Reciprocity With The Dominion

Banquet of Canadian Club at Boston Resolves Into a Debate

Mr. Geo. E. Foster Presents the Canadian View and Foss Contra.

Boston, Nov. 28.—The sixth annual banquet of the Canadian Club of Boston tonight resolved itself into an international debate on the question of reciprocal relations between Canada and the United States. George Foster, M. P. from North Ontario, one of the leaders of the Conservative party of Canada, opposing the doctrine championed by Eugene Foss and others. The banquet was attended by 150 former residents of the Dominion.

Mr. Foster, who formerly was intimately associated with the late Sir John McDonald, and later assisted Joseph Chamberlain, in spreading the protection propaganda, through England, was greeted with great applause when he arose to speak. He said in part:

"In Canada we started with only the beginnings of an industrial life. With confederation we began to build up our manufacturers by giving such a degree of protection as would make it feasible for capital to engage in industrial undertakings." Mr. Foster then referred to reciprocity as "a dead question." He continued: "We have immense resources in Canada. Our lumber supply is inexhaustible. Within ten years we should raise enough wheat to supply the markets of Great Britain, our own markets and have considerable left to export to foreign countries. Within ten years four great parallel Canadian transcontinental railway lines will connect the seaports on the Atlantic and Pacific oceans. Where these railways will cross is in the narrowest part of the continent, north of Mexico, and, therefore, will offer the most direct route for trade. With such transcontinental facilities Canada will be trusted to mark out her own salvation without the aid of any reciprocal treaty with the United States. The reciprocity treaty that formerly existed between the two countries, was abrogated by the Americans. Now Canada does not want reciprocity.

"Canada," said the speaker, in conclusion, "has passed from the provincial to the national stage, and from the national to the imperialistic. Canada is a great part in the World-Wide Empire and we intend to give the mother country and the colonies the benefit of our products and our trade, rather than negotiate a treaty that will give a favored nation a preference to our own country."

Mr. Foss was then introduced. Mr. Foss said in part: "Fortunately for a partial solution of the vexed question of trade relations, our own necessities bid fair to force our government to look the Canadian question squarely in the face. In several commodities our demand has outrun our supply and we are buying heavily regardless of tariff taxes. In others the exchanges between the countries are so general for geographical and other reasons that a lively trade in competing products has developed both ways. In still other cases where the demand is great, the United States tariff is yet so high that no purchases are attempted.

These three classes furnish the basis upon which a consistent scheme of tariff revision by which I mean reciprocity must rest."

Mr. Foss presented a table of principal articles in which the two countries should have interchangeable trade and continued: "Now here is a natural and necessary trade of $35,000,000, and which might be two, three or four times that amount, hampered and harassed by tariff restrictions which are of no possible benefit, but on the contrary work absolute injury to every interest concerned.

"The home market clause has finally been forced to concede us coal and iron ore, others given us lumber and free hides; and here you have at once accounted for three-quarters in amount of the products under consideration. In regard to hay, meats, vegetables, fruit and eggs, I doubt if a government could stand against the demand for a removal of the duties on them, if the people should make this a distinct issue, as they will before long.

"It is the evident purpose of some of our legislators at Washington to refuse to touch the tariff on Canadian goods because, as they will say, Canada will make no concessions. The only real thought in their minds is to discover the cleverest excuse for standing pat."

EARL OF HARDWICKE DEAD.

London, Nov. 29.—The Earl of Hardwicke (Albert Edward Philip Yorke), under secretary of state for India, died suddenly in London today. He had been in poor health for some time, but his death was not expected. The Earl, who was born in 1867, was known as a stockbroker. His father had a magnificent estate, but he ran through the property, left his son practically penniless, and the latter had to adopt a city career as a means of making a living.

That Hacking Cough Keeps You Awake at Night?

Then Get Rid Of It.

Stop and consider that neglected coughs and colds, if not cured immediately, are followed by Bronchitis, Pneumonia, Catarrh, and Consumption. Better cure your cold now with a few doses of

DR. WOOD'S NORWAY PINE SYRUP.

It is a pleasant, safe, and effectual medicine that may be confidently relied upon.

Mrs. Brenton Smith, Pembroke, N.S., writes:—"Some time ago I was troubled with a bad cough, and thought I would try your valuable cough mixture, Dr. Wood's Norway Pine Syrup. I purchased a bottle, and as soon as I began taking it I could tell it was helping me. I kept on, and in a short time my cough was cured. I would advise anyone suffering with a cough to get a bottle, for it will soothe, heal and cure."

Price 25 cents.

Get Dr. Wood's. Refuse substitutes.

THE T. MILBURN CO., LIMITED, TORONTO, ONT.

RUSSIANS IN MUTINY.

Twenty-five Recruits Shot Down in Rioting at Odessa.

London, Nov. 29.—Despatches from Odessa report that a serious mutiny occurred yesterday at the marine barracks, in the course of which twenty-five recruits were killed and a large number of others wounded. The riot was only one in a long chain of similar occurrences which began early last week and prompted the authorities to surround the buildings with a strong cordon of loyal soldiers.

Rumors that a new outbreak was contemplated reached the authorities early in the day, but at that time everything seemed quiet and the reports were not credited. In the afternoon a strong body of recruits left one of the barracks, and, marching the length of the entire row, sang incendiary songs and shouted to their comrades to quit their posts and parade the streets.

In a minute every room was in an uproar. Some of the cooler heads tried to restrain the others, but the younger men crowded to the doors and flocked to the singing and yelling band. Almost simultaneously the guards gave the alarm and charged the rioters. Very few of the latter were armed, having left their rooms without preparation.

The effect of the charge was instantaneous. The mutineers huddled together, and, led by the few armed men, tried to come within grappling reach of the soldiers. This movement was met with a volley which stretched a number of the rioters to the ground.

The scenes which then followed were awful. Small groups of the recruits attempted resistance and rushed to destruction. Others ran wildly about, hoping to escape the flying bullets. In less than fifteen minutes the mutiny was over. Twenty-five of its participants had been killed and the number of wounded is estimated at fully 100.

DID NOT WANT "SKOOKUM" HOUSE

Nootka Indians Prevent Arrest of Tribesmen for Desertion.

(From Tuesday's Daily.)

The steamer Queen City, which arrived from the West Coast yesterday afternoon, brought news of a riot at Nootka. At the instance of some sealers, the provincial police officer at Clayoquot essayed the arrest of Maquinna, a nephew of the chief of the Nootkas, of the same name, and Nootka Harry, two Indians who were charged with being deserters. The Indians had signed on sealing schooners last spring for the entire season, but had refused to make the cruise to the Behring Sea when the schooners on which they had shipped were ready to sail. On the last trip of the Queen City the captain of one of the schooners from which desertions had taken place, went to Nootka, accompanied by Provincial Constable McDougall, of Clayoquot.

On landing from the boat of the Queen City on the beach at Nootka, the constable at once went to the Indian village and told Maquinna and Harry that he wanted them to accompany him to the skookum house. But they objected. Then there were things doing. It was this way.

When the constable tried to make the arrest, the tribe assembled and objected. The spokesman asked the officer if he knew the rank of the man he wanted to arrest. The officer replied that he thought so. Then the tribe thought it necessary to make a showing.

Many years ago Sir Dallas Douglas gave one of the forbears of the present chief of the Nootkas a uniform with three rows of brass buttons. This uniform is considered a "delate hyas klosk iskut" by the Siwashes, and it was trotted out. Maquinna, the deserter, was encased in the uniform and he seemed very proud. The constable, however, said the "uniform didn't cut any ice with him" and stepped forward to arrest Maquinna. Then there was an uproar. There was much "waawa."

Finally the constable got hold of his prisoners in the general store of Stockham & Dawley, which is near the village. The Indians crowded about and pressed the officer into the corner of the store, where they pinioned him and allowed the prisoners to escape. The officer then grasped the Indian foremost in the interference and rioting and tried to put the handcuffs on that man. Other Siwashes then jumped in, and in the scuffle they took the handcuffs from the officer. He drew his revolver and the Indians took that away. They also took away his baton. Then they made tracks.

On Saturday night, shortly prior to the sailing of the Queen City on her down trip, the handcuffs, revolver and baton were returned. The prisoners are still at large though. The officer returned to Clayoquot and the sealers came back to Victoria.

It is anticipated that further efforts will be made to make the Indians guilty of deserting from the sealing vessels pay the penalty of their offences.

From passengers who arrived on the Queen City it was learned that much lumber from the wreck of some large vessel which evidently, from the markings on the timber, was carrying a cargo, a disaster has taken place somewhere near Clayoquot. It is believed by the people along the coast that the vessel could not have been the coal-laden Makawell. It is considered certain now that whatever has overtaken the Makawell, she has not foundered on the west coast of Vancouver Island.

The Victoria Sealing Company's schooner Oscar and Hattie has had hard luck in trying to get out of Kyoquot bay, where she has been stormbound for some time. She tried to make sail for Victoria a few days ago, but was compelled by the strong sou-easter then blowing to put back to her anchorage. The schooner is leaking somewhat badly, and it was the intention to repair her at Kyuquot. She has about 300 skins as the result of her cruise.

BUILDING SMART SCHOONER.

California Vessel That Will Embody All New Ideas.

William A. Mitchell, of San Francisco, and S. S. Freeman, of Portland, are building a modern steam schooner at Eureka, Cal., to be operated as a lumber and general freight carrier between Puget Sound ports and the metropolis of the Golden Gate state and ports further south. They purpose constructing her so that she will make fourteen knots an hour, as against the average time of nine and ten knots for the coastwise steam schooners. More of them, in fact, make eight knots than the number exceeding that speed.

If the builders' expectations are realized, they will have the fastest steam schooner on the coast. When the plans and specifications were drawn up by the architect he was given special instructions to give an eye to the speed question, and it is said that he has faithfully complied with that programme.

The vessel will be 250 feet long, 37 feet beam, 18 feet deep, and she will also be one of the largest steam schooners on the coast. The idea of the owners is to place her in the lumber carrying trade altogether. It is thought that she will be completed and ready to launch by April 1st, and by that time it is expected that there will be a big demand for lumber at Panama. The owners state that she may be placed on that run, or they may decide to operate her from Seattle to Nome.

NORTH SEA COMMISSION.

Paris, Nov. 29.—The council of ministers today designated Admiral Fournier to sit on the Anglo-Russian North Sea commission. Foreign Minister Delcasse informed the council that the foreign minister's palace on the Quay D'Orsay would be placed at the disposal of the commission, which will assemble at an early date.

Denny Saw The Great Conflict

Was In the Thick of It at The Great Battle of Liao-Yang.

Had Good View of Tremendous Struggle—Says War Is an Awful Thing.

(From Tuesday's Daily.)

Following are extracts from a letter from Mr. George Denny, formerly a member of the Colonist staff and now Associated Press representative at the seat of war in the Far East. The letter was written from Mukden, and is dated October 20th:

"We have been having a busy time, this being my second day in town since the big battle commenced. I left Mukden on October 7th to join the army, which was to advance, and was on the spot when the fighting commenced on October 9th. I remained in the thick of it for a week, then returned to Mukden for one day, going out again the next day and returning yesterday.

"The Japs gave us a warm reception, and we were forced to retire some distance; but have made a short advance again since. However, both armies are tired out, and the battle seems to have worn itself out, without any great advantage to either side.

"The loss of life was terrible, and never will I forget the scenes I witnessed each morning, when the wounded were brought off the fields in crowds, many of them dragging themselves along the best way they could. There are so many middle aged men, too, who dropped out from mere exhaustion.

"One war experience, I think, will satisfy me. I do not care for the sensation caused by the bursting of shells over and around one.

"As one section of the army was fighting around the hills, we had a grand view of the whole battle, and could even see our enemy in a few instances—something very unusual in modern warfare with such long-range artillery.

"We had fine weather during the battle and basked in the sun on the mountain tops watching our batteries at work, and the Jap shells bursting over every acre of ground. But it is useless to try and tell you all in a letter.

"I have kept well throughout it all, the little rough work agreeing with me. We are all in hopes that something will occur soon so the campaign will be ended for the season, and we will be able to go home for the winter."

THE NEBRASKA'S ULSTER.

Big Warship Taking Her Plating at Moran's.

The work of placing the heavy armor plate on the sides of the United States battleship Nebraska is progressing rapidly at the Moran Bros. Company's yards, says Monday's Seattle Times. The heavy plates are put in place by use of a floating derrick. Pilot rivets hold the armor to the vessel's sides until the regular rivets are driven.

The Nebraska is waterproof as she stands today, and the armor plate is nothing more than a protection against the shot and shell of an enemy's ship. The plate extends below the waterline for some distance to protect the Nebraska should she be attacked during a storm, as the rolling of the vessel would expose unprotected parts to an enemy's fire.

When the Nebraska is finally in commission there will be 3,228 tons of armor plate on the vessel. At the present time the Morans have about 2,439 tons on hand. In all there will be about 200 plates; of these there are 148 now on hand. The armor in place weighs about 500 tons, and additional plates are going on board as rapidly as the workmen can put them in place. The heaviest plate weighs 31 tons.

MAY DYNAMITE REEF.

Navigators Say Ripple Rock Should Be Removed.

Seattle, Nov. 28.—The proposition of removing Ripple Rock, in Seymour Narrows, by dynamiting away enough of the pinnacle to remove all obstruction to navigation is being considered by navigators in this city. Steps are being taken to have the scheme carried one, and as the rock is in English waters, the Canadian government will be asked to lend its assistance. This rock is considered one of the greatest dangers to navigation that exists in the northern waters. Two British war vessels have been wrecked upon it, and the injury to the United States cable steamship Burnside a few days ago has caused navigators to advance the proposition of dynamiting the rock.

No British war vessel was ever wrecked on this rock, but two United States gunboats were. The Canadian government alone can authorize the removal of the rock.

SLOCUM NOT FORGOTTEN.

Ogdensburg, N. Y., Nov. 28.—Rear Admiral F. M. Symonds, United States navy, special representative of the United States government to investigate passenger steamboats; J. R. Moulther, inspector of hulls, and R. M. Chestnut, inspector of boilers on the St. Lawrence river and Lake Ontario, have been here several days. As a result of their work Capt. Jas. Burns, commanding the night ferry steamer Outing between Ogdensburg and Prescott, Ontario, was suspended for having life-preservers in an obscure place below the deck on his steamer.

A FAMOUS CRICKETER.

The sudden death of J. T. Brown, the famous Yorkshire bat, in London on Saturday came as a shock to the sporting world. The deceased was a very steady batsman, brilliant field, and above the average as a bowler. As a matter of fact, his first engagement with a Scottish club was as a trundler. Brown will perhaps be best known as the joint holder with J. Tunnicliffe of the record for the first wicket. This is 554, against Derbyshire in 1898.

VOLUNTEER NAVY SERVICE.

Odessa, Nov. 28.—The volunteer navy service will be completely reorganized after the war. The fleet will be strengthened by the construction of new ships, and numerous liners and other steamers will be bought for auxiliary naval purposes. The direct line from Odessa to New York, projected two years ago, will be placed in operation, and it is probable there will be another line from Libau to the United States in order to obtain Russia emigrant traffic and build up a direct trade with America.

TRADE WITH MEXICO.

Important Document Received at Ottawa From British Consul.

Ottawa, Nov. 29.—(Special)—A valuable report has been received from L. J. Jerome, British consul-general at the City of Mexico, which has an important bearing in view of the direct steamship service between British Columbia ports and Pacific ports of Mexico. The report of Mr. Jerome gives a list of principal exports of various kinds of Mexican products, a list of railway importers in different lines and names of British consuls in Mexico who will furnish information to Canadians. The report also contains information regarding railroad facilities in the republic.

The real man behind the gun in the present war is the man who finds the money for Japan and Russia.

ANOTHER CHECK.

Berlin, Nov. 30.—A despatch from Tokio to the Tageblatt reports that the Japanese storming of Port Arthur was abandoned on November 28th because though a large breach had been made in the Kleekwan fort the Japanese were unable to enter on account of the heavy fire from the shore forts and the resistance of the garrison.

FIERCEST FIGHT IN WEEKS.

Mukden, Nov. 29.—The activity of the Japanese against General Rennenkampf's front continued November 28, culminating before noon in one of the severest fights in weeks. The Japanese retired only about six hundred yards, but after the fight the Russians collected two hundred and thirty Japanese corpses all from the 7th and 9th Reserve Brigades. The Russians also captured a large quantity of rifles and other tools and Red Cross stores.

Night sorties are continued. Russian scouts prove very adaptable to this sort of work, and can go all round the Japanese in woodcraft. On the night of November 27 a party of Siberian sharpshooters went out and captured every one of the guards in front of a Japanese party cutting firewood without arousing the suspicions of the Japanese.

On the evening of November 27 a party of Russian volunteers practically wiped out the village of Nenganza, situated just opposite Pouttiloff hill; the Japanese had been occupying a building in this village and hampering the Russian sharpshooters. Attacking the village early in the evening, the Russians mined the building and retired. The Japanese subsequently occupied the building, which was blown up and almost the whole village destroyed. The Russian losses during the whole affair were three men killed and 15 wounded.

Chinese report that the main Japanese force is located at Shilkhe on the railroad ten miles south of Siakhe, but that it is impossible to estimate its strength. The Japanese at close quarters and especially during night continually use Russian words and phrases, with the object of misleading their foes. General Linevitch has especially warned the troops on this point.

THREE DAY'S FIGHT AS PRELIMINARY

Indecisive Affair Terminated by a Blinding Snow Storm.

St. Petersburg, Nov. 28.—General Kuropatkin, under yesterday's date, reports that the Japanese offensive movement, which began November 24 near the village of Tsinkhetchen, was of an indecisive character up to 4 p. m. November 26, and was checked by the Russian fire, although the fighting had then lasted for three days. The Russian troops were in excellent spirits.

A later despatch from General Kuropatkin reports that the night of November 27 passed quietly at Tsinketchen, but the Japanese assumed the offensive at 5 a. m. on the Russian flank.

The attack by the Japanese upon General Rennenkampff's position on November 24 resulted in three days' fighting at Tsinkhetchen, near Da pass. Though the Japanese have been repulsed, the fighting still continues. The Japanese have succeeded in placing several big siege guns in position, with which they will be able to successfully harass the Russians. The latest estimate of the disposition of the Japanese forces is as follows:

One brigade of infantry and five regiments of cavalry, with a second line of one brigade between Bandiozu and the Hun river; two divisions of infantry between Bandioza and Linshinpu; one division between Linshinpu and Liadiaouza; one division between Chinzandiza and Kosangan; one brigade between Kasangau and Sunmangan with a second line consisting of one brigade and two divisions; one division at Bepupuza; one brigade occupying the country southwest of Bepupza as far as Chingizia, with one brigade of infantry and one of cavalry in the second line. Behind the main army are one brigade of infantry, stationed at Liaoyang; one at Yentai, and one at Tsinkhetchen.

General Sakharoff today telegraphs as follows: "The Japanese attack on Tsinkhetchen was checked by our artillery fire, and the fighting ceased at 6 o'clock in the evening of November 27. At no point did the enemy advance nearer than within six hundred paces of our positions. In the midst of the battle a blinding snowstorm caused a suspension of hostilities, and when the weather cleared at 3 o'clock in the afternoon a turning movement against our right flank was observed."

Mukden, Nov. 28.—There seems to be undue importance attached to the three days' fight between the Japanese and General Rennenkampf's men. It is in reality an unimportant advance guard affair, in which the Japanese were repulsed, with loss of 100 men. This advance of the Japanese against Da pass need not be considered as a big flanking movement toward Da pass. Both Japanese armies are united near Mukden and are waiting developments.

CROSS-EYED VIEW OF B. C. TOWNS

Amusing Mistakes Made by a Couple of Writers in the British Press.

The Kent Courier, published at Tunbridge Wells, in its issue of November 5, has a long article under the caption, "Mrs. Landor in British Columbia," in which the following statement appears: "In many respects the Motherland would do well to follow the example of this; one of her youngest children. During my stay in Vancouver (over a month) I have not seen a public house, a gin palace, beer shop or saloon, nor have I seen a drunken person since I left England early in April, although I have been out and about constantly."

This is hardly complimentary to Vancouver, as it is noted for very many "swell" saloons and drinking places.

The Liverpool Echo, in its issue of November 11, has the following amusing paragraph: "Vancouver Island, British Columbia, is a beautiful, almost an earthly paradise, but Jacks Eves. Let an unmarried woman go to Vancouver Island and the 'courtship' begins immediately. The men have gold to offer, they own claims, they have partly worked farms and they want a good house to live in. They will hire Chinamen or half-breeds, anybody to do the hard work, if only a good-looking woman will light the parlor lamp at night and sit by the fireside waiting for her husband to come home. Canada has sent a number of its bright, capable women to her Island, but still it has need of more."

THE MINNESOTA'S CREW.

Will Ship an Entire Chinese Ship's Company at Victoria.

Coming in the next Empress from China will be 200 Chinese sailors, etc., who have been engaged by the owners of the big Hill liner Minnesota, due here about the middle of December. The Chinese crew of the mammoth steamer will be held here until the Minnesota calls for them. If the white crew bringing the Minnesota from the Eastern States is paid off on the inbound trip, it will be at Seattle, and the Chinese will go on her from here to Seattle. If on the outward trip, then the Chinese will join their ship here for the western voyage, and the white crew will be paid off in Victoria. The 200 celestials will form, of course, only a portion of the crew of the great steamer, serving as firemen, deckhands, saloon and stateroom servants, etc.

There is said to be a hot time in the election going on in the Yukon.

Speculation Over Railway Terminus

Much Guess Work Is Being Indulged in all Coast Points.

Land Syndicate at Toronto Says Port Simpson Is the Site.

Not only in Victoria, but generally throughout Pacific coast points, is interest general in the speculation being indulged in regarding the northern terminus of the projected Grand Trunk Pacific railway. The Seattle Post-Intelligencer in its issue of yesterday, has the following:

With the advent into British Columbia of the engineers who are running the preliminary surveys for the proposed Grand Trunk line from Quebec to the Pacific ocean, which will have its terminus somewhere along the coast line of Queen Charlotte sound, speculation is again rife as to the exact terminus of the new transcontinental line which the Grand Trunk people declared more than a year ago they would have in operation within five years.

Port Simpson, located at the head of Dixon entrance, and 550 miles north of Vancouver, B. C., is believed by many to be the ultimate destination of the new road, and that point is now enjoying a boom similar to that which seized upon Port Gardner on the advent of the Great Northern engineers into that locality more than twelve years ago.

At present this city, and, in fact, the whole of the Northwest, is being flooded with circulars issued by land syndicates, which claim to have authentic information as to the exact location of the Pacific terminus of the road, and all fix it at some point opposite Queen Charlotte islands. A city equal in size and importance to Seattle has already been planned on paper by some of the enterprising promoters, who incidentally desire to dispose of lots and blocks in what is now the wooded shore line of Queen Charlotte sound. One prophetic land syndicate, with headquarters in Toronto, says in its prospectus:

"Phenomenal as has been the growth of Seattle, Port Simpson bids fair to eclipse the marvelous record of this typical city of the great west. It is 605 miles nearer to Yokohama than Vancouver and Seattle, and via Port Simpson and the proposed new transcontinental railway a saving in distance between Yokohama and Liverpool of 1,000 miles will be effected over the Canadian Pacific, Northern Pacific and Great Northern routes and 1,423 miles over the San Francisco route. The Port Simpson route will, therefore, have the call on the trade of the Orient, and Port Simpson will be one of the most important ports on the Pacific."

In support of their contention that Port Simpson will be the Pacific terminus of the proposed new road, its promoters are circulating Dominion government reports, dated as far back as January, 1880, in an attempt to prove that it is the only port from which transpacific trade can be safely, economically and quickly handled. One land syndicate concludes its prediction as to the ultimate destiny of the port in the following language:

"And Port Simpson will be the Pacific port of any railway that is built north of the Canadian Pacific railway, whether it be the Grand Trunk Pacific, the Canadian Northern or the Transcanada. Nature has decreed it as surely as it was decreed that Seattle should be the terminus of the Northern Pacific and Great Northern railways, and that Vancouver should be the terminus of the Canadian Pacific."

HUGE ASIATIC TRADE.

San Francisco Wharves Busy With Loading Liners.

Before the end of this week, says Thursday's San Francisco Call, four big liners will be despatched from the Pacific Mail Company's wharves, making a total of seven important sailings of vessels flying the Harriman flag within as many days. The steamer Panama, which left for Panama, each loaded deep with merchandise and crowded with passengers, sailed last Saturday, the first for the Far East and the second for the isthmus port which she takes her name. The company's big freighter Axtec, with 7,500 tons of freight, will sail for the Orient tomorrow. The Coptic will get away for the Far East on Saturday, the day set for the departure of the Peru for Panama, and the Baracouta on a coasting cruise. The Coptic will take about 4,000 tons of cargo, the Baracouta 1,500 tons, the Peru 3,500.

The labor of loading this fleet of ocean carriers, following immediately upon the heroic exertions necessary to get the Manchuria away on time, has taxed the working force at the Mail dock to the utmost. The chief burden of the effort, however, is not falling upon the Pacific Mail Company, but on the owners of the horses, wagons and drays that have been putting in twelve hours of waiting to one hour of working. All the wharves are crowded with freight and more is being unloaded from trucks and drays than is being hoisted into the holds of the waiting steamers. The more trucks headed for the dock the slower the progress and the teamster, under present conditions, that can make more than one trip a day to either big or little Mail dock is a wonder. It would have puzzled a burglar yesterday to break into the Mail dock with a truck and all day long groups of idle teamsters lounged in the vicinity of the wharf, attesting by their inactivity to the waste of valuable time involved in trying to handle ten tons of freight in a space barely large enough to accommodate a ton.

It will be at least a year before the new wharves, which will be equipped with modern appliances for handling freight, will be ready.

NO SCARCITY THERE.

Latest News From Tanana Shows Meat Plentiful.

Fairbanks and the Tanana district will have enough fresh meat to carry the population through the winter, according to mail advices received by the Alaska Excelsior, says the Post-Intelligencer. The camp faced the winter with 400 beef carcasses, some pork, fresh and cured, and a good supply of canned meats. There is also plenty of flour and other breadstuffs in the district, so there is not much danger of a famine. Vegetables and luxuries, however, will be scarce, as is usually the case in new mining camps.

Many of the cattle slaughtered at Fairbanks near the close of the season were shipped in by way of Lynn canal, down the Yukon to Circle City, and thence driven across country to Fairbanks. A few cattle were driven in from Valdez through the Copper River valley. The first live stock to be taken to Tanana this year will probably be driven over that route. With easy driving beeves will fatten rather than lose flesh on the long, luxuriant summer grass of the Copper and Tanana rivers.

Chills, Colds, Pleurisy.

Dressing lightly, exposed to draughts, cold is easily taken. Give twenty drops of Nerviline in hot water at once. Circulation and warmth will be restored, and pleurisy, inflammation or congestion prevented. Equally good for colds, breaks up their beginnings at once. If you only knew what a great remedy Nerviline is, that it is five times stronger than other liniments, more penetrating, more pain subduing, you would not be without it. Ninety-nine sicknesses out of a hundred can be prevented at the very beginning by the use of Nerviline. Saves doctors' bills—the great pain saver of the age—in use 50 years.

ANOTHER CANADIAN WIN.

Chicago, Nov. 29.—At the international live stock exhibition today, Byron Sterling, owned by Graham Bros., Claremont, Ont., was declared the champion Clydesdale stallion of any age.

TERMINAL CITY NEWS.

Vancouver, Nov. 29.—(Special)—A short time ago Police Magistrate Williams sentenced three men found sleeping in empty freight cars to jail for six months for vagrancy, to which they pleaded guilty. The young men were well connected in the East. The long term for such offence created comment. The Department of Justice at Ottawa wrote for particulars, which were given. Today Sheriff Hall received a wire from Ottawa to have the prisoners liberated at once.

The College of Physicians and Surgeons will tomorrow investigate the case of Dr. Robert Telford, who was released on a charge of abortion a short time ago. The trial is to decide whether or not Dr. Telford should be entitled to practice in the province of British Columbia.

Frederick Buscombe has consented to stand for mayor of Vancouver. This is the first step in the action of prominent business men to try and elect for 1905 a council composed entirely of business men.

Arrangements are under way here to induce the famous Corinthian football team of England to play a series of games on the Pacific Coast. Efforts are being made to get the different football associations in British Columbia to gather and to arouse enthusiasm sufficiently to guarantee the necessary sum, as Montreal and Winnipeg have done.

A banquet was given by the Chinese Reform Association to His Excellency Kang Yon Wei. Among those present were the American and Japanese Consuls; J. M. Powell, customs collector; Col. Worsnop; J. E. Mellor, inland revenue, and the Colonist representative.

WHITE'S IN DANGER.

London, Nov. 30.—The Standard's Capetown correspondent reports that the condition of the whites in German Southwest Africa is precarious. Wholesale murders by Hottentots are reported from various sources, and another despatch states that insurgents have massacred fifty Dutch settlers in cold blood. White women and children are fleeing into Capetown.

GETS TWO YEARS PENAL SERVITUDE

Deserter From American Army Guilty of Robbing Beaver Lake Rancher.

(From Tuesday's Daily.)

One of the several Americans who recently deserted from the United States garrison at Port Townsend, and who sought refuge in Victoria, did not long keep out of trouble. His name is Amos Miller, and he is said to be half Pennsylvania Dutch and half negro. He looked a pretty tough character in the dock in the Police court yesterday when he faced the charge of robbery from the person of D. F. C. Donaldson, a rancher of Beaver Lake.

Miller was arrested by Detective Macdonald on Monday at noon, on the information of Mr. Donaldson, who, however, was able to supply very little description of the man wanted. Practically the only thing the police had to go on was the fact that the accused man wore a blue shirt such as supplied to the American soldiers. Miller's arrest is therefor very creditable to the police.

Miller pleaded not guilty.

The first witness called was the informant, Mr. Donaldson, who testified that he came into town on Saturday evening, and when somewhat under the influence of liquor, went to the Grand Pacific hotel at about 10 o'clock. There he met the accused and also had a drink or two, and then apparently lost his senses. When he recovered consciousness he was outside the saloon and the accused and some other men were standing near him. The accused and witness were talking together when witness felt something going into his pocket. He put his hand into his pocket and missed his purse, which contained six British North America Bank bills of the denomination of ten dollars each. He opened the matter to the police. The witness identified the purse produced, and which had been found in the possession of the accused, positively as the purse he had lost. He also identified positively a marked five-cent piece which he said he had received a week previously and had particularly noticed on account of its peculiar marking. The three ten dollar bills found in the purse he could not identify, but they were the same sort of bills as those he had had in the purse.

Detective Macdonald testified that he had arrested Miller at the Telegraph hotel. At the police station Miller was searched and $6.60 which he said he had in his possession were found in his different pockets. The silver five-cent piece claimed by Mr. Donaldson was found on accused. Shortly after Miller was locked up in the cell he was searched again more carefully, and the purse, produced and claimed by Donaldson, was found hidden under the prisoner's sock. The three ten-dollar bills were inside the purse. When this purse was found the prisoner said: "Now you've got it; it's not mine."

Miller went into the box and told a rambling story of the purse having been given him by a stranger to keep. He did not know the man's name.

Magistrate Hall naturally took no stock in this story and sentenced the prisoner to two years' penal servitude in the British Columbia penitentiary. Miller took the proceedings very coolly, although he declared he had never been in a civil court before. He admitted, by inference, that he was not unacquainted with the military courts, and admitted also that he was a deserter.

Financing The G. T. Pacific

Details of Scheme Issued by Speyer Brothers in New York.

Bonds for Construction of Western Division Now Offered to the Public.

Special to the Colonist.

New York, Nov. 29.—Details of the Grand Trunk Pacific project are announced in connection with the financing of the road by Speyer Brothers. The following announcement will be made in the Wall Street Journal tomorrow:

"The road is to be built in two divisions; the eastern from Moncton, N. B. to Winnipeg, 1,800 miles, and the western from Winnipeg to the Pacific, 1,500 miles. Rails are to be standard 75 and 80 pound steel rails. Contract for same has been awarded. The specifications call for a line "on a standard not inferior to the main line of the Grand Trunk railway from Montreal to Toronto." The western division is to be completed by 1911. The eastern division will be built by the Canadian government under Grand Trunk Pacific supervision. When completed the entire line will be operated by Grand Trunk. The eastern division will be leased for fifty years on a rental value equal to 3 per cent of cost and at the end of that time the government may extend the lease or operate the road itself. At all times the Grand Trunk Pacific concedes a right of way to other systems as the government dictates. On the eastern division fifty year 3 per cent government debentures will be issued. The Grand Trunk has nothing to do with this financing. The Grand Trunk Pacific will have nothing to do with the eastern division until it is ready for operation. After that date for seven years no rental will be paid, the interest being paid this seven years by the government as a bonus. Of the stock $20,000,000 may be preferred and $25,000,000 common. The latter goes to the Grand Trunk, which will thus control the new property."

The western division, on which bonds are now being sold, is divided into two sections, one prairie, the other mountain, on the prairie section the government will guarantee 3 per cent bonds up to 75 per cent of cost, not to exceed $13,000 per mile. For the remainder of the cost the Grand Trunk Railway will guarantee the Grand Trunk Pacific second mortgage bonds. In case of default, the first three will get 75 per cent and the second bonds 25 per cent of the net revenue.

On the mountain division the government will pay the interest on the bonds up to 75 per cent of cost, not stipulated as to amount for the first seven years. Traffic for those years the company will be liable, but no foreclosure will be possible, the accumulated debt being capitalized and reported to the government in 3 per cent bonds. After the ten years the bonds will become bonds guaranteed by the government absolutely. It appeared that all western government bonds are to be dated on the completion of property equipped and ready for operation. When this is done the first mortgage debt will be three per cent guaranteed bonds. The second mortgage, representing additional cost, may bear an interest.

GUANO FOR JAPAN.

Heavy Shipments of Natnral Fertilizer Going Forward.

Alaska manufactured guano is being employed to fertilize the long used and well-nigh worn out soil of Japan. The Pacific Coast Steamship Company's Al-Ki, which arrived yesterday morning, brought a consignment of 300 tons of guano from Kilisnoo, which will be reshipped to Japan on the Boston Steamship Company's Lyra. The consignment was discharged yesterday on the Arlington wharf, says the Post-Intelligencer of Monday.

The shipment of Guano from Alaska to Japan bids fairs to assume formidable proportions. During the past summer a whole ship's cargo of Kilisnoo guano was shipped direct from Kilisnoo to Japan.

The Al-Ki's guano came in ordinary grain bags. It will be reshipped in such packages to Japan.

The Al-Ki brought an aggregate cargo of 700 tons. Her additional freight consisted of 5,000 cases of salmon from Point Ellis and seventy tons of concentrates from Sheep creek and other quartz mines in that district.

Capt. William Thompson, commander of the vessel reports that the Al-Ki experienced exceptionally rough weather throughout her return voyage. In Alaska she encountered heavy snows and along the British Columbia coast rains and strong southwest winds.

The Al-Ki brought twenty-two passengers, all from Southeastern Alaska ports.

LEITER-CAMPBELL WEDDING.

Washington, Nov. 28. — The Leiter-Campbell wedding will take place at noon tomorrow at the home of Mrs. Leiter in Dupont. The ceremony will be performed by Rev. Roland C. Smith, rector of St. John's Episcopal church.

YOUR WINTER READING

	Regular Price.	Clubbing Offer.
Colonist Semi-Weekly to 31st Dec., 1905	$1.25	$1.00
Madame the great ladies' journal	1.25	
Colonist Semi-Weekly to 31st Dec., 1905	1.25	1.50
Farmer's Advocate Winnipeg, Weekly	1.85	
Colonist Semi-Weekly to 31st Dec., 1905	1.25	1.50
Metropolitan Magazine one year	1.50	
Colonist Semi-Weekly to 31st Dec., 1904, and Family Herald and Weekly Star		25

We want boys and girls in all parts of the Province to canvass for THE COLONIST, and offer extra inducements to good workers. Write for particulars.

The COLONIST
Victoria, British Columbia.