Anti-Chinese Resolution

Hansard Report of Debate on Mr. Bennett's G. T. P. Amendment.

Proof of Double Dealing By Liberal Party on the Question.

(From Saturday's Daily.)

Ottawa, Sept. 24.—(Special.)—The following verbatim report of the House proceeding this morning shows how the Liberal party can repudiate its old time professions. On the national transcontinental railway bill (Mr. Bennett, Cons., Simcoe) rose and moved:

That no contractor or sub-contractor on the said railway shall employ any Chinese labor or workman in the construction of the said railway. Any contravention of this section shall render the person so contravening, liable to a penalty of ____ dollars in respect of every such person so employed for each day during which he shall be so employed.

Those who have had the honor of being in this House for a number of years, know that session after session the members for British Columbia have made complaint that in their province there is a great deal of Chinese labor. I am informed that thousands of Chinamen were employed in the construction of the Canadian Pacific railway. Those of us who live in Ontario well know that a very considerable number of Italian workmen are employed on extensive works in that province, and that their employment is a matter for great complaint. There are thousands of Chinamen in British Columbia, and we know that when contractors are looking for labor, they will take the cheapest labor they can find. As to the so-called government section, there is no doubt the government will be looked after by the people of this country to see that Canadian workmen are employed, but on those sections of the railway which are not in charge of the government, there is a great danger that Chinamen will be employed to the exclusion of white men. Today we see the labor unions struggling to maintain their position in this country, and there is a very strong suspicion that governments are endeavoring to take the side of capital against labor. I sincerely hope that a provision will be inserted in this Bill which will preclude Chinamen from being employed in the construction of this railway. It may be urged that the $500 poll tax will prevent the importation of Chinese labor, but there are already thousands of Chinamen in British Columbia whose labor is at the disposal of contractors to the exclusion of sturdy Canadians. We have enough of Doukhobors and other foreigners now, without bringing Chinamen from British Columbia to work on this road. I hope the government will accept the amendment.

The Minister of Finance—Whatever merit there may be in the proposal of my hon. friend (Mr. Bennett), I think he will agree with me that the subject should be dealt with in a general Act, because it seems manifestly unfair—I shall not say preposterous—that one company should be debarred from employing Chinese labor and that every other company in the Dominion should be permitted to employ it. This is not the only company that is subsidized and aided by the government. This happens to be a large enterprise, but there are other large enterprises aided by government in Canada. The Canadian Pacific Railway Company have always some new lines of railway under construction; the Canadian Northern and other railway enterprises in the West have occasion to employ labor. Whether they should be allowed to employ Asiatic labor or not is a fair question for discussion. I do not offer any opinion on that; but I say it would be manifestly unfair to say that this company should be denied that privilege while every other company in Canada is permitted to have it.

Mr. Bennett—In answer to the hon. Minister of Finance, let me say that in the event of any subsidies being granted to new lines of railway, whether they are to be built by the Canadian Northern or any other, I would be pleased, speaking for myself, to support the insertion of a clause preventing the employment of Chinese labor. Whether this would be considered preposterous or not is for the labor councils and trades unions of Canada to say. If we are to take the Minister of Finance at his word, anything done on their behalf may be considered preposterous.

The Minister of Finance—I have a better opinion of the labor men of Canada than to think that they would be misled by any such misrepresentations. They are not lacking in the sense of fairness, and they will say that if this is a sound proposition, it is just as sound to apply it to the Canadian Northern and the Vancouver and Western and other roads as to the Grand Trunk Pacific.

Mr. Bennett—Make it so.

The Minister of Finance—Will the hon. gentleman make it so by bringing in a Bill to apply it to all, not to one only?

Mr. Macpherson—I have listened with considerable interest to the remarks of the hon. member for East Simcoe (Mr. Bennett) in bringing in his resolution. I may say that I have been working on the same line for some time.

Some hon. Members—Hear, hear.

Mr. Macpherson—Hon. gentlemen may laugh. My only desire is to accomplish something, not to make political capital. When I hear hon. gentlemen who are lineal descendants of the men who brought Chinamen in 1882, against the demands of the people of British Columbia, and who, during eighteen years that the Conservative party were in power, positively refused to impose a head tax on Chinamen, except a paltry $50—when I hear these hon. gentlemen talk today, it looks very much as if the leopard had attempted to change his spots. We know that, to meet the wishes of the people of British Columbia, the government of Sir John Macdonald appointed a commission to investigate the question of Chinese and Japanese immigration, and the commission brought in a report decidedly detrimental to the interests of the people of British Columbia, practically favoring Chinese and Japanese immigration. In British Columbia both political parties are agreed on this question. The Chinese question has been made a political football for demagogues in that province. (Loud Conservative cheers and laughter.) But no one party has a monopoly of it. In this resolution my hon. friend from East Simcoe has recognized only half the evil. The Japanese today are a greater menace to us than the Chinese could ever expect to be, and I ask that the government shall provide in the general Railway Act that no corporation receiving public money shall be allowed to employ Asiatics of any description. I will support the resolution of my hon. friend, but I want it to go further and include the Japanese as well as the Chinese. We do not wish to see any of these Asiatics employed on any railway which may be built in the future. They were a menace to our civilization and a blot on the escutcheon of Canada. The province of British Columbia contains about 20,000 of one kind and about 15,000 of the other. I do not want to see any political capital made out of this matter. I want to see it provided for in the general Railway Act, so that it will apply to all railroads and public works, whether they have received public money in the past or will receive it in the future.

Col. Thompson (Liberal, Haldimand)—It seems to me that the hon. member for East Simcoe (Mr. Bennett) has overlooked one thing, that is, the stringency in the market for farm laborers. I represent a farming constituency, and I know the great difficulty the farmers of Haldimand have to obtain the requisite amount of farm labor, and for what they do obtain they have to pay very high prices, so that the legitimate profits of agriculture have been seriously reduced in consequence. I am quite in accord with hon. members in wishing to see the Chinese out of the country, but inasmuch as we have increased the poll tax to the extent of $500, and there is no serious danger of their entering in large numbers, I see no cause for this amendment. As to those who are now in Canada if they could be excluded, I do not see how that would in any respect benefit our farming class. They are not in any respect farm laborers, and their exclusion would simply mean that the railway navvies would have to be recruited from the farm laboring class, and the farmer would be the sufferer.

Mr. Sproule—It is interesting to know the position taken by the hon. member for Vancouver (Mr. Macpherson.) He says that the exclusion of the Chinese was an important issue at the time of his election, and he desires that these people should be shut out. But if so why does he not move an amendment to that effect? Being a supporter of the government he would be more likely to get the government to accede to his request that if he were a member of the opposition. He makes the excuse that he will support the amendment to that effect to the Railway Act, but the Railway Act is not before the House. The Bill which is before the House is one which will involve the employment of a large amount of labor and which affords a good opportunity for the hon. gentleman to show his sincerity by moving to prevent the employment of Chinese labor on the railway contemplated by that Bill. I am afraid that he will have a difficult task before him when called upon to explain his conduct in his own constituency.

Mr. Macpherson—I do not think I ought to require to go to that extent with the hon. member. When it is time to go to the polls, I can attend to my own case, and the hon. gentleman may come up and oppose me to his heart's content. If he will only make as many speeches against the Chinese there as he does here, without the relief of a single scintilla of wit or humor, my election will be made doubly certain. Let me tell the hon. gentleman that he is today breaking out in a new place. I am not aware that when the late government was in power, of which he was a zealous supporter, he ever raised his voice against the importation of Chinese. I am not aware that when in 1882 his former leader, the late Sir John Macdonald, said it was absolutely necessary to have Chinese labor because the Canadian Pacific railway could not be built without it, the hon. gentleman never made the slightest protest. Would he do so now if he did not think some little political advantage was to be gained by it? I doubt whether the province of British Columbia will ever owe anything to the hon. gentleman. He appears to utterly ignore the fact that good work may be done in a quiet way by a member of parliament and one much more effectually than by making himself an infliction on the House. I may say that I have not been neglectful of the interests of my constituents. One of the results of my election to this House has been the imposition of the head tax of $500 on the Chinese. I do not care to get out on the house-top and shout, but try to work for the best interests of my country, and I do not see any need of going to any night school to the hon. gentleman.

Mr. Sproule—The hon. gentleman will have to explain to his electors why he did not, when the opportunity presented itself, make an effort to keep out the Chinese. Instead of doing so, he is only offering his help to the government which refuses to accept the amendment now submitted. He asks, did I ever say a word on behalf of white labor or in the direction of keeping out Chinese labor. Well, if he will take the trouble to look up Hansard he will have his mind disabused of the impression which he evidently is laboring under, that I never did. I am afraid, however, that neither a night school or a day school would furnish him with the information he so much needs, but I tell him that the proper time to act is when the question is before the House. It is all very well to talk of amending Acts which are not before the House, what he requires to do is to amend the measure which is now submitted to our judgment.

Mr. Macpherson—I said that I would be pleased to support the resolution, but I want it to go further and include the Japanese as well.

Mr. Sproule—Why do you not go further?

Mr. Macpherson—I am not taking the hon. gentleman as an example and do not require to be taught by him how I should act. If I should do what is wrong all the better for him and his party, and if I were to look up in Hansard all the speeches which the hon. gentleman has made, I would not have a moment to spare to do anything else. But I ask him again if he was not a member of the party which brought in the Chinese in 1882? It was the present government which made the head tax $100. That did some good, and it has now increased that tax to $500. As long as this question is made a political football, we cannot expect to have it settled. For my part I have no desire to make it political issue and shall only be too glad to support the hon. gentleman's motion but hope he will make it stronger.

Mr. Sproule—The hon. gentleman is not well informed on parliamentary more than on any other history of his country. If he were he would know that when the Mackenzie government were in power there was nothing done to keep out the Chinese, and that the first attempt was made by the government of Sir John Macdonald, which imposed a poll tax of $50. That government afterwards appointed a commission to get information on which the House could act intelligently and independently, and that information is in the possession of the present government and the House. The hon. gentleman said that he was instrumental in getting the $500 poll tax imposed, but every member from British Columbia would say the same thing. All were instrumental individually. But whether they were instrumentally individually or collectively, it was only in a very tardy way and at a very late hour that the present government carried out their express promise to the people of British Columbia. Does not the hon. gentleman remember the celebrated telegram that was sent out to the Pacific Coast when the government desired to have one of its supporters elected, that, whatever the desire of the people in regard to the Chinese question was, it would be carried out. The government candidate was elected, but the promise on the strength of which he had been elected has not yet been carried out. The people of British Columbia asked the exclusion of the Chinese, and, assuming that the government were honest and intended to carry out their wishes, they expected to see the promise of the government fulfilled. Now that promise was not fulfilled, and it is only lately that the government have made a move in the direction the hon. gentleman referred to, by putting on a tax of $500.

Mr. Macpherson—Mr. Chairman—

Some hon members—Oh, oh.

Mr. Macpherson—This House has not heard me speak very much, but I purpose exercising my rights. My constituents expect me to stand up for their rights and I intend doing it. I am a young member in this House and I only desire what is fair. I would tell the hon. gentleman (Mr. Sproule) that when he attempts to draw a red herring across the track in a discussion with me, he is making a mistake. In 1881, when the contract with the Canadian Pacific railway was made—I have looked up Hansard, and could quote it in support of my assertions if it was necessary—the people of British Columbia fought against the bringing in of the Chinese. But Sir John Macdonald who was leader of the government, said it was absolutely necessary to bring in Chinamen. We did not have the yellow plague until that time. But after that time, boatload after boatload of these people came because they were expressly sent for by the government then in power. These are facts beyond controversy, so what is the use of the hon. gentleman saying anything to the contrary? You could not have a law to keep them out, because they were not a menace to our prosperity at that time.

Mr. Thompson (Haldimand)—There was no occasion for Mackenzie to pass a law to exclude them.

Mr. Macpherson—No occasion whatever. The hon. gentleman (Mr. Sproule) says that a commission was appointed by the Conservative government to inquire into this question. Did that commission consist of men from the West, or of men from the East, who are not in sympathy with the idea of putting on a head tax? The hon. gentleman is conversant with the history of Canada for the last twenty-five years and he knows that that commission was composed of men living in the East. I looked over the report and I failed to find a solitary straight-forward statement asking that a head tax be imposed or the conclusion Act passed to keep these people out of British Columbia. I am not finding fault with the commission. They may have reported according to the evidence they took. But the people of British Columbia clamored for the2 redress of their wrongs. Then the present government came into power. The hon. gentleman asked me if I remembered a telegram that was sent to British Columbia. I do, and I was glad to see it. It told us that the wishes of the members from the West should prevail there. It took some time. But for my part I am prepared to accept a reform when I can get it. I was a reformer in pull. If the hon. gentleman was sitting on this side he would understand the difficulties that face a government in this matter. He knows very well the opinion of the people in the East and he knows how to deal with members of the government, some of whom, perhaps, had given many hundreds of dollars to spread the gospel among the Chinese, men raised in the same school as the hon. gentleman, and I think it pretty hard that these people should not come into this country. Besides, these hon. gentlemen have the responsibility of government upon them. There is not one man in ten living east of the Rocky mountains who looks upon this question as we do. And for the simple reason that they are not up against the proposition as we are. They do not see their sons driven out of the country by the competition of these Chinamen. They do not see, in a kitchen, where a white girl should be working, a long greasy Chinaman. They look at this question in the abstract.

Some hon. Members. Oh, oh.

Mr. Macpherson—Under the old system there was no chance for girls to come into our country, no chance for young men to come in and find places in our mills. Hon. gentlemen opposite seem inclined to make a little fun out of this discussion. But I can tell him that this means more to us than they imagine. I have seen some of our brightest and best young men leave our country because of this yellow plague. You can go into our mills, and, where you find ten white men you will find thirty-five yellow men—pig-tailed Chinamen and short haired Japanese. This is a proposition that we are very much alive to. Unless steps are promptly taken to prevent it, we shall be flooded with this class of people who can never become citizens of our country. I have no desire to make political capital out of this matter. But I am glad to say we have a head tax of $500, and I trust it will be provided that any corporation or body of men asking this parliament for aid or asking for any government work shall be forbidden to hire any but white men. I have no objections to the Chinese and Japanese in their own country. But I do strongly object to our country being overrun by a purely Asiatic people. They can never come further east than British Columbia on account of the climate. Our climate is mild and humid and suits them. But the Eastern provinces will never be cursed with them. The hon. member for South Simcoe (Mr. Lennox) need not fear that the Chinese will work on the eastern section because the country is too cold for them. They will remain in the West and swarm around our end of the line. I think the House can judge which is right in this matter.

Now he says further:

In fact, there is such a want of white labor in British Columbia, that if you wish to have the railway finished within any reasonable time, there must be no such step against Chinese labor. It is certain that British Columbia suffers very much from the want of a steady flow into it of white immigration. Whether the hon. gentleman is correctly informed as to 24,000, or 10,000, or 5,000 Chinese coming into British Columbia, I have no means of knowing. But if they are coming, it is merely to work on the railway, to finish it as soon as possible, and we may well put up with the temporary inconvenience, as I understand it, of the presence of these Chinese.

So there were 24,000 landed in that month, but the government had no information at all, and the hon. gentleman who has just sat down said on the floor of this House that there were complaints here long before 1882, but his leader of that day said that was not the case and I cannot find any other reference to this in Hansard up to that date.

Farther on Sir John said:

Either you must have this labor or you cannot have the railway.

I do not think the hon. gentleman emerges with any degree of satisfaction from the situation that he has brought on himself. He is always willing to rush in and establish a record for himself by assuming that he knows it all. The hon. gentleman spoke about boodling and asked who was the first man who was run out of British Columbia for that offence. I do not know and I do not catch the point of his remark. But the Chinese Exclusion Act was disallowed in 1883 by Alexander Campbell who was then Minister of Justice, and I believe the records show that that gentleman was a Conservative. Every Minister of Justice from that time on has disallowed these Acts, and there is no question, there is no hon. gentleman in this House and no person in British Columbia who does not recognize, that the province of British Columbia, while they were passing these Acts knew very well that they were doing something which was ultra vires of the British North America Act. They have no authority for that. If the Dominion government have vetoed these Bills they have only done what they were obliged to do. I do not think they would have been vetoed if the nefarious habit had not been introduced by a Conservative minister in 1883.

Mr. Sproule—The nefarious habit! The hon. gentleman (Mr. Macpherson) is just about as accurate and consistent in his statements as usual. In the first place he called the hon. member for East Grey to account because he said that the Chinese question was discussed in the House before 1882. What was the statement of the hon. member for Burrard? It was that the Chinese were unknown in that country before 1882. My answer was that the question was brought up at various times before that in this House by the members from that part of the country, and I am justified in saying that, as the record will show, if the hon. gentleman will turn up Hansard. I agree that the question of excluding them came up in 1882, probably for the first time. British Columbia was menaced by a great influx of people from China and I recollect that Amor De Cosmos brought the subject up. There was no white labor with which to construct the railway. It was utterly impossible to complete the contract within the time that the company agreed to complete it if they were not allowed to employ labor from some quarter and employ labor other than that which they could get in the country. The statement was made over and over again that there was not one man for every ten that was required, and that unless they were allowed to bring in Chinese or some other kind of labor it would be utterly impossible to carry out the contract. That being the case, Sir John Macdonald said: We cannot prevent people from coming in now because it is desirable that the company should be put in a position to carry out this public work as it ought to be carried out. After the Act was passed by the British Columbia legislature for the purpose of restricting the introduction of Chinese, Sir Alexander Campbell, the then Minister of Justice, disallowed it. That question has been revived by the British Columbia members from time to time. The hon. gentleman says that there are no Chinese in Eastern Canada, and that we do not know anything about the Chinese question here. He is as nearly accurate in that statement as in some other statements he has made. I wonder, if, while he has been in Ottawa, he has not seen Chinese here. There is not a city and town in Eastern Canada in which you cannot find some Chinese. If he wants to do what he declares the people of British Columbia require him to do, he will avail himself of the opportunity of supporting the proposition which is before the committee.

Mr. Bennett—The motion I made seems to have been the only one moved from this side of the House which has found a single supporter on the other side of the House, and, flattered as I am by the support coming from the member for Burrard (Mr. Macpherson), I would only say, that if by amending my motion by substituting the word "Asiatic" for the word "Chinese" I would still further commend it to his favorable consideration. I would be only too glad to do so. I am pleased to know that I have one supporter, but I regret that the hon. member for Haldimand (Mr. Thompson) should oppose the motion. I hardly understood what was meant by that hon. gentleman, but I understand that he anticipates an influx of Chinamen to work on this railway.

Mr. Thompson (Haldimand)—No, I said that I thought that owing to the increase in the amount of the poll tax there would be no influx of Chinamen from the outside, but that the Chinamen who are in the country might themselves be used to some extent, and that therefore there would not be so heavy a draft made upon the Japanese, who otherwise would have to do that work.

Mr. Bennett—I understood that the hon. gentleman meant to say that if you did not import a large number of Chinamen the farmers would be very hard pressed for laborers. I had the good fortune to be present at a military review in Toronto a couple of years ago, and I have a recollection of having seen the hon. member for Haldimand, who was then the head of a battalion in which there were one or two companies of Indians.

Mr. Thompson (Haldimand)—The hon. gentleman is in error. There were four companies of Indians.

Mr. Bennett—All the better. That being the case, I thought the hon. gentleman's view of the pathetic picture he drew a few weeks ago of the depleted character of his battalion, would desire to have a more cosmopolitan battalion composed not only of Indians but of Chinamen. I shall have great pleasure in supporting the amendment that the hon. member for Burrard proposes by inserting the word "Asiatic" for the word "Chinese."

Mr. McPherson—Yes, I will agree to that.

Amendment to the amendment (Mr. Macpherson) negatived, not a single Liberal supporting the member for Burrard.

Amendment (Mr. Bennett) negatived.

Monkey Brand Soap cleans kitchen utensils, steel, iron and tinware, knives and forks, and all kinds of cutlery.

TRIAL OF TILLMAN.

Lexington, S. C., Oct. 2.—A vast amount of testimony was taken today in the trial of J. H. Tillman, nearly twenty witnesses having been on the stand. In addition to this the reading of the editorials in "The State" was concluded. The prosecution has progressed rapidly toward the conclusion of its side of the case. Several prominent witnesses gave sensational testimony as to threats made against the life of Gonzales by Tillman.

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As a matter of fact, Dr. Chase's Ointment is now so universally used that few dealers think of offering anything else when a cure is sought for eczema, salt rheum, old sores or piles. There is scarcely a town, village or side line in this whole land that can point to some case in which Dr. Chase's Ointment has made a remarkable cure.

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Dr. Chase's Ointment, 60 cents a box, at all dealers, or Edmanson, Bates & Company, Toronto. To protect you against imitations the portrait and signature of Dr. A. W. Chase, the famous receipt book author, are on every box of his remedies.

Aki Maru Will Sail Today

Nippon Yusen Kaisha Liner Will Take Big Cargo to the Orient.

Princess May is Bringing Banner Complement of Passengers South.

(From Saturday's Daily.)

Steamer Aki Maru of the Nippon Yusen Kaisha line, on which Capt. Eckstrand, the veteran commander of the Japanese company, is in command, will sail from the Outer docks at noon today for the Orient. The Aki Maru, which is the largest vessel of the Nippon Yusen Kaisha fleet, and the largest of the mercantile steamers flying the Japanese flag, will have a full cargo of general merchandise, having very heavy exports of cotton and piece goods, big shipments of flour on which the reduced freight rates resultant from the opposition of the China Commercial Company's steamers are still ruling, and shipments of tobacco, machinery and general merchandise.

The steamer will have a number of saloon passengers included amongst whom are a party of prominent Japanese, and among them Consul T. Nosse and wife. The consul, Mr. Nosse, who is well known in Victoria, having at one time been the representative of the Mikado in British Columbia, has recently been in charge of the consular-agency of Japan in Canada, with headquarters at Montreal.

Several Oriental liners are about due at the Ocean docks from the Orient. The steamer Deucalion of the Ocean S. S. Co.'s round the world steamers, is expected to reach port on Sunday from Yokohama—her last port of call. The big Blue Funnel steamer is bringing a large cargo, including a thousand tons of general merchandise for this port. The steamer Olympia of the Northern Pacific line, and the steamer Iyo maru, of the Nippon Yusen Kaisha line, are expected to arrive soon afterward, the Iyo Maru being due on Monday and the Northern Pacific liner on the following day.

BOTTLE MESSAGE.

Found by the Scandinavian Settlers at Cape Scott.

On September 24th last a bottle containing a note from members of the crew of the steamer City of Seattle, was found by a lady resident at Cape Scott, at the northern end of the West Coast of Vancouver Island. The note contained in the bottle, purporting to be from the crew of the steamer City of Seattle, stated that the note had been cast from the steamer on the 10th, and the finder of the bottle was asked to communicate with the crew of the Alaskan liner, telling of the place of finding the bottle, the date and circumstances surrounding the find. The note was stated regarding the position in which the bottle was cast off the steamer, but as the City of Seattle does not go on the outside of Vancouver Island, the fact that the bottle was found so long afterwards on the West Coast is a strange commentary of the uncertainty of the currents in the waters of the North.

Wreckage and other flotsam south has been set adrift in these waters as far south as San Francisco and further have often been carried in a northwesterly trend by the currents. This has been instanced on different occasions, particularly in regard to wrecks which have drifted from southern coast and finally gone ashore on Vancouver Island, and oars, buckets, etc., marked with the name of the wrecked liner which was there found as far north as Queen Charlotte islands.

THE SAILERS.

Falkirk, Loaded by Local Company, to 94 Per Cent on Her Tonnage.

The big schooner Zion is loaded at Chemainus with lumber for South Africa, but Capt. Hellwage is hoping that the vessel will not get away from the waters of British Columbia until the sealing schooner Umbrina gets back to port from Behring Sea, for the commander of the Umbrina, Capt. Jack Haan, is a cousin to the man he has not seen for many years. The Falkirk, laden with lumber for Delagoa Bay from Hastings, is also ready for sea, and yesterday was taken to Port Townsend from Vancouver by the tug Richard Holyoke. She carries 1,746,192 feet of lumber, the largest percentage per ton that has ever been put on a square rigged vessel at that port. Captain Helms naturally enough feels elated over this, especially as he carries 100,000 feet more than was taken by another ship of the same line and the same tonnage from that port last June. The Falkirk was loaded by the Vancouver and Victoria Stevedoring Company.

The cargo of the Falkirk shows a record of 94 per cent of her tonnage.

A NARROW ESCAPE.

Captain Mistook Light Ashore for Wharf Light and Had Close Call.

Another coast shipwreck was narrowly averted a few days ago. Mistaking a large shining from a cottage ashore for the wharf light at Port Los Angeles, the ship Professor Couch, coal laden for the latter port from Australia, struck bottom off Ocean peake early on Thursday and narrowly escaped being wrecked. The ship was headed straight in-shore for the supposed beacon when she struck hard and fast on the sandy bottom. Work was immediately commenced to Port Los Angeles, about three miles distant, and tugs hurried to the rescue of the stranded vessel.

A rising tide and smooth sea aided the work of salvage, and the ship was finally pulled off without sustaining any serious damage. She was taken in tow, and docked a short time afterward at Port Los Angeles.

THE PRINCESS VICTORIA.

No Appointment Has Yet Been Made by Captain Troup.

So far no appointment has been made to the command of the C. P. R. steamer Princess Victoria, in succession to the late Captain Rudlin. Capt. Troup, superintendent of the Coast fleet, sent each captain in the company's service a form to fill out, stating length of service in the C. P. N. and C. P. R. companies, vessels commanded, casualties, if any, during such period of command, and details of same. These were distributed about a week ago, and should by now have been returned to Captain Troup, so that an announcement regarding the appointment may be expected at an early date.

THE OVERDUES.

An unusual feature in the reinsurance market at present is the posting of the British ship Gifford, 183 days from Newcastle, Australia, for San Francisco, but which since last Friday evening has been hard and fast on the beach a few miles south of the Cliff House. The ship not having actually arrived at her destination, but hopes being entertained that she can be brought into the harbor, has led to her posting at the Merchants' Exchange, with the rate of reinsurance fixed at the high figure of 75 per cent. Speculation on the vessel's chances of being saved and brought to port was rather active.

The British steamer Finsbury, of 1174 tons register, was posted yesterday as overdue, being out eight days on the trip from Kobe for Yokohama, and stands at 50 per cent. The British ship Corolla, an iron vessel, built in 1876, was also posted at 10 per cent, being out 122 days from Port Natal for Valparaiso. The British ship Loch Long, 154 days from New Caledonia for the Clyde, at 35 per cent, and the Norwegian bark Catherina, 119 days from Puget Sound for Delagoa Bay, at 20 per cent, are the other overdues.

A NEW STEAMER.

Frame of the Jefferson Assuming Shape.

The Alaska Steamship Company's new steamer Jefferson will soon begin to assume definite shape at the company's shipyards on the Puyallup river. The keel for the steamer has been laid, and recently the work of sawing out the frames began. Within a few days a force of fifty to sixty men will be working on the new steamer.

Many of the patterns for the framework of the Jefferson have already been got out, but in this task there has been some delay owing to a decision of the company to install larger and more powerful boilers and engines in the steamer, which is expected to have a speed of about fifteen knots.

HAS MANY PASSENGERS.

Large List on Board the Princess May.

The Canadian Pacific steamship Princess May, Capt. McLeod, arrived from Skagway last night, with no fewer than 160 passengers on board. This is one of the largest lists of passengers she has handled this season from beginning to end.

The Princess May's passengers included a large number from Dawson, and many of them had pokes of good size. They came up the Yukon on the Steamer White Horse, and Dawson, and report that the river is now very low and the season of navigation is fast affecting its close.

CLERGUE FEELS BETTER.

Toronto, Oct. 2.—F. H. Clergue left on the midnight train for the Soo personally to appear in opposition to the motion of James Backhell, K. C., asking for the transition over the Consolidated Lake Superior properties to the Speyer syndicate, Mr. Clergue declined to say what course he intended to follow, but it is apparent that having won out in the matter of securing the payment of claims for wages, he felt himself in a much better position to oppose the foreclosure proceedings.

COLONEL KING DEAD.

Sherbrooke, Que., Oct. 2.—Lieut.-Col. Chas. King died this afternoon. A daughter married the late Sir J. A. Chapleau. Not one son survives him.

PORTION OF THE TRADES CONGRESS

Condemn Chamberlain And the Findings of the Labor Commission.

(From Saturday's Daily.)

An event occurred at the session of the Trades and Labor Congress at Belleville on September 29th which indicates very eloquently the inconsistent position occupied by Mr. J. D. McNiven.

It was resolved to advise the British Trades Congress that the Canadian Congress is in sympathy with their condemnation of Chamberlain's fiscal policy.

The British Columbia Labor Commission and its findings were condemned by a unanimous vote, Congress adopting the following committee report:

"We find that although the commission was formed to enquire into distinctly industrial troubles, labor interests and experiences were neither directly or indirectly represented on the commission. This fact no doubt accounts for the biased and partial nature of the commissioners' findings in contrast to the recommendations and findings in the reports of the Crow's Nest Pass and Chinese Immigration commissions, on each of which bodies there was a representative labor man. The committee is of opinion that the British Columbia commission was not constituted in a fair manner.

"The commission was appointed to enquire into and concerning the nature and causes of the disturbance in Belleville, a report based on a full and deep enquiry of this nature would have been of great value at this time, but we cannot find that we have a report of that character before us. The ground that appears to be taken is that the organization of a trade union is the natural cause of a strike, overlooking the causes that make the trade union an absolute necessity. For instance, Mr. Dunsmuir, the owner of large coal mines in Vancouver Island, finding that a union had been organized among the coal miners, immediately posted a notice closing the mines. Surely it is reasonable to say it was the action of the employer, not the employee, that was the cause of the stoppage that ensued. Why was not the locking-out company censured in this instance? In the general conclusions of the commissioners your committee do not agree with the exception of some of the subdivision where some economic doctrine is laid down.

"Generally speaking, though it appears that the unwise actions and methods of some named organizations are relied upon to excuse some drastic recommendations, which if carried into effect would strike a severe blow at all labor organizations. The commissioners rightly insist that a person has a right to work for or employ whomsoever he pleases, without insults, molestation, intimidation, or oppression by any branch or union. But then the commissioners go on to contradict this fine statement by declaring that union employee have no right to interfere or to strike because of the employment of such substitutes (non-union labor). To this latter statement he emphatically objected.

"The commissioners' report favors compulsory incorporation of trades unions, which evidences a desire to hedge them about with restrictions and limitations, and without their consent. Under present conditions threatened strangulation of organized labor.

"In thus briefly dealing with the report of the British Columbia Labor Commission we have no intention of excusing overt acts, revolutionary methods, or breach of faith or contracts by organizations of employers or employees. We would strongly recommend to our fellow-workers in the Pacific province to adopt those methods and that form of organization that have been tried and perfected by the International trade unions, and that have in their steady operation resulted in the direct benefit and general uplift of the workers on this continent. Signed: D. A. Carey (chairman), A. W. Holmes, P. Howard, J. H. Hall, and A. W. Puttee (secretary)."

METHODIST MISSION FUND.

Toronto, Ont., Oct. 2.—The annual meeting of the Methodist Mission Board was held here today. The report of the general secretary shows that the total subscriptions to the fund for this year amounted to $330,347, an increase of $23,916 over the previous year and the highest amount collected for the missions in any year in the history of the church.

VENEZUELAN CLAIMS.

The Hague, Oct. 2.—The first session of the tribunal appointed to arbitrate the question of the priority of the claims against Venezuela of Great Britain, Germany and Italy over those of the other claimants, was held today. The question as to the language in which the proceeding should be conducted was discussed. Great Britain and Germany claimed that the memorial of the claims should be in English, though the pleadings might be in other languages, with the permission of the court. A decision in this matter will be announced today, when an answer to Wayne McVeagh's request for Venezuela to be allowed to commence her case at once will be given. Great Britain opposes Mr. McVeagh's application.

VICTOR EMMANUEL'S VISIT.

Rome, Oct. 2.—From the highest authority it is learned that King Victor Emmanuel's journey to Paris has no special political significance, except that it materially demonstrates the establishment of good relations between France and Italy. It will have no European consequences, it is said, for Italy has no intention to abandon the triple alliance, which has just been renewed, and which has had a beneficial effect on the maintenance of peace for more than twenty years. It is also believed that no Mediterranean question exists of Italy understanding with England, and Franco-Italian convention by which Italy has give up any claim to Morocco and has had her right over Tripoli recognized. Such is the official view of the situation.

Wanted Successor To Be Canadian

Bishop of Caledonia Gives Reasons For Delay in Resigning.

His Successor Has Been Appointed And is a Canadian.

(From Saturday's Daily.)

His Lordship Bishop Ridley, Bishop of Caledonia, was a passenger north on the steamer Tees on a farewell visit to his diocese. For some time past it has been known that His Lordship was anxious to resign his Bishopric, and reports of his resignation have appeared in several papers. These, however, were incorrect. So far he had not tendered his resignation, though he intended to do so at an early date. Bishop Ridley had promised the people of his diocese that when he resigned he would endeavor to have a Canadian appointed as his successor and the carrying out of the necessary arrangements to this end, which involved a great deal of red tape, had caused him to delay tendering his resignation. Bishop Ridley was consecrated by the Archbishop of Canterbury, but he has always held that it would be of great advantage to the Anglican Church in Canada if Canadians were to appoint their own bishops and select them from among their own clergy, who were naturally much more acquainted with the condition of affairs and needs of the church. In taking this course he was actuated solely by what he believed to be the best for the church and the Archbishop of Canterbury had agreed with this view. A further delay had been caused by the lamented death of the late Archbishop Temple, which had necessitated the commencement of the negotiations over again with the present head of the Church of England. He was, however, now glad to say that everything had been satisfactorily arranged, as he had on Wednesday received a letter from he Archbishop of Canterbury releasing him from the vow of obedience. Under the new management his successor would be consecrated by the Primate of All Canada instead of by the Archbishop of Canterbury. This would not, however, mean that the diocese was under the control of the Archbishop of Rupert's Land as, like the other Canadian Sees, it would retain its independence until a Provincial Synod was established, the Archbishop of Canterbury being of course recognized as the Head of the Church.

Regarding his successor Bishop Ridley said that he had been authorized to make the selection and had already done so, though at present he could not make the name of the clergyman to be appointed to the important office.

While it has been expected for some time past, the news of Bishop Ridley's resignation will be received with genuine regret, especially in the Northern diocese where he has labored for so many years, he having been consecrated Bishop of Caledonia when the See was constituted in 1879.

TRADE IN THE U. S.

New York, Oct. 2.—Special telegrams to the International Mercantile Agency regarding the more important trade features are summarized as follows: Some concern has been felt lest the wage reduction movement begun by big iron makers and building trades at St. Louis and elsewhere may extend to other lines. Merchants in staple lines have begun to cut down orders somewhat. At St. Paul and tributary territory the jobbing demand is less than expected, and the trade in collections may be delayed, although threshing prospects are rather more favorable than last year. Country merchants throughout the Northwest are beginning to hold off a little. Wholesale and retail trade in the iron and coal regions is somewhat upset at the shut-downs at present, and prospective talk of cancellations of orders for some varieties of steel, and checked buying by some manufacturers in other directions, trade is encouraging. Shoe manufacturers are having a very large trade. Stove and furniture makers at St. Louis have orders far ahead. Louisville is overrun with country merchants. At New England distribution runs 15 per cent. ahead of last year.

New Orleans is suffering from a strike which ties up the port and affects general business. It is now clear that there will be a two billion bushel crop of corn, and that wheat may be above an average. This is already reflected in a better movement in export purchase, a better supply of commercial bills and a drop in foreign exchange. Cotton receipts are far behind last year.

"Yes," said the sentimental chap, "I was very deeply impressed when Miss Yawler sang, 'They Have Taken Your Away, Nellie, Gray.'" "So? What was your particular impression?" "Well, I was impressed with the fact that Nellie was a mighty lucky girl to get away before Miss Yawler began to sing."—Baltimore News.

WELL AND STRONG

AFTER ELEVEN YEARS OF GREAT SUFFERING.

A Wonderful Tribute to the Power of Dr. Williams' Pink Pills to Cure Stubborn Diseases.

Proof upon proof has accumulated that Dr. Williams' Pink Pills will cure when doctors, hospital treatment and all other medicines fail. Paralyzed limbs have been restored to strength, rheumatic sufferers made well, weak, anaemic girls and women made bright, active and strong; neuralgic pains banished and the poor dyspeptic given a new digestion when it seemed almost hopeless to expect a cure