirk, on account of W. A. Ward, for shipment to Japan, when she sails outward on Friday next. She will call here on her way out, the salmon being loaded now, instead of then, for the purpose of stowing it below in her hold. The Energia on this voyage will only go to Japanese ports.

The Energia has been in several of the seven seas since she was last here. She took a cargo of lumber from the Sound for Sydney, and went up thence via different ports to Vladivostock. She brings news that, owing to the proposed introduction of a large protective tariff on flour from this side at Vladivostick, there is a great rush of flour to the Siberian port.

The next outbound Northern Pacific steamer—the newly chartered Glenshiel—will take a cargo direct from the Sound to Vladivostock. She will not call here en route in and is expected to arrive at Tacoma about the end of the week. She will sail outbound on December 4. Another big steamer chartered to carry a cargo of flour to the Russian port is the Glenfolye, secured by Balfour, Guthrie, to take a cargo of flour there on their account.

Another liner has been chartered by Dodwell & Company, as well as the Glenshiel—a sister liner of that vessel, named the Glenturrett. The Glenturrett is due here about December 15, from China and Japan, and will sail outbound from here for the usual ports of China and Japan, on December 20. The Olympia—the next Northern Pacific liner due here—is expected to arrive about December 6. She is to sail outbound on the 12th.

A woman who is weak, nervous and sleepless, and who has cold hands and feet, cannot feel and act like a well person. Carter's Iron Pills equalize the circulation, remove nervousness, and give strength and rest.

SLOCAN IMPROVEMENTS.

Electric Light and Water Systems to Be Installed.

From Slocan Drill.

The advocates of incorporation and municipal ownership have been forestalled, and one of the most promising investments in the country will soon be in the hands of a local company. Slocan is to have a water and light system, but it will not belong to the people, and many thousands of dollars will have to be paid by the town should the citizens at any time in the future seek to purchase it. The scheme will be a paying one, and the initial movement on the part of the corporation is an indication of the material progress of the town. With water and light Slocan should prosper and offer an additional attraction for people to settle here. However, the lovers of municipal ownership are not at all pleased over the affair, and some tall kicking is being done. The opponents of incorporation are daily growing less in number.

On Saturday a water right was staked on Goat creek, about one mile and a half from its mouth. J. C. Shook, on behalf of the company, has made application for the use of 500 inches of water, and the application will come before the gold commissioner on December 17. It is the intention of the company to flume the water to town and then pipe it along the various thoroughfares. Electricity will be generated by water power at the creek. At present the company is in crude shape, but when the water right is secured, it will be properly organized and active steps taken to instal the service, which will cost in the neighborhood of $40,000.

A LONG SLIDE.

Grand Forks to Have a Novel Attraction This Winter.

Grand Forks will soon have the distinction of having the highest toboggan slide in the world. The preliminary work of organizing a company to promote the enterprise has been progressing for some time, and their plans have now reached such a stage of development that there is no longer any doubt as to the outcome. Almost overhanging the city is Observation mountain, so precipitous on one side that ascent is impossible, but sloping out to the valley on the other sides. The company proposes to have the summit of this mountain for the starting point of the toboggan slide. This will give an elevation of 875 feet. The course of the slide will be down a point which runs from the summit towards the north fork of Kettle river at an acute angle with the river. When the latter is reached a slight turn will be made, and the slide continued down the river for an indefinite distance. The lower limit of the slide will be determined when the main part of the work, building the slide down the mountain, is accomplished. It is estimated, however, that the slide will be from two to three miles in length. Negotiations are pending with the smelting company for the use of electric power to operate a small cable tram to carry patrons up the slide back to the starting point. The company expect to have toboggans made of special strength, and to so construct the slide that the possibility of accidents will be reduced to a minimum. Every such precaution will be necessary, for the speed developed will be enormous.

NOT SMALLPOX.

Coal Miner From Rosslyn Not Suffering From Dread Disease.

It now appears that those Victorians who have experienced feelings of alarm at the circulation of the n ws that a man suffering from smallpox had arrived from the Sound a few days ago, and remained at liberty in the city for some time before being taken to the isolation hospital, had their scare for nothing, as a further examination of the man by physicians yesterday proved conclusively that the disease is not smallpox.

Tuesday the following letter was received from the medical health officer:

"To allay the alarm that is sure to be caused by your article re smallpox patient in to-day's issue, kindly permit me to say that the case has now sufficiently developed to enable me to state definitely that the disease is NOT smallpox.

"R. L. FRASER, M. D.,
"Medical Health Officer.
"Victoria, B. C., Nov. 27, 1900."

Other Lines Are Attracted

C. P. R. Cars to Be Brought to Victoria by Railway Ferry.

Arrangements Arrived at Between C. P. R. and Island Railways.

In all probability within a year the cars of two transcontinental railways will be running into Victoria, with the possibility of the third big company which competes for Victoria's trade following suite. The supporters of the railway ferry scheme say that they have sufficient votes to carry the by-law, which means that Great Northern cars will be brought from the mouth of the Fraser by cars, and the E. & N. Railway Company announce that they have concluded arrangements with the C. P. R. for ferrying their cars from Vancouver to Ladysmith. The E. & N. Railway Company's announcement was made in the following letter from Mr. Joseph Hunter, vice-president of the company:

"To the Editor: As many estimable men and women are exerting themselves for and against "The Victoria Terminal Railway By-law, 1900," I deem it necessary to provide against any misapprehension which may arise in connection with the following item in the Times of yesterday:

"It is understood to-day that an arrangement is pending between the C. P. R. Co. and the Esquimalt & Nanaimo Railway Company, and only awaits confirmation by Mr. Dunsmuir, by which the C. P. R. agree with the beginning of the new year to bring loaded cars into Victoria over the E. & N. ferry and railway."

I beg to say, sir, that the arrangement referred to, the result of long pending negotiations, received Mr. Dunsmuir's confirmation some time ago, is now an accomplished fact, and embraces all C. P. R. transcontinental and local freight to and from Victoria, as well as freight from foreign roads, when the same may be offered to our ferry.

The new service to be inaugurated will entail no additional charge on shippers or consignees.

JOSEPH HUNTER.
Vice-President, Esquimalt & Nanaimo Railway.

November 24, 1900.

It is understood that the new service will be inaugurated on March 1. For will be inaugurated on March 1. For will be inaugurated on March 1. For