

## CHINESE MOBS KILL FOREIGNERS

Schoolmistress and Five Children Fall Victims in Shen Si Province—Chinese Girls Also Killed

PEKING, Nov. 20.—The Swedish missionaries, Messrs. Sandberg and Erickson, arrived here last night from Shen Si. They said a telegram had been received from Shen Si before their departure from southern Shen Si, announcing the murder of Miss Becking, a schoolmistress, and five foreign children. Many Chinese girls in Miss Becking's school who were mistaken for Manchus because of their big feet, were also reported to have been murdered. A German, Phillip Manners, who was in the Chinese postal service, was attacked by the rebels everywhere giving them a lesson at the hands of the foreign troops in 1900.

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## ENLISTING MEN HERE FOR CHINA

Sergt. Jack Train, Revolutionary and Veteran of South African War and Mexican Revolt, is Signing a Force

Sergt. Major Jack Train, one time of the 18th Lancers, is now signing on revolutionists who agree to proceed to China to join the rebel army of General Li Yuen Hsing.

He says he wants about 150 men, mostly ex-soldiers, ready to proceed. Mr. Train, revolutionist, said yesterday: "I have had several interviews with local Chinese and they agree with me that they can get better results by sending a force of mounted men to assist the rebels to China than by sending contributions as they are now doing."

Sergt. Major Train is a revolutionary. That is his occupation. He came to Victoria in July last, having smuggled on board the steamer Curacao at San Francisco to avoid arrest after his former comrades, General Cap and Price, and Jack Mosby were arrested. Price being still held awaiting trial at Los Angeles. He expects to find several of his former revolutionary comrades with the Chinese rebels if he can arrange for the first seven months of the fiscal year.

Train was in San Francisco when the Mexican revolution broke out. He was with Price, Mosby and Stanley Williams, organized a force in the same way he hopes to get together a party for China.

"We were financed by the Mexican Liberals in California," Train said yesterday. For four days we gathered together old 1884 Springfield—they cost us \$350 each—on the Mexican border, and then the four of us went over the line and attacked the jail at Mexico. We got eleven recruits after we killed the jailer and let out 24 prisoners, some of whom had been in that little room—it was only sixteen feet by four feet—for ten months or more. We then looted the customs house and got \$100 and we went over to a Spanish grocery shop, the post office, and took \$650 there. The sub-prefect, or mayor, we held for ransom, keeping him in his house until sundown when we came across with a thousand dollars. He got an American saloonkeeper to go across the line and raise the thousand. It came in small bills, silver and nickels, just before sundown, and if it hadn't come wet were going to shoot that official.

Marched to Tecate  
"We held Mexico two weeks and then we marched to Tecate, which we took with fourteen killed, and we were going to Ensenada when we heard the gunboat General Guerrero had landed marines and mined the approach. We later went to San Quentin, and it was our force that was approaching this place when Commander Vivian, of the Shearwater landed a party. When the government troops were found to be too strong at Ensenada, we went back to Mexico, and Col. Celso Vega came after a forced march over the mountains with 200 convicts to attack us. We only had 75 men to defend that place, and only a ridge at the side of a washout for defense, but we held it for a day, and next morning picked up 22 of their dead. Then Vega went back to the mountains, and Col. Mayet came with the noted Fighting Ninth, and we held the town against them for two weeks. We fought in a wheatfield one day, and next morning their machine guns and killed 48 men, and all we lost was General Stanley Williams—his real name was Stanley—and two mules. We wouldn't have lost Stanley if he hadn't been too foolishly."

After that we raised some big stock farms, including the California-American ranch in which General Otis, of the Los Angeles Times is interested, and Cadahy's ranch, and this didn't do us any good after we got back into the United States. We got back over the border all right, but were arrested at San Diego and Mosby, Price and myself were held, but got out on habeas corpus proceedings. We went to San Francisco and sold the San Francisco Bulletin a story of our experience. I left Price and was standing with a friend on the corner of Turk and Filmore streets when a newspaper boy shouted: "All about the arrest of General Price." Then I knew they were looking for Mosby and me, and I knew that if I went down to the dock I would be arrested, so I sneaked out on board the Curacao, which was bound to Victoria, and the steward hid me in his bunk. Two federal officers came aboard looking for me, but I was kept hidden, and didn't show my head until after the steamer got outside the Golden Gate. Since then I have been in Victoria waiting for something to turn up, and now we have a chance of getting out to China. Price is still in prison, I understand, and the British authorities, I understand, are moving in his case."

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OTTAWA, Nov. 20.—The improvement in the main channel of the Fraser river, making it available for deep sea shipping, will be commenced early in the year, and will be completed probably before the end of the year.

J. D. Taylor, the member for New Westminster, has succeeded in getting the approval of the Minister of Public Works to the scheme proposed by Engineer Le Baron, the Mississippi river engineer, whom the public bodies in New Westminster engaged five years ago to report on the best method of permanently improving the entrance to the river. He recommended long jetties at Steveston, running about a mile and a half seaward to deep water, and thus providing a course for the river which would carry sediment out to sea and obviate dredging.

In pursuance of this the government is now calling for tenders up to December 19 for the construction of a jetty on the Steveston side for a mile and a half into the gulf. If this is ineffective a corresponding jetty will be built on the opposite side of the river. The scheme was to some extent opposed by Mr. Pretty of Vancouver and his associates, who are here asking the government to guarantee the bonds on their proposed enterprise, and who asked for a joint consideration of the two plans it is expected that the work will cost one million dollars.

NINE INJURED  
Result of Collision Between Two Electric Trains at Berkeley, Cal.—Caused by Towerman's Error

BERKELEY, Cal., Nov. 20.—Nine persons were injured, none fatally, when two electric trains of the Oakland, San Francisco and San Jose railroad crashed together in a head-on collision near the Berkeley pier tonight.

A mistake on the part of a towerman in throwing a switch is believed to have caused the accident. A heavily loaded Berkeley train was leaving the Key Route pier and the Santa Ana electric train was approaching when the two were thrown upon the same track.

The trains were going at about 12 miles an hour when they struck. The forward car of the Berkeley train was almost completely demolished. Panic followed, but as quickly as possible the injured were hurried to an Oakland hospital.

TO INVADE PARLIAMENT  
Suffragettes Plan Demonstration for Tonight that is Expected to Surpass All Previous Efforts

LONDON, Nov. 20.—The suffragettes are preparing to renew their attacks on parliament with a battle tonight which will surpass all previous campaigns.

A few days ago a delegation of suffragettes interviewed Premier Asquith to obtain a pledge that the government would undertake to pass a bill giving equal suffrage to both sexes. Premier Asquith declined to make such a pledge, and told the women that he had always been opposed to woman suffrage. At a subsequent meeting the suffragettes decided to inaugurate a "war of demonstration" in parliament square on November 21. They have summoned all their followers and male sympathizers to assemble around parliament square at 8 p. m. The fact that the gathering is fixed for after dark, may make unusual trouble for the police.

Mrs. Petrick Lawrence explains it thus: "The gathering has been arranged late for the reason that the decent honest workman will be in the street. We have found that their presence affords women moral protection against violence by the police and hooligans."

## ALASKA'S NEEDS

SAN FRANCISCO, Cal., Nov. 20.—The San Francisco chamber of commerce pledged itself today to the support of the movement, instituted by the Seattle chamber of commerce to obtain relief for Alaska. San Francisco will send five delegates to Washington in January to co-operate with delegations from other coast cities. Former United States Senator John L. Wilson, of Washington state, addressed the meeting. He urged government construction of roads and trails, better aids to navigation, establishment of fish hatcheries.

Two Years for Forgery  
TORONTO, Nov. 20.—After spending eight months in jail, having pleaded guilty in the spring assizes to forgery, Gordon Russell, a Toronto lawyer, was sentenced to another two years in Kingston penitentiary by Mr. Justice Riddell. Russell forged a mortgage of \$400.

Longshoremen's Strike Ended.  
MONTREAL, Nov. 20.—Representatives of the shipping companies and longshoremen today signed an agreement and the strike is a thing of the past. The men are all back at work, and there is no further trouble anticipated. The terms of agreement were made public today. The men receive no advance in wages, but they are permitted to have representatives in the sheds, and the conditions under which they work are to be improved.

Immigration Figures  
OTTAWA, Nov. 20.—Immigrants to the number of 265,833 arrived in Canada during the first seven months of the fiscal year. Of these 172,260 arrived at Ocean ports and 93,573 from the United States. The corresponding period of 1912 the figures are 142,529 at the ocean ports and 85,276 from the United States. During October, 1911, the arrivals were 23,902, of whom 13,646 came through ocean ports and 10,256 from the United States. In October, 1910 arrivals were 23,937, of whom 13,492 were through ocean ports and 9,545 from the United States.

NEW CENSUS IS  
MORE FAVORABLE  
Oak Bay's Private Count Gives a Return Some Hundreds in Excess of Official Figures—Other Matters

The action of the Oak Bay council in endeavoring to arrive at an accurate population of the district has proved that there are 1,632 residents, which is a few hundred in excess of the figure set by the Canadian census of about 1,400 residents, taken prior to the outbreak of the war. The census was presented to the members of the council last night at their regular meeting and are absolutely correct, although the many new houses now being completed in the district will soon be occupied by more home-seekers.

The count is given thus: British subjects, 14,962; foreigners, 143, 201. 1632. The standing question of ownership in regard to sections 25, 26 and part of 27 of Victoria district, although not within the city limits, and claimed not only by Victoria but by the Oak Bay municipality is to be decided as soon as possible by Premier McBride, according to a communication received from the Hon. Dr. Volz and read at the meeting. The residents of the above sections were the first to approach the Oak Bay council on the question of annexation, expressing themselves as in favor of being a part of the municipality of the city. The matter was at once taken up by the council, and the city council also forwarded a plea to the government in their behalf. However, the Oak Bay clerk was instructed to acknowledge the provincial secretary's communication and to arrange for an appointment for members of the council with Premier McBride at an early date.

Auto speeding in the district was also discussed by the council and Attorney General Bowyer has been communicated with recommending that a special law be introduced lessening the present speed limit of motor cars in the municipalities of the province.

A special meeting will be held this week at the clerk's office by the council to consider the details of the financial standing of the municipality, which will conclude the business necessary at the close of each municipal term.

Mr. Thomas A. Bryden was appointed by the council to associate with the municipal engineer, Mr. Fowler, in making a building inspection of the Victoria ice rink. Mr. W. V. Northcott of the city of Victoria was asked to act, but the latter wrote to the council stating that all his time was occupied and could accept the position.

Councillors Oliver, Noble and McGregor were selected as a committee to report with the engineer on certain alterations that the Uplands Farm syndicate desires to make on its property.

TUG LORNE  
MAKES A RESCUE  
Louis Yess Clinging to Capstern Boat Picked Up by Tugboat Off Brochelle Ledge.

The tug Lorne, Capt. Cutler, made a rescue off Brochelle Ledge at 7:30 p. m. last night, when outboard from the outer wharf to Seattle during a heavy squall. Louis Yess, who was clinging to an overturned boat, was picked up by the Lorne, which maneuvered close to him, and the crew dragged him on board. Yess had evidently been making some distress signals before his small boat was capsized, as watchmen at the outer wharves saw lights swung from some small craft, and reported that a small vessel was in distress. Yess was taken to Seattle on board the Lorne.

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