abinet Meeting

rier Government Decide Not to Send a Contingent to Australia.

on Coming to British Columbia to Take Part in Elections.

onto World Denies That Conservatives Raised Race Cry in Ontario.

n Our Own Correspondent.

ttawa, Nov. 12.—The first meeting the cabinet since the general elections s held to-day, there being a good attdance. The ministers swapped elecn stories and experiences, but as for ious work, it was not touched.

The question of sending a contingent Australia to be present at the inguration of the Commonwealth, has en discussed amongst some of the nisters, and the opinion seems to be ainst it, on account of the distance d cost. To make a good showing, 0 men would have to be sent, and the st of the expedition would not be less an $65,000 or $75,000.

The Conservatives have decided to ask r a recount in Ottawa.

The writ for Nipissing has been sued. The election is on December 5.

Mr. L. P. Brodeur will be the next peaker of the Commons.

Hon. Clifford Sifton has gone to Brit Columbia to take a hand in the ections there.

Toronto, Nov. 12.—The World denies e charge that Conservative candidates Conservative newspapers in Ontario liberately raised the race cry, with all attendant dangers, in order to incite ntario against Quebec, and thereby inence the Ontario vote in favor of the position. The World says: "Laurier ade the mistake of championing Mr. arte in opposition to the contingent, d the result of Tarte's visit to Paris not acceptable to the English in Canda. We would like to learn on what round Tarte and Laurier are exonerat from the charge of inciting racial cendiarism."

Eleven places heard from in Algoma, here the election for the Commons was eld to-day, give Dyment (Lib.) 231 ajority over Boyce (Con.) The reection of Dyment is conceded.

Names in connection with the Conserative leadership are those of E. F. larke, Clarke Wallace and R. L. Borden. In some quarters it is suggested at an arrangement be made whereby here shall be English and French aders, with a view to gaining strength Quebec. In case this is carried out, Ir. Casgrain will assume the leadership Quebec.

All doubt's on South Perth's standing as removed to-day, when Erb (Lib.) as officially declared elected by a ajority of 15. There may be a reount.

Ingram's majority in East Elgin is 51.

St. John, N. B., Nov. 12.—Gibson's ajority in York, N. B., is 76. Rev. Dr. cLeod in a declaration to-day said ere had been great corruption, and he ould protest the seat.

Winnipeg, Nov. 12.—Hon. Clifford Sifon was tendered a reception in the Winnipeg theatre to-night by local Librals. It was very largely attended. W. Scott, W. F. McCreary and other Liberal candidates spoke.

Nanaimo, Nov. 12.—Returns have just been received from Quatsino, completing the total vote in Vancouver district. They are: Smith, 12; Sloan, 0; Wolley, 1. The totals now are: Smith, 1,279; Wolley, 910; Sloan, 838.

Montreal, Nov. 12.—Leading Conservatives of the district of Montreal met tonight and passed resolutions of regret at the retirement of Sir Charles Tupper. Speeches were made by a number of defeated candidates, all French-Canadian Conservatives, who ascribed their defeat to the race cry raised in Laurier's favor.

FOR MANILA.

United States Commencing to Sent Out Reinforcements to the Islands.

Columbia, Ohio, Nov. 12.—Detachments of the 12th, 17th, 19th and 23rd infantry regiments and 4th cavalry, 848 men in all, left Columbus barracks for Manila to-day via New York. They will sail on the transport La Patriarch.

GERMAN TARIFF.

Organization to Endeavor to Retain Present Policy.

Berlin, Nov. 12.—About three hundred representatives of industry, commercial and finance, from all parts of the empire organized yesterday, the object of which is to urge the maintenance of the present German customs policy and to combat the agrarian agitation for a prohibitive tariff.

SIX PERSONS LOST.

The Weaver Capsized and Her Crew Were Lost.

Boston, Nov. 12.—The wrecked Myria B. Weaver, which capsized in Vinyard Sound Friday morning, after parting anchors and striking on Handkerchief Shoal, was towed up the harbor at 1 o'clock to-day by the tugboats Mercury, Zetts and Juno. The bodies of three of the six persons who lost their lives in the wreck were found on board. The body of Ella Debois, who was lashed to the rigging by First Mate Karney, was still in that position. Two bodies on deck have not been identified, but are believed to be two Norwegian sailors. The Weaver, when found, was in an upright position having righted herself when her deckload of lumber was swept away.

BULL FIGHTERS.

Three From Spain Cannot Land at New York Without Money.

New York, Nov. 12.—Three Spanish bull fighters, who arrived here to-day on the steamer Ems, en route for Mexico, were refused permission to land because they had no money, and the board of inquiry held that they were likely to become public charges.

Rebellion in South China

Advices of Fighting in the South Received by the Steamer Victoria.

A Bloody Battle Between the Chinese Troops and Boxers.

Advices were received by the steamer Victoria, which arrived yesterday morning of the existence of a serious rebellion in Southern China. The centre of the outbreak is in Kwangsi and the rebels there have been joined by large numbers from Yennan and Kueichou. Marshall Su, the Imperial commander in chief, has called for reinforcements to make war against the rebels as he considers the rebellion is swelling to such an extent that it bids fair to be more formidable than the Taiping rebellion of the fifties. He insists on having 100,000 well armed men for the task of putting down the rebellion.

A force of infantry and artillery have been depended upon by the British to protect the Kowloon frontier, and the British force came into conflict with the Triads on the 20th ult. The torpedo destroyer Handy was about to land troops and supplies when the rebels were seen advancing on Samchun. The Handy threw a lyddite shell among them, killing forty, and routing them.

A battle took place near Kuangning between the rebels and Chinese troops. The rebels were advancing on the town and the Imperial forces who had been awaiting them met them on the bank of the North river. The Imperial troops were defeated with great loss and Kuangning fell into the hands of the rebels. At Shawan, later, the Imperial troops were again defeated by the Triads, who were led on this occasion by Dr. Sun Yat Sen.

A Nonchang correspondent writes:

"Building forts, putting in mines, enlisting and drilling troops, is the general order of the day. The city that successfully withstood a siege of six years by the Taiping rebels is preparing, if necessary, to withstand an invasion by foreign troops. Experiments have been tried in the explosion of mines. A local genius had invented a mine that he claims will completely annihilate the foreign troops. A mine was laid in the river, a large junk was anchored over it, and in the presence of the governor and other officials the mine was exploded, blowing the junk into fragments, and in every way proving itself to be a grand success. Two land mines were also exploded, the first proving a failure, while the second did ugly work, and would have created havoc had it exploded in the midst of a company of troops."

The following detailed account was received by the Victoria of a battle between Chinese and Boxers near Tsangchou, Shantung Chihli borders, ending in the utter defeat of the Boxers. The advice states that General Mei, commanding Governor Yuan Shihkai's troops at Tsangchou, and engaged in keeping the Northern Boxers from entering Shantung, has had no fewer than fourteen battles with the enemy since the beginning of September, during which the fights occurred in the vicinity of Tsangchou, which is still held in force by Governor Yuan's troops, who have hitherto succeeded very well in preventing the entrance of all Boxers who have tried to fight a way into the province of Shantung. On the 9th instant, however, the chief Boxer leader, a Tien Tsin man named Ch'en concentrated his forces, numbering 5,000 men, and joining them to the Shantung Boxers on the early morning of that day marched against General Mei's troops and offered battle in the plains below the city of Tsangchou. The Boxers combined numbered over 12,000, while General Mei's forces only numbered 8,000 of all arms. But the challenge was accepted, and General Mei, after leaving a little over 2,000 men to hold the city and placing 1,500 men with artillery on the rising ground outside the city walls to cover his retreat should he be outnumbered by the enemy, marched out with nearly 4,000 to attack the enemy. The battle raged from 8 o'clock in the morning to dusk, just before which, seeing that the right wing of the Boxers, who were strongly posted in the villages and dykes and forced the troops to attack them in the open, were suffering severely from a battery posted near by, and had begun to waver, General Mei sent 1,500 covering troops to attack them on the flank. The Boxers did not wait for these fresh troops, but were soon seen streaming to the northwest of the town into the marshes. This was the signal for a general advance and pursuit by the troops. The covering troops then made a detour and stopped the Boxers from getting into the marshes, while the pursuing troops, coming up the enemy were cut down almost to a man. This right wing happened to be entirely composed of Tien Tsin Boxers under Ch'en, who was captured. This man, with some 30 desperados, refused to retreat when he saw the battle was lost, but held his ground in a strongly entrenched and walled hamlet. Here Gen. Mei, with 200 cavalry found him, and a desperate fight ensued. The troopers dismounted and stormed the place, and a couple of Maxims being brought up, the whole band was slain without a single cry for quarter. Ch'en's head was then brought back to Tsangchan in triumph, and adorned the walls of that city. Nearly 6,000 Boxers were killed in this battle, over 3,000 of whom were Tien Tsin men. Gen. Mei was wounded, his losses being 300 killed, and twice the number wounded. The Shantung Boxers belonged to those who went to Pekin in May last, had been defeated, and were now trying to get back to their homes to find the door shut against them by Governor Yuan: hence their persistency in attacking Tsangchou.

Advices were also received that while the Empress of the Japanese was journeying by train to Hama Rikiu on October 25 she was made the victim of an assault by a fanatical Japanese. While the Empress' train was passing Yurakucho the man threw a purse, in which there were some stones, at the train, and afterwards threw his wooden shoes at the window of the Empress' carriage. A policeman saw the assault and immediately arrested the man.

The man arrested claimed that he had been born in an imperial palace, and had been living in the care of peasants since three years old. He had gone to Tokio to have himself reinstated in his royal imperial rights, and his requests had been refused. He had then awaited for the train of the Empress and threw the spittles, he said, to attract her attention. This was the man's confession. It was afterwards found that he was suffering from insantity.

Bubonic plague has again broken out at Kobe, Japan.

WHAT'S THE MATTER WITH VICTORIA?

To the Editor of the Colonist:

Sir:—Your editorial on Friday last did me an injustice. I did not say that the city would be bound in case of a breakdown of the Great Unknown Company, to operate a ferry between the Island and Mainland. I quoted from Mr. Bodwell's speech, where he claimed that the line having been once started must be always operated, and I asked who would operate it if there should prove to be no substantial guarantee behind the project. I said that I do not read the act as Mr. Bodwell reads it; but supposing his opinion to be correct, in the absence of a sufficient guarantee, I held that the city would have to find the funds necessary to maintain the line. In the absence of the most essential information, viz., the names of the promoters, and in face of the failure of Mr. Bodwell to secure the endorsement of the Great Northern Co., the board of aldermen should have adopted the suggestion of Mr. Pearse and referred the matter (as they did the Sorby harbor scheme) to a citizens' committee to examine into the details and report. But the board would listen to no advice or suggestion. They did not want to be advised. They had made up their minds to pass the by-law in a shape most favorable to the company. Mr. Pearse's letter, and a similar letter from Mr. Keith Wilson, went to the waste paper file.

I have repeatedly said that what we want in exchange for the existing service is a better, not a worse one; and I submit that the C. P. N. Co.'s service, unsatisfactory though it may be, is far and away a better service than can possibly be obtained through the adoption of the Great Unknown's scheme. It is quite possible to have a four-hour service over the route now operated by the C. P. N. Co. Can a four-hour service between the budding metropolis of the Pacific (Liverpool) and Victoria by the car ferry service be guaranteed? Will those mythical individuals, the promoters, bind themselves to a four-hour service in all weather and under all conditions? Twelve years ago Mr. De Cosmos, backed by a directorate of substantial men who were not ashamed to have their names appear in print, offered a two-and-a-half hour service between Vancouver and New Westminster and Victoria. He proposed to put on a ferry boat big enough and strong enough to make the run in all kinds of weather, with a speed of 21 knots an hour. The Great Unknown proposes to put on a boat that will only make 14 miles an hour! The world has made great progress during the last decade. Steamboat and railway trains make quicker time now than ever before. A man may go from Victoria to Montreal with a choice of three routes, in four days. Ten years ago the trip required from six to seven days. Last week a C. P. R. train ran from Montreal to Ottawa in less than a mile a minute. The world is athrob with the energetic spirit of enterprise and go-aheadativeness. It is even asserted by more than one philosopher that the sun, having become infected with the universal awakening, has dissipated old-time theories and "do move," after having stood still since Joshua took command of it. What's the matter, then, with Victoria? Merchants tell us that trade is good and growing; that money is plentiful and cheap; that the spirit of enterprise has taken firm hold on our people; that houses, stores and offices are rapidly filling and more business blocks and handsome residences will soon adorn our city. I ask, What's the matter with Victoria? that at a time when she is making steady and solid progress, she should be asked to accept a fifty per cent. poorer service than she was offered ten years ago? If the city was entitled to a 21-knot ferry boat in 1890, she will scarcely be content with a 14-knot boat in 1900. If she was insured a 2½-hour trip between the Island and the principal ports on the Mainland in 1890, why should she be put off with a service of indefinable length now? Is all the rest of the world to experience the quickening influence of capital well invested and enterprises that pay, and Victoria alone to be asked to turn back the clock?

If Victorians want their goods to arrive in carload lots—if, like the babe that cried for a cake of Pears' soap and wouldn't be happy till he got it, our merchants wish to see overland cars on our streets and won't be happy till they see them—these is an easy and inexpensive way to have the wish gratified. George Courtney's letter tells us it is only a question of paying for the service and the cars that now stop at Buncrana will be brought over the E. & N. line to this city. Has anyone ever inquired of the E. & N. Co. their terms for ferrying transcontinental cars from Ladysmith, and hence hauling them by rail to Victoria? The Great Unknown wants $2,000 a month and our market buildings for a ferry and rail service over an impossible route. Has it ever occurred to you, Mr. Editor, or to you, Messieurs Mayor and Aldermen, to ask the E. & N. what they will perform the service for and what the number of hours consumed on the trip will be? Or are you so wedded to your own idols that you will not worship before other gods though they be bigger and better and prettier than those to whom you bend the knee? The distance from Seattle to Liverpool is 1,298 miles (see the Great Northern's time table); and the distance from Liverpool to Victoria is 81 miles; making in all 223 miles that must be travelled to reach Victoria if the Great Unknown's project is approved of. The mileage from Seattle to Victoria by water is 86. From Everett the distance is 70 miles, which, do you think, would be the most rapid, feasible and economical way of bringing Great Northern freight to Victoria—from Everett or Seattle by water, or from Seattle via Liverpool and Saanich by water and rail?

It has become quite a fad with unthinking persons to hold the C. P. N. Co. responsible for the unsatisfactory condition of our means of communication with the East. I have already said that a faster boat should be put on the route, but between wishing this we know of than rush into dangers the extent of which no man can foretell. Unless the Great Unknown can insure a four-hour trip and cheaper rates than now prevail, we can not furnish a substantial endorser of their financial ability to operate the system, there is but little fear of its people paying $2,000 a month for a worse service than they are now getting for nothing. Sentiment is a good thing when it does not come too high and stands alone. But when you attempt to run business on sentimental lines business will go to the wall always. A car ferry service via Saanich, etc., is impracticable in the sense that it would improve our means of communications. Aside from the mysterious promoters lying in ambush who are out for what there is in it for themselves, Victorians who favor the scheme are mostly actuated by sentimental feelings. They want to see transcontinental cars come to this city. So do I. But I do not want our people to pay, as Benj. Franklin did, too much for their whistle. Adopt the car ferry service and it is quite outside the range of possibility, that the headquarters of the C. P. N. Co. will be removed elsewhere. If we were bettering ourselves by the change, the loss of the trade of that important establishment would soon be adjusted. But when we are to get a poorer service with no guarantee for its continuance, it would be suicidal to accept the proposed agreement. Few people are aware of the magnitude of the C. P. N. Co.'s business with Victoria. That company employs regularly some 300 persons at the head office, on the wharves and on the steamers. At least 100 artisans, longshoremen and others are engaged nearly all the time in construction, repairs of wharves and steamers, and in moving freight. Of these 400 nearly, if not quite 300, are householders in the city of Victoria. The disbursements of the company and their employees in our city reach $400,000 a year. And Victorians are asked to break down or drive off to another port our best customer for the purpose of putting $200,000 or $300,000 into the pockets of the mythical promoters of an impracticable scheme, who will not have their names disclosed even to the mayor and aldermen! A short time ago on one of our suburban streets I encountered a small boy. He was crying loudly and bitterly. Asked the cause of his grief, he replied: "Two big boys told me that

"If I'd open my mouth and shut my eyes,
They'd give me something that'd make me wise."

And when I did they crammed my mouth full of dead leaves and mud and ran off." It has just occurred to me to ask whether there is not a similarity between the conduct of the two boys who crammed the gentle child and the nameless gentlemen who have asked us to show our confidence and faith in their good intentions by shutting our eyes and opening our mouths while they get away with the car ferry subsidy. My advice to fellow citizens is to wide open their mouths in expressing their feelings on this most important subject, but upon no plea to close their eyes. They cannot be crammed if they will but use their optics.

Before writing you again I shall await the publication of the amended agreement; and while taking leave of you I cannot help expressing my admiration of your Sunday article on the Northern railway. It has the true ring, and furnished another reason why Victorians should decline to tie up their resources in the wild and impossible scheme now before the city council.

D. W. HIGGINS.

Aldermen and City Business

Little of Importance Transacted at Regular Meeting of the Council.

Craigflower Road By-Law Goes Over to Another Meeting.

Nothing of special importance outside of routine business transpired at yesterday evening's meeting of the city council. The Craigflower Road Re-opening by-law was to have come up, but it was laid over to another meeting. There were present His Worship Mayor Hayward, in the chair, and a full board.

The first communication was from the acting secretary of the department of public works at Ottawa, acknowledging receipt of a communication from the city, asking for title to a strip of land across James Bay, to provide for the possible widening of the bridge. Received and filed, and the clerk requested to renew the city's application.

The Provincial Secretary informed the council that the salary to be paid the police magistrate from October 1 ultimo would be $150 per month. Received and filed.

Senator Macdonald asked that the tearing down of the condemned shacks owned by him be postponed for three months, as it would be a hardship to turn out the inmates in the cold weather.

Ald. Williams was in favor of granting the request, as also was Ald. Yates, who moved that the Senator be given until January 2. This was seconded by Ald. Kinsman.

Ald. Cameron was in favor of granting the Senator the three months' time asked for.

Some further discussion followed, and it was finally decided to adopt Ald. Yates' motion.

H. D. Helmcken, in regard to the question of getting the mint located here, acknowledged the council's letter to him on the subject, and promised to do all in his power to further the matter.

The Mayor reported the board having been present at the unveiling of the Burns memorial at Beacon Hill, and presented the deed of gift.

Ald. Hall was proud to be present on that occasion. It was a beautiful day, and the speeches were most appropriate. He would like to see the monument to Sir James Douglas located at the hill also.

The action of the Mayor in accepting the gift on behalf of the city was unanimously endorsed.

F. Elworthy, secretary of the board of trade, forwarded a copy of the article on Victoria which is to be incorporated in the board of trade report, and as the cost of the pamphlet was more than anticipated, he asked for a further grant of $300. Referred to the finance committee for report.

Thomas C. Sorby again directed attention to his claim for $350 for certain plans furnished the city. Ald. Kinsman moved that it be received and filed. This was seconded by Ald. Stewart.

Ald. Yates was not in favor of dealing with the matter so summarily. He thought a considerable portion of the public would be pleased to see Mr. Sorby remunerated for his services. A special committee should see if an arrangement could not be made whereby Mr. Sorby might be settled with. Ald. Beckwith agreed with this view, and it was decided to have the committee report at the special meeting of the council this evening. Ald. Yates, Beckwith and Cameron were appointed as the special committee.

F. J. Claxton complained of the condition of the sidewalk on upper Fort street. Referred to city engineer.

B. S. Oddy referred to the condition of Croft street. Referred to city engineer.

Thomas Hooper asked for the sidewalks on the corner of Government and Cormorant streets to be replaced.

Ald. Stewart moved that the letter be referred to the city engineer for report on cost of laying down cement sidewalks.

J. D. McNiven, secretary of the Trades and Labor Council, forwarded the following communication:

Gentlemen:—The Trades and Labor Council of this city is now endeavoring to obtain data and reliable information on the Chinese and Japanese question to present to the royal commission, which will shortly visit Victoria, and with this object in view would respectfully ask the co-operation and aid of your honorable body to that end.

The information we specially wish to obtain is: (1) An estimate of the number of Chinese and Japanese within the city limits; (2) The amount of revenue derived by the city from Chinese and Japanese for the year ending 30th September, ult., and the source of such revenue; (3) The number of Chinese and Japanese property owners in the city and the amount of their assessment for the present year; (4) Separate returns from the city medical health officer and the city sanitary inspector regarding the condition of Chinese and Japanese within the city limits; and (5) any other information possessed by the city that will be of service to the Trades and Labor Council in presenting the case to the commission.

Ald. Cooley moved that the request be granted. This was seconded by Ald. Yates. Ald. Williams wanted the matter referred to the finance committee. Ald. Beckwith thought the Trades and Labor Council should apply to the corporation officials.

Ald. Brydon thought that as the government had appointed certain officials to look into the matter, they should get the information required from the city officials.

Ald. Cameron was in favor of referring the matter to the finance committee. Personally, he would do everything possible to supply the required information. The letter was dealt with in accordance with Ald. Cameron's views.

C. H. Topp reported having made a survey of Kingston street and found the fire hall with its lot limit. Received and filed.

The water commissioner recommended the placing of meters on the mains at the new pumping station at North Dairy Farm, the meters to cost $2,350. Referred to streets, bridges and sewers committee.

The water commissioner also recommended the purchase of certain lands offered by Messrs. Foulkes & Co., if funds were available, as it was needed by the city. Referred to street, sewers and bridgs committee.

John Piercy, on behalf of the ratepayers on Menzies street, presented a petition, asking that Menzies street, from Simcoe to Niagara, be made 10 feet wider.

Ald. Cooley said the improvement was badly needed, and he moved that it be referred to the city engineer and city assessor. This was seconded by Ald. Hall, who said it was very necessary to widen the street as recommended by the petition, as the new cinder path sidewalk on the west side had been extended out about one foot, making it very difficult for a conveyance to pass a car when meeting. Carried.

The finance committee recommended the payment of accounts for the month, amounting to $14,022.44. Adopted.

The same committee recommended that the sum of $200 be given to the Mining Record in aid of the publication of a special Christmas edition. Adopted.

Ald. Stewart's motion to proceed with the work of paving Government street from Courtney street to Cormorant, was then taken up. The mover explained that he took this action now in order that the preliminaries might be arranged, so as to have the matter ready to be dealt with by the next council. The motion carried.

Ald. Brydon wanted to know what had been done in regard to the elevated sidewalk on Government street. The Mayor explained that he understood the owners of the property intended to build in the spring. Ald. Beckwith thought it would be well to advise the property owners that the city would not tolerate the high sidewalks much longer.

Ald. Yates' motion to have the public interests better protected by contractors engaged in building operations, until the passage of a new by-law, contractors should be instructed as to what portion of the street shall be preserved to the use of the public. An amended motion, carrying out Ald. Yates' ideas, was carried unanimously.

The Craigflower road by-law was laid over, certain information which is necessary not being on hand.

The council then adjourned.

PRIZE AT PARIS.

British Columbia Flax Fibre Helps Win Grand Diploma.

From Our Own Correspondent.

Vancouver, Nov. 12.—Mr. H. T. Thrift, of Hazelmere, B.C., who has been experimenting for the past ten years in the growth of flax, and who some years ago interested the government with the question of the possibility of growing flax in British Columbia, has been named among the prize winners of the Paris exhibition, for his exhibit of flax fibre, grown from flax on his farm in British Columbia. Mr. Thrift is in receipt of the following letter:

"Paris, 1st September, 1900.

"Dear Sir: I have much pleasure, by order of the Canadian commissioner, to advise that the international jury at the Paris Universal Exhibition has awarded the Dominion of Canada for a collective exhibit of products, of which your exhibit of flax formed an important part, a grand prize diploma, and you will be entitled to receive a copy of the award.

"I beg to remain, your truly,
(Signed) "AUG. DUPONT,
"Secretary."

The Y. M. C. A. is to hold a bazaar on the 25th of November, which will be opened by Lady Tupper.

The exhibit of fir which secured first prize at the Paris exhibition in competition with Washington and Oregan fir, was secured a few miles out of Vancouver city by Timber Inspector Murray. The section sent measured five feet in length and 90 inches across, including the bark.

Mr. Skinner, collector of timber dues, stated yesterday that on the last of September there was only 2 per cent. of the dues uncollected since May, 1888, when he took office. In speaking of the lumber trade, Mr. Skinner said that the scarcity of ships was a serious matter just now; that many of those formerly engaged in the lumber trade were carrying coal to China, or nitre from Chili. Most of the mills cannot afford to charter lumber and stack it up in their yards. They must raise money by selling their lumber to satisfy their obligations. There is an abundance of orders but no ships to carry the sold lumber. Freight to Sydney is now 90 shillings per thousand from Vancouver.

STEEL COMPETITION.

Swansea Local Steel Industry Threatened by United States Competition.

London, Nov. 12.—At a meeting of the Swansea harbor trust to-day, Sir John Jones Jenkins, chairman of the Swansea Metal Exchange, said that the importation of American steel bars threatened the extinction of the local steel industry, and that the trust would lose the large revenue now derived from the importation of iron ore.

FREED FROM QUARANTINE.

Some Seattle Passengers Released Yesterday—Those For Victoria to Come Up To-day.

The quarantined passengers of the City of Seattle are being released from William Head. Yesterday afternoon ninety of the first-class passengers booked to Seattle were freed from detention and embarked on the steamer Victorian at William Head, from whence they were taken to Seattle. About forty of the second-class Seattle-bound passengers will be released this morning, and the steamer Utopia will call for them on her way out.

The Victoria passengers will be freed to-day, at least those of them upon whom the vaccination took on their arrival, and will be brought up by the steamer. There are about forty to be freed to-day, and about a dozen will remain for a day or two.

It is three weeks since the passengers were landed from the steamer City of Seattle at William Head. The steamer arrived at Vancouver with T. Dusham, one of her passengers, affected with smallpox, and Dr. McKechnie, of that port, ordered the steamer to proceed to William Head. On arrival at the local station the associates of the victim and those who had visited his cabin during the voyage, were pointed out and isolated from the other passengers. Three of these isolated suspects developed smallpox, but all the cases were mild, and the four victims are recovering.

If you are nervous or dyspeptic, try Carter's Little Nerve Pills. Dyspepsia makes you nervous, and nervousness makes you dyspeptic; either one makes you miserable, and these littel pills cure both.

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B. C. MINING DEVELOPMENT

A Montreal Trade Journal Calls Attention to the Coast Resources.

Canada Trade Review.

The mining development of British Columbia may now be said to have reached the quiescent stage. The "boom" is over. The times when any mere prospect was a fair nucleus for a company capitalized at $1,000,000 are long since passed away. But there is danger that, in the general depreciation of mining property, many really valuable mines may be overlooked. Of course, it cannot be expected that a majority of the thousand and one prospects staked will ever attain the dignity of a mine. But development has demonstrated that British Columbia possesses hundreds of phenomenally rich mines, showing every indication of permanency. These are supplemented with numerous low-grade propositions, which, with improved facilities, are destined to prove remunerative. The opening up of the coal deposits of the Crow's Nest Pass and the completion of the railway means much for British Columbia, and particularly to the Kootenays. It guarantees cheap fuel and lower transportation rates, and will have the effect of so reducing the cost of treatment of ores that it will to a large extent necessitate a reconsideration of many of the mining propositions which have been temporarily abandoned on account of the cost of treatment. The expectations are that the increased facilities will lower the line dividing loss from profit, and enable many of the low-grade propositions of the Kootenays to step over this line and become profitable producers.

Experts point out that the discoveries of placer gold in Northern Cassiar in the neighborhood of Atlin lake have brought this locality into prominence. There is strong evidence to show that the gold of Atlin is not confined to placer workings. Samples of very rich gold-bearing quartz from prospects have been obtained, together with samples of cinnabar, which when assayed, was found to contain 26 per cent. mercury. The placer discoveries of Atlin have helped to direct public attention to the existence of the great placer gold belt, extending the whole length of the province from White Horse creek, in East Kootenay, near the United States boundary (which is credited with a total output of some $20,000,000), in a northwesterly direction along the western slope of the Rockies, through the famous Cariboo and adjoining gold fields in the Northwest Territories. Between Atlin and Cariboo there is still a great extent of country which has as yet been little prospected, and which may eventually prove as rich as its neighbors on either side. While the output of placer gold has not regained the importance it held twenty years ago, still there is a material increase over last year. The placer miner has—plainly given way to the hydraulic plant.

Comparatively speaking, the production of free-milling gold is surprisingly small when the amount of rich placers found in the country is taken into consideration. Attention is now being drawn to this class of mining, and stamp-mills are going up in many localities. The increased production of Camp McKinney and Fairview, in Yale district, in the Nelson division of West Kootenay, indicate probabilities for the future. From ore of the character mined at Alberni, on Vancouver Island, fair returns have been obtained. So far all free-milling properties have found it necessary to use some form of concentration for the collection of gold not existing in a free state, which concentrates have usually been sent to the smelters for treatment. The first working cyanide plant in British Columbia is situated on Phillipps' Arm, 120 miles up the coast from Vancouver. The success which has attended this pioneer of its class is gratifying, as indicating what may be expected from the large low-grade gold-bearing quartz veins occurring along the coast line.

The ores of Rossland camp may be more appropriately classed as gold ores than as copper ores, inasmuch as the values of the former metal are proportionately much greater. The output of Trail Creek division is almost entirely from ores of this character—sulphides of copper and iron, carrying gold and silver. These ores are being treated by smelting. The copper acts as a collector for the gold and silver, a matte being produced, the greater part of which is brought forward to refined copper, cast into anodes, and sent to some electrolytic refinery for the separation of the gold and silver.

Silver and lead metals go together, their source being chiefly argentiferous galena, and mined principally in Kinsworth and Slocan divisions of West Kootenay. Notwithstanding the decided rise in the output, these metals hold the place of premier importance in the year's production. In the two divisions mentioned the grade of shipping ores seems to have been maintained, as may be calculated from the statistics, which show an average on 32,000 tons of ore of 97 ounces of silver to the ton, and 47 per cent. lead.

A LITTLE MIXED.

On Friday the Vancouver Province published the following:

THE HOO-DOO MAN.

Montreal, Que., Nov. 9.—Sir Charles Tupper left here to-day for British Columbia, where he will address meetings in the interest of the Conservative candidates in Yale-Cariboo and Burrard constituencies.

A WISE COLONEL.

Montreal, Nov. 9.—Colonel Prior is leaving to-day for the Coast. He declines to be interviewed.

Col. Prior had not transferred himself by some mysterious process from Victoria to Montreal; it was only an amusing mistake of the Province—and not the intelligent compositor this time. The Province apparently had not recovered from the election celebration, for here is how teh telegram came over the wires:

"Montreal, Que., Nov. 9.—Sir Charles Tupper left here to-day for British Columbia, where he will address meetings in the interest of the Conservative candidates in Yale-Cariboo and Burrard constituencies. Prior to his leaving for the Coast he declined to be interviewed.

COST OF WAR.

One Hundred Million Pounds the Price of the South African Conflict.

London, Nov. 12.—Parliament will assemble on December 3 to vote the expenses of the war in South Africa, which are now expected to amount to fully £100,000,000. Before Christmas an adjournment will be taken until the end of January.

HAS SEEN MUCH SERVICE.

New Commander-in-Chief of Esquimalt Fleet Has a Lengthy Record.

The Naval and Military Record says of the recent change of the admirals of the North Pacific fleet:

"Rear-Admiral Lewis A. Beaumont has been appointed commander-in-chief of the Australian station, in succession to Rear-Admiral Pearson, whose appointment will shortly expire. Rear-Admiral Andrew K. Bickford, C. M. G., has been appointed commander-in-chief of the Pacific station, in succession to Rear-Admiral Beaumont.

"In view of the inauguration of the Australian Commonwealth, special importance attaches to the selection of the officer who will have control of the squadron at the Antipodes, to the support of which, it will be remembered, the colonists already contribute. Rear-Admiral L. A. Beaumont is, in his 54th year, and when Lord Northbrook was at the admiralty, in 1882-85, he acted as his private secretary. As a commodore he flew his broad pennant in the training squadron, and after three years at Whitehall as director of naval intelligence, he proceeded to the Pacific in March of last year. He wears the Arctic medal, bestowed in 1876. His successor, now that he has been moved to the more important command in Australian waters, is, curiously enough, nearly three years his senior in age and service, though his promotion has been slower.

"Rear-Admiral A. K. Bickford is in his 57th year, and was last employed, three years ago, as superintendent of Sheerness dockyard. His C. M. G. dates from 1885, and he was awarded in addition of his special services in connection with the release of the crew of the Nisero from the natives of Acheen, Sumatra. During the Fenian riots of 1866-68 his name became familiar, as he was one of the officers of the Research, off the Irish coast. Before this he had fought with distinction at Simono-seki."

LITTLE ROWLAND'S LESSONS IN WAR.

Wunst my pa he
Says I mussen't never hit
A boy that's litter'n me.
'Cause it
Ain't right, you see.

So, when I went to school one day
And got a playin' marbles with
A little boy named Charley Smith,
And winned all his away
He up with all his might
And hit me right
Square on the eye
And made me cry—
And then,
Almost before I thought,
I nearly hit him back agen.
If it hadn't been for what
My pa he said,
I bet I'd smashed his head!

And then, the other day,
Willie Jones and me
Snuck up and took my knife away.
And called me names.
And sed I'd never get it back,
I up and I give him a crack
With my fist, right
On the mouth—with all my might!
'Cause he ain't litter'n me.
You see,
But his pa never told him not
To hit littler boys to him, I 'spose.
And so first thing I knew I got
Struck on the nose!
At first I thought
I fell
'Way down a deep, deep well,
Or tumbled from a roof somewhere—
Higher'n enny in this here town—
And yet I tumbled down,
Down through the air,
And it was twenty hundred million times
more worser'n when
That little Smith boy he
Hit me, and then,
At first, I got awake agen
And the bleed was runnin' down all over
me
And I couldn't hardly breathe ner see,
Ner enything! And then I ketched I'd die
So they put HIM in jail, and my
Pa he'd be sorry 'cause he told
Me that about not fightin' boys as old
As me! And ma she cried
When I came home, and drew
Me close up to her side—
And I cried, too!

And then the other day
When me
And Eddy Sprigg were fire department he
Wouldn't play.
He's the horse'n I
Was drivin', so
I guess he didn't know
We got to fightin'! My!
He wasn't strong at all.
And he's litter'n me, too!
And hit
Him on the cheek'n made him ball.
And when we're through
I wasn't hurt a bit!

Boys' pas might know a lot
About most things, but I
Can't seem to see
Just why
It was that my pa he
Told me not
Hit littler boys'n me!
I guess he never fought
With bigger boys'n him before
He got
Growed up—'n I won't enny more!
'Cause when you hit a littler one
He runs and' bellers, too—
And hittin' others ain't no fun
When they hit harder'n you!

—S. E. Kiser

Mr. Mackie's Remarks.—The Colonist omitted to mention on Sunday, in connection with the ceremony of unveiling the Burns memorial, that Mr. J. R. Mackie, chairman of the committee, opened the proceedings: He said: "We have to-day to take part in the ceremony of unveiling this memorial to the memory of Robert Burns, 'Scotia's Immortal Bard.' It is the first memorial to the poet which has been erected in the Dominion of Canada. I will now ask His Honor Lieut.-Governor Joly to unveil the memorial."

Philharmonic Concert.—A full rehearsal of the orchestra and chorus of the Philharmonic Society will be held to-morrow evening in Institute hall. This rehearsal will be the first for the concert of the society to be held on Thursday, December 13. The programme of that concert will include Beethoven's celebrated "Choral Fantasia," some choruses from Handel's "Messiah" and some orchestral and solo numbers. Subsequent rehearsals will be held on November 14, 22 and 28, and December 5 and 12.

Demands on The Chinese

Conditions Foreign Envoys Have Agreed to Demand as Reparation.

Death Penalty Must Be Imposed on Eleven Princes and Officials.

London, Nov. 12.—Dr. Morrison, wiring to the Times from Pekin on Sunday, says:

"Pressed by the common desire for a speedy termination of the present conditions, the foreign envoys have finally agreed to the following terms, to be presented in conjoint note, which, subject to the approval of the governments, will be pressed upon China as the basis of a preliminary treaty:

"China shall erect a monument to Baron von Kettler on the site where he was murdered, and send an imperial prince to Germany to convey an apology. She will inflict the death penalty upon eleven princes and officials already named, and suspend provincial examinations for five years where the outrages occurred. In future all officials failing to prevent anti-foreign outrages within their jurisdiction shall be dismissed and punished.

"Indemnity shall be paid to the states, corporations and individuals.

"The Tsung Li Yamen shall be abolished and its functions vested in a foreign minister. Rational intercourse shall be permitted with the Emperor, as in civilized countries.

"The forts at Taku and other forts on the coast of Chih-li shall be razed, the importation of arms and war materials prohibited; permanent legation guards shall be maintained, and also guards of communications between Pekin and Tsai.

"Imperial proclamations shall be posted for two years throughout the empire, suppressing Boxers.

"The indemnity is to include compensation for Chinese who suffered through being employed by foreigners, but not compensation for native Christians.

"The words 'missionary' and 'Christians' do not occur in the note."

LOCAL NEWS.

Stabbed a Chinaman.—George Spolloghton, a half-breed Indian, was arrested by Sergt. Walker this morning, charged with cutting and wounding Sing Kee, a Chinaman.

They Remained.—Two sailors from the Empress of Japan did not go to sea on her when she sailed last night for the Far East. One, Shrapnel by name, stole a coat, and another got drunk, with the result that both were gathered in by the police.

Reported Escape.—A despatch has been sent out from Vancouver stating that a le