

BRITAIN'S NOTE ON CONGO STATE

Belgium Informed That Grievances Must Shortly Be Redressed

CONDITIONS UNFULFILLED

Civilizing and Commercial Purposes Have Not Been Carried Out

Boston, Dec. 11.—The Congo Reform association, whose headquarters are in this city, today made public the contents of a note of the British government to Belgium, which does not recognize the transfer of the Congo to Belgium, and which states that the British government would require "a specific undertaking that the grievances of which it has so often complained shall be remedied within a reasonable period."

The British note is in reply to one received from the Belgian government on July 13, referring to the Congo annexation.

The British note says further: "But besides their right to secure the peace of their own empire, the British government hold most strongly that the terms of the declarations exchanged between the government of Her Majesty's Majesty and the International association of the Congo on Dec. 18, 1884, entitle them when the territories of the association are about to pass to a new power, to satisfy themselves that the transfer will correspond more nearly with the intentions of the signatories of these declarations and fulfill the conditions on which His Majesty's government originally recognized the creation of the Congo state."

After referring to the declaration of the association that the state was founded for the purpose of promoting civilization and commerce in Africa, and for other humane and benevolent purposes, the note proceeds to state that the whole tenor of the representations which His Majesty's government have been making for the past few years to the government of the independent state and within the last few months to the Belgian government, will show sufficiently that they are very far from being able to think that either of the objects have been attained.

The note concludes: "His Majesty's government trust that the Belgian government will have no difficulty in giving an assurance that equal facilities will be given to Christian missionaries of all denominations for the prosecution of their work in all parts of the Congo territory."

(From Friday's Daily)

Dr. John Bain Thom, of Trail, has been appointed a coroner in and for the province of British Columbia.

Deciding Route for Drain

The preliminary work necessary before the extension of the Cook street surface drain which will run from the end of the present drain at View street, through to the ocean, has been completed. There was some doubt as to whether it would be expedient to continue the drain straight through the city, or to make it follow the shore of Cook street to the sea shore or take it around by a more circuitous route. Borings have been made and show that little rock will be met to be done on the former route. The new extension will be one of the most costly portions of the extensive additions which will be made to the present system of surface drainage under the recent \$150,000 by-law. Its cost will be \$54,000, but the expenditure is necessary in order that the water from the low-lying sections of the territory drained can be carried away. Other small sections of surface drains are now under construction in various portions of Victoria West and in the north western portion of the city.

New Railways for Island

The Gazette contains notice of intention to apply to the legislature to incorporate three new railways. One application is made by Col. Appleton, late R.E., on behalf of a railway from Hardy Bay to Quatsnoy sound, to a natural harbor; a second by Bernard & Robertson on behalf of a railroad from Victoria to a point on Barkley sound near Sartie river by way of Courtenay and San Juan; and the third by the same firm, is an application on behalf of the Pacific Coast Coal Mines, Ltd., for power to construct a road in connection with its coal mines in the districts of Cranberry, Cedar and Rupert districts, Vancouver Island.

Reparing Fort Street

Yesterday morning work commenced on the tearing up of the old pavement on Fort street, between Douglas street and Government street, and a few days the relaying of the roadway with creosote treated blocks will begin. The improvement scheme for this portion of Fort street was passed upon by the council several months ago, but owing to pressure of other work was held over. The old pavement has served its allotted time, ten years, and the move on the part of the city to lay a new road is welcomed by the public. The concrete foundation laid for the old pavement is expected to be intact and little repairing, if any, will have to be done. The work of laying the new blocks will be rapidly done and the new roadway is expected to be completed within a few weeks. The new work calls for an estimated expenditure of \$10,000.

Postmaster Rolls Acquitted

Cobour, Ont. Dec. 11.—R. L. Rolla, the Fenella postmaster, charged with stealing Conservative campaign literature, was today acquitted by the jury, after two hours' deliberation.

Death of Judge Blanchet

Quebec, Dec. 11.—Judge Blanchet, of the court of King's Bench is dead. He had been in ill health for some time.

London, Dec. 11.—Hon. Mr. Turner, agent-general in London for British Columbia, denies the report current here of unemployed in British Columbia.

A prehistoric burial place with five urns has been unearthed in Nelson street, Large.

LIVERYMAN ASSAULTED

George Varty Fined Five Dollars—Warrant Issued for Chinese Vagrants

George Varty, a former employee of Lees & Schofield livery stable, pleaded guilty in the police court yesterday to having assaulted one of his employees, W. B. Lees, and was fined \$5. He was represented by J. A. Aikman, who stated that he had advised his client that he had better plead guilty. By way of showing that he had received considerable aggravation before committing the assault, Varty told his story, and it appeared that the trouble arose out of the fact that he had wanted time off which his employer was not willing to give, the matter ending by his leaving the stable. W. B. Lees also gave his version, whereupon the magistrate remarked that he did not think that Varty's own story showed any justification for the assault and imposed a fine of \$5.

Wong Chow, a Chinaman accused of vagrancy, was summoned to appear in the police court yesterday, but did not show up. A warrant was issued for his arrest.

WASH-OUT ON E. & N.

Traffic Held Up Through Damage to Roadway—Special Trains

A washout on the E. & N. railway, about thirteen miles from the city, caused a suspension in traffic yesterday morning and necessitated the sending out of a special train from the city to order the passengers coming down the line could be transferred and brought to their destination. The regular train which runs out at 10 o'clock in the afternoon was cancelled, but a special train was made up and sent out at 10 o'clock last evening, it being reported that the washout, none of the employees being aware that anything out of the ordinary had occurred, and the chief officials being up the line.

BRITISH COLUMBIA

SETTLING UP FAST

Surveyor-General Has Record Number of Surveys to Deal With This Winter

A striking proof of the development of British Columbia in a steady, unobtrusive way, is to be found by enquiry at the Surveyor-General's office across the bay. There are to be found the surveys which have been made during the summer by provincial land surveyors on behalf of settlers who are seeking to pre-empt or purchase lands. The surveyors turn in their field notes and a sketch map to the Surveyor-General and he drafts a plat of the notes on the official map.

All the notes are not in yet—in fact they come in all the year round from some parts of the province, but still the department is already some 200 surveys ahead of the number it had to deal with last year. The increase in every probability that the staff will be kept busy till next April working up the notes. There are piles of them there and the office is crowded with them. The surveyors will bear a very different aspect when the work is done.

As Surveyor-General McKay, remarked yesterday, this activity denotes a great settling up of the country. Practically all these surveys are made up for bona fide settlers, and a greater number of this the most desirable class of new settlers came into the country last season than during any year in its history. The increase in settlement is largely due to the opening up of the great hinterland of northern British Columbia, and the increase may be expected to grow larger every year with the increase of transportation facilities, and the growth of the country generally.

OBJECTIONS ARE MADE TO MINCKLER PETITION

H. B. Robertson Files Thirteen of Them as a Preliminary to the Contest

The first snag which the Minckler petition protesting the election of G. H. Barnard as member for Victoria, has bumped into is a formidable list of preliminary objections which has been filed by H. B. Robertson, of counsel for Mr. Barnard. There are thirteen of them all told, and some appear to be highly technical. Col. Gregory was at the courthouse yesterday examining the objections, which will have to be disposed of before the matter raised by the petition can be gone into.

Among the principal objections are paragraphs stating that the affidavits and petition do not state that the petitioner, Charles Minckler, is a voter, and it is further alleged that he is not a voter. It may be stated here that there is such a name on the voter's list though whether it is the same man who signed the petition, it is impossible to say. The objections also assert that the affidavits do not disclose the qualifications necessary to enable a person to administer an oath, that the petition does not state that the \$1,000 deposit was made at the time the petition was filed, or that the requisite security for costs was given at the time. It concludes by alleging that Col. F. B. Gregory is not on the register of voters entitled to practice in election petition matters and so is not qualified to give notice of the presentation of the petition.

Calgary Mayoralty

Calgary, Dec. 11.—The mayoralty contest now apparently favors Mr. Jameson, who is a man of wide experience in construction work, being associated with the C. P. R. a number of years as superintendent at this point. His work during the past will no doubt have great influence on Calgary's street railway which is to be constructed during 1909.

Old Station Master Dead

London, Ont. Dec. 11.—John McHarg, station master here for the Grand Trunk for over 20 years, died this morning of pneumonia, aged 60 years.

NO DISSOLUTION FOR THE PRESENT

Premier Asquith Sets Forth Position the Government Will Take

PROGRAMME FOR SESSION

Issue of Free Trade and Protection to Be Directly Presented

London, Dec. 11.—The government's determination that there shall be no immediate dissolution of parliament, but that the ministers will meet parliament at its next session with an important programme, of which the budget will be the leading feature, was announced by Premier Asquith at a banquet given by the National club tonight by 200 members of his party as a mark of their appreciation and confidence. The occasion had been anticipated with great interest as affording Mr. Asquith an opportunity to explain his position in the face of the rejection by the House of Lords of Liberal bills.

In a speech justifying the legislative work which the Liberals already had accomplished, Mr. Asquith invited the party to treat the veto of the House of Lords as the dominating issue in politics, but he declined to dissolve parliament, he declared, at the dictation and caprice of the upper chamber. To admit such a claim on the part of an irresponsible chamber, the Premier said, would be immeasurably absurd, as it would render the Liberal government subject, session after session, to a series of general elections.

The government would, therefore, choose its own time for dissolution. With regard to the next session of parliament, Mr. Asquith said he was unable at this stage to specify the details of the programme that would be forwarded, but he declared that it would not be a colorless list of non-contentious measures. The chief work would be concerned with the budget and the weighty financial issues therein involved, and on it the government would stand or fall, or at any rate, be judged. It would raise again in its most acute form the Premier concluded, the great controversy of free trade versus protection.

JAPANESE KEEP EYE ON FISHING RIGHTS

Their Paper Speaks Strongly on the Question of Naturalization

Vancouver, Dec. 11.—That Japanese in British Columbia "look upon naturalization as British subjects as a path to better citizenship, and use it to that end alone—knowing nothing of the duties of British citizenship and caring less for them than for the rights of citizenship in the Japanese Canadian News, in Vancouver last Wednesday.

"When certain rights are guaranteed by treaty, the people of the contracting nations have the right strenuously to insist that the treaties be strictly observed. And when the rights of naturalized Japanese subjects are injured by the other it is the plain duty of the injured party to insist upon treaty rights. By the treaty between Japan and Great Britain, including Canada, Japanese are granted the same rights and privileges enjoyed by white subjects of Great Britain. This agreement acts as a limitation on the question alone the Japanese government made prodigious concessions by way of special agreement. This agreement acts as a limitation on the treaty on that one subject, and hence we cannot insist on our full treaty rights. But in other matters, as for instance the right of naturalization and of ownership in land, we cannot yield an inch.

"It is not necessary to repeat that a recent act of the people of British Columbia are not pleased with the residence of Japanese in their midst. And they have urged the central government to take steps to restrict them and unreasonable policy as embodied in the agreement which was extorted from the Japanese government. They are now seeking by various manoeuvres to rob the Japanese of their rights, and have carried on a campaign of public discussion against us. This we might patiently bear, but when our right to naturalization is attacked, we cannot pass it over in silence.

"For what reason did Judge Grant, on the day before yesterday refuse the application of twelve Japanese who asked for naturalization, declaring that 'Japanese can not become British subjects on such applications?' 'Japanese who have lived three years or more in Canada, who understand the English language, and who swear allegiance to the King of England, are entitled to naturalization as British subjects. This is our right under the treaty. The right can not be taken away from us. It is our duty to insist on the consequences will follow its violation. Most directly and immediately does this question affect our fishing industry. Japanese who have the right to fish. Last summer was begun a very rigid enforcement of this law and the restriction of the fishing industry is chiefly in the hands of Japanese. Most serious business, both for the province of British Columbia and for the Japanese, is the great fishery of the coast. The Japanese are the great catch, consequently we are all the more concerned.

"We earnestly urge our people here to take up this matter. It is a fight it through to a finish. We must not yield a hair's breadth of our treaty rights on these questions of naturalization and fishing for they are questions which concern the entire body of the Japanese people."

Calgary, Dec. 11.—This week \$20,000 of electric light bonds were shipped to the London market.

TWO STEAMERS RETURN FROM NORTHERN PORTS

Princess May and Queen City Brought Many Passengers and Freight

Two of the coasting steamers, the Princess May and Queen City, returned from the north yesterday. The Princess May, Capt. McLeod, from Skagway, brought 40 passengers and 100 tons of freight. The Queen City, Capt. Neroutos, from Naas and way ports, returned from the north yesterday. The Princess May brought 40 passengers and 100 tons of freight. The Queen City had 25 passengers from Naas, River's Inlet and way ports. News was brought from Prince Rupert that a ship was wrecked on the coast. Skidgate reported an earthquake had taken place at the island town. It was of the afternoon of November 30 that the inhabitants were alerted by the following article published in the Japanese Canadian News, in Vancouver last Wednesday:

"The first of the Japanese volunteer fleet, the Sakura Maru, which took part in the recent naval review at Kobe, is expected to arrive at Victoria and Seattle next summer in the new steamship service to be established in August by the Osaka Shosen Kaisha, in connection with the Chicago, Milwaukee and St. Paul railroad. The Sakura Maru, which is to be used as an auxiliary cruiser in war time, will be the fastest of the trans-Pacific liners, and the record still held by the Empress of Japan and made ten years ago, will be broken by the new line. The Sakura Maru will be a long way the fastest steamer to cross the Pacific under any mercantile flag, for although her normal speed is 21 knots she can develop as much as 24 or 25 knots. The engines and other gear are complete and the faster vessels since put in service, will then pass quickly. The Empress of Japan's record of 10 days, 10 hours from Yokohama to Seattle, will be broken by the fastest time made across the Pacific ocean. The Sakura Maru has a mean speed of 21 knots, and the new turbine liners Tenyo Maru and Chiyo Maru, operated by the Toyo Kisen Kaisha to San Francisco via Honolulu, can cope with her. The Sakura Maru has been chartered to the Osaka Shosen Kaisha by the Japanese government on condition that her cost be repaid to the Marine association which built her, in eighteen years time. Her passenger accommodation is for 2000 persons, and the faster vessels since put in service, will then pass quickly. The Empress of Japan's record of 10 days, 10 hours from Yokohama to Seattle, will be broken by the fastest time made across the Pacific ocean. The Sakura Maru has a mean speed of 21 knots, and the new turbine liners Tenyo Maru and Chiyo Maru, operated by the Toyo Kisen Kaisha to San Francisco via Honolulu, can cope with her. 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