To Open Up the North

Proposed Wagon Road From the Skeena Head to Omineca.

Board of Trade Endorses the Petition Sent to the Provincial Government.

A meeting of the council of the Board of Trade was held last night, with the president, W. A. Ward, in the chair, and the following members present: Messrs. A. G. McCandless, L. McQuade, J. H. Todd, Simon Leiser, J. J. Shallcross and R. H. Hall. After the minutes had been read and adopted Mr. C. W. D. Clifford, M.P.P., was introduced and the following petition, which he was present to furnish and further explain, was read:

Victoria, November 4, 1899.

Dear Sir:—We have learned that representations have been made to you as to the urgent need of a wagon road being built from Quesnelle northward, to connect the Omineca mines with the Cariboo road. That such a road would be of great benefit to Quesnelle there can be no doubt, and it would also be a boon to Omineca, if the province can afford to spend the large amount involved.

In the general interests of the province, as well as on behalf of the merchants of the Coast cities and of those who have interests on the northern coast, we would, however, point out that there is a route to Omineca via the Skeena river, which has proved to have great advantages as compared with the Quesnelle route, and it would be a great injustice if a decision in a matter of this moment were arrived at without the most careful consideration.

The distance from the sea coast to the Omineca mines by the two routes are approximately as under:

SKEENA ROUTE.

	Miles.
Port Essington to Hazelton	160
Hazelton to Omineca	150
Total	310

QUESNELLE ROUTE.

	Miles.
Vancouver to Ashcroft	208
Ashcroft to Quesnelle	220
Quesnelle to Omineca	280
Total	708

In the above comparison Vancouver and Port Essington are treated as Coast terminals. Inverness is 500 miles north of Vancouver, but the freight rate by ocean steamer is only $3 per ton.

Owing to the fact that there is railway connection with Ashcroft and a wagon road thence to Quesnelle, the difference in the cost of transportation by the two routes is not in proportion to the difference in distance, but the advantage lies largely with the Skeena route, as is shown hereunder:

SKEENA ROUTE.

	Per Ton.
Vancouver to Port Essington	$ 3 00
Wharfage to Port Essington	1 00
Port Essington to Hazelton	50 00
Hazelton to Omineca	180 00
Total	$234 00

QUESNELLE ROUTE.

	Per Ton.
Vancouver to Ashcroft (averages)	$ 17 00
Forwarding charges, Ashcroft	3 00
Ashcroft to Quesnelle	60 00
Quesnelle to Omineca (Manson Creek)	240 00
Total	$320 00

The difference in cost for the present season has been, as above, no less than $86 per ton, and the rates between Port Essington and Omineca points are much more profitable to the carriers than those between Ashcroft and Omineca.

The freight rates by river steamers from the Coast to Hazelton have been high, owing to the small amount of freight to be carried and to the obstructions to navigation, which the Dominion government have now got men at work removing. With enough work to justify steamers, above and below the canyon, transferring freight without loss of time, it is safe to say that the rate of $50 per ton up the Skeena could be materially reduced, and the rate paid the packers, from Hazelton to Omineca is more than a fair rate for the distance.

On the other hand, the rates from Ashcroft to Omineca are not profitable to the carriers, having been cut to pieces, especially on the wagon road, through competition.

It is not our wish to oppose the opening up of the country, and we would point out that for farming or stock-raising purposes the valleys between Quesnelle and Omineca, and between Hazelton and Omineca are of equal value. Neither would be of any value as traffic feeders of the wagon roads for shipment outwards, but both would in time produce cattle and grain and other crops for local consumption, and for shipment to Omineca.

If your government considers that the future of the Omineca mines is sufficiently assured to justify the building of wagon roads to carry its traffic, we have only to ask that you will deal fairly with both routes, and build half a mile of wagon road from Hazelton towards Omineca for each mile you build from Quesnelle.

We have the honor to be, sir,
Your obedient servants.

The petition, a copy of which has been sent to the Chief Commissioner of Lands and Works, was signed by a number of Victoria firms and business men.

Mr. Clifford, after the petition had been read, said he had appeared before the Vancouver Board of Trade at a meeting held on Tuesday evening and explained matters anent the proposed road from the Skeena to them. Senator Reid, who is advocating the Quesnelle route, was also present. After a long argument, in which the route from the Skeena was most favorably received, the matter was referred to a special committee. It seems that the Vancouver Board of Trade some time ago received a petition which they were asked to endorse before it was submitted to the provincial government for a road from Quesnelle to Omineca. They had done so, but when the advantages of the Skeena route were shown to them, they were surprised at having endorsed the other.

When asked to address the board on the proposed route via the Skeena, Mr. Clifford said it was undoubtedly the best route, and Vancouver men were of that opinion when they heard the advantages of the route. The canyon was now in good condition. There was no trouble there and steamers are able to go through without putting out a line.

Mr. R. H. Hall said the Dominion government had a squad of men at work there. The river is navigable for about six months of the year, although it sometimes falls low in September. Steamers of about 100 tons were being used on the river, although vessels of 150, perhaps 200 tons, could be used. They occupy four days to make a round trip.

In the course of some discussion in regard to a winter route Mr. Clifford spoke of the Kitamaat valley. He said he was the first white man to go through that valley four years ago. He heard of its existence from the Indians and got four Indians and went in during March. Mr. Wilkinson, the surveyor, has since told him that the distance was 46 miles to the canyon. It is the most practicable route through the coast range. It seems level, but there is a grade of about 400 feet. Its width is from a mile and a half to five miles, and although there are passes such as the White Pass, this is the only valley which breaks through from the coast from Vancouver to Juneau. There is a comparatively fine harbor at Kitamaat. While the water is deep and the anchorage therefore not so good, there are fine places for wharves. In the opinion of the speaker the arm was the key to not only the Omineca, Cassiar and Atlin countries, but also to the Yukon. He had been impressed with the improvements made at Skagway, a city which is almost entirely supported by Canadian miners. It is a great pity we do not have an all-Canadian route and build up such a town on our own coast. When the Skeena is frozen up, by way of Kitamaat is the shortest and most advantageous route to the Omineca country.

A road in from the Skeena, the speaker said, would open up a splendid agricultural country. According to a surveyor there were 60,000 acres of good land in that valley alone, besides the great areas of other stock country.

Mr. Shallcross wanted to know if the present rate of $50 per ton for freight from Essington to Hazelton would not be reduced with greater business.

Mr. Hall thought it would, but freight could never be carried at a profit for less than $25.

Mr. Clifford then withdrew and the chairman called for an expression of opinion from the board.

Mr. McCandless said he was favorably impressed with the Skeena route. If the Skeena route were adopted and the proposed road built, Victoria and Vancouver would get the carrying trade and the coast manufactories would be benefited, and not those of the East as would be the case if the C.P.R. was carrying freight to that country, via Quesnelle.

Simon Leiser said his firm was doing a great deal of business with the Omineca country, and no one thought of shipping in their goods by any other way than the Skeena. The Quesnelle route was out of the question. No one man in 500 would go in that way. From conversations he had with mining men he was satisfied that the Skeena route was their choice.

Mr. Shallcross said the action of the board should ever be made with the policy of building up the manufactories of the coast, where they have the facilities, cheap coal, iron, etc. We should favor routes via the northern inlets, Kitamaat, Naas or Skeena, then we support the manufactories, shipping, etc., of the coast. If the routes via Ashcroft were adopted that would not support the coast, but the East. If British Columbia money is to be spent on these improvements, it should go to benefit British Columbia. He favored the adoption of a resolution expressing themselves in favor of such a policy as he suggested, and applying it to the present case he had some statistics as to the cost of sending freight in over either route, which compared most favorably for the Skeena route. The total cost via the route from Victoria to Omineca was $104 and by the Quesnelle route $220. The difference was sufficient to make it out of reason for the board to support the latter route.

The following resolution was moved by Mr. Shallcross:

"That in the opinion of this board the proper policy for British Columbia to adopt is wherever possible to open up the interior of the province by the shorter routes from the coast, as by this means the cost of delivery of goods in the interior will be reduced to the lowest point possible, and the trade and industries of the province will be built up."

This was carried and the matter was referred to a special committee consisting of the following: Messrs. McCandless, McQuade, Shallcross and Leiser.

A letter was read from Hon. J. Israel Tarte in reply to that sent him from the board re the harbor. He said Mr. Roy, agent of the department in British Columbia, had instructions to make a survey of the dredging suggested. He will proceed with the work as soon as possible.

The Philadelphia Commercial Museum wrote asking that the director and chief of foreign department be made honorary members of the board. Referred to the next quarterly meeting.

A letter was received from the secretary of the Fourth Congress of the Chambers of Commerce of the Empire inviting the board to offer resolutions to the forthcoming congress to be held in London next year. The Toronto Board of Trade has submitted the following resolution, and wrote requesting its endorsation:

Whereas it is generally recognized that an advantageous commercial bond is one of the strongest links in national unity, and that the maintenance and strengthening of trade is the keynote of a state's successful development;

And whereas the existence of an empire is largely dependent upon the material prosperity of its people;

Therefore be it resolved that in the opinion of this congress the bonds of the British Empire would be materially strengthened, and the union of the various parts of Her Majesty's dominions greatly consolidated by the adoption of a commercial policy based upon the principle of mutual benefit, whereby each component part of the Empire would receive a substantial advantage in trade as the result of its national relationship.

Further resolved that in order to make the foregoing operative, the chair shall appoint, before this congress dissolves, a representative and proportionate committee of home and colonial delegates to devise a scheme of this nature, and report to this or a similar commercial congress, and that a copy of this resolution be officially forwarded to the home and colonial governments concerned in the proposition.

The letters were referred to a committee consisting of Messrs. Davidge, Futcher and Lindley Crease.

Messrs. Davidge and Claxton wrote acknowledging the receipt of copies of the annual report. The latter said he regretted the absence of matter re the Yukon. He had been instrumental in securing a great amount of business in machinery, chiefly for Victoria, that would otherwise have gone to the Sound and suggested that copies of an article in the daily papers giving the customs statement of the business done with Dawson and showing the high percentage—about 8 per cent.—done by Victoria merchants, be printed on the report and sent to Dawson by express, together with issues of the local press.

Mr. Ward spoke of the obscurity of the provincial agent in London, Eng., and suggested that a higher salaried man, with an assistant who came here once or twice a year and made himself familiar with the province, be obtained. A man who could give information as to gold reports, what mines are shipping, and all other matters pertaining to the province. No information, or very little, was to be obtained at the present office, which was hidden, and so difficult to get at as though a city merchant were to establish his store at Saanich and expect to do business with the city. It was right out of the way.

Mr. Todd said that if anything was done in this regard, no retired politician should be appointed, but a first-class man.

Mr. Ward then brought up the question of the unsatisfactory Sound steamship service, speaking of the troubles of passengers at those times when the Victorian was laid up because of the breakage of her propeller, and the Utopia ran. He also complained of the refusal of the Sound agents to sell berths, other but on the steamer, which arrived and departed at uncertain times.

Mr. McCandless and Mr. Shallcross told of experiences when they ran from inner to outer wharves owing to mistakes in regard to which wharf the steamer was to land. Speaking of the Seattle wharf and the road down to it, Mr. McCandless said it was the meanest place he had ever seen. There were no lights, the cars ran across, and mud was ankle deep. He thought the steamer people were losing trade by the unsatisfactory service.

Mr. Leiser said they delayed freights. It was finally decided to ask the representative of the Sound route to come and confer with the board in reference to the service, before they again take up the matter with the railways.

Mr. Shallcross enquired whether it would be advisable to discuss the policy of the incoming municipal board, and the majority of the members expressed themselves in disfavor of this course.

The meeting then adjourned.

AFTER THE BATTLE.

How Our Wounded Soldiers in the Transvaal Are Cared For.

That "peace hath her victories no less renowned than war" has been demonstrated in more than one war by the gallantry and skill of the brave doctors who attended the unfortunate soldiers in the field hospitals. Many such victories wil no doubt be gained during the present conflict.

A noble work is now being carried on in the Transvaal by the officers and men of the Royal Medical Corps, aided by those modern Florence Nightingales, the members of the Red Cross Society.

The devotion to duty of these self-sacrificing ministers of mercy, and their many acts of gallantry and personal heroism performed on the held of battle—often amid the deadly hail of shot and shell—are known to every "Tommy" who has smelt powder.

The provision made for the succour and care of the wounded in the present war is of the most complete description. In addition to the officers and men of the R.A.M.C. now in Natal, the committee of the Red Cross Society have dispatched to the scene of operations a large and efficient nursing staff, a medical officer being allocated to each battalion of infantry, each regiment of cavalry, and each brigade of artillery.

The official staff has also been augmented by a number of civilian surgeons, in addition to a band of auxiliary nurses drawn from the Army Nursing Reserve, while the splendid example set by the President of the College of Surgeons, Sir William MacCormac, who has gone out as consulting surgeon, has been followed by other medical gentlemen of distinction.

The equipment of this little army of charity is perfect in every detail. Large supplies of medical stores are stocked at the military base in Natal, where they will be readily available. Six field hospitals follow the troops, and stationary hospitals have been fitted out at Ladysmith, Pietermaritzburg, and Wynberg, giving a total accommodation of nearly 2,000 beds. The medical corps are amply supplied with stretchers and ambulance wagons, while a hospital train, constructed on the Brechot system, is also available. Two transports are ready for the conveyance of invalids from Durban to Capetown, and American sympathizers are providing a hospital ship equipped with medical stores and provisions.

The organization of the R.A.M.C. is as complete in its way as that of the strictly militant arms of the service. Barely has the bugle call sounded "Cease firing" than the mounted army doctor rides on to the field of battle accompanied by the stretcher-bearers. Over the scene of carnage he moves rapidly, his quick eye detecting with unerring instinct those who are not yet beyond all earthly aid. Under his direction the dying and disabled are placed on the litters or "shoolies," and are carried swiftly and carefully to the nearest dressing station. Here the wounded rapidly pass through the hands of the surgeons. Thence they are taken to the field hospital itself, where the treatment is carried on under less stress and danger.—London Daily Mail.

Where Is Mr. Naylor?

Fails to Appear at the Methodist Ministers' Meeting in Seattle.

Rev. S. S Sulliger Makes Known the Facts of the Unsavory Case.

It appears that Rev. Mr. Naylor, who was expected to appear before a conference of Methodist ministers in Seattle on Monday has disappeared.

The Seattle Post-Intelligencer of Tuesday says:

"The Methodist ministers at Seattle sat expectant at the regular Monday morning meeting in the First Methodist Episcopal church yesterday. They awaited the coming of the Rev. Isaac Naylor, evangelist, who had been summoned to appear and answer the charges made against him. But no Mr. Naylor appeared, either in the body or in the spirit, though the rumor is still current that he recently arrived in the city. The ministers do not know where the evangelist is, though he was last heard from a few weeks ago at Victoria, B. C., when, after the sensational breaking up of a Salvation Army meeting he was conducting, he declared his purpose to return to Seattle and refute the charges. The ministers have almost abandoned the hope that he will come.

"When Rev. Mr. Naylor left Seattle, he announced his intention of going to Astoria, Or., to hold a revival, but he was next heard of in Victoria. It was after he had gone that his alleged misdoings became known here, and a letter was sent to Astoria by the committee appointed to investigate the charges, calling him back for an explanation. The date of this letter was November 10 last. A second letter was sent, but no reply has been received from either one. Of course, being in Victoria, Rev. Mr. Naylor could not reply from Astoria, and it has been learned that stacks of letters are piled up there awaiting his coming.

"While it has not been the intention of the local Methodist ministers, or their special committee, to condemn Evangelist Naylor without a full and fair hearing, at the same time the position they took in deciding to demand an explanation has all along, it is claimed, been fortified by white and black. The evangelist has been on the gridiron before, up in New Whatcom, and information of an alleged deserted wife and five children came over to this country from England, early in October last. Rev. Dr. Buckley, editor of the Christian Advocate, published in New York city, was the first to receive it. Then it travelled to Jesse Bowman Young, at St. Louis, Mo., editor of the Central Christian Advocate, and thence to the coast and Puget Sound.

"The following document, giving names, dates and particulars of the divorce of and the allegations against Rev. Mr. Naylor, has been in the hands of the committee several weeks. It was suppressed until yesterday morning, when it was read at the meeting, and the Post-Intelligencer secured a copy of it. It is in the form of a letter from Rev. S. S. Sulliger, of New Whatcom, to a well-known pastor of this city:

"Jesse Bowman Young, editor Central Christian Advocate, in a note dated October 25, 1899, says that Rev. Charles Garnet, a Congregational pastor in London (England), has written Dr. Buckley: 'Isaac Naylor is travelling about and living with a Miss Houser * * whom he introduces as his wife. His lawful wife is living in England and has five children to support. He is unworthy of the confidence and recognition of Christian men, and that these facts can be fully verified.'

Accused in Whatcom.

"Parsonage, First Methodist Episcopal church, New Whatcom, Wash., Nov. 24, 1899.

"The above came to me for investigation. Mr. Naylor being at that time engaged in union revival services in this city. I sent for him to meet me at the parsonage. He failed to come. I then met him at the preachers' meeting and, in the presence of the Rev. Oscar A. Smith, pastor of Trinity Methodist Episcopal church, this city, informed him of the complaints. He declined to answer until the names of those making the accusations were given, indicating his intention of commencing legal proceedings against them. Pressing of the matter brought from him an admission that he had been divorced from his wife in England and married to the lady he was now travelling with. He promised to meet me at the parsonage and give documentary evidence to prove the statement. This he did.

"I find he was divorced from his wife in England by decree of court at Wahpeton, North Dakota, but not for scriptural reasons, but for 'refusal to live with him,' etc. The decree of divorce was granted on December 5, 1898, and signed by W. O. Sauter, judge; C. A. McKean, clerk. In ten days after the divorce was granted, being December 15, 1898, Mr. Naylor was married to Miss Lillie C. Houser at 1323 Court street, Los Angeles, Cal., by Rev. T. B. Nelson, pastor of the Swedish Baptist church. J. M. and Angelina Houser, parents of the bride, were the witnesses. Mr. Naylor strongly affirmed that he had been divorced for 'scriptural reasons,' and defined that term as being adultery. He requested me not to read the complaint in the decree of divorcement, because it contained some very indecent language. I insisted on going through the whole document, even if it be unpleasant reading. He then seemed to just call to memory that the divorce had been granted on other grounds than that of adultery, but claimed that cause (adultery) was in the original complaint on file or record in the Dakota court. He further claimed that his present wife, and her parents and relatives, had and have full information concerning his divorcement, and that prominent brethren in the ministry in the East had advised him to get the divorce. These names he refused to give me. Mr. Naylor is at present conducting meetings in Astoria, Ore.

"Whatever use, public or private, for the protection of the church it is necessary to make of these facts, and my relation to the same, may be made. Copies of this letter go to James M. Buckley, D. D., Jesse Bowman Young, D. D., Albert N. Fisher, D. D. (editor Pacific Christian Advocate, Portland, Ore.), and to A. S. Gregg, Seattle, correspondent for our Eastern church papers. Sincerely yours,

"SPENCER S. SULLIGER."

THE MARKETS.

(Revised every Wednesday.)

The steady decline in the price of Japanese oranges since their advent on the market a few weeks ago is likely to take a turn if the anticipations of dealers are verified. The supply so far has been totally inadequate to meet the demand, and unless the Australian boat, which is due today, brings a very large consignment of the juicy little oranges, the market will henceforth have an upward instead of a downward tendency. Some dealers have already advanced the price per box to 60 cents in anticipation of a shortage. The ruling price for the last week has been 50 cents, with a tendency to drop to 45 cents.

Fish, which has been capricious in price according to the fluctuations of the supply, has taken another advance, should salmon touching 20 cents and the fresh variety creeping up several cents over recent quotations.

Meats remain at the old figure, the ruling demand being for fowl of all kinds. Several carloads of these have been received, the turkey being quoted at 16 and 17 cents and geese at about a cent lower. More consignments of the Christmas fowls are expected by to-night's boat.

Flour—	
Ogilvie's Hungarian, per bbl.	$ 5 50
Lake of the Woods, per bbl.	5.50
Leitch's, per bbl.	5.50
O. K., per bbl.	5.00@ 5.50
Snow Flake, per bbl.	5.00
Calgary Hungarian, per bbl.	5.50
Premier, per bbl.	5.50
XXX Enderby, per bbl.	5.00
Grain—	
Wheat, per ton	27.50@32.50
Corn (whole), per ton	25.00@28.00
Corn (cracked), per ton	27.00@30.00
Oats, per ton	28.00@30.00
Oatmeal, per 10 lbs.	40@ 50
Rolled oats (B. & K.)	04
Rolled oats (B. & K.), 7½ sack	30
Feed—	
Hay (baled), per ton	15.00@18.00
Straw, per bale	50@ 75
Middlings, per ton	25.00@28.00
Bran, per ton	22.00@23.00
Ground feed, per ton	26.00@28.00
Vegetables—	
Potatoes (new), per 100 lbs.	1.15@1.35
Water cress, per bunch	5
Cabbage, per lb.	3
Cauliflower, per head	10@ 15
Celery, per bunch	15
Lettuce, 4 lbs. for	25
Onions, per lb.	3
Onions (pickling), per lb.	3@ 4
Gherkins, per lb.	3@ 5
Radishes, 2 bunches for	5
Carrots, per lb.	3
Tomatoes	10
Cucumbers, Island, 3 for	10
Turnips, per lb.	2
Fish—	
Salmon (smoked), per lb.	20
Salmon (spring), per lb.	8@ 12½
Oysters (Olympian), per pint	50
Oysters (Eastern), per tin	60
Shrimps, per lb.	50
Cod, per lb.	8@ 10
Halibut, per lb.	12½
Herring	6
Smelts, per lb.	10
Flounders	8
Crabs, 3 for	25
Farm Produce—	
Eggs (Manitoba), per doz.	25
Eggs (Island), fresh, per doz.	50
Butter (Delta creamery)	30
Best dairy	15@ 22
Butter (Cowichan creamery)	35
Cheese (Canadian)	18@ 20
Lard, per lb.	12½@ 15
Meats—	
Ham (American), per lb.	16
Hams (Canadian), per lb.	16
Bacon (American), per lb.	16
Bacon (Canadian), per lb.	14@ 16
Bacon (rolled), per lb.	12@ 16
Bacon (long clear), per lb.	12½
Shoulders, per lb.	14
Beef, per lb.	8@ 18
Mutton, per lb.	8@ 18
Veal, per lb.	12@ 18
Pork, per lb.	10@ 15
Fruit—	
Jap. Oranges, per box	50@ 60
Jap Oranges, per doz	15
Bananas, per dozen	30@ 40
Peaches, per lb	15
Tangerines, per doz.	60
Cocoanuts, each	10@ 15
Lemons (California), per doz.	25
Lemons (small)	10@ 15
Apples, per box	1.25@ 1.50
Grapes (Eastern), per basket	85
Pears, 3 lbs. for	25
Cranberries, per lb	12½
Muscatels	15
Wash. Navel Oranges, per doz.	30
Poultry—	
Dressed fowl (per pair)	1.50@ 1.75
Ducks (per pair)	1.50
Turkeys (per lb. live weight)	20@ 25
Duck, dressed, each	75
Game—	
Grouse, per brace	1.25
Venison, per lb.	8@ 10
Ducks, mallard, per pair	75@ 85
Ducks, teal, per pair	30@ 35
Rabbits (Australian), per pair	75

BULLER'S ARMY.

It has been officially stated that General Sir Redvers Buller, V.C., will have under his command during the present war in the Transvaal no fewer than 70,000 British troops. This, says Pearson's Weekly, is probably the largest number of men ever placed at one time under the supreme control of one leader, viewing the fighting strength of the British army (Europeans) in the great wars of comparatively modern times.

At Waterloo, the Duke of Wellington had just fewer than 24,000 British troops under his command, while Lord Raglan, in the Crimea, never had more at one time than 26,000 Britishers fighting under him. In the Indian mutiny Lord Clyde (then Sir Colin Campbell) had but 40,000 troops, with whose assistance and the help of that portion of the Indian army which remained faithful to its allegiance he was enabled to quell the most serious outbreak of modern times.

Going a little further back, to the time of the great and prolonged Peninsular war, Wellington thought he was a fortunate man if he could direct an army corps of 30,000 British troops, while the great Marlborough, at Blenheim, led to victory, and against fearful odds, an army of 16,000 strong.

Lord Wolseley was expected, in the Egyptian war of 1885, to scatter the forces of the Mahdi, a very considerable force, consisting of over 50,000 Arabs, and to assume the practical dictatorship of the Soudan, with a British force of only 30,000 men, while Lord "Bobs," as the hero of Candahar is playfully called, that is to say, Lord Roberts, could rely on no more than 13,000 European troops to oppose the forces of the then turbulent Ameer of Afghanistan in the Afghan war of 1878. Sir Redvers Buller is therefore an exceedingly fortunate man in finding himself at the head of a fighting army whose numbers exceed by 2,000 the total allied forces which Wellington commanded at Waterloo.

Provincial Gazette

Joseph Chamberlain Commends the Prompt Action of Canadian Government.

A Number of Minor Appointments—List of Incorporated Companies.

Friday's Gazette will contain the following announcements:

Revision Court.

A court of revision and appeal for Northeast Kootenay will be held at Golden on December 29th at 11 a.m.

Dissolution of Partnership.

The partnership hitherto existing between A. Conolly and C. H. Barrett, as the British Columbia Liquor Co., of Vancouver, has been dissolved.

A. & K. R. R. Meeting.

The annual general meeting of the Victoria & Sidney Railway Company will be held at the Hillside avenue offices on December 27th at 10 a.m.

School District.

The council of public instruction has divided the Salmon Arm school district into two, to be known as Salmon Arm, East, and Salmon Arm, West.

Another Telephone Company.

Application will be made to the legislature at its next sitting to incorporate another telephone company.

The Sessional Restaurant.

Premier Semlin, provincial secretary, is advertising for tenders for the supply of refreshments to the Legislative Assembly during the coming session. Tenders will be received up to the 23rd inst.

Change in Attorneys.

John Fink, of Fort Steele, has been appointed attorney for the Gem Silver Lead Mining and Smelting Co., in place of J. Houghton, of Sullivan Hill, and of the Sullivan Group Mining Co. in place of Edwin C. Smith.

A. & K. R. R. Meeting.

A special general meeting of the shareholders of the Arrowhead & Kootenay Ry. Co. will be held at the C.P.R. offices, Montreal, on January 29th, for the election of officers, and other business. The directors meet at the same time and place.

Incorporated Companies.

The following companies are incorporated: The Western Mercantile Co., of Nelson, capital $50,000; the Gold-Copper Mines, of Cranbrook, capital $500,000; the Mountain View Copper Co., of Greenwood, capital $500,000; Hillside Silver Mines Co., of Kaslo, capital $150,000; People's Trading Stamp Co., of Vancouver, capital $60,000; Greenwood Electric Company, of Greenwood, capital $75,000; Caldwell Mines, Limited, of Rossland, capital $100,000.

Chamberlain's Thanks.

The following communication from Hon. Joseph Chamberlain, colonial secretary, to His Excellency the Governor General is promulgated in this week's Gazette:

Downing Street, Nov. 15, 1899.

My Lord,—I received from you on the 2nd inst. a copy of an approved minute of the Dominion privy council dated the 14th of October, 1899, in which your ministers authorized the equipment and dispatch of 1,000 volunteers for service with the Imperial troops in South Africa.

The great enthusiasm and the general eagerness to take an active part in the military expedition which has unfortunately been found necessary for the maintenance of British rights and interests in South Africa have afforded much gratification to Her Majesty's government and the people of this country. The desire thus exhibited to share in the risks of the Empire has been welcomed, not only as a proof of the staunch loyalty of the Dominion and of its sympathy with the policy pursued by Her Majesty's government in South Africa, but also as an expression of the growing feeling of the unity and solidarity of the Empire which has marked the relations of the mother country with the colonies, during recent years.

The thanks of Her Majesty's government are specially due to your ministers for the cordial manner in which they have undertaken and carried through the work of organizing and equipping the Canadian contingent.

I have, etc.,
J. CHAMBERLAIN.

Appointments.

His Honor the Lieut.-Governor has been pleased to make the following appointments:

Thomas A. Wilson, of Trout Lake, to be a coroner for the province.

To be notaries public:

Wm. Farquhar Gird, of Cranbrook, for the Mainland.

Edward A. Carew Gibson, of 150 Mile House, for the counties of Victoria, Vancouver, Westminster, Yale, Cariboo and Kootenay.

To be justices of the peace for the counties of Victoria, Vancouver, Nanaimo, Westminster, Yale, Cariboo and Kootenay:

Wm. McQueen, of Rossland.
John Hemer, of Cedar.
Jos. B. Burr, of Ladner.

TREASURY BILLS.

(Associated Press.)

Sydney, N. S. W., Dec. 21.—The assembly to-day passed a bill authorizing the issue of treasury bills to amount of £4,000,000.

On Saturday night Mrs. E. Rogers, 49 Wellesley street, was killed by a Church street trolley car at the corner of Church and Maitland streets, Toronto. Mrs. Rogers and her husband were in a cutter returning from Havergal hall to their home.