

A THOUGHTFUL ACT.

It was a graceful act on the part of the Dominion government to allow each of the volunteers returning from South Africa to retain as his personal property the rifle which he carried all through a very trying campaign.

POLITICAL INSANITY.

Some of our Conservative friends on the Mainland have been completely upset by the result of the Dominion elections. Probably they have been carried away more or less by the contemplation of the appeals made by their contemporaries in the East to the race and religious prejudices of the electors.

THE COMING LAND.

It is not necessary to tell any resident of this province that he lives in The Coming Land. Unfortunately, however, there are still a few people of the world who have not become seized of all the facts in our possession, and it is for their benefit that a publication with the above title has been given to the world.

of Victoria is the best in the province. It might have gone further than that and said that, taking it all in all, it is the finest on the continent. There are no extremes of heat and cold, such as they are afflicted with in all parts of America east of the Rocky Mountains.

CONSERVATIVE LEADERSHIP.

Dispatches from the East say it is by no means certain that Sir Charles Tupper intends to resign the leadership of the remains of the Conservative party. It is said to be possible that he may allow his name to go before a convention called for the purpose of selecting a new leader—or possibly two leaders, one from the English-speaking provinces and another from Quebec.

COL. PRIOR FOR LEADER.

The elements composing what was once known as the great Conservative party are still in a state of chaos. Leaders from all the provinces and of various degrees of ability have been suggested as being specially qualified to weld together the different wings and work them into shape for an attack on the strongest government that has ever held power in Canada.

been suggested that in order to escape the wrath and indignation of the electors of Quebec it would be well to again revert to a dual leadership. The qualifications possessed by the one man in the party fitted for the position by reason of ability may be estimated by the fact that he has been driven from his native province by Mr. Blair and his own personal unpopularity, and a movement is on foot to transplant him to Ontario and find a constituency for him there.

CHINA AND BRITISH COLUMBIA.

According to the dispatches from the Celestial Land of cunning and intrigue, the powers are practically unanimous as to what should be done to China and affairs are rapidly approaching a settlement there without much consideration being shown to the representatives of the country chiefly interested. We do not say that China or her representatives should be accorded much consideration, but it seems only reasonable to suppose that their acquiescence in any arrangement would be necessary to render it effective.

WRECKAGE OF ALL KINDS LITTERS THE SHORE.

Wreckage of all kinds litter the shore—boxes, barrels, pieces of ship's boats, and parts of the superstructure of the steamer. Chief Steward Hopkins, of the steamer Yarmouth, perished, having taken his brother's place for one trip. Sven Johnson was taking Elisha Cooke's place as quartermaster, and Fred Vanenburg was substituting as cook for his father.

Foundered In a Storm

Details of the Wreck of City of Monticello in the Bay of Fundy.

Statement by Survivors—Only Four of Those Aboard Were Saved.

Yarmouth, N. S., Nov. 11.—Wreckage of the hull and cargo of the steamer City of Monticello, which foundered Saturday morning, is strewn for miles along the coast, and twenty-five bodies of victims of the disaster have been recovered from the sea, which is still raging with terrific fury.

The four survivors are Capt. Smith, a passenger, Third Officer Fleming, Quartermaster Wilson and Stewardess Smith. The three men saved agree that the cause of the disaster was, briefly, The steamer was pounded for hours by sea and gale, sprang a leak and filled; became unmanageable, broke apart and foundered.

A revised list of the officers and crew show they numbered twenty-eight, of whom three were saved. Many people have assembled at Sackville, near where the first body came ashore, and numerous relatives of members of the crew, who nearly all belonged to points on this coast, have arrived to identify the dead. The bodies were arranged in a room in the public hall, and the coroner, who held an inquest, gave an opinion of accidental drowning. All the bodies are terribly battered.

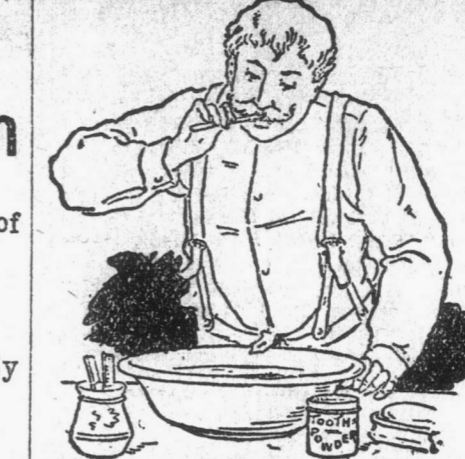
The first body was found at daylight, when the zinc lifeboat, which was supposed by the survivors of the first boat to have been swamped, was discovered on the shore. A few yards distant were the bodies of Mr. Eldridge, a passenger; Second Engineer Poole; Mr. Frupp, a traveler, of St. John, N. B., and the body of a seaman. All four had life belts around them. At short intervals along the beach eleven more bodies were found, making fifteen discovered up to noon to-day. They had all evidently come ashore in lifeboats and were killed on striking the beach, not to a committee of the whole to deal with the various clauses.

In referring to clause 21, the mayor demurred. He pointed out that in making the first payment on April 2nd, 1902, as provided, the city would be practically paying for the time in which the road was under construction. Mr. Bodwell explained that it would not take two years to build the road. He made, as the city had twenty years to pay under all circumstances.

Mr. Bodwell said that he thought it was understood that the company would receive payment as soon as it began operation. He interpreted the clause to mean that the company were to operate in 1902 and receive payment in 1902. Mr. Cameron—Why should we pay before you operate?

Mr. Bodwell—What difference does it make? You pay us for twenty years. Ald. Cameron—Yes, but suppose you operate for nine months and then stop. You will in that case receive two years' subsidy for nine months' operation. The mayor remarked that the city did not wish to pay in advance.

Mr. Bodwell explained that the point was that the company might complete the road in the middle of the year, and in that case they would not receive the first payment until a year from April following should the conditions mooted be incorporated. There could be no assessment in July, and if the road was completed then the company could not obtain the first payment at the conclusion of a year's operation. The company was merely providing for a year.



The health depends upon the proper mastication of food. That depends upon the teeth. The daily use of DENTAL FLOSS prevents decay. If you call we will explain to you its merits. 15c PER REEL. Our line of Tooth Brushes in all grades is something to excite admiration. Cyrus H. Bowes, CHEMIST, 98 Government Street, Near Yates Street. TELEPHONE 425.

Ready For Ratepayers

The Railway By-Law Will Be Voted Upon on November 29th.

Several Clauses Altered—Question of First Payment Thoroughly Discussed.

The railway by-law passed its third reading at a special meeting of the city council last evening, and it will be placed before the people on November 29th, to take effect December 3rd. The point raised regarding the invalidity of the agreement, as formerly considered, was obtained by an arrangement made by the city barrister and Mr. Bodwell, by which the agreement could be incorporated in the by-law as a draft agreement. The deliberations last evening were by no means rushed, for more than one hour was spent in dealing with one clause which, however, in point of importance was deemed well worth careful consideration.

During the detention of the steamer City of Seattle's passengers in quarantine, a purse of something like \$190 was taken up for a presentation of a gold watch to Dr. Watt, the officer in charge of the station, and a gold ring to Mr. Wallace, one of his chief assistants. Mr. Cameron—Why should we pay before you operate?

Mr. Bodwell—What difference does it make? You pay us for twenty years. Ald. Cameron—Yes, but suppose you operate for nine months and then stop. You will in that case receive two years' subsidy for nine months' operation. The mayor remarked that the city did not wish to pay in advance.

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before the 30th day of June of the year following that in which the line shall be put in operation. The city shall provide for the raising of the sum to meet the first payment, and afterwards in a similar manner for 19 years.

Mr. Bodwell pointed out on a map the proposed terminal point on the Mainland on the south side of the Fraser, opposite Stevenson. Ald. Williams wanted the amount to be paid by the company for the removal of the fire department to other premises increased from \$7,500 to \$10,000. This was defeated.

The by-law was then declared complete with amendments, the report of the committee to this effect adopted, and the by-law read a third time. The date of submission to the ratepayers was fixed November 29th, and the by-law will take effect December 3rd.

The special committee appointed to consider Mr. Sarby's request for remuneration for competitive plans submitted by him several years ago recommended that the sum of \$250 be awarded him. The report was not adopted on the following day. Ayes—Ald. Cooley, Hall, Yates, Beckwith, and Brydon. Nays—Ald. Kinsman, Williams, Cameron, Stewart and the Mayor. The council then adjourned.

Mr. Bodwell explained that it would not take two years to build the road. He made, as the city had twenty years to pay under all circumstances. The Mayor—Well, if it takes two years to build the road the company gets \$30,000.

Ald. Cameron had been under the impression that the city paid \$15,000 at the termination of the first year's operation. Mr. Bodwell said that he thought it was understood that the company would receive payment as soon as it began operation. He interpreted the clause to mean that the company were to operate in 1902 and receive payment in 1902.

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Vertical text on the far right edge of the page, including "THE HEALTH DEPENDS UPON THE PROPER MASTICATION OF FOOD" and "DENTAL FLOSS".