MOVING TO EXTINCTION

The Fur Trade Slowly But Surely Becoming a Thing of the Past.

Civilization of the Red Hunters and Clever Imitation the Primal Causes.

A century, half a century, or even a score of years ago, one of the greatest industries of British North America was the collection and marketing of furs for the clothing of the women of fashion—and for a time Victoria held high rank as a receiving and distributing centre. Gradually, almost imperceptibly, but none the less persistently the trade has fallen away, until now it is doubtful if the annual receipts of furs of all classes in the markets of the world will total 25 per cent. of what they did twenty years ago.

And yet good furs can never quite go out of fashion, and it will be many a long year yet before a rich sealskin coat or cape loses its charm in the eyes of a woman who understands the art of dressing.

The fact that the Indians of the Lynn Canal and British Columbia border country have devoted their energies chiefly to packing for the white miners since the Klondike rush set in, has been freely quoted as cause for a shortage in the fur receipts from the North.

Mr. M. Gutmann, the well known local buyer, was asked for his opinion on this point yesterday, and gave a guarded negative answer to the proposition. He pointed out that Victoria is not now an important collection point, so that opinions on the subject could not be as intelligently formed here as in New York, London, or some other of the centres of the trade.

Latterly, it was quite true that the receipts of furs from Wrangel and the Stikine had fallen off considerably through the Indians finding other employment more profitable or more congenial than trapping. Still the Skeena river hunters remained faithful to their old allegiance, and the collections of the entire section affected by the Klondike development would not in reality play any material part in the grand total of the world's fur supply.

Mr. R. H. Hall, inspector of the Hudson's Bay Company, is another gentleman who does not agree that the mining in the upper Yukon has had any very important bearing on the present condition of the fur trade. Mr. Hall has only recently returned from a season's work in the North, and probably no one is better able than he to discuss the question with authority and out of his own knowledge and experience.

The fur trade of the world is dying, he asserts—not because of the mining boom in the Klondike or any other single or accidental cause, but through a variety of causes impossible of control. The first of these is the abandonment of hunting and trapping by the Indians, who now find that acceptance of the avocations of civilization is more profitable and infinitely less fatiguing than hunting or trapping for the fur buyer. Packing for the miners, working in the mines, the logging camps, the canneries or the sawmills, fishing, or even farming—each offers to the Indians attractions superior to those of the chase.

Then again the valuable fur bearing animals throughout Northern America are approaching nearer and nearer to extinction, while some varieties have indeed been lost sight of altogether or find their way into the hands of the buyers only at rarest intervals. Take mink for example, which were to be had in numbers impossible of calculation only a few years ago, at any point on the Coast north of Comox. It was a poor week then in which an expert Indian trapper could not get together several hundred skins, ready for the coming of the buyer. Now he might go far and search well without finding a single specimen.

Nor have prices risen in corresponding ratio to make amends for the continually lessened supply. The explanation is to be found again in the same progress of civilization that is weaning the Indian from the avocation of his ancestors. The natives of the Northland no longer hunt and trap, preferring the more lucrative pursuits of their white neighbors; on the other hand manufacture and inventive science has so perfected the art of imitation in fabrics as rich and almost as durable as the genuine furs that the latter need not be insisted upon even by the most conservative and fastidious.

Looking at the matter philosophically and with the eyes of experience—although the Hudson's Bay Company are still buying and shipping furs to London almost daily, as in years of yore—Mr. Hall regards the fur trade as a disappearing industry. And even while this is so art and science are so cleverly uniting to supply desirable substitutes for furs that no one will suffer in the end through the passing of the days of real furs.

BUSINESS STILL BRISK.

Prospects of an Immense Business With the Northern Mining Camps.

Although there have not been as many large shipments as during the previous week, the past seven days have been busy ones with Victoria merchants. There has been a steady stream of shipments to Kootenay and other interior points, Kamloops particularly taking more than usual, on account no doubt of the development work which has been undertaken in that vicinity. Alberni, West Coast and other Island mining centres continue to increase their demands for all classes of goods, winter interfering very little with prospecting and development work on Vancouver Island. This trade it is expected will reach very large proportions before spring, as the country is sure to be full of prospectors and much actual work will be carried on.

The big trade of the spring, however, will come from Northern British Columbia, not only the newly discovered Atlin district but the older districts of Cassiar and Omineca where good placer and quartz properties discovered during the past summer will be worked next season. The merchants expect to control most of this trade and with the transportation facilities that have been promised along the coast and on the northern lakes and rivers, they will be in a position to do so.

Like the wholesalers the retailers continue to enjoy a good and steady business. As the holidays approach the prospects of the Christmas trade continue to brighten and grocers and novelty dealers are looking forward to a banner season.

DOCTORS TESTIFY.

There's strong testimony by eminent physicians of wonderful cures made by Dr. Chase's Family Remedies—particularly Dr. Chase's Ointment.

A BLACK MARIA.

A Government Vehicle That Victoria City Still Lacks.

There is no "Black Maria" in town. A black Maria is not an ornamental machine nor is it a particularly pleasant vehicle to look at; but it is a very useful carriage kept up at the expense of government or city as the case may be. Although free to those who ride in it, it is not sought after very eagerly as a mode of conveyance and nobody is apt to quarrel over it as his special perquisite to use in driving about town. The black Maria in fact is a closed-in vehicle which is used for conveying prisoners between gaol and court. The advantage of its being closed in is that while driving through the streets the prisoners are not exposed to public view. A gentleman suggested last night that Victoria ought to have a black Maria, not that he had any personal interest in the matter, but on general principles. At present women prisoners are taken to and from the gaol in a hack, but the men prisoners as a rule walk and naturally when a man accused of some serious crime is brought from the gaol on foot the police officer is not going to take chances and so handcuffs his prisoner to prevent any chance of escape. This is pretty hard on a man who has yet to be tried, for the British law presumes a man innocent until he is found guilty. That is the reason which prompted the suggestion that Victoria should have a black Maria.

To get relief from indigestion, biliousness, constipation or torpid liver without disturbing the stomach or purging the bowels, take a few doses of Carter's Little Liver Pills, they will please you. *

SWITCHMAN BLAMED.

Awful Responsibility for Loss of Eleven Lives on Grand Trunk.

Engineer Should Have Noticed Mistake But He Has Paid Penalty.

Special to the Colonist.

Toronto, Nov. 16.—Inquiries into the cause of the railway wreck on the Grand Trunk commenced before the coroner and a jury this afternoon. The jurymen were taken to the scene of the accident and the operation of the switch left open thoroughly explained to them by the divisional superintendent, Mr. Herbert of Montreal. An engine and coach were run over the switch several times and finally the jurymen were carried across it at a speed of fifteen miles an hour, in order to allow them an opportunity of feeling the jar caused by turning on to the right track, the absence of which should have warned Engineer Brady that he had taken the wrong line, even if he had missed seeing the red light displayed at the switch house.

The operation of the switch proved that the danger signal must have been shown to the express if the light was burning at all, and the responsibility for the accident was at once made apparent.

It was shown first that Driver Brady had violated a cardinal rule of the railway service in running his train past the danger signal, and the switchman, John Murphy, had been guilty of neglect in leaving the switch turned and allowing the west bound express to pass on to a track used exclusively for east bound traffic.

Brady paid for his error with his life. Switchman Murphy will make a statement to-morrow; meanwhile his interests are watched by counsel.

Investigation brought out the fact that a sum of $900 is missing from the body of Wm. Lunness, a Toronto drover. Lunness had been in Montreal with a car of cattle which he sold. He cashed checks to the value of $375 in Montreal and realized $600 more in cash on the sale of his stock.

The number of deaths is now known to be eleven, all other passengers being accounted for.

Limbs supposed to belong to an unknown man constituting the twelfth victim, were those of Wm. Lunness, whose body was frightfully mutilated. The remainder of the dead have all been identified and it is shown that two families have been blotted out of existence.

MARINE MOVEMENTS.

Lumber Carriers Arrive at Chemainus For Cargo—The Danube Goes North.

After a very brief detention in port, the steamship Danube sailed for Skagway and northern British Columbia points last evening. She arrived from Rivers Inlet the previous evening, bringing 13,000 odd cases of salmon for the bark Celtic Race. Her cargo going out contained something for nearly all points. The passengers included Dr. Bolton and wife, bound for Port Simpson; R. Cunningham and wife, John Haye, Mr. Shuen and James Miller.

Steamer Willapa has been detained a day in sailing for West Coast points, and will not leave port until this evening.

To-day the R. M. S. Aorangi will sail for Southern Pacific points, full of cargo. Among the passengers who will embark at Victoria are Robert Combe, Charles Batcheldor, John Sanbrook, Charles Williams, D. Morphett and W. J. Austin, ticketed for Sydney; P. Uren, for Melbourne; John Mann and T. J. Bayes, for Auckland; and J. M. Rumberg, for Honolulu.

Steamer Cutch arrived yesterday morning from Steveston, where she discharged a salmon cargo from the North. She had among her passengers a number of Omineca prospectors and a very small freight. She sailed again in the evening, and will receive at Vancouver for northern points pretty nearly a full load.

The barks John Smith and Helen Denny have arrived at Chemainus to load lumber, in one instance for Capetown and in the other for Australia.

The old bark Melrose is tied up in San Francisco, and her place has been taken in the British Columbia-Santa Rosalia prop-carrying trade by the bark Alex. McNeill, a vessel of 1,049 tons, which is now about due to arrive from the Bay City.

Word has been received at Esquimalt that the Italian warship Etna, which was reported at San Francisco last week, has sailed, not for the North, as expected, but for Capetown.

The Nippon Yusen Kaisha liner Riojun Maru will leave Victoria for the Orient some time to-day, having left Seattle late last evening. Between 70 and 80 Asiatic passengers have been booked for her here.

HEARD IN THE HOTELS

Arrangements for the Carriage of Mails To and From Dawson City.

Deal for Sale of Omineca Properties to Californians Not Yet Closed.

Arrangements have been completed by Mr. P. C. Richardson, who has been a guest at the Hotel Victoria for several days, for the carriage of the American and Canadian mails twice a month between Skagway and Dawson and the American cities on the Yukon and vice versa, and he will leave for the North on the next boat to personally supervise the operations of the carriers. At present it is, of course, impossible to move in the Yukon valley, but as soon as the lakes and rivers freeze over and the snow hardens, a regular mail service will be inaugurated without delay. There are six carriers with dog teams at Circle City, and as many at Lake Tagish, where one mail was waiting at the last accounts for the freeze-up. Just as soon as the conditions will permit, carriers will leave Circle City and Tagish, and from then on during the winter a mail will leave each place every two weeks. It is expected that the first carrier will leave Tagish on November 25, reaching Dawson on December 15, and thereafter the mails will leave Bennett every second Monday. The Canadian government hope to increase this service to a weekly one by starting carriers every other week, alternating with the contractor's mail. Mr. Richardson anticipates no trouble at all in carrying out his contract. He has established stations every 30 miles between Bennett and Dawson, and has engaged experienced men and supplied them with well-trained dog teams. Twenty dogs left Vancouver on the Danube yesterday for Mr. Richardson, and 50 more are now on the way from Winnipeg. With the large amount of traffic between Dawson and the Coast, Mr. Richardson says a good trail will be kept open all winter.

* * *

Among the passengers on the Riojun Maru, which sailed for the Orient last night, was Adelbert M. Hicks, of Seattle, who is being sent to the Orient as a representative for several of the largest Eastern manufacturing houses. The different houses which Mr. Hicks represents are very anxious to get trade in the Orient, and he has authority to use every inducement possible. Mr. Hicks will go first to Yokohama, then through Japan, China, and at last to Manila.

* * *

Contrary to expectations, Messrs. Jarrett T. Richards and Thomas R. More, of the St. Anthony Mining and Exploration company, of Santa Barbara, Cal., did not yesterday complete the purchase of the Omineca Consolidated Mining company's property on Germansen creek for which they have been negotiating for some time. They had a conference with the directors of the company at the Driard last evening, and it is probable that the deal will be closed this morning.

* * *

Mr. George Shortt, a representative of the British-American syndicate, has just returned from a visit to Alberni, where it is said he had a look at the Portland syndicate's mine at Hayes' Camp, the first regular Vancouver Island shipper. "If the big British company secure this property, it will be at a pretty steep figure," said a well-known mining operator yesterday. "Experts have declared this mine to be even richer than the Le Roi, and the present owners have done sufficient work to show them that they have a very valuable property."

* * *

The season's work on the Golden Ealge company's mine at Alberni has been very satisfactory, according to Mr. Newton Toy, the company's manager, who was in town yesterday. A 400-foot tunnel has been driven, and the prospects are that next year the mine will be added to the list of Vancouver Island shippers.

* * *

G. C. Dupree, of the Northwest Mounted Police stationed at Skagway, came down on the Dirigo and is at the Queen's. He says there is as yet very little snow in the North and as for the lakes and rivers he does not believe that they will freeze over until late in December. The latest news from Atlin was the discovery of Bonanza creek, to record on which a number of miners arrived at Tagish just before Mr. Dupree left.

WESTERN WHEELMEN RESTIVE.

St. Louis, Nov. 17.—Chas. W. Mears, official handicapper of the League of Wheelmen for the state of Ohio, and George D. Locke, of Jerseyville, Ill., chief consul elect for the L.A.W., arrived here to-day. When asked as to their business in the city, Charles Mears said: "To be frank, we came to talk over L. A. W. matters. So far the affairs of the L. A. W. have been managed by Eastern men. Eastern men have always held the highest office and we Western folk think the time has arrived for us to have something to say, and to see that what we shall have to say shall amount to something we propose to organize and this is the subject that Locke and myself and others will discuss."

BRITISH CHINESE BATTALION.

To Serve Under White Officials at Weihelwei—German Flagship Ashore —Japanese Manoeuvres.

London, Nov. 18.—The Marquis of Lansdowne, secretary of state for war, has issued the necessary orders for the enrolment of a battalion of 1,000 Chinese to serve under British officers at Weihaiwei, the recently acquired British naval station.

Shanghai, Nov. 17.—The rebels have attacked and looted the town of Kwei Fu, in the upper Yang Tse Kiang valley, and have burned the Catholic mission there. No further details are obtainable at present.

The German armored cruiser Kaiser, flagship of the squadron under command of Prince Henry of Prusisa in Chinese waters, is ashore in Sam Sah bay. The other vessels of the squadron are assisting to get her off. It is believed that the Kaiser has not suffered serious injury.

Yokohama, Nov. 17.—Extensive military manoeuvres are in progress near Kobe. The evolutions are being conducted in the presence of the Emperor and a number of foreign military attaches upon whom the Emperor has conferred honors.

Bags can be quickly fastened by an Ohio man's device, consisting of two steel members pivoted together, with a yoke on one which locks over teeth on the other members as they are pressed over the mouth of the sack.—Chicago News.

A CONSERVATIVE LEADER.

It may be the fate of Canadian Conservatism to find its man of destiny in Hon. F. W. G. Haultain, Premier of the Northwest Territories.

Canadians to-day may laugh at the idea of a political leader coming from the Territories, but the census of 1910 will give 40 or 50 members to that part of Canada west of Lake Superior, and in 1912 Mr. Haultain will be younger than Sir Wilfrid Laurier in 1896, when he became Premier of Canada.

The real mettle of Mr. Haultain will be tested by the developments of the next few years. He seems to be a strong, solid man, with sincere party convictions. He is not tied up neck and heels to any corporation, and is in fact the only public man in sight who bids fair to develop capacity for leadership in the Conservative party.

Prophecy is a fine art difficult to acquire, but if Premier Haultain retains his strength in the West, the Conservatives may fritter away time by trying this leader, and that until the census of 1910 makes Western Canada the kingmaker of Canadian politics. Then they may turn to F. W. G. Haultain.—Toronto Telegram.

Karl's Clover Root Tea is a pleasant laxative. Regulates the bowels, purifies the blood. Clears the complexion. Easy to make and pleasant to take. 25 cents. Sold by Cyrus H. Bowes.

STRATHCONA COMING.

Liverpool, Nov. 16.—Lord Strathcona and Mount Royal, high commissioner for Canada, was one of the passengers aboard the White Star steamer Teutonic for Canada to-day.

AGUINALDO'S THREAT.

Could Kill Off American Soldiers Faster Than They Could Be Shipped.

Insurgents Taking Toll at All Point of Philippines Except Manila.

Port Townsend, Nov. 15.—Among the passengers arriving on the steamship Centennial was Capt. John Barneson, who commanded the transport Arizona, carrying troops to Manila. Capt. Barneson reports that when he left Manila, on October 24, considerable sickness prevailed among the troops, principally malaria and dysentery, and many were confined in hospitals. In Manila city everything was quiet, but restless. Uneasiness prevails among Aguinaldo's troops, numbering 20,000, and Aguinaldo is holding them down, but the general impression among army officers is that when the peace commission concludes its labors and the United States holds the Philippines, United States troops will have serious trouble with the natives, which will mean long and tedious warfare, as the natives will resort to bushwhacking. The natives, however, through Aguinaldo, profess great friendship for the United States, but such professions are looked upon with suspicion. Admiral Dewey told Capt. Barneson that Aguinaldo is not only unreliable, but treacherous, and no confidence can be placed in any of his statements.

The present condition of affairs in the Philippines is somewhat peculiar. The Americans collect customs for the port of Manila, while Aguinaldo and his followers have control of the rest of the island, collecting revenues thereon. Just before leaving Manila, an American army officer told Capt. Barneson that it had been learned that in the case of the United States government taking exclusive control of the islands, Aguinaldo has promised his men that immediately upon the withdrawal of the Spaniards he would declare war against the United States, and has promised his men that he could kill off American soldiers faster than the United States government could ship them to the islands. Capt. Barneson visited the insurgent camp, and expresses himself as being surprised at finding the insurgents so well armed and equipped. He says they are a small class physically, lazy in the extreme, and notoriously treacherous, and are becoming very insolent. On several occasions when Spaniards have ventured beyond the American line they have been seized by the insurgents and slaughtered, and they are even becoming so bold that they will cross the American line and capture Spaniards, and immediately put them to the sword, and owing to the unsettled condition of affairs, the American forces cannot punish the perpetrators of these outrages.

The sanitary condition of Manila when taken possession of by the Americans was most deplorable. General Otis established a police system, thoroughly cleaned the city and placed it in the best sanitary condition possible under the circumstances. The temperature ranges from 103 to 107 in the shade, and the cause of much of the sickness is the impure water, and orders were issued forbidding its use without its first having been boiled.

The death rate of the Spanish prisoners confined within the walls of the city averages 10 per day, while the men aboard the ships are enjoying excellent health, which is attributed to the fact that they are not allowed ashore.

Capt. Barneson spent an afternoon with Admiral Dewey on board the flagship Olympia, and is high in his praise of the admiral, and says he found him one of the most unassuming of gentlemen, and he appeared perfectly unconscious of the fact that in the capture of Manila he had done anything out of the ordinary run of duty.

Capt. Barneson states that there is a difference of opinion between the naval and military men regarding the retention of the Philippines. The naval men favor it strongly, while the military men oppose it, saying that there will be nothing but savage warfare with the natives, loss of many valuable lives, and that they will be kept away from their homes and families for an indefinite period, until Aguinaldo and his band have been annihilated, which will require a number of years.

Capt. Barneson, when asked why he gave up the command of the Arizona, said the sickness of his wife caused him to tender his resignation, but he was granted leave of absence by Gen. King. The Arizona was expected to sail from Honolulu November 7, taking General King, his staff and 1,200 men for Manila.

THE RESTLESS EAST.

Attack on British Railway Engineer by Chinese Soldiers at Pekin.

Trouble Anticipated Over British Occupation of Kowloon—Rumors of War.

Passengers arriving on the Empress of China who were in Pekin at the time of the attack on the British engineers engaged on the Pekin-Hankow railway by Chinese soldiers, state that the greatest excitement prevailed. It was on October 23 that the trouble occurred, the engineers at the Pekin station being attacked, two of their number seriously injured and one of the Chinese coolies killed. The house of Mr. E. G. Dunstan, locomotive engineer at Pekin station, and eight other engineers were missing, having evidently been driven away by the mob. Work on the railway was suspended and the engineers ordered to Pekin for safety.

The trouble started through the Chinese soldiers cutting the telegraph wires and then preventing the engineers from making the necessary repairs. The offending soldiers are what are known as Manchurian volunteers, and were recently introduced into the capital. They are under no proper command, and although requested by the foreign powers to withdraw them, the Chinese government refused.

Referring to the incident, the Japan Mail says:

"That the central government in Pekin should not be able to preserve order more efficiently than the provincial governments can preserve it, is a discovery for which we must all have been prepared. But what differentiates the Pekin outrages from the anti-foreign demonstrations in remote parts of China is that the central government itself has been undoubtedly the means of provoking the Pekin outrages, whereas the provincial governments could never be charged with anything worse than perfunctoriness in suppressing the demonstrations. The soldiers in the capital would not raise their hands against the foreigner unless they well understood that their rulers had adopted a reactionary policy, and that Occidental civilization was tabooed by the government. Why should these things occur more than a month after the Emperor's partial dethronement, the suppression of all progressive tendencies, the murder of some reformers, and the driving of others into exile? Why, indeed, unless the government's persistence in its anti-reform campaign has gradually aroused a sympathetic sentiment in the hearts of the soldiers and the citizens? If the Empress Dowager and Jung Lu were really friendly to progress, as some sanguine people say they are, we should never have had to record these disgraceful happenings. It is possible, of course, that the precedent of foreign marines and soldiers in Pekin may have exasperated the garrison, and that the outrages now reported have no profounder origin than that. But whatever the explanation be, China's condition is becoming highly perilous. One comforting reflection may be added, namely, that all her progress hitherto has been the outcome of her anti-progressive struggles, inasmuch as the latter have furnished pretexts for concessions, each of which has led her one step nearer the light."

MORE TROUBLE ANTICIPATED.

Chinese Opposition to British Occupation of Kowloon Territory.

The magistrate of the Sunon district has applied to the Canton government for troops to suppress an anticipated rising. The more important half of the Sunon district is represented, says the Daily Press, by the territory behind Kowloon shortly to be added to the colony of Hongkong. It is said that the rebellious movement projected is directed chiefly against the British occupation, and that a considerable number of persons willing to bear arms have been enrolled. The leaders are evidently in possession of funds, if the reports in circulation are true, as each recruit in the earlier stages of the movement was paid $2, but either because the funds are dwindling away or because recruits are easily obtainable, the bounty has now been reduced to 60 cents or thereabouts. The whole movement is of course utterly futile and absurd, but it would throw a cloud over the taking over of the new territory were it attended by bloodshed owing to the British troops having to fire on an opposing mob, and in addition a stock of difficulties for the civil administration of the future might be laid up. On the whole it seems rather a pity the territory was not taken over some months ago, before there had been time for the feelings of the ignorant populace to be stirred up and played upon by designing agitators.

To all who find themselves with health gradually slipping away, kidneys and liver so disorganized that they are incapable of keeping the system free from poisonous waste material, stomach disordered, bowels constipated, head aching, back paining, take Dr. Chase's Kidney-Liver Pills. The quick way they help you back to health will surprise you.

A WARM RECEPTION.

Passenger by the Dirigo Is Charged With Theft—Stormy Passage Reported.

Some little excitement was furnished on the wharf last evening just as the Dirigo was pulling out for the Sound. The steamer had been in from the North over an hour and the miners were returning from having quenched their thirst up town when strong hands were laid on one Le Bordeau, a French-Canadian, as he was ascending the gang plank and hauled him back again.

"You can't go aboard until you settle with me for those tools you stole," explained Frank Roy, a local contractor, and warm words followed. Two policemen witnessed the affair but no arrest was made, as a warrant could not be made out in the short time at the disposal of the Victorians.

The passengers leaned over the railing of the ship and clamored for Le Bordeau to come aboard; it soon appeared that they were the ruling power. Le Bordeau pretended that he was going to fight the case out until seeing his opportunity sprang aboard and was safe.

Mr. Roy claimed that the Frenchman stole $700 worth of tools from him about a year ago and then cleared out for Alaska and sold them. He knows where Le Bordeau lives and says he will yet have him arrested.

The Dirigo had a very stormy passage down from Lynn canal, which point she left last Saturday. She brought 74 passengers for the Sound, eighteen of whom she landed here.

DELAYED A BURIAL.

Filipino Insurgents Refuse a British Funeral Party a Landing.

The usual serenity of affairs concerning the Filipinos has been considerably disturbed during the last few days, says the Hongkong Press of October 10. The last trouble has been a brush with the English naval men. On Sunday a launch and party of men from the Powerful went up the Pasig, intending to go to the English cemetery for the purpose of burying a comrade who had died of fever. As is usual in such cases there was an armed escort to fire the salute over the grave. The English cemetery lies within the rebel lines, and as the launch went up the river there was no trouble until the American outposts had been passed and the first Filipino sentry had been sighted; then came the order to halt. A Filipino sergeant informed the officer in charge that as there were armed men in the party they could proceed no further. It was explained that it was merely a funeral formality and that a salute is always fired in honor of departed comrades. However, the sergeant could do nothing but obey orders, and he referred the officer to the lieutenant. The officer went ashore and splashed through paddy fields until he finally unearthed the lieutenant, but this worthy could not be brought to take the authority upon his shoulders, and could do nothing more than demand an Aguinaldo pass from the Englishman, which unfortunately he did not possess. All parties were becoming exasperated, and after more splashing about and slipping over paddy fields the naval officer returned to the launch; not, however, before admonishment up the river and carried out the burial service. Considerable indignation is felt over the incident.

CHINESE PIRATES.

Steam Launches on the Canton River Overhauled.

Piracy is rife all over the rivers and creeks of the delta of the Canton river; in fact it is of daily occurrence. One of the most daring cases, the Daily Press reports, happened at Hongkong on September 29 at a place called Chu-tanshan, just below Kumchuk, on the West river. Three launches were attacked, the first one being the Wo Shing. After overcoming the crew of this launch the pirates used her to attack the other two, the Kwong Fook and Kwong Sun. All three belonged to the same company and were plying between Canton and Chunsha, in Sunning district. The pirates made good use of all the firearms found on board the first named vessel and wounded several of the crew, capturing both the others, plundering all the passengers of everything of value, and making good their escape with all the booty. Steam launch owners are forced to bribe these cold-blooded murderers not to molest them and also to employ one on each vessel in order to protect them from others.

W. C. T. U. CONVENTION.

Willard Memorial Scheme—Election of Officers—The Publishing Association Affairs.

St. Paul, Minn., Nov. 16.—The last day of the W.C.T.U. convention showed a decided falling off in attendance. The business was a continuation of the report from affiliated interests. Mrs. Margaret Inglehart, of Illinois, read the reports on the Frances E. Willard national temperance hospital in Chicago. Following the reports the trustees and other members of the hospital board were introduced.

The treasurer's report showed the year's receipts $9,935; disbursements $9,861.

The report of Mrs. Caroline M. Woodward, of Nebraska, superintendent of the railroad department, proved to be one of the most interesting of the convention. She reviewed her unsuccessful attempts to prevent the sale of liquor to railroad men at the Omahha exposition and in railroad work generally.

The report of the executive committee was presented with their recommendations for the coming year. The first was for the raising of a Willard memorial fund by voluntary contributions of $2 from each union, following which came the appointments for evangelists. The report was accepted after it was stated by the chairman that the memorial fund was to be wholly voluntary.

Mrs. Clara Parish, of Japan, was made general secretary of the "Y" branch; Mrs. Helen C. Rice, of Massachusetts, was made general secretary of the L.T.L. branch. Nearly all of the national superintendents were re-elected.

Mrs. Mary M. Hunt, of Massachusetts, presented her report on scientific temperance instruction, closing by presenting to Wisconsin the banner for the best temperance instruction, and to New Jersey the banner for the most temperance instruction books in the schools.

Mrs. Stella R. Irving, of Minnesota, reported on Sunday school work, the banner for the largest percentage of increase Sunday school temperance work being presented to Missouri.

A resolution requesting the international Sunday school lesson committee to retain the temperance lessons in their course was presented by Mrs. Irving and endorsed by the convention.

After devotional exercises the report of the Woman's Temperance Publishing Association, in connection with which another sensation from Mrs. Carse was looked for, was taken up. Mrs. Carse, president of the association, read the report.

TERRIBLE LOSS OF LIFE.

Over Three Thousand Persons Burned in the Hankow Fire.

The latest intelligence from Hankow states that the total loss sustained at Hankow by the recent conflagration comprises 18,000 houses destroyed and 3,500 persons burned to death.

KIDNEY DISEASE

Is Quickly Cured by Dr. Chase's Kidney-Liver Pills.

Dr. Chase's Kidney-Liver Pills stand alone as the one remedy that not only regulate the digestion, cure biliousness, build up the system, puts and keeps the stomach in good order, but acts directly on the Kidneys—keeps them clear, clean and healthy—and it was a master stroke in medical science that could so blend, as Dr. Chase did, into one compound a medicine that would act this dual part, do it without a fear of harm to the most sensitive organs in the human anatomy.

Mr. John Lewis, of Surrey Centre, B. C., writes: "Please send me one dollar's worth of Dr. Chase's Kidney-Liver Pills. They are good pills for the kidneys and liver. I have been troubled with diseased kidneys for over a year. Dr. Chase's Kidney-Liver Pills have taken away the pain."

Dr. Chase's Kidney-Liver Pills. One pill a dose. 25c. a box.

Dr. Chase's New Receipt Book, cloth bound, 500 pages, regular price $1.00, sent to any address in Canada on receipt of 50 cents and this coupon. Edmanson, Bates & Co., Toronto. 31.

CHAT OF THE HOTELS.

Claim Owners of the Omineca Who Speak Enthusiastically of Its Future.

Cattle of the Okanagan—That Port Angeles Railway and Its Through Connection.

At the Hotel Victoria are two stalwart young Englishmen, C. F. Venosta and Charles Bienemann, who have just returned to civilization after spending the summer in the northern interior of British Columbia. It was the Klondike gold excitement that drew them from their homes in Brighton, England, early last spring, and the Interior papers that induced them to start on their journey by the Ashcroft trail. Unlike a great many others, they are not bemoaning their fate at having been induced to leave home, or at having gone by the long overland route. They suffered no hardships, they say, on the Ashcroft trail—in fact they declare that the trail is a good one, although they do not advise anyone to take it in preference to the water route from Victoria. Messrs. Venosta and Bienemann started on their trip in May, and reached the Stranger river in July. They ascended this river farther than a white man had previously been, and staked off claims. They also secured leases on Evans creek, being in advance of the rush to that promising placer ground. There is a great future, they say, for hydraulic mining in Omineca, and they hope to get English capital interested in the properties they have secured. First, however, they will thoroughly prospect them, going in with a full supply of provisions just as early as possible. Game and fish are plentiful in the country through which they travelled, and being ardent sportsmen, they secured some recreation from the more serious business of prospecting. Coming out the two partners took different routes, Mr. Bienemann starting earlier and making the long trip via Ashcroft, while Mr. Venosta came out via Hazelton and the Skeena river. Mr. Venosta, although as stated starting later, reached Victoria a day ahead of Mr. Bienemann.

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Whiting Allen, of San Francisco, who this year fills the office of herald for the Frawley dramatic company, spent a few hours at the Driard last evening, going on to Vancouver to complete preparations for the season there by the Islander this morning. He is one of the few theatrical men whose names have never yet been identified with an unfair production, and certain it is that his reputation in this regard is well maintained by Mr. Frawley's players. Manager Jamieson tried hard but ineffectually to secure a full week for Victoria and Vancouver, but could not be accommodated, as the company is in demand, and must play Seattle on Thanksgiving Day, afterwards hurrying East to complete an extended engagement at Daly's. Headed by Blanche Bates and T. Daniel Frawley, the organization this season is declared to be the best Mr. Frawley has ever yet sent on the road.

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Among the guests at the Driard are Mr. Jarrett T. Richards, president, and Mr. Thomas R. More, secretary of the St. Anthony Mining and Exploration company, of Santa Barbara, Cal. This company was organized to prospect the great northern mining region, the shareholders subscribing $30,000 to send out prospectors. It was at first intended to cover the whole northern country, but such promising prospects were found in northern British Columbia that the company decided to confine their operations to that section. Mr. More recently returned from Omineca, where, as already reported in the Colonist, he secured some good hydraulic properties.

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R. L. Cawston, of Keremeos, one of the well-known upper country cattlemen, registered at the Oriental last evening. He is on his way home from Seattle, where he had been giving evidence in the trial now pending there over the disputed ownership of some cattle which a year or so ago strayed beyond the boundary line. The case is still in abeyance, and judgment is not looked for for some time to come. Mr. Cawston speaks very cheerfully of the prospects for wintering cattle in the Okanagan country this year. He says the cattlemen are prepared for a long, hard winter, plenty of hay having been stacked to tide over the worst part of the season. The cattle are all looking in good condition, and there is little diminution in the size of herds, though the demands from Washington have been heavier than usual of late.

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Among the guests at the Dominion last evening were Mr. and Mrs. E. A. FitzHenry, who registered from Port Angeles and took the Sound steamer in the evening en route for Portland where Mr. FitzHenry's mission is to revive the charter for the Olympia-Portland road that with the new Port Angeles Southern railway is to give the city across the Straits a transcontinental connection. All the arrangements for the building of the new Angeles line are now in the hands of Mr. FitzHenry, who declares that the road will be completed and in operation one year hence.

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P. C. Richardson, who has the contract for carrying the American mails from Skagway to Yukon river points, is at the Victoria and will leave for the North in a few days. His dog teams, with which he will keep up a fortnightly service during the winter will arrive from the East this evening or to-morrow.

FORMOSA REBEL RISING.

Two Hundred Armed Men Attack a Village and Kill the Guard.

On October 13 a band of about 200 rebels attacked the town of Rokososho, Formosa, and burnt down 37 houses. The guard at the post only numbered eight gendarmes or police, who stoutly defended the station until seven of them were killed and one captured. The latter unfortunate was forced by his captors to carry the decapitated heads of his dead comrades on his back when the rebels evacuated the town. It is also reported that the wife of one of the policemen killed, on seeing her husband dead, killed her child with a dagger and then stabbed herself fatally.

To be entirely relieved of the aches and pains of rheumatism means a great deal, and Hood's Sarsaparilla does it. *