cobsdal Not Taken

own Highlanders Successy Resist the Attack by Boer Forces.

Botha Cuts off a Train and Makes Some Prisoners.

Proclamation of Transe Annexation Read With Due Ceremony

n, Oct. 27.—It now appears that al was not captured by the Advices received from Capeortly after midnight say:

r news from Jacobsdal show 0 Boers unsuccessfully attacked rison. The Highlanders had 14 nd 20 wounded."

own, Oct. 26.—Hans Botha has a train with a reconnoitering the Highland Brigade, between rg and Greylingstad, in the al colony, tearing up the rails in d behind the train. In the fight followed, two captains and eight re wounded and all were capturreported that former President nd the members of the executive are at Fouriersburg, south of en, and that he has declared sburg to be the "capital of the Free State."

teyn has ordered Kriter, a memthe late volksraad, to be tried on rge of high treason.

ria, Oct. 26.—The Transvaal was proclaimed a part of the British the proclamation being attendimpressive ceremonies. The Standard was hoisted in the main of the city, the Grenadiers prearms, and the massed bands playNational Anthem.

lfred Milner read the proclamad 6,200 troops, representing Great and her colonies, marched past.

n, Oct. 26.—The Boers are raidthe northern part of Natal. They the railway station at Waschnd blew up a culvert.

seilles, Oct. 26.—Mr. Kruger is ed to arrive here November 11, emain at least a day. An elabdemonstration is being organized honor.

ssels, Oct. 26.—The Kruger recepommittee has issued a formal disr of hostility toward Great Brit connection with the reception, the committee say, will be exely a demonstration of sympathy, measures being taken to prevent al allusions.

BRITISH CABINET.

Chamberlain Will Remain Secretary For the Colonies.

ndon, Oct. 26.—The Standard, in a graph obviously inspired, announces Lord Salisbury will retain the e office of prime minister and secre of state for foreign affairs, and Mr. Joseph Chamberlain will retain rtfolio of secretary of state for olonies.

WRECKED SCHOONER.

of Her Seamen Picked Up by a British Steamer.

ndon, Oct. 26.—The British tank her Orange Prince, Capt. Richardwhich passed Lizard Head to-day Marcus Hook for Dover, reported she had on board two shipwrecked en from the American schooner hall L., who were picked up on Oc- 12, when the steamer was 70 in lat. 40 in Long. 69 W. e are but three schooners with es similar to that to which the ge Prince reports the men belonged. y are the Marshall L. Adams, of incetown, Mass.; the Marshall O. s, of Bridgeport, Conn., and the shall Perrin, of Deer Isle, Maine.

IN BEAR'S CLAWS.

hese Emperor Asks Czar to Take Manchuria Under His Protection.

ondon, Oct. 27.—"Emperor Nicho says the St. Petersburg corresdent of the Daily Mail, "has re ed a letter from the Chinese Emor, asking him to take the conquered nchurian provinces under Russian tection.

. Petersburg, Oct. 26.—The remain of the Chinese troops in the wide es of country around Mukden (Manria), official despatches say, are ken up into guerilla bands, which are ndering villages and farms.

hree explosions which occurred at kden on October 10, whereby 26 ssians were wounded, were deliberly carried out by the Chinese while Russians were engaged in destroythe contents of a powder magazine.

RAILWAY POOL.

Huge Combine to Control United States Grain Carriage.

New York, Oct. 26.—The World torrow will say:

The great railway pool which was med two months ago by the Vanderbilt-Morgan railroads to apportion the ain traffic between Buffalo and New rk, has announced that it will not ke any more contracts to carry any ain between New York and Buffalo til after November 1, when the rate ll be advanced from 3 to 4 cents per 0 pounds. This notification came in form of a communication to the airman of the grain trade from Frank arrott, commissioner of the pool, ich includes the New York Central, ake Shore, Delaware, Lackawanna & estern, the Lehigh Valley and Erie ilways. The commissioner informed e Exchange that there was a scarcity cars and that the grain traffic has en so heavy that the roads do not care undertake any new contracts until ter the close of the present month. is said that the Exchange will make protest to the interstate commission.

MURDERED.

diana Woman Strangled and Her Husband Arrested For the Crime.

Indianapolis, Ind., Oct. 25.—Leole Wilelm was found murdered to-day on the rest bank of White river, in the heart f the city. Apparently she had been trangled and robbed. John Wilhelm, usband of the woman, John Malady and Felix Robbins have been arrested.

Conservatives At Colwood

Electors Turn Out In Goodly Numbers to Hear Messrs. Prior and Earle.

Vote of Confidence in the Members Passed By the Meeting.

The electors of Colwood turned out in goodly numbers last night to hear Col. Prior and Mr. Earle, the Conservative candidates for the House of Commons. Many came from a long distance, one enthusiastic voter walking 16 miles to attend the meeting. Shortly after 8 o'clock the meeting was called to order by Mr. Joseph Atkins, who was chosen as chairman. Mr. Atkins, before introducing the speakers, said he was pleased to see so many present, and he felt assured that all would give their votes and influence to Messrs. Earle and Prior, their worthy representatives, who had served their interests so well and faithfully in the past. During the last few sessions these gentlemen had been in opposition, and therefore their influence for the good of their constituents had been curtailed, but he felt sure that when they went to Ottawa after the election—as they would most assuredly—they would find seats on the right side of the house, among a Conservative majority. He then called upon Col. Prior, who was received with applause.

Col. Prior agreed with Mr. Atkins that he and his colleague, Mr. Earle, had had much to contend with in opposition. Even if British Columbia returned her whole quota of six members in the Conservative interest, they would still be pitted against over 200 from other provinces, all fighting and struggling for the wants of their respective constituencies, and in such a struggle the members from the weaker provinces had the hardest work to obtain a fair share of attention. His attention had been called to a remark reported to have been made by Mr. Riley that if elected he would not travel to Ottawa in the same car with him or Mr. Earle. Mr. Riley need not trouble himself on that score. If he waited until he was asked to travel to Ottawa as member for Victoria, he would live to be as old as Methuselah. Mr. Riley had also stated, according to the Times, that the Conservatives were circulating copies of a paper made up to appear like the Toronto Globe. This he characterized as contemptible. Were Mr. Riley and the Liberals generally afraid to see the utterances of their own organ placed before the electors? There was not a word in the sheet referred to that was not a verbatim copy of what had appeared in the Globe from time to time. Did the Liberals wish to repudiate the Globe's opinions, the same as they had repudiated all their avowed principles and platforms?

In addressing the electors, he had noticed that neither Mr. Riley nor Mr. Drury had attempted to explain away the fact that the Liberal government had increased the expenditure, increased the taxes, and increased the public debt by millions, though they had been elected on their solemn promises to reduce all three. Leaders of the party tell us this extra expenditure, these increasing taxes and additions to the public debt are justified and made necessary by the increase in population. Their own estimate of that increase is only about 250,000 since last census. Just divide the amount of the increase of expenditure, $11,000,000, among those 250,000, and what an overtaxed people those of Canada will be.

The trouble with the Liberals was their lack of principle. They had changed their declarations of policy at every general election—unrestricted reciprocity, commercial union, free trade as they have it in England, and now the preferential tariff. Either of the two former would have thrown Canadian business and trade into the United States and ruined every Canadian industry. Free trade would have been just as bad, so when they found themselves in power they abandon that cry and adopt the protective tariff of the Conservatives. True, they have what they call a revenue tariff, under which they have reduced the duties on certain articles, which does not amount in all to one-half of 1 per cent. How long would it take to reach "free trade as they have it in England" at this rate? About 200 years. They have broken faith in every particular regarding the decrease of expenditure and taxes, but fortunately they stole the Conservative principle of protection, otherwise the country would have been ruined.

During the Liberal regime, British Columbia's wants have been outrageously neglected. The Dominion draws over $3,000,000 annually from the province, and in return has only expended about $1,200,000 on the public service here. This includes the provincial subsidies, administration of justice and judges' salaries, public works and fisheries. Common justice should prompt them to spend the whole $3,000,000. Indeed, if they had the good of British Columbia at heart, they would not hesitate to supplement that sum by money borrowed, if necessary, to develop the vast and rich resources of the province. We want railways to tap the mines, we want improvements to aid our harbors and steamship lines to carry trade to the Orient, and their establishment would benefit not only British Columbia, but the whole Dominion, but Ontario, Quebec and the Maritime provinces have more members and more influence, and they get all the money. Cash is borrowed whenever one of those provinces calls for an improvement. Contrast this policy with Sir John A. Macdonald's, which gave to British Columbia the C. P. R. and transformed her from an isolated colony to one of the most important provinces in the confederation.

The want of cabinet representation has been keenly felt in British Columbia. The whole West, from the Great Lakes to the Pacific, has only one cabinet minister, Mr. Clifford Sifton, and his interests lies in his own province, Manitoba; he has little thought, seemingly, for the country beyond the Rockies. Sir Mackenzie Bowell gave British Columbia cabinet representation by appointing the speaker, and while in that position, he became fully convinced that this province would never have full justice done her unless she had a minister to advocate her requirements at the Privy council board. It had been stated that he had objected to the appointment of Sir Henri Joly as lieutenant-governor of British Columbia. There was no truth whatever in such a statement. He respected Sir Henri and considered him in every way qualified for the position which he so ably fills. What he did say, when he mentioned Sir Henri Joly, was that when that gentleman was appointed lieutenant-governor, Sir Wilfrid Laurier had an excellent opportunity to fill his place in the cabinet with a British Columbian, but he chose to select a gentleman from Quebec, Mr. Bernier. When the Liberals were in opposition, they never tired of calling for cabinet representation in the house and in their press, but now, when they were in a position to influence the government in that direction, we heard nothing from them on the subject.

When the Conservatives were in power they granted $1,000 to Victoria and Vancouver combined, for the maintenance of the lepers on Darcy Island, but the Liberals have withdrawn these grants. Their excuse is that the keeping of lepers is a provincial affair. Yet they maintain a lazeretto at Tracadie, New Brunswick. Their excuse for this is that a provision to that effect was embodied in the agreement under which that province entered confederation. The speaker asked Mr. Fisher in the house in 1899 if he would order the Darcy Island lepers removed to Tracadie, but the minister said that in a matter of so much import he could not take such a responsibility; yet within 12 days after several lepers were taken from Manitoba and Prince Edward Island to Tracadie. The C. P. R. took them in a special car and the government paid $1,500 for their transport.

Sir Wilfrid Laurier, just before the last general elections, said the wishes of the Liberal members for British Columbia would be carried out with regard to Chinese, if he were returned to power, and now, what has he done? Although the British Columbia members, Liberal and Conservative, were a unit on the question, and urged the increase of the poll tax to $500, the government, at the eleventh hour, increased it by $50, and appointed a commission to report upon the problem of Asiatic immigration. The commissioners have been named. One is away attending to his private business, another is running for parliament in Vancouver district, while another, the secretary, is going about addressing the electors in support of the Liberal candidates.

Col. Prior then called attention to the glaring abuse of the franking privilege. Tons of campaign literature is being carried throughout the Dominion, under the stamp of different ministers, although the franking privilege only exists during the session. The emergency rations scandal was next touched upon, and then the speaker gave an instance of Mr. Blair's methods of economy, as illustrated by his contract with the Galena Oil Company. The prices paid for oil under this contract are, compared with prices paid by the Conservative government, as follows:

	Con.	Lib.
Cylinder oil, per gal.	30 c.	63 c.
Engine oil, per gal.	20 c.	39 c.
Car oil, per gal.	8½c.	27 c.
Coach oil, per gal.	10 c.	45 c.
Signal oil, per gal.	37½c.	46 1-5

Mr. Blair, in explaining the higher prices to the house, said the Galena Oil Company undertook to watch the railwaymen and see that they did not waste oil.

Col. Prior concluded his remarks by urging those present to stick to their Conservative principles and to poll their votes for Mr. Earle and himself. He resumed his seat amid prolonged applause.

Mr. Earle was heartily received on rising to speak. He commended the able manner in which his fellow-member had placed facts and figures before them, and reiterated the statement that the Liberals were unworthy of support when confronted with their own record. It convicted them of the very extravagance which they used so loudly to condemn when in opposition. They had denounced Conservatives as extravagant, reckless, and bleeding the taxpayers to death; but when they got into the saddle they immediately set the public money flowing like water, increased the expenditure in every department, increased the taxes, and piled up the national debt to alarming proportions. They abandoned all the principles which they had formerly advocated with such vehemence, and broke their solemn pledges to the people. No elector, be he Liberal or Conservative, could conscientiously entrust the government of the country to a set of men who were self-convicted tricksters, and whose conduct had disgusted many prominent men of their party in the East, who were now openly deserting the ranks and giving their support to Conservative candidates.

Mr. Earle told how the government had discriminated in giving contracts for Yukon supplies, giving contracts to supporters in Ontario, when goods that could be quoted in Victoria, and paying thousands of dollars additional freight on the goods from there to the Coast. They had flagrantly departed from the long-established custom of calling for tenders for supplies, and given contracts without the open competition which had been the rule under the Conservative government. Yukon liquor permits had been given to Liberals only, and it was justly suspected that these practices were in vogue for the purpose of creating a campaign fund. He viewed their departure from trade policies, none of which they had dared to put in practice, but were forced to adopt the Conservative policy.

He alluded to the Cook senatorship scandal, and then explained the notorious attempt of Mr. Sifton, Mackenzie, Mann & Co. to secure 3,700,000 acres of Yukon mining lands as a subsidy for the Teslin railway, which began nowhere and ended at no place. The Senate saved the country millions and preserved Canadian trade when it threw out that bill.

He and Col. Prior had and would always advocate an all-Canadian railway into Yukon free from United States interference.

In answer to a question, Mr. Earle explained that under the Mackenzie & Mann agreement, the railway would have had the right to choose all the best placer mining ground in Yukon, and would have had to pay only 2½ per cent. royalty, while ordinary miners pay 10 per cent. He wound up by asking the electors to vote for Col. Prior and himself, as supporters of the policy that had made Canada prosperous, and which, carried out by the Conservative party, would make her one of the most important countries in the world. He and his fellow-member had the interests of British Columbia and of Canada at heart, and would continue to advocate those interests in the future as they had done in the past. (Applause.)

Mr. MacDonald, ex-M.P. for Saskatchewan, was the next speaker. He had served in the house for ten years with Messrs. Prior and Earle, and could testify to their assiduity and earnestness in behalf of their constituents. The members from Manitoba and the Territories had formed a little band which stoop up for the rights of the West. When British Columbia wanted anything they had the help of the others, and in turn they supported measures for the good of of their friends of Manitoba and the Territories. The difference between the Conservatives and Liberals was that the former had a grand principle and a great cause, for which they always stood firm, while the Liberals had no cause or principle to incite them, but the lust for office. The Conservatives' principle was protection for Canadian industries and the cause they upheld was the advancement of Canada and the British Empire. Those principles were laid down in 1878, and they are the same to-day. Under Conservative rule the departments were administered for the good of all, irrespective of section or political creed. The Liberals administer the public service as though it were designed for the sole use and benefit of partisans. Mr. MacDonald cited the case of Lemieux, a civil servant, who, under an assumed name, went to Gaspe and assisted in his son's election. Yet Sir Wilfrid Laurier condoned his offence on the floor of the house, while Conservatives had been dismissed from office on the most flimsy pretexts. The Liberals were trafficking in public offices, instance the Cook case, and if they were permitted to remain in power, they would bring the country to the state Lord Salisbury described Spain—"a dying nation." Canada was young, alive, progressive and it only required intelligent, honest Conservative rule to secure her a foremost place amongst the nations. (Applause.)

Mr. H. Dallas Helmcken confined his remarks to emphasizing what the previous speakers had said, dwelling particularly on the importance of British Columbia of representation in the cabinet. He warned those present not to be misled by the announcement of the establishment of a mint. It was far from clear and might not mean exactly what appeared on the surface. The establishment of assay offices was not all that was desired in that connection. The record of Messrs. Prior and Earle were clean and unassailable, and there was no shadow of reason why their constituents should not re-elect them.

The meeting closed with a vote of confidence and cheers for Her Majesty the Queen.

At the close of the meeting a majority of those present came forward and signed Messrs. Prior and Earle's nomination papers.

Col. Prior was misquoted in the Colonist's report of the meeting at Esquimalt, when he was made to say that the government bonused the Crow's Nest Pass railway with $6,000,000—he said $3,000,000. He denies having said at any time that the duty on mining machinery is 20 per cent.

STEAMER AMBY LOST.

She Caught Fire and Was Abandoned Off Montevideo.

Liverpool, Oct. 24.—The Leyland line reports that the steamer Amby, bound for Valparaiso, was gutted by fire and abandoned off Montevideo. One boat's crew was picked up, but the fate of the others has not been ascertained.

C. P. R. TRAFFIC.

Receipts Show a Falling Off Compared With Last Year.

Montreal, Oct. 24.—C. P. R. traffic receipts for the week ending October 21 were $598,000, for the same week last year, $684,000.

CLARA BARTON ILL.

The Result of Over-Work in the Relief of Galveston.

Galveston, Tex., Oct. 24.—Clara Barton is dangerously ill at her apartments at the Tremont hotel. Her illness is the result of over-work. Exhaustion and prostration is the physician's diagnosis.

PARIS EXPOSITION.

The Big Fair Will Close on November 11.

Paris, Oct. 24.—The government has decided to prolong the exposition for an additional week. It will close Sunday, November 11; one day will be devoted to the poor, with free admission.

THE DEFENDER.

A Syndicate Will Build the Yacht to Race Shamrock.

New York, Oct. 24.—The Journal and Advertiser to-morrow will say: "The next defender of the America's cup to be built by a syndicate composed of about meet Shamrock II in August next will ten of the best known members of the New York Yacht Club. This syndicate, it is said, is headed by Lewis Cass Ledyard, commodore of the New York Yacht Club, and associated with him are Vice-Commodore August Belmont, Rear-Commodore C. L. Robinson, Cornelius Vanderbilt, John B. Duncan, and ex-Commodore E. M. Brown. W. B. Duncan, jr., it is said, will be asked to take charge of the new boat. At the next meeting of the New York Yacht Club, it is said a full list of the members of the syndicate will be made public."

A NEW STRIKE.

Another Ore Body Reported in the War Eagle Mine.

Rossland, Oct. 24.—A new ore body has been struck in the opening of the lowest level, or 1,000-foot level, of the War Eagle mine. This lies parallel and between the ore bodies already located. On the first six levels only two ore bodies were known to exist. In the seventh ore was located between the two main ledges, which are 165 feet apart. Yet another was found to the south of the south vein. The new ore body on the eighth level is about 30 feet south of the north vein. This shows that the ground in the lower levels is more abundantly mineralized than that above. Moreover, the values of the most recent find are stated to be as good as anything found in the mine. If development confirms the theory of the strike, the War Eagle will again take rank in the very foremost of Rossland's mines. The management is reticent as to particulars.

LI HUNG CHANG.

There Seems Some Doubt Yet as to His Credentials.

Vienna, Oct. 24.—Austria-Hungary has given her assent to the Anglo-German agreement.

Berlin, Oct. 24.—Discussing the present stage of the relations between the Chinese government and the powers, a high official of the German foreign office made the following statement to-day: "Before Li Hung Chang can be accepted as negotiator by the powers his credentials must, of course, be examined. So far Earl Li, on various occasions, has refused to exhibit them. When Dr. Mumm von Schwartzenstein was in Shanghai, he requested Earl Li to show them. The Chinese statesman replied evasively. However, Germany will not raise difficulties. Furthermore, all the legations must jointly agree upon the precise wordings of the demands to be addressed to the Chinese government as preliminary to actual peace negotiations.

"These demands will be framed in accordance with the German and first French circular note. It is another question whether Earl Li will have power to enforce these conditions in case they are agreed to. All the powers earnestly desire to show all possible advances making towards the conclusion of peace."

Official confirmation has been received of the news already forwarded by private despatches regarding the unsatisfactory condition of the health of the German forces in Pekin. Dysentery and typhoid fever have appeared epidemically, and each day brings several deaths."

Liberals' Vain Boasts

Mr. Foster Takes Them to Task and Exposes Their Falacies.

Present Government Have Not Contributed to Prosperity of Canada.

Speaking at Halifax on October 11, Mr. George E. Foster said in part:

Have you (the Liberals) contributed to the prosperity of the country from 1896 to 1900 by establishing a single great line of steamships to help in the carriage and transport of the goods of the country? Not the first line! Do you know what has been the fate of the bottle-necked steamships? Mr. Dobell for four years was travelling back and forth across the Atlantic, engaged in discussing with Petersen, Tait & Co. and others, and finally he brought over a model of one of these bottle-necked steamships and gave it as a present to the board of trade of Montreal, and the last thing I heard of it was that they had dressed it in crepe and sent it back to Mr. Dobell. The list of vessels which run from Vancouver and Victoria to China and Australia were at work when you went into power, and not one other is now at work because you have been in power. What is more, you opposed those steamships on the Pacific, and you voted against their going on the Pacific, and they would not have been there to-day if you and your party had had your will. Every line of steamships from the Maritime Province ports to the West Indies was in existence before you were politically born into the parliament of Canada, and you have not put on any greater facilities. If Mr. Jones, who was then in parliament, and who, I am glad to know, is now your lieutenant-governor—if he and the members of the Liberal party had had their will in parliament when the Liberal-Conservative party proposed putting on these steamships, they would not have been put on down to this hour. If you take up question after question in this way, you find out that these men have done absolutely nothing to contribute to the prosperity of this country. But when we ask: "What have you done, Mr. Fielding?" he replies: "What have we done? We have revised the tariff; we have given a preference to Great Britain." Summed up, that is what they have done, and the whole of Mr. Paterson's argument is that on account of that revision, and the preferential treatment of Great Britain, a great wave of prosperity is growing month by month and year by year. Now, Mr. Fielding, why will you not be honest with the people and tell them that this idea was not due to any inspiration on your part, but that you stumbled into it—that you fell into it, neck and ears; that you did not intend to go into it, but that you fell into it and you lodged in it because you had no other place to lodge? (Laughter.) Am I right, or wrong? Go to 1897. Mr. Fielding had a good deal to say about Sir Charles Tupper's horse. Sir Charles Tupper told a story in the West about Sir Wilfrid having stolen his national policy, and Mr. Fielding, in the spirit of a Nimrod, attempted to have some fun about his horse. A jockey does not care what horse he rides. He cares nothing about its lineage or its blood. He will ride any horse that he is paid to ride, and he rides to win. (Laughter.) Now, sir, the first tariff horse of the Grit party was a piebald animal; he was the ideal tariff horse. What was he? There he stands. See him. You can find out his paces, you can note his height and the look of him. Put unless you had been led to it by a series of experiences and observations you never could have imagined a horse tricked out as that first ideal tariff horse of the great Grit party of Canada. Look at it. Piebald all over; first get a saddle on, a saddle which you may call a continental free trade saddle, and he has a bridle which you may call an unrestricted reciprocity bridle. And he has got a girth which you may call a free-trade-as-it-is-in-England girth; and as for the blanket, you can deck that out in all the colors and frills that you please, but you never can get it so variegated as was the blanket of that ideal horse of the great Grit party of Canada before it got into power. Now, when it got into power that horse underwent a metamorphosis as great and complete as any that Ovid describes. And the first actual tariff horse brought into parliament by Mr. Fielding, whom I will not call his great jockey, which had none of the qualities of the horse which was brought out in 1898, because the tariff that Mr. Fielding introduced in 1897 was a tariff for reciprocity with all countries in the world, and the resolution which made it so was a resolution which declared that every country in the world which would give to British goods a certain tariff, as low on the average, or lower than the tariff which Canada herself had—that every country which would show that face towards the Dominion of Canada and its goods should come in under a more favorable tariff than all other countries. And, sir, that was what was passed. Great Britain was not mentioned particularly; Great Britain was not specially designated; Great Britain, by the express statement of Sir Richard Cartwright and Sir Wilfrid Laurier and Mr. Davies and Mr. Fielding himself, had no better and no other status than any other country on the globe whose tariff would be made to suit the requirements of being as low or lower on the average than the tariff of Canada with reference to that country. Now, that was passed in spite of the Belgian and German treaties. That was the horse that Sir Charles Tupper objected to. That was the horse against which Sir Charles Tupper launched his speech. That was not the horse which continued. That horse was made to draw into this country the goods and products of the United States just as well as those of any other country in the world. Sir Richard Cartwright told me himself that I might find before I was very many months older that the tariff of 1897 would point the way to reciprocity—unrestricted reciprocity—with the United States, what they had been mooting (?) for many years as a party. In 1898 they had only one of two things to do—to wipe out the tariff entirely and stand plainly for free trade, or bring it down undisguised as a partial treatment with reference to Great Britain, and that they did, because there was no other way out at that particular time. First it became a tariff which gave 12½ per cent. preference in favor of Great Britain. They floundered into that special preference. Now, then, this is what Mr. Paterson and Mr. Fielding say brought about this great progress and activity in trade, and has led to the increase of our trade to such an extent; that is heralded everywhere as evidence of our prosperity. Let us ask ourselves one common-sense question. Look at the exports from Canada. Have they increased from 1896 to 1900? Yes, they have. And they have increased largely. Let us go to the United States. Let us ask ourselves what has taken place in the United States during these four years. Have the exports to and the trade of the United States market largely increased from 1896 to 1900? Go to the records, and what do the records say? I am not going to weary you with figures, but I am just going to say that the exports of Canada in 1899 have increased by 45 per cent., and the exports of the United States have increased in the same time by 58 per cent. Do you see what that means? Has the United States had any lower tariff? The United States has a higher tariff than it had when these men went into power.

The Dingley tariff is a higher tariff than the one which preceded it. If it is proved in the history of the commerce of the world that the United States increased her exports by 58 per cent., while Canada only increased by 45 per cent., what argument is there here which any sensible man can use? What must we conclude? That there must be some other reason than the preferential cut and the revision of the tariff which has made this great change in the exports of this country. Then remember the world-wide increase in commerce, all the world over. Great Britain has never had such a period of commercial prosperity as in the last four years. Germany has never had such a period of commercial prosperity as in those four years. All over the known world, amongst the foremost and the smaller nations, this is the evidence of to-day—an unexampled industrial prosperity and activity, an unexampled increase in exports and imports—this is the evidence which marks the general prosperity. How foolish it is, how idle it is, for sensible men to get up on any platform and think they have proved that they have done everything for their country simply because the exports have increased during the past four years, but keep from the minds of the people the fact that such increase and prosperity is found all over the world as well.

LETTERS TO THE EDITOR.

SOME ADVICE.

Sir:—My attention has been arrested by an article in your paper of Sunday, entitled "How Victorians Are Buncoed," in which a merchant of your city gives vent to a very touching whine because his competitors across the border outstrip him in business for and securing the Alaskan trade. Had the article in question been capped "How Victorians Bunco Themselves," it would more accurately have described the conution which obtains. What does the disgruntled gentleman expect? That the American is going to force the trade on him or to lend him assistance which his own lack of present-day enterprise renders necessary in order that he may get a portion of it. I am a Canadian, with some progressive ideas in my pate—where I not let them rest not be specified here, since it would not imply a compliment to the land of my birth. I have spent three years in the Yukon, at Dawson, and think I know something of that country, its requirements and the source of its supplies. This knowledge, coupled with some other scraps that I have picked up in my wanderings, persuades me that what Victorians and the Canadian people as a whole need, more than anything else, is to be told a few hard truths about themselves and their obsolete business methods. First, in regard to the steamers plying between Skagway and Sound points: I arrived in Skagway on a Friday last, from Dawson. Two boats were in port, the Danube and the Cutch. The City of Seattle was due in two days, and returning miners all advised me to wait for the former instead of taking the passage on the Canadian boats. I was in a hurry and supposed that they all made the trip in about the same time. An alien official who had just arrived on the Cutch advised me to take that boat, saying that, as a Canadian, I ought to patronize that line. I could not see that patriotism required that I should accept less for my money than another company offered, but he assured me, out of the fullness of his ignorance—for he had never travelled on the American boats—that the much vaunted superiority of the Yankee crafe was purely a mater of imagination or prejudice, so I decided to try the Cutch. (I have no other object in mentioning these particular boats, but the fact that they were the ones which came within the scope of my experience. I believe that each is a fair representative of its class.) Well, instead of making the journey in three or at most, four days, as would have been the case had I taken the City of Seattle, we were seven days in reaching Vancouver, and then made a bad connection for Seattle. The staterooms were small, of the "three bunk" persuasion, and their cleanliness compared unfavorably with a Yukon bunk house. When the well appointed City of Seattle passed us, after having left Skagway two days later than we, I remonstrated with the captain on the speed (?) at which we were going. With a profound shake of his head, he said: "Well, some of these days that Yankee captain will come to grief through such reckless running!" The Cutch is now on the rocks—she narrowly avoided the same mishap on that trip—while the City of Seattle is still making her record breaking trips and carrying her full quota of passengers, who are willing to wait at all times for her, rather than to take one of the Canadian boats! You see, if a man does not know his business, even a slow pace will not help him to avoid shipwreck—either on land or sea. That experience furnished me with food for reflection—and in it the Victoria merchant ought to find a "hook to hang a thought on" too. In looking about Seattle, and into Victoria, I naturally contrasted the improvements made in each since my last visit, in 1897. I was in Victoria once prior to that—in 1887—and I tell you frankly that, to a stranger, there is not one feature about your city that shows that it has moved forward one inch in all those years! I am informed that many improvements have been made, but they are so insignificant as not to be apparent to the casual observer. The stores are dark and musty—the windows have probably been washed in the past year, but they can't prove it—and when you enter, the clerk or proprietor crawls slowly forward to meet you with an expression on his face that tells you plainly you have done him a personal injury by waking him at that time of day. Exaggeration! you say. I assure you that it is not wilfully so. When you compare those things with the streets of the American city with their surging, jostling crowds; at night, ablaze with electric lights—not just enough to answer the purpose, but a magnificent extravagance of light that is emblematical of boundless American enterprise—the smart, up-to-date stores, with their alert and courteous attendants, to say nothing of the hotels, theatres and imposing business blocks that have been built from the proceeds of the Alaskan trade, one cannot summon enough of that quality which we miscall "patriotism" to blind himself to the wonderful difference between the two cities. And yet, the bulk of this trade—ay, all of it—should have gone to Victoria! And you blame the Seattle business man because it has not! Well, I guess he is willing to accept the blame—with the trade! Why have you failed to get it? (The gentleman in your article infers that Victoria now has the bulk of the Alaskan trade. He must know better! If he does not know that Victoria cuts a small figure indeed in supplying even the British Yukon with provisions and machinery, then he is more blind than even the average Canadian, to what his "cousin" across the line is doing. There is the great trouble with the Canadian people; they form a Mutual Admiration Society, each member of which tells the others that their ways and methods are—well not the best, but "good enough" and they refuse to see why they are so outstripped in the commercial race. Instead of "training down" for the contest they put hobbles on the other fellow so that they can outrun him! This will never win! If I were asked what I consider the mottoes of the two peoples, I should say that of Canada is "It's good enough;" the United States, "Nothing is good enough." The one tries to get along with what his ancestors used, the other considers his own father out of date! And the chief plank in the Canadian commercial platform seems to be a resolve never, on any condition, to adopt "Yankee methods." And it never seems to occur to them that they alone pay the bill. That no one else, least of all the aforesaid Yankees, is injured in the least; but that, on the contrary, the contrast of methods and enterprise—or lack of it—is the chief stimulant to the business across the border! Again: Your paper recently has been full of opinions, pro and con, regarding the acceptance of a certain railway proposition. The question, condensed, has seemed to be: "Shall we move a little or remain standing forever?" There seems to me to be no "other side to the story." Visitor to the "Land of the Midnight Sun," whose opinion is that "we must not act hastily!" are carping about the possibility of spending a few thousands in such a way that it will benefit someone else. Meantime the island and city are losing as much through impediment to trade as the yearly old bonus will amount to in 7 years! How easy it is to put up the breaks on! It takes nerve and daring to make a record. Much more could be said on this matter, and as one who deplores the lack of enterprise on the part of my countrymen, I feel like saying it. But I question if many of your readers will find the foregoing palatable, and I know the Canadian reader will not be expect him to play Oliver Twist in this regard. He is more likely to accuse me of a lack of patriotism than anything else for having kept my eyes open while in another country. If you want the returning miners to stop and spend their money in Victoria, put the best steamers on the run from Skagway. Equip them not alone with necessities, but with luxuries that the others have not. Make the trip in the fastest time—the passengers will take the risk. Life is too short to spend half of it between Skagway and Victoria. And alter your customs affairs so that they will not be a terror to the traveller—let your inspectors understand that there are other persons in the world who are almost as important as they, and they may unbend a little and feel their dignity less! As it is, they seem to esteem it their special privilege to needlessly bother and detain people. Copy up-to-date business methods, whether you find them in Seattle, Chicago or Hades. Buy the goods that your customer demands—not what you think he wants. Don't try to persuade him that a Mackintosh coat whose stiffness and weight puzzles him as to its composition—sheet iron or just wood—is "Genuine Scotch" and therefore the only one that a sane man ought to buy. He knows better, and would not have it even if you could persuade him that it was "Hebrew." Get what he wants and sell it to him. And, above all, do not let him think that he is compelled to pass through or remain in your city—his native cussedness will foil you there every time. Bandage instead of shutting your eyes and protestingly that you have the best of everything and a monopoly of morality thrown in, while you are totally ignorant as to what the other fellow has, just open your eyes wide once and see what you shall see! But, if after doing this, you still cannot see any good coming out of Nazareth, and refuse to admit that a patent medicine that has proven the Elixir of Life to your neighbor, then call in your old fogy Mesdicine-man and he will assist you to a Doctor and painlessly. And I assure you that the prognosis will be so imperceptible that you will never feel it—nor will it be noticeable to the others—and will not be aware until the coffin is brought, that the final dissolution has taken place! LEROY PELLETIER.

South Wellington, B. C., October 22, 1900.

NEWS FROM VANCOUVER.

Vancouver, Oct. 24.—On word reaching this city that the Imperial authorities had decided to establish a mint in Canada, the board of trade called an emergency meeting, and passed a resolution authorizing the president to wire Premier Laurier, suggesting that the mint be established in Vancouver, as "the distributing point for the mines of British Columbia." The Liberals of Vancouver are also to hold a big meeting—as an election dodge, of course—to pass strong resolutions regarding the establishment of the proposed mint in Vancouver, which will be wired to Ottawa.

Mr. Jamieson, manager of the Vancouver opera house, several days ago invited theatre-goers to decide by the subscription of their names as to whether Mrs. Fiske, on the occasion of her coming visit to Vancouver, will play "Becky Sharp" or "Tess of the D'Urbervilles"—"Becky Sharp" has it five to one.

Chief Stewart is agitating to have the police magistrate remain at the police station from 10 a.m. to 12 m., and from 1 p.m. to 4 p.m. At present summonses to be served in the morning are usually sent to Mr. Russel's office by a policeman. On the other hand, it is believed that no good lawyer at present enjoying a large practice, would accept the duties of police magistrate under the conditions Chief Stewart desires to impose, as it would mean virtually abandoning that practice.

Eighty-five summonses have been served on citizens who have neglected to observe the city by-laws regulating unkept shrubbery and trees about private residences, which may interfere with people passing on the sidewalk.

The death of Capt. John Brine took place yesterday at New Westmintser; he was 77 years of age and a native of Newfoundland. He came to New Westminster about 10 years ago, having retired from an active seafaring life of 50 years.

The steamship Empress of Japan will carry to Japan on her next trip 12,000 slabs to be used in Japan for cabinet making.

Charles Doering has donated to the aviary of the park two pairs of song thrushes, twelve varieties of finches, linnets and a chaffinch.

The local militia paraded to the Drill shed last night, when those who were successful in the recent rifle matches received their cups and other trophies at the hands of the officers.

Campaign In the East

In Ontario the Fight Is Progressing at a Lively Pace.

Sir. Charles Tupper Criticises the Premier's Massey Hall Speech.

Toronto, Oct. 24.—The campaign is proceeding all over Ontario at a lively pace.

Sir Charles Tupper spoke to-night at Lindsay, having a cordial reception.

Sir Richart Cartwright held a meeting at Stratford, and Premier Ross, of Ontario, spoke at Palmerston and other points.

Sir Charles Tupper has promised to deliver a speech on behalf of Sol. White, the Conservative candidate for North Essex.

Sir Wilfrid spoke at Moncton, N.B., today with Messrs. Blair and Emmerson.

Omemee, Ont., Oct. 24.—Sir Charles Tupper arrived here this morning on his way to Lindsay, and addressed a thousand people in the opera house on the political issues of the day. Dr. Vrooman, the Conservative candidate for South Victoria, also spoke.

Lindsay, Oct. 24.—At the Conservative meeting here to-night, Sir Charles Tupper said the school question was now dead. Sir Wilfrid Laurier had criticized Hon. Hugh Macdonald for his statement with reference to the duty on agricultural implements and the policy of the Conservative party, but he forgot, said Sir Charles, "that in the same cabinet with him was Sir Richard Cartwright, who said Canada owed nothing to Great Britain, except forgiveness for wrongs she had inflicted upon this country."

Sir Charles quoted from that portion of the Premier's Massey hall speech relating to preferenelal tariff, and the attitude of the Conservative party upon it. Sir Wilfrid was quite right, Sir Charles said, that if Conservatives had been in power, 33 1-3 per cent. would not have been given, but as to repealing the preference if the Conservatives triumphed on November 7, that did not at all follow.

ALD. SHAW'S FUNERAL.

A Large Attendance of the Public and Civic Officials.

Vancouver, Oct. 24.—The funeral of the late Alderman Shaw took place today at 2 p.m. In spite of the inclement weather, a very large number of people paid their last respects to a lamented citizen. The funeral was very impressive. Services were conducted at the residence by the Rev E. D. McLaren, and members of the city council acted as pall-bearers. The regimental band led the procession, followed by the police force, fire department and civic officials, mayor and aldermen. Immediately after came the hearse, with the chief mourners and citizens.

KINCOLITH CHURCH.

An Interesting Ceremony in the Little Village on Naas Straits.

One of the most interesting but least accessible spots on the Coast of British Columbia is the little Indian village of Kincolith. Surrounded by rugged mountains, rising sheer from the water's edge to an elevation of from 2,000 to 3,000 feet, it extends for about a mile along the north side of Naas straits. The population on the Naas river, with the exception of a few