OLIVER'S OPPONENT IN DELTA RIDING

Well Known Ladner Business Man Nominated at Conservative Convention

Mr. Frank J. MacKenzie, druggist, Ladner, was unanimously elected standard bearer at a meeting of the Delta Conservatives in Cloverdale on Saturday says the New Westminster Columbian. It is conceded by all that the choice is a strong one and judged by the unanimity, enthusiasm and confidence expressed at the meeting there is every prospect of success resting on the banners of the Conservative. One thing is certain, Mr. John Oliver will have the fight of his life if he wants to again warm a seat in the legislative halls. The meeting was well attended by representative delegates from all parts of the riding, and the meeting was an inspiring one. Hon. Richard McBride, premier, was given an enthusiastic welcome, and he carried conviction and inspired confidence by his admirable address. Several other delegates, including the nominee, also spoke.

The convention was held in the public hall, Mr. Thos. Shannon, Sr., was appointed chairman and E. L. Kirkland, secretary. Before the selection of a candidate was begun, the premier was asked to give his advice. Hon. Mr. McBride said he did not want to interfere in the selection as he was not a voter in the district. He, however, urged that no sentiment or sectional feeling should intervene, but that the strongest and fastest horse should be entered for the race. "The Conservative party is entitled to have the Delta, and she must have the Delta," said the premier. "If you stand by your guns, shoulder to shoulder, you con win."

It was decided that the selection should be by ballot, without nominations, and in order to give each section a fair representation, the ballots were divided so as to give equal numbers to the Delta, Surrey and Langley. On the first ballot Mr. MacKenzie was elected on a two-thirds vote. The other votes were scattered and immediately a motion to make the choice unanimous was carried with enthusiasm. The speech-making was then in order and the premier was called on.

Hon. Mr. McBride, at the outset, referred to his pleasure at meeting so many old friends, true, tried and honored. He referred particularly to W. H. Ladner, whose name, he said, was historic and was closely associated with the public, business and industrial life of the province. Mr. MacKenzie, the man honored with the nomination was, he said, a son of the soil. He knew him as a boy in Surrey, as a teacher in Langley, and for the last five years as a business man in Ladner. It appeared that the business of the convention was well carried out. There were no attempts at slate-making, or anything flavoring of sectionalism. He congratulated the convention on its selection of a candidate. (Applause.) He firmly believed that, with the work the association was capable of doing, there could be no doubt as to the success of the candidate.

In dealing with the question of better terms, the premier referred to the conditions when this province entered confederation. It was looked upon as a barren land, without promise, and it was brought in only as a matter of tactics on account of its large seaboard. And even then if it had not been for one great and wonderful mentality perhaps British Columbia would not have fared so well.

"I refer to Sir John A. Macdonald," said the Premier, and the mention of the revered chieftain called forth a burst of applause. The general opinion at that time, he said, was that the gold mines of Cariboo were depleted and that the industrial life in the province must cease. And even at the start there was a move not to give this province the benefits of the agreement, and some favored repudiating the part as to the building of the C. P. R. But it was built, as the Conservative party never went back on its pledges. Then the province was discovered, people came here, found her many advantages and riches, and stayed. Six years ago Hon. Mr. Dunsmuir went to Ottawa in the hope of getting better terms, and he got practically nothing. Col. Prior met with pretty much the same result. Then came the conference of five weeks ago, and from that he did not come back empty-handed. He came with one million dollars. And he gave to the members of the conference the message that the amount was by no means considered a settlement of the question of better terms. He was not asking favors, only urging the rights of the province. It was admitted that the physical conditions on which the million dollars was based would last as long as the world would last, and so he argued that any aid to be given should last till eternity bells rang. If one tenth of the development takes place within the next ten years as is expected, at the end of the term the burden of the province will be greater than it is now. The building of the Grand Trunk Pacific would necessitate opening new roads, giving schools, etc. The people of the province were now taxed to the limit, and the only source to apply to fairly and honestly is the treasury at Ottawa, which has $19,000,000 of the province's money. The same government at Ottawa was giving all kinds of luxuries to provinces that do not give one half the revenue or promise one tenth of the development. The question of the new settlers getting schools, etc., was a national one, not a sectional one. In addition to the revenue the Dominion had had from this province, she also received the 40-mile railway belt, the E. & N. concession of 2,500,000 acres on Vancouver Island, and 3,500,000 acres in the Peace River district. Up to date the Dominion has had by far the best of the bargain. He would not favor any means that were not constitutional, but there was still a higher power than the federal government, and if necessity demands that this province must go to the Mother Country, there was no question but that she would receive British fair play when she came to the foot of the throne. Sir Wilfrid at the conference had said that he would have to go to England in connection with the matter, and that he could not go unless there was unanimity. Hon. Mr. McBride said his reply was that there would not be unanimity until British Columbia got fair play, and that when he went to Westminster he would find British Columbia there unless she was fairly treated before.

The premier referred to the many advantages given some of the Eastern provinces by the Ottawa government, and said that along the St. Lawrence it kept one busy to dodge the new wharves that were being erected by the federal government with the money of the people of British Columbia. In Prince Edward Island there were farms that paid scarcely any taxes, as they got almost everything from Ottawa and Ottawa got almost everything from British Columbia.

The premier then dealt with the record of his government during its term of power, which has resulted in the very face of nature being changed till now all are happy and prosperous.

On the question of the agitation for the abolition of the bridge tolls, the premier said that if it had not been agreed that tolls were to be charged the other parts of the province would not have consented to the erection of the bridge. The bridge costs the government $63,000 a year, and after the tolls are counted there is a net loss to the province of $41,000. Soon, however, there would be more railways and trams crossing and this would increase the revenue. As soon as it could be done, he would favor decreasing the tolls, but he would not do it by false pretentions. At the last election, he said, Mr. Oliver had the rumor that the government was going to sell to a private company, now it is for free tolls. As soon as the provincial treasury would permit, the premier said, he would give a free bridge, but he would not do it in any unfair way.

The school law was also touched on, and he convinced his hearers that the schools stood to gain much under the new law, both as to the governing of the schools and the efficiency of the teachers.

In closing he urged that the campaign be carried on in a manly fashion, that no one stoop to anything low or go into the mire. The Conservative party did not have to, as it had a winning cause. He urged that all unite in working to elect one who would strengthen and assist him instead of a man who was always trying to tear down.

Mr. MacKenzie, the candidate, got a splendid reception. He expressed appreciation of the honor conferred on him, and said the unanimous manner in which he had been chosen as standard bearer augured well for the success of the campaign. With unanimous support there could be but one end, and that success for the Conservative party. He felt honored in being selected as a supporter of the McBride government. For years he had been a warm friend of the premier and had watched carefully and zealously his actions. He felt confident that both the premier and his government were entitled to the full and free support of all. Speaking for himself, Mr. MacKenzie said he had spent four years in Langley, had spent his boyhood in Surrey and had been in the Delta five years. He felt sure that if he was elected the premier would co-operate in any reasonable request he made for the district. There was, he said, no time in the history of the Dominion when the Conservative party should act unanimously, as the Liberal party from one end of the Dominion to the other was steeped in corruption. There were the Fielding disclosures, the London scandals and others, while in this province the Kelly graft in Vancouver has become notorious. When asked if he would be a candidate, Mr. MacKenzie said he had replied that he was no platform orator, but that as the people had eight years of only oratory, he was of the opinion they could stand four years of work. (Great applause.) He asked all to put their shoulders to the wheel, he would do all he could, and with their support they could succeed. If elected, he promised that he would not betray the trust reposed in him.

J. D. Taylor was called on, and paid a high tribute to the work done by Mr. MacKenzie in the federal election. As a staunch and true supporter of the Conservative party at all times, he deserved endorsation, and there was no doubt but that he would be elected. Mr. Taylor also said the Conservative party should work to secure such a change in public sentiment that would send as representatives to Ottawa men who would represent the province as Mr. McBride had represented it. Then would the province come into its heritage.

J. W. Berry, Langley, spoke on the school question as he came from a district where there had been opposition to it. The people had taken the advice of John Oliver to buck instead of cooperating, and as a result things had gone wrong this year. The salaries of the teachers were not augmented, and as a consequence the best teachers were secured by the sections that did. The people were now heartily sick of their forty-dollar teachers and the end of the year would see a change. The feeling in the district was really one of friendship to the premier and the McBride government. (Applause.)

J. Harris, also of Langley, spoke along similar lines. He was one of those who had been misled by the advice of John Oliver, but experience had shown the error and that the advice was not sound. The school law would have no effect on the government as far as Langley was concerned. He expressed satisfaction at the selection of Mr. MacKenzie as the standard bearer. He urged all to take off their coats, roll up their sleeves and wade in, then would they be successful.

W. H. Ladner moved a vote of appreciation to the premier and a resolution pledging continued support. This was carried with enthusiasm, and the meeting broke up with cheers for the King, the Premier and the Candidate.

B. J. SHORT LOSES CLAIM FOR DAMAGES

Arbitrators Decide Action of Trap-owner in Favor of Capital City Company

A decision was given Tuesday in the arbitration case tried before Richard Hall, M. P. P., representing the Capital City Canning company, J. P. Nelson, for B. J. Short, and S. A. Spencer, umpire, in which Mr. Short claimed in the neighborhood of $10,000 damages for non-fulfillment of contract by the Canning company with reference to the operation of the Clover Point trap, leased from Short, and also $300 wages due. The claim for wages was not disputed. R. T. Elliott appeared for the company and W. H. Langley for the trap-owner.

The arbitrators awarded the claim for wages, but threw out the claim for damages. Each party was ordered to pay their own costs. A large number of witnesses were examined, mostly trapmen. For Mr. Short evidence was given by James Anderson of Anacortes, J. A. Rucker, of Finlay, Durham & Brodie, M. McDonald, diver, and others; and for the Capital City Company, C. Swanson, John Troxall, W. J. Leary, manager of the company's cannery, and others were heard.

KILLS TEN PEOPLE.

London, Nov. 28.—The Kobe correspondent of the Standard cables that a floating mine, a legacy of the Russian-Japanese war, has been driven ashore at Akita, on the west coast of Hondo, where it exploded, killing 10 villagers and wounding 56.

BRINGS STORY OF MURDER ON WHALER

George Johnson, Stewart of the Whaler Olga, Says Captain Slew Engineer

When the United States revenue cutter Thetis arrived here from the Arctic news was given by those on board of the murder of the chief engineer of the steam whaler Olga by Capt. Klentenberg, the master of the whaler. Further particulars are given in a report made to the United States district attorney at Seattle by George Johnson, colored steward of the Olga, who has arrived at Seattle from the north. The alleged crime, says the Seattle Post-Intelligencer, took place when the vessel was about 250 miles east of Point Barrow, in Canadian territory. The schooner then tied up at the shore. The Canadian mounted police made an arrest and, it is understood, carried on some kind of a trial, which resulted in the acquittal of the captain. In view of this report, the American authorities will not yet say whether or not they will be able to arrest the alleged murderer, because if he has been regularly tried and freed, even in foreign jurisdiction, it will be impossible to place him in jeopardy again for the same crime.

The story told by Johnson, the steward, is that a quarrel arose between Jackson, the chief engineer, and the captain over a can of gasoline. This was September 20, 1905. Feeling grew more intense daily and threats were frequently made by each man to kill the other.

On the last of September, Johnson declares, the captain went into the engineer's cabin while the latter was reading and shot him in the right breast. This caused a serious wound, but not a fatal one. The mate, a man named Whitney, says Johnson, was sent to care for the injured man and to dress the wound.

On October 9, the steward declares, the captain appeared in the galley, handing him some strychnine and ordered it placed in a pitcher of milk intended for the wounded man. Johnson succeeded, in spite of the vigilance of the captain, in substituting soda for the poison, and in warning the engineer of the plan. Finding that his plot had failed, the commander, says Johnson, went into the engineer's cabin and murdered him in his sleep.

Johnson called upon United States District Attorney Hoyt, of Nome, who is now in Seattle in connection with the Newth and Bodfish cases, and told his story. Mr. Hoyt says that his deputy, Mr. Landers, has been working on the case for more than a year since he first heard of the reported murder. Johnson has given the name of the captain and of the vessel to the offices of the district attorney at Nome and also at Seattle.

Another version, given by the San Francisco Chronicle, in connection with the report of the arrival of the schooner Charles Hanson, says: "On board the Hanson were three sailors who were witnesses of the killing of Engineer Jackson D. Paul by Capt. Klentenberg on the whaling schooner Olga. The shooting of the engineer took place in the northern waters six months ago. Paul was trying to desert from the vessel when Klentenberg fired four shots at him, the last shot taking effect, and Paul fell dead. Captain Klentenberg was justified for his action by Alaskan courts. The shooting occurred near Prince Albert Island."

SHANGHAI EMBEZZLER RETURNED TO CHINA

F. M. Goode, Arrested on Arrival of the Shawmut, Waives Extradition

Frederick Monteir Goode, who was arrested by Sergeant Frank Murray and Constable Carter, of the provincial police, on arrival of the steamer Shawmut about ten days ago at the request of the British consul general at Shanghai, China, has waived extradition and left for the Orient on the steamer Empress of China, which sailed for Hongkong Tuesday night. Goode, who fled to Yokohama and took passage here on the Boston Steamship company's steamer Shawmut, under the name of W. W. Payne, is alleged to have embezzled £300 belonging to the Shanghai Asbestos & Electric company, of which he was secretary. The cablegram received by the British Columbia police asked that he be taken in charge for embezzlement and forgery. When arrested by Sergeant Murray and Constable Carter on arrival, Goode promptly admitted his identity. He was practically without funds, and it was learned the money alleged to have been embezzled was spent to give pleasure to a woman with whom he had become enamored.

Sergeant Murray immediately notified the Shanghai authorities by cable that Goode had been apprehended here, and was instructed to hold him until an officer was sent with papers. Ultimately, when Goode agreed to waive extradition and expressed himself as willing to return, Sergeant Murray arranged to expedite matters by sending him in care of Capt. Archibald of the R. M. S. Empress of China. There is a clause in the Fugitive Offender's Act that prisoners may be placed in the custody of shipmasters and advantage was taken of this by the authorities. Arrangements were made by cable so that an officer from Shanghai will be at Yokohama to meet the steamer and take charge of Goode at the Japanese port and proceed with him to Shanghai on board the white liner.

IMPORTANT TIMBER DEAL.

St. Paul Capitalists Buy Thirty-four Square Miles Near Vernon.

On Wednesday last Messrs. D. Woolsey, T. Kilpatrick, R. Howson and G. S. McCarter, of Revelstoke, and Geo. P. Wells, of Nelson, completed the sale to St. Paul capitalists of 34 square miles of timber lands on Cherry creek, east of Vernon says the Revelstoke Herald. The tract was about three months ago located by Mr. Woolsey and S. Hill and is one of the finest in the interior of British Columbia, being estimated to carry seven hundred million feet of cedar fir and white pine of excellent quality. The price paid was away up in six figures and the parties benefitting by the deal are all local men—consequently, this deal is of more real importance to the district than any other large timber deal that has yet taken place here, as all the money remains here with men who are foremost in assisting by their capital and brains in developing this part of the interior. The purchasers are to be congratulated upon securing such an excellent holding and the gentlemen who have sold out and who still have extensive holdings in this part of the province are fortunate in having selected such a desirable investment as to attract a purchaser within three months from the time the property was acquired by them.

REFORM IN RUSSIA.

St. Petersburg, Nov. 27.—The minister of education, M. Kauffman, has just submitted to the cabinet a plan for the reform of the primary educational system of Russia, which, next to the agrarian reform, is considered the greatest problem confronting the Russian government.

The most important feature of the minister's proposal is one providing for the abandonment of the old policy which is in accordance with the dictum of M. Pobedonostsoff, ex-procurator general of the Holy Synod, that education was synonymous with religion, threw hindrances in the way of efforts of the Zemstvo and caused private persons to spread elementary knowledge among the ignorant classes of the Russian peasantry and even imposed a veto on instruction being given in history and other similar branches of education.

M. Kauffman recommends that the movement support materially and morally all such efforts and resume the payment of minimum teachers in the popular schools opened by the Zemstvo and other local administrations. As the greatest difficulty in the way of a speedy instruction of moral obligatory elementary education is the lack of capable teachers, the minister proposes to enlarge at the state's expense the number of schools where teachers are educated and to increase the allowances made to the existing institutions.

In regard to the schools for the non-Russian population, the minister proposed to permit elementary education being given to pupils in their mother tongue on condition that the teaching of Russian history and geography must be in Russian.

SOUTHERN SENATOR GUARDED BY POLICE

Negroes Are Unsuccessful in Attempt to Stop Lecture in Chicago

Chicago, Nov. 27.—The efforts of the colored citizens of Chicago to prevent United States Senator Benjamin R. Tillman from delivering an address tonight in Orchestra hall were unsuccessful. When the South Carolina senator arrived in Chicago early in the afternoon, he was told of the injunction proceedings to prevent him from appearing on the platform, and of a money consideration that had been offered if he would cancel his engagement; but Mr. Tillman expressed scorn for both. Until he leaves for Fond du Lac, Wis., tomorrow, Senator Tillman will be guarded by police and private detectives. This is in accordance with an order issued by Mayor Dunne, who was scheduled to preside at tonight's meeting, but he refused to have anything to do with it, after a committee of colored citizens had waited upon him.

While discussing the fifteenth amendment, which he declared gave the negro every right that it gave a white man, he was interrupted several times by one of the listeners, who kept asking, "How about Kentucky?" Finally Mr. Tillman seemed to lose his temper, and exclaimed, "Oh, shut your mouth; you don't know the A B C of this thing. I forgot forty years ago more than you ever knew! You make up your minds that equality before the law, which the fifteenth amendment guarantees, is right, and should be enforced, notwithstanding its results. If this law was enforced it would result in two states at least being dominated absolutely by negroes."

GIVE THE BOYS A CHANCE.

It is perfectly obvious that to enlist the sympathy of the boys and direct their energies in right channels there must be some common meeting ground, under sympathetic supervision. There is a partial recognition of this fact in the boys' clubs and young men's clubs in some of the churches. But what of the other boys? Who cares for them, or thinks of making a pleasant resort for them? Who tries to prove to them that there is just as much enjoyment, and far more benefit, to be derived from well-directed as from ill-directed energy?

There ought to be, in different parts of the city, club rooms where any boy might go, regardless of appearances or class distinctions, and expend his energy for the good of himself and others.

But this calls for some sacrifice of time on the part of older persons. It calls for special service. Does anyone doubt that funds could be raised if a dozen leading citizens, ladies and gentlemen, set out to grapple with this question on broad lines? The trouble is that we are too narrow and sectional—too much wedded to institutions—too fond of our ease. The boys are not given a fair chance.—St. John Times.

AN APPRECIATION OF VICTORIA CITY

John Foster Fraser on "the" Residential Town of the Great West

"Canada As It Is," a book just issued by John Foster Fraser, author of "America at Work," "The Real Siberia," etc., contains the following reference to Victoria:

"You sail across the Straits of Georgia, a waterway flecked with pretty isles, to Vancouver Island, to Victoria, the capital of British Columbia. Here are the Parliament Buildings and Government House.

"Victoria is old—as oldness counts in Canada. It was the seat of government when Vancouver was part beach, part jungle. It is settled. It is the residential town of the West, the place whither the rich man with ambitious wife and marriageable girls is naturally drawn. Victoria can show as picturesque homes, in well-kept unfenced grounds, as are to be found anywhere in the Dominion. Here you seem to have left behind the money-making atmosphere of the mainland, to have slipped into a refined English society, where people have topics of conversation other than dollars. You see in Victoria what you miss in most Canadian and United States towns, a love of private gardens. There is a true English fondness for flowers. But while we wall and rail ours in, the Victorian likes everybody to admire his display. Victoria has pretty drives, pretty parks, and devotes much of its time to pleasure-seeking."

ENORMOUS BURDEN.

Berlin, Nov. 27.—A memorandum submitted to the reichstag today dealing with legislation concerning public loans since 1875, shows that the imperial debt amounted to $950,000,000 on Oct. 1, 1906, and that more than half that sum was spent on the army and navy.

TRADE OPENINGS DOWN IN MEXICO

Interesting Report From Canadian Commercial Agent in That Country

A. W. Donly, Dominion commercial agent in Mexico, writing under date of Oct. 26th, to the department of trade and commerce, gives a most interesting account of the openings that will shortly arise for British Columbia products. He says:

"Now that the contract for a Pacific coast steamship service between Canada and Mexico has been signed by the governments of these respective countries, and in view of the actual establishment of said service at an early date, it may be well to give a resume of the present routes via which the commerce of Mexico with Canada and the United States is handled.

"There are four important gateways on the northern frontier of Mexico, three of these being situated on the southern boundary of the state of Texas and the fourth on that of Arizona. Beginning with the most easterly they are: Nuevo Laredo, Ciudad Porfirio Diaz, Ciudad Juarez and Nogales. The respective towns on the opposite side of the boundary line are, Laredo, Eagle Pass and El Paso, Texas, and Nogales, Arizona. The principal railroad systems of the north all have their connections through one or more of the first three of these gateways for Mexico City, and the interior of the republic, while Nogales is the port of entry for the state of Sonora and the towns of the Pacific coast. From all important points in Canada or the United States through bills of lading are issued to this city and the more important centres of the republic.

"From Laredo and Eagle Pass shipments are handled over the Mexican National and Mexican International railways, both these roads forming part of the national lines of Mexico, commonly spoken of as the Merger system. Shipments coming via El Paso are handled from that point to points in Mexico by the Mexican Central railroad, while the line entering Mexico at Nogales is the Sonora railway. This last is at present but a short line running only to Guayamas, in the state of Sonora, the most northerly of the Mexican Pacific ports of any importance. It belongs to the Southern Pacific system, and at present a large force is employed in its extension to Guadalajara, situated in the state of Jalisco, and the second city of the country, it having a population of more than 100,000.

"The interior of the republic is connected by rail with the ports of the Gulf of Mexico by several lines and branches. The Mexican railway and the Interoceanic (part of the Merger system) connect Mexico City with the port of Veracruz, while the Tampico and Monteroy divisions of the Mexican Central connect the City of Mexico and the city of Monteroy as well as interior points generally with the port of Tampico.

"Water routes through Veracruz and Tampico handle by far the greatest part of Mexico's foreign trade; the customs collections at Veracruz alone amount to about one-third the total amount collected, while the collections at Tampico are nearly half what they are at Veracruz. Besides the numerous tramp steamers calling at these two ports there at Veracruz sailings from New York, Montreal and Halifax, Hamburg, London, Liverpool, Havre, and the principal ports of Spain. Most boats calling at these ports also call at Progreso, the port of Yucatan, to leave and receive cargo. Progreso, of all Mexican ports, gives the greatest amount of return cargo, her exports of sisal being extremely large.

"Besides the ocean freights handled through the ports of Veracruz and Tampico, there is a considerable quantity handled through New Orleans and Galveston, and thence by rail to different points throughout Mexico.

"It is worthy of note, in this connection, to say that the through freight rate to Mexico City via these different ports is the same, and the rail proportion is also the same, so that the roads handling from New Orleans or Galveston receive the same amount for a haul of more than a week that others do for a haul of two days, which is the time generally required for a freight shipment from Veracruz to reach this city.

"On the Pacific side the Pacific Mail and the Kosmos line both run regular schedules from Panama north to the United States, touching the principal Mexican ports en route, while a Chinese company runs a line from Hongkong to Manzanillo.

"Foreign lines are not allowed to handle local freight, that is, freight from one Mexican port to another. This class of business is handled by small coasting vessels, of which there are several lines both on the gulf and Pacific coasts.

"Though the Tehuantepec National railroad has for a number of years connected the port of Coatzocoalcos on the Gulf with the port of Salina Cruz on the Pacific, it has not heretofore, for lack of terminal facilities, played any important part in the carrying trade. For the past several years, however, extensive port works have been in the course of construction at both these terminals. A sum in the neighborhood of $100,000,000 (Mexican pesos) has already been spent in their construction, and on the first of January next the road is to be opened to the world's commerce as an active competitor of the Panama route. For shipments from the west of the United States and from the Orient there will be a saving of about 2,000 miles in distance for shipments to the east of the United States and Europe, and with the facilities for rapid handling of large cargoes at either end, a consequent saving of time in transit. All the principal lines of steamers are preparing to arrange their sailing schedules, and will, after the above date, make regular calls at these terminals. It is proposed at an early date to double track the road from end to end.

"At present Eastern Canada has no way of reaching the Pacific coast ports of Mexico without a long and expensive trip via Panama, or a yet longer via the Horn, and the same may be said of Western Canada in respect to the Gulf ports and the West Indies. With the opening of traffic on the Tehuantepec National on January 1 next, there is no reason why Eastern Canada should not make a bid for the Pacific coast trade of Mexico, especially in manufactured articles, while British Columbia will be in a position to send her fish and lumber to Eastern and Central Mexico and the West Indies both expeditiously and at a low freight rate.

"At present, to go from Mexico by rail to the Pacific coast of Mexico, it is necessary to make a roundabout trip via the Mexican, the Veracruz and Pacific and the Tehuantepec National to Selina Cruz, or to go via El Paso and Nogales to Guaymas. The Mexican Central has a large force at work on its Pacific extension to Manzanimo, which it expects to complete about the middle of next year. This will bring Mexico City within about thirty-six hours of the Pacific, with the line running the whole way through a rich, fertile and populous country. Besides this, both the Central and National systems are at present at work on short cut connections between the capital and Tampico. The present trip from here to Tampico, on the Central, in a passenger train via Aguascalientes and San Louis Potosi, consumes thirty-six hours. By these short cuts the time will be reduced to little more than twelve hours.

"Railroad earnings this year, on practically all the roads in Mexico, have been far in excess of anything in the past. Add to this the increased value of the Mexican peso, due to the adoption of the gold standard and the rise in the price of silver, and it is little to be wondered at to see the differenz lines resuming the construction of lines long ago begun and going ahead with new propositions.

"The gold standard is no myth in Mexico. There is at present in circulation and in possession of the banks something over fifty million pesos. All banks now pay out gold on demand without a protest. On the other hand, due to the recent high price of silver, there has been an unprecedented and unthought of exportation of silver pesos till at the present time it is very difficult to procure sufficient money of the dollar denomination to meet local needs. The smallest paper money circulated here is of the denomination of five pesos, and the banks are asking as high as 2½ per cent premium for silver dollars for domestic use. Previously one could demand silver dollars for his paper money, but now gold is tendered instead.

"There is again a short wheat crop throughout the country as well as a short corn crop. This will mean the necessity of importing largely of both these staples. The government has, as yet, made no announcement, but it is expected that about December or January the duties on these cereals will be materially lowered or entirely raised. Those who are interested in this market for either article would do well to make their arrangements at once. The kind of wheat in best demand here is No. 2 red. Canadian red grown east of Port Arthur is well suited to the market."

MAKES GOOD FELLOW OF HIMSELF ON SHIP

President Roosevelt Mixes With the Boys on Board the Louisiana

Washington, D. C., Nov. 27.—President Roosevelt on his trip to and from Panama, on the United States battleship Louisiana, mixed freely with the officers and men, of whom he speaks in the highest commendation. He participated in the chief petty officers' mess and visited the branch of the Army and Navy union, which has an organization of about fifty members on the Louisiana, and whose meeting place was down in the hold. At the ship was passing Hattaras, on the way home, the President had the engineer's department steam up, and for three hours the vessel made a run of eighteen and a half knots, which is half a knot in excess of the contract requirements.

On the homeward trip a vaudeville entertainment was given by the man in honor of the President and Mrs. Roosevent. This took place during the early part of the voyage, and was held at night. The President and Mrs. Roosevelt and the officers of the ship were the guests of honor and occupied the front seats, while the men wire scattered around the conning towers and the bridge and other points of vantage. Sunday, as the vessel was nearing the Virginia Capes, the President delivered a speech to the men assembled on board the vessel.

LORDS AND COMMONS.

The situation which has developed in the United Kingdom in connection with the Education Bill has become so exceedingly interesting that the action of the government is not unlikely to challenge the attention of the world. The amendments introduced by the House of Lords into Mr. Birrell's measure has changed it fundamentally. That House inserted a clause making religious teaching in the schools compulsory instead of voluntary. Every child must take some course in religious instruction, but the parent is allowed to determine whether it shall be simple Bible teaching or doctrinal and denominational instruction. The Lords also threw down a second gauntlet to the government and its powerful majority in the Commons by providing for the extension to the public or "board school" of the arrangements for denominational teaching that the government bill allowed only in the Church schools that were to be taken over under the new system. The vital question that is interesting the people all over the country is whether the government, backed by its powerful majority, will make the bill a direct issue between the two Houses. Such a course, in the event of the non-surrender of the Upper Chamber, would involve dissolution and an appeal to the people.—Montreal Herald.

ROOSEVELT ANXIOUS TO PLEASE THE JAPS

Confers With Secretary Metcalf on the Trouble at San Francisco

Washington, Nov. 27.—President Roosevelt had a long conference with Secretary Metcalfe at the White House tonight regarding the alleged discrimination against the Japanese residents in San Francisco. More than a month ago the President sent Secretary Metcalfe to that city to make a thorough investigation. The Secretary's report is now ready and was considered fully by the President tonight. It is understood generally that the report will show that the people of San Francisco maintained that what they had done in the matter of school accommodations was within their rights, and that the matter was one of local administration.

Whether the President will make the report public has not been determined. He has expressed anxiety that all cause of complaint on the part of the Japanese be removed, and stated that he will do his utmost to bring about a satisfactory settlement of the matter.

COUNCILMAN ARRESTED.

Pittsburg, Pa., Nov. 27.—City Councilman W. A. Martin, charged with bribery in connection with the alleged Tube City Railroad franchise scandal, was arrested today and locked up with C. S. Cameron, president of the Tube City Railway company. Later the two men were released on furnishing $1,000 bonds each.

BROWN RETAINS FAITH IN THE SUNSET GROUP

Tells of Turn-down and Declares He Will Yet Prove It Rich

Grand Forks, Nov. 25.—Various reports have been current here lately regarding the cause of the present inactivity at the Sunset group of claims on Copper Mountain, in the Similkameen. In an interview today R. A. Brown, of Volcanic Mountain fame, the original locator of the group, said: "The South Yale Copper Company and Jim Hill's experts have turned down the Sunset group, the biggest copper property in the world. When the South Yale Copper Company's experts went over to the Sunset group last spring I followed them over, knowing that I could help them if they would only listen to my practical experience on Copper Mountain. I had a long talk with Mr. Underhill of New York, president of the South Yale Copper Company. I met him at Princeton after he came off Copper Mountain and told him about my experience in doing work on the Sunset. I showed him the average assays from the surface down the shaft to the 100 and 150 foot levels and the assays from the 190-foot depth, which went 598 per cent copper and 80 cents in gold to the ton. I advised him to put in machinery and sink a shaft down to the 300-foot level and crosscut east and west across the metals, which would be 500 feet one way and 600 feet the other way, which would crosscut the metals at that depth, when they would have the biggest copper mountain in the world. Mr. Underhill agreed with all I said. He then went to Greenwood and from there to New York, but he left implicit instructions with Mr. Morrison at Elhott regarding the work on the Sunset. I saw Mr. Morrison at once, when he told me that his orders were to go to the Sunset group and get the water as low as possible and then drift along the metal deposits. I told him that they wanted to spend $20,000 on what I already knew. I also reported this matter to the directors of the South Yale Copper Company. This company expended $16,000 in useless work and contrary to my instructions, it taking them four months to do the work. I told the South Yale Copper Company officials to take note of my report and see if it did not prove itself just as I had stated. At this time Jim Hill's experts came along and inspected Copper Mountain and turned it down cold. It was then that the superintendent of the South Yale Copper Company finally concluded that my report and way of prospecting the Sunset was correct, and he wanted to spend another $4000 in diamond drill work, following the plans that I had laid out; but when we figured it out that it would cost $10,000 or $11,000 to prospect the group, we made the company the offer that if they would put up the next payment of $10,000 we would let them have the stock at the same price they had been paying for it; they refused to do this and we shut down the mine after this company had spent $16,000 in doing useless work on the group."

Mr. Brown further stated that he had had 37 years' experience in mining, and that his report on Copper Mountain has been corroborated by various prominent mining engineers, among whom is O. N. Scott, who two years ago was awarded a gold medal by the president of the Mining Association of Canada for his report on Copper Mountain. Mr. Kellog, a noted expert of Rossland camp, also corroborated his report on the Sunset group.

"However, I have no hesitation in stating that 90 per cent mining experts have entirely mistaken their calling and should be following the plow."

Mr. Brown concluded by stating that he had made arrangements whereby he would realize a large sum of money out of his Volcanic and other North Fork properties within two years' time, and would then expend at least $30,000 in proving the Sunset to be a copper mine second to none in the world. He stated that he located the Sunset group in 1888, and after all these years it was given up to him to prove the value of the property.

RIGHT TO MAKE TREATIES.

If Canada had this power, if her agents tried to settle a difficulty, and failed, alleging that the failure was entirely due to obstinacy and bad faith of the other party, say the United States, and that our rights could be enforced only by war, what would follow? We should then have to consider whether we would take the responsibility of asking the British Empire to fight for us. And if we did that, we think we should have to stand on the platform of those who are urging Canada to take a greater share in the defences of the Empire.—Toronto Star.

PRESERVING THE FORESTS.

The French government has recently taken extreme measures for the restoration of its forests. It is nearly fifty years since the forested mountains of France were practically denuded in a manner to prevent the regulation of the flow of the rivers. Heavy downpours washed away the disintegrated mountain soils, which filled the river beds and checked navigation. Productive land became barren. There was a dearth of lumber. The cities with their large manufacturing interests were punished with torrential floods and droughts, and the punishment increased recurrently.

The government has appropriated $15,000,000 to purchase 400,000 acres of the deforested area; it has incurred for over forty years an annual expenditure of $600,000 for reforestration, and it must yet acquire an additional tract at a cost of $20,000,000. The state-owned forest of France will remain for many years non-productive.—Ottawa Journal.

ST. JOHN VS. HALIFAX.

The Allan liner Virginian, which was due at Halifax on Thursday, arrived off that port at "about half-past three o'clock" yesterday morning. Owing to the conditions which frequently make it inadvisable for a captain to attempt to take his ship into Halifax harbor, the Virginian lay off that port for many hours. She was finally docked at four o'clock yesterday afternoon, and the mail train was started about five o'clock.

It is a well known fact, susceptible of proof by the testimony of steamship captains and pilots, that the Virginian, or any ship like her, could come up the Bay and into St. John, in any week of any month in the year, without any such delay as was experienced at Halifax yesterday. This is recited now for the purpose of instituting a comparison which we believe to be wholly fair in the circumstances. Had the Virginian come direct to St. John she would have arrived here before six o'clock last evening, estimating her mean sea speed at seventeen knots. The mail train could have been started at once. Admitting that the direct St. John route is by far more reliable than that to Halifax, and remembering our great advantage in point of distance from the West, what becomes of the contention that the interests of the whole country are better served by the decision to continue Halifax as the winter mail port?—St. John Telegraph.