[From THE DAILY COLONIST, August 29.]

AGAINST MONGOLIANS.

The Five Hundred Dollar Head Tax Proposal Endorsed by the Public Meeting.

Other Cities Apprehensive of the Japanese and Effect of Their New Lines.

The anti-Mongolian meeting in the city hall last evening drew a large audience, well filling the council chamber. Shortly after eight o'clock Mayor Beaven entered and opened the proceedings by inviting the meeting to choose a chairman. In response Ald. Marchant promptly nominated His Worship, and those present having signified their unanimous approval of this choice, the Mayor proceeded with a brief introductory address, incidentally reminding the meeting that in the legislature on several occasions he had directed his efforts towards preventing the importation of Chinese for purposes of the construction of railways and other public works. He introduced Mr. J. G. Field-Johnson, of Vancouver, as a delegate of the association there who had kindly come to attend this meeting.

Mr. Duncan Ross was unanimously called upon to act as secretary of the meeting, after Ald. Marchant had been excused as he intended to speak; and the petitions being circulated by the Anti-Mongolian society were read by the secretary. These ask, amongst other things, with respect to Chinese that the import head tax be raised from $50 to $500; and as to Japanese that the residence required for naturalization be five years instead of three.

Ald. Glover moved a resolution endorsing the petitions just read, and advising the citizens to sign them. So far as he was personally concerned he had no use for Chinese or Japanese either, and he would assist in every possible way the movement for their exclusion.

Ald. Partridge seconded the resolution; and hoped that the sentiments of the working classes would be heard to-night to give weight to it.

Ald. Marchant came forward in response to repeated calls. Though it was no doubt an unpopular thing to admit, he must state that he did not agree with a great deal of what is said against the Chinese; and he instanced the allegations in the petition that they are immoral, dishonest and unclean, which reproaches, he considered, apply equally to many white men. With respect to taking money out of the country, he thought that a good deal more is taken by the absentee landlords and mortgage holders than by the Chinese. He was proceeding, as he said, to affirm his belief, in common with Ald. Macmillan, that a Chinaman is a child of the same God as the white man, and to discuss the religious aspect of the question, when there were decided signs of uneasiness, and one voice remarked "This ain't a prayer meeting." Ald. Marchant said he proposed to discuss this subject in his own way, and he proceeded to express surprise that anyone should seek to exclude labor from this province, when the forests and the fisheries afford such abundant opportunities for labor. The drift of this remark appeared to be not popular with many in the audience, who expressed themselves in hisses to such an extent that the Alderman continued that there never was an audience yet who could put him down by hisses. He asked if the meeting would not be much more interesting by reason of his attempt to state "the other side" of this Chinese question, and declared that while he thus contended that there is an "other side," he at the same time agreed in many respects with the contentions of those who do not approve of the presence of Chinese. A man certainly has the right to choose his neighbors, and he frankly admitted that he thought the presence of the Chinese would be in war time a menace, and in peace time is a mistake. He approved, too, of the protection of labor by trades unions, and of the extension of this protection by discouraging the importation into this country of Chinese, whose competition the weakest of our own people feel the strongest. He, therefore, in the present condition of affairs would favor such a resolution as now before the meeting.

Capt. Robertson, of Moresby island, prescribed as a remedy for the danger which he saw confronting this province the entire exclusion of Chinese and Japanese. He thought that a high tax would simply encourage smuggling. He discussed the national debts of Great Britain and of Switzerland, the debt of British Columbia and the new parliament buildings; and at this stage a voice invited him, amidst applause, to "talk Chinamen not politics." He criticised Ald. Marchant's statement that "God made the Chinamen," and invited that gentleman to join a Chinese mission. He didn't blame the Chinamen, but rather those who brought them here, and explained that though his wife had brought two Chinese to this country this had been done in ignorance of the local conditions and they were soon enticed away. Captain Robertson concluded after nearly an hour, amidst general calls of "Time!"

Mr. H. Dallas Helmcken, M.P.P., was then vociferously called for and took the platform amidst applause. He said he had always felt very deeply upon this subject of Chinese competition with white labor, but such incidents as those connected with the recent visit of Li Hung Chang to England and other countries of Europe make one pause for reflection before deciding upon a course of action. He had often heard it argued that Great Britain will not stand legislation by her colonies altogether excluding the Chinese or any other nation, but he felt confident that so long as the legislation of the colonies is reasonable Great Britain will not interfere with it. He hoped that if the petitions read here to-night are forwarded to Ottawa, something will be heard of them from there. He knew of no way in which we as a province could deal with the matter, except to join in asking relief from the authorities at Ottawa, through our own representatives, and perhaps through some not our representatives who are sometimes called in to advise. (Laughter.) We could do something for ourselves, however, by each giving the preference to white men in any work we have to do. Any service he could render in the local house he would be only too happy to perform.

Ald. Macmillan and Dr. Milne were next called for, and the former took the platform amidst general hisses, which he acknowledged by the fervent declaration that he recognized them as a compliment. He spoke at length in disapproval of things in general, but declared himself for free trade in labor and against the exclusion of Chinese or any others simply because of their nationality.

Mr. John Coll dealt earnestly with some of the fine advice Ald. Macmillan had given the workingmen, but he asked that gentleman how is a man with no money in his pocket to meet the Chinese competition by taking up land for cultivation. He reminded the alderman that the workingmen have not all got $400 a year from the city council to fall back upon, but must look for the work that now is performed by Chinamen.

Mr. Field-Johnson, the delegate from Vancouver, was then called upon by the chairman, and proceeded to state what is being done by the society of which he is secretary. In Vancouver and Nanaimo, he said, they are more particularly concerned with the Japanese, who are taking up the higher forms of labor, particularly the fishing on the Fraser, where about thirteen hundred Japanese were this year employed. He said he had it from a prominent member of parliament at Ottawa that British Columbia has this matter entirely in her own hand, and can have whatever legislation she decides upon. He then read the letter from this M. P., whose name he did not care to state now as the letter was private. It advised him how to proceed in the matter of the petition now being prepared for presentation to parliament, and pointed out the necessity for its being a big affair. His object in coming here to-night was to ask Victoria as the capital of the province to take up the question, as he had been most anxious to hear the sentiments of this city. He felt it of great importace to have Victoria in line with the other cities. He pointed out is conclusion that the danger of Japanese competition will be intensified by the steamship lines now being liberally subsidized by the Japanese government to run to this continent.

The resolution endorsing the petitions was put by the chairman and carried by a standing vote.

Mr. W. J. Dwyer moved that the Mayor appoint a committee to circulate the petitions in Victoria, and this was unanimously carried.

A hearty vote of thanks to Mayor Beaven, moved by Mr. Johnson, concluded the proceedings at 10:55 p.m.

WHEN OTHERS FAIL.

DR. WILLIAMS' PINK PILLS RESTORE HEALTH AND STRENGTH.

A Well Known Young Lady in Napanee gives Her Experience—So Weak that She Could Not Go Up Stairs Without Resting—Her Friends Thought She Was in Consumption—Now the Picture of Health and Strength.

(From the Beaver, Napanee, Ont.)

Among the young ladies of Napanee there is none better known or more highly esteemed than Miss Mary L. Byrnes. Indeed, her acquaintance and popularity covered a more extended field, as she is a travelling saleslady for the Robinson Corset Co., and has many customers on her route which extends from Oshawa to Ottawa. How this young lady happens to be the subject of this article is due to the fact that she has recently undergone a most remarkable change through the use of those wonderful little messengers of health, Dr. William's Pink Pills. When the reporter of the Beaver called to make enquiry into her cure, he was met at the door by the young lady herself, whose rosy cheeks and healthy appearance gave no indication that she had undergone a prolonged illness. The reporter mentioned his mission and found Miss Byrnes quite willing to tell the particulars of what she termed "an escape from death." In reply to the query "what have Dr. William's Pink Pills done for you?" she replied, "why they have done wonders. I feel like a new woman now. For eight years I was weak and miserable, and at times I could not walk. I was greatly troubled with indigestion, and frequently could not keep anything on my stomach, not even a glass of milk. I had dizzy spells, severe headaches, and my complexion was of a yellowish hue. My kidneys also troubled me, and in fact I was all aches and pains. In going up a flight of stairs I had either to be assisted up, or would have to rest several times before I got to the top. At times my hands and feet would have no more warmth in them than lumps of ice. On one occasion while stopping at an hotel in Kingston, after waiting on a number of my customers, I fell down in a faint. The landlady found me in this condition and sent for a doctor, who after bringing me back to consciousness gave me medicine to take. He told me that my system was so badly run down that it was imperative that I should have absolute rest. His medicine had no beneficial effect that I could see, and I tried a number of other doctors, with no better results. I became so low that I cared for neither work nor pleasure, and my friends thought that I had gone into consumption. It was at this juncture that I determined to give Dr. Williams' Pink Pills a trial, and my appearance to-day will show you what a wonderful change they have wrought in me. I continued taking the Pink Pills for three months, and before discontinuing them every ache and pain had disappeared. I cannot speak too highly of this wonderful medicine, and I am eager to let the fact be known for the benefit of other sufferers."

Mrs. Byrnes was present during the interview and strongly endorsed what her daughter said, adding that she believed they had saved her life.

The experience of years has proved that there is absolutely no disease due to a vitiated condition of the blood or shattered nerves, that Dr. Williams' Pink Pills will not promptly cure, and those who are suffering from such troubles would avoid much misery and save money by promptly resorting to this treatment. Get the genuine Pink Pills every time and do not be persuaded to take an imitation or some other remedy from a dealer, who for the sake of extra profit to himself, may say is "just as good." Dr. Williams' Pink Pills cure when other medicines fail.

THE government tug Princess has been launched from Turpel's ways, and together with the entire dredging plant is being overhauled at the Star shipyard.

IT is said that Capt. Whitelaw and his gang of men will be here from San Francisco within the next month to complete the work of removing the wrecked San Pedro, begun early in the spring.

WILL BE A BEAUTY.

Charles Spratt's New Tugboat Is Almost Ready to Take the Water.

The "Edith" Purchased for Fish Carrying—Discouraged Miners Return From the North.

An important launch will be made from the ways of the Star shipyard sometime about the end of the coming month, when as pretty a hull as one would wish to see will be floated to receive machinery and housework, and then to be placed in active business. The vessel has been previously spoken of in the COLONIST as building for Mr. Charles Spratt, and intended for heavy towing. Construction work has been in progress throughout the summer, and now the shell, for such it is as yet, is all but complete, requiring, seemingly, only a water dress of paint to make it ready for launching. The ship is the entire production of the firm and will be a credit to the yard in which her keel was laid, and to the builder, Mr. Trahey, whose painstaking efforts in workmanship have been rewarded with the greatest success. Her lines are the conception of the owner and Mr. W. J. Stephens, the well known ship builder, and they indicate a speedy vessel splendidly calculated for towing purposes. The dimensions are: Length over all, 110 feet; beam, 20 feet; and depth, 11 feet. The machinery for the vessel has been built in the Spratt & Gray foundry, the engines having been once in the wrecked steamer Michigan. They are quadruple and are of 300 indicated h.p. Two large steel boilers 9 ft 8 in. by 10 ft., and capable of carrying 180 pounds of steam, have been made in Mr. Thomas Shaw's shops for the vessel, and these will be heated by three furnaces. All the machinery is the very best and should give not only good speed but splendid satisfaction.

THE OLD, OLD STORY RETOLD.

The steamer Willapa, which has just returned from Alaska, brought back to civilization several parties of disappointed miners who agree with those who have come down before them that there are far too many miners for the money to be made on the Yukon. In fact, according to Martin Trowl of Tacoma, there are upwards of 2,500 men in the surplus population on the river this season and not a single good strike is reported. Trowl and his party left Tacoma last March expecting to return millionaires; they lost their entire outfit through the treacherous currents of the Pelly river and are now glad to get home with health and strength but no wealth. The only new mine in Alaska that is making good money is said to be the Bald Eagle, near Sum Dum, and there the miners are dissatisfied—not with the wages but the camp cooking. This was the cause of a strike only a short time ago, as a result of which nineteen of the men were "let out."

IN BOUND OCEAN CARRIERS.

Unless some unexpected delay occurs the R.M.S. Empress of China will arrive Tuesday from the Orient. She left Yokohama on the 21st with a heavy cargo, which included 150 tons for Victoria. Her passenger list is also large, with 80 in the saloon, 50 Chinese for Victoria, 25 for Portland and 200 for overland points. The next day after the China's departure for Victoria the steamship Hupeh left Yokohama under special charter to the C.P.R. with 150 tons of freight for Victoria, 50 tons for Puget Sound and 100 tons for Portland, besides a big amount of overland cargo, composed mostly of tea. The Canadian-Australian liner Miowera will also be due from the South on Tuesday. She sailed from Sydney, N.S.W., on the 10th instant with freight amounting to 50 tons for Victoria, 20 saloon and 20 steerage passengers.

TO REPLACE THE "THISTLE."

Seattle exchanges announce that Mr. W. N. Lazier, manager of the Victoria Fishing and Trading Co., has been successful in closing a deal with the N.P.R. Company for the purchase of their well known steamer Edith, which it is proposed to put at once into the carrying of halibut from the fishing station to Tacoma. The Thistle was last year chartered for this work, but recently she was engaged by the rivals of the Victoria company—the New England Fishing Co.—who operate from Vancouver, and immediate search had to be made for another suitable craft. The Edith is said to fill the bill in all particulars.

FIRST OF THE SALMON FLEET.

The British bark Embleton reached the outer wharf from Tacoma last evening. She is the first of the salmon fleet to arrive, being under charter to R. P. Rithet & Co., Ltd., to load for England. Stevedores Cates and McDermott have the contract for loading the vessel and intend commencing as soon as possible.

MARINE NOTES.

Shipping men are once more reminded of the sale by auction of the clipper ship Kilbrannan, which takes place this morning, at 11 o'clock, in the rooms of Mr. George Byrnes, Yates street. Full information regarding the sale will be found in the advertising columns of this issue.

Tug Sea Lion arrived from the Sound yesterday to take over the ship Blytheswood.

The Hawaiian steamer Aztec is taking coal cargo at Nanaimo mines for Honolulu.

MANITOBA SCHOOLS.

WINNIPEG, Aug. 28.—(Special)—There is quite a little stir in government circles in this city since the announcement from Ottawa that a basis of settlement of the school question had been agreed upon. Some of the government supporters think that this basis, so far as it is understood here, is in the nature stated by Messrs. Cameron and Sifton. The concessions are characterized as promising greater privileges in some respects to the Catholics than they enjoyed before the act of 1890; and while this may account for Mr. Laurier's confidence in the settlement proving satisfactory to his Quebec followers, it does not follow that it may prove equally acceptable elsewhere.

SAID TO BE SEIZED.

Trading Schooner "Jessie" Brings Word of Misfortune to Two Victoria Sealers.

The "Beatrice" of Victoria and the "Beatrice" of Vancouver the Unlucky Craft.

Although none of the vessels of the Victoria sealing fleet now operating in the Behring Sea would in the ordinary course of events be looked for back in port for weeks to come, two at least of the number are reported to be now on their way down from the North and likely to arrive at any time. They have not completed their season's work, but in some way have fallen foul of the patrol ships sent to the Sea to enforce the international sealing regulations, in consequence of which they were a fortnight or more ago placed under seizure and ordered to proceed at once to Victoria and report themselves to Admiral Pallisier.

By a strange coincidence the unlucky vessels both bear the same name, the one being the 49 ton schooner Beatrice, owned and commanded by Capt. A. H. Jones, of Vancouver—for which Messrs. R. P. Rithet & Co., Ltd., are the managing agents—and the other Capt. Wm. Grant's well known 66 ton Beatrice, which went to the sealing this summer in the charge of Capt. William Heater.

The news of their misadventure was received at Ounalaska by the master of the Port Angeles trading schooner Jessie, with the request that he report the matter as quickly as possible in Victoria. The Jessie made a smart run down and falling in with the tug Lorne fifty miles off Cape Flattery on Thursday afternoon delivered her unwelcome message to Captain Langley, the latter bringing the word to Victoria yesterday morning.

To no one does the news come as a greater surprise than to the owners and agents, and only one theory is advanced as to the probable difficulty—that unintentionally the vessels may have come within the proscribed zone extending for sixty miles around the Pribyloffs. Having learned by hard experience how small a technicality is often deemed sufficient to justify a seizure by the officers of the American cutters on patrol duty, the sealing men were particularly explicit this year in instructing their commanders, so that no possible cause might arise for interference with hunting operations. The vessels which hunted in the early summer on the Japanese side went so far as to land all their arms at Hakodate, whence they were shipped home as freight, in order that no suspicion might be created to their prejudice; while the coasting fleet, including the two Beatrices, were equally careful and took no firearms with them.

The lessons of former years have shown how even a hole in a seal pelt may be deemed cause for seizure—and the owners accordingly determined to take no chances. It was generally believed that 1896 would pass in consequence without a single seizure being recorded. The prediction appears, however, to have been premature, and all concerned will now anxiously await the arrival of the two schooners with details of the cause of their capture and their version of the case. Each was hoping to make up in Behring Sea for an unsatisfactory spring catch, the Victoria Beatrice having secured but 381 in the British Columbia coast hunting, and the Vancouver vessel 363.

THEY MET IN SECRET.

City Council Discuss in Private Hon. Mr. Tarte's Telegram About the Bridge.

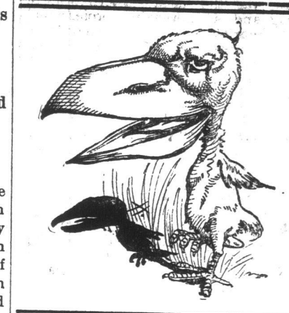
Only on Certain Conditions Can a Temporary Structure Be Built Over the Arm.

When that telegram came from Senator McInnes the other day that Hon. Mr. Tarte had been prevailed upon to allow the construction of the pile bridge across the Arm to proceed there was joy among the aldermanic supporters of that proposed structure. A telegram from Hon. Mr. Tarte yesterday somewhat changed the feeling, and another of those secret meetings was at once summoned by the Mayor to discuss the new phase the question had assumed. Hon. Mr. Tarte in his telegram said that the pile bridge would only be allowed to be completed and used on condition that it was understood to be a temporary bridge, and the city council must bind themselves to have it replaced within two years by "a bridge built according to law." This, of course, taken in conjunction with the letter of Hon. Mr. Tarte a few days ago, in which he expressed his surprise that even on the score of economy the council should erect such a structure as a pile bridge, meant that the city must bind itself to build a steel and stone bridge with two one hundred foot draws within two years.

Here was a poser for the council to solve. They could not accept the terms, as the opinion was expressed by someone that the board being elected annually could not bind any future council. As a way out of the difficulty a telegram was drawn up and dispatched to Hon. Mr. Tarte, minister of public works, stating that the council had not the power to bind the city to build a bridge within two years, but that if the Minister would allow the pile bridge to be finished the council would agree to put before the people a by-law to build a steel and stone bridge.

Ald. Tiarks, who tried ineffectually a few weeks ago to have such a by-law introduced, again gave notice yesterday that he would ask leave at the next meeting of the council to introduce a by-law to borrow upon the credit of the municipality of Victoria a sufficient sum to erect a permanent bridge of stone and steel to cross Victoria Arm at Point Ellice.

Oh! That Bill. Reduce It.



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"Companies Act," Part IV., and Amending Acts.

"Cariboo Mining and Development Company" (Foreign.)

Registered the 27th day of July, 1896.

I HEREBY CERTIFY that I have this day registered the "Cariboo Mining and Development Company" (Foreign) under the "Companies Act,' Part IV., "Registration of Foreign Companies," and amending Acts.

The head office of the said Company is situated at the City of Seattle, in the State of Washington, U.S.A.

The objects for which the said Company is established are:—To carry on the business of mining in all its stages and in all its branches; to acquire in any lawful way mines, mining claims, prospects, ores, mills, machinery, smelters and reduction works, mill-sites, real estate, tools, processes and appliances necessary, useful or convenient in and about the aforesaid business, and to operate and maintain the same; to lease, sell, mortgage or otherwise dispose of or encumber in any lawful manner all or any part of the property of the Company, real, personal or mixed, and generally to do all things of every kind or nature necessary or convenient to the promotion of the objects of the Company.

The capital stock of the said Company is three hundred thousand dollars, divided into three hundred thousand shares of the par value of one dollar each.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 27th day of July, 1896.

[L.S.] S. Y. WOOTTON,
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