

NEW HANG

er at Washington reat Importance ported Move.

ur It Affords Coman Unrivaled ary Base.

t to Take Which fference to All Powers.

ov. 3.—The Chinese u, is following with development in the conflicting interests of and seem to be on the hostilities. Concerning that Russia had taken Newchwang, thus giv- all Manchuria and British from trade in on, Mr. Wu says it is that Russia has taken Newchwang being a treat- world as it is to China. ports are freely open and as a result, large have been built up in the treaty ports that the established her com- For this reason, Mr. d that any such import- as the taking of a id be specially reported dena minister at Peking eign representatives in personal familiarity with around Newchwang, as railway minister from how, which was design- to Newchwang and is, tapping the richest scurities. It is the of Pechili, and is so of great strategic value with Port Arthur, New- sia under a lease from rthur is at the extreme peninsula, while New- the threshold of the penin- ether they command all which seems shaped military and naval com- report which has led in the British naval sta- at Weihaiwei, across port Arthur, does not believe Russia Newchwang, and thus give a clash, which has been given forward some of her view. It would be the development of the penin- Siberian railway so as us at Port Arthur, and it doubtless has many commercial interests. watch received to-day an- engineers of the Ameri- which has secured the right in China have arrived they will begin surveys on from Hankow, and he said some of the largest cities of the richest coun- Prominent railway men in the country.

FOR GOVERNORS. His Successor in Illinois, Gen. Gambler and Gardner. L.—Ex-Governor Alt- at-Bingham said: at campaign it was the history of the state that arty put a candidate o had the reputation of mber and a murderer. authority of men who, hant, went to the polls under duress. The gov- ernor lashed his suc- Many of his auditors drawn by the meeting ment that Altgeld was the attacks made upon Tanner. "I have not of language to do it, held at the beginning, could not fully character- At this time the crowd ex-governor proceeded would do his utmost to iments. Investigative de- denunciations were piled upon sional attacks followed with a speech in which he severely criticized in- and the boys were led to the Royal Canadian Dragoons with all the pomp and circumstance with which they bore their own contracts. The investigation proceeded, and handsome floral wreaths covered the coffins.

Winnipeg Soldiers and Citizens Paid Fitting Honors to Train- Wreck Victims.

Winnipeg, Nov. 2.—(Special)—The funeral of the two unfortunate sailor lads whose careers were brought to such a sad ending in the railway accident on Monday morning, took place this afternoon with fitting honors by the city.

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UNDER A NEW FLAG

The Northern Pacific Steamship Victoria Sails This Morning Under American Registry.

A Fleet of Twenty Grain Ships Leaves Portland During October.

Eighty Chinese and Japanese passengers and fifty dried fish were taken on her by the Northern Pacific steamship Victoria yesterday, the steamer having arrived from the Sound at noon and being scheduled to sail for the Orient at 6 this morning. She carries a full cargo, the fish being a portion of a 1,000 ton shipment, going from the Pacific coast to the Orient. She could have secured more of this freight had she room to stow it away, but space is a difficult thing to obtain on Oriental liners at present, although Mr. J. H. Rogers, of the Great Northern and agent of the Nippon Yusen Kaisha steamers, yesterday closed a contract for shipping 500 tons of the fish on the Kijon Maru, now due from the Orient. The principal items of the Victoria's cargo are 1,000 bales of Hongkong, 1,650 bales of flour and 10,000 feet of lumber; for Shanghai, 300 bales of domestic tea, 1,000 bales of cotton, 125 hogheads and 90 boxes of tobacco; for Yokohama, 400 cases of cigars and 75 tons of pig iron. Since the transfer of the steamer to the flag of the British to that of the United States several changes have been made aboard. Captain Pratt has assumed charge, having six months or so ago forsaken it to take command of the Arizona, taken over by the American government at the time of the American war. The crew of the ship is now as follows: First officer, Dixon; second officer, Lloyd; third officer, Smith; fourth officer, Harris; engineer, McKinnell; second engineer, Tovey; third engineer, Maston; purser, McDonald; surgeon, Carter; chief steward, Hannan; and stewards, Mrs. Hanson.

CAUSE OF DELAY. Of late there has been considerable complaint over the present conditions of the beacons over Frotch's and Fiddle reef. It was learned yesterday that the delay in perfecting the Brocton ledge beacon was due to a faulty cable of a keoper, which is waiting the pleasure of the member for Vancouver district. Until a new cable arrives, the expected Brocton ledge will remain as it is.

ALMOST A VESSEL A DAY. Eighteen sailing vessel cargoes of wheat and flour from Portland for Europe and Africa during the month of October, and two steamships cleared for the Orient. On the latter, almost all cargoes of flour, as the Oregonian. The combined cargoes of this big fleet footed up a total of over 2,800,000 bushels, compared with 2,000,000 bushels last October, the shipments at time breaking all records for the month of October, so that the shipping trade month just closed was the more remarkable.

THE PIONEER OVERDUE. There is considerable speculation along the water front at present. The Pioneer, which has not yet returned, is expected to arrive in a few days. It is believed that the vessel will be secured for the Canadian product. At present the Pioneer is being supplied entirely from importations. The home consumption of lead is about 25,000 tons per annum, while the total output of the world is about 20,000 tons. Thus there is now a home market for 5,000 tons more than the country produces. The production of the country is likely to increase far more rapidly than its powers of consumption.

NORTHWEST FLEET. There are three of the Northern fleet due to-day, they being the City of Seattle, Alki and Danube. The last mentioned has 4,000 cases of salmon for the ship Celtic Race now receiving cargo from the Atlantic coast, where she will replace the City of Kingston, which vessel will be laid up for about six weeks. This will be the last of the fleet to be replaced by the Washington and Alaska line, as so far no mention has been made of a steamer to substitute the Seattle.

SAILOR BOYS' FUNERAL. Winnipeg Soldiers and Citizens Paid Fitting Honors to Train- Wreck Victims.

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SMELTING LEAD ORE.

An Outline of Difficulties in the Way—Three Suggested Solutions for Canada.

Mr. Hugh Sutherland, manager of the Evening Star and Columbia mines, near Slocan City, in the city, staying at the Phoenix. He reports that his properties are looking well; three shifts of men are working, and the new steam plant at the Evening Star is giving every satisfaction. As an owner of silver-lead properties, Mr. Sutherland is naturally very much interested in the question of the establishment of local lead smelters, so much so that he recently made a trip to Ottawa to lay the matter before the ministry, but as a private individual, and not, as reported at the time, as the accredited representative of British Columbia mine-owners.

Mr. Sutherland has made a careful study of the subject, and gave a representative of the Miner a sketch of his views on the subject, and his reasons therefor. The lead industry of Canada is almost exclusively confined to British Columbia. The lead output of this province for the year ending December 31, 1892, was 1,100 tons, valued at \$1,100,000. The total production of the Dominion was 38,018,219 pounds. Owing to the existing conditions, the mine-owners in Canada are forced to seek in the United States a market for their lead. Under the present tariff of 10 cents per pound, the duty on lead bearing ore of all kinds is 1 1/2 cents per pound, whereas the duty on lead bullion, or refined lead, is 10 cents per pound. This duty is not specially provided for in the act, it is 2 1/2 cents per pound. This discrimination, brought about by the difference in the lead trade, was originally intended to keep out Mexican lead, British Columbia at that time exporting lead to the United States. The duty, of course, is to discourage lead smelting in Canada. At present prices the duty on lead bullion, or on lead in the form of concentrates, is prohibitive, while the duty on the ore places Canada at a great disadvantage in comparison with the United States.

The duty on lead is 1 1/2 cents per pound; in reality it is 1-2 cents, as, according to the report of the British Columbia minister of mines, the United States smelter "only pays the miner for 90 per cent of the lead." The miner, however, is obliged to send his ore to the smelter in the form of concentrates, because of the discrimination against lead bullion. The Canadian industry is put at a further disadvantage by Section 39 of the United States tariff act of 1897, which provides for a rebate of 99 per cent of the duty of the exportation of the manufacturer of the foreign lead. The practical effect of these conditions is to render lead mining in Canada unprofitable. The industry would be entirely abandoned if it were not for its association with silver. Thus, considering the high grade of British Columbia silver-lead, it becomes of the most importance for some plans to be devised by means of which the industry can be maintained on a paying basis.

An effort is being made to induce the Canadian government to raise the duties on lead and concentrates to a level with those imposed by the United States, which are from two to three times greater than the Canadian duties. It is believed that if this were done the home market at least would be secured for the Canadian product. At present the Pioneer is being supplied entirely from importations. The home consumption of lead is about 25,000 tons per annum, while the total output of the world is about 20,000 tons. Thus there is now a home market for 5,000 tons more than the country produces. The production of the country is likely to increase far more rapidly than its powers of consumption.

It is doubtful, moreover, if any duties on lead and concentrates could be levied which would enable British Columbia lead to reach the markets of the Eastern provinces and the United States. The duties would make of the character of retailing. It is not the present policy of either the United States or the Canadian government to lower their commercial differences. It would not appear to be expedient, therefore, at this time to retaliate by imposing higher duties on lead and concentrates.

A more equitable remedy would be to prevail on the American commissioners at the conference to accept an offer of reciprocity in lead. If lead and its manufactures were admitted free into both countries, the Eastern provinces would be benefited, and the United States for a portion of their supplies, but the removal of the present discrimination and duties would place the lead industry in British Columbia on a sound and profitable basis.

Falling a reciprocal arrangement of the kind proposed, the American commissioners to the abolition of the present duties on lead ore and lead bullion, a third plan might be considered, and that is to have the duty on lead ore and concentrates in Lower Canada the government advances money on creamery products, handles and sells and the balance of the price is paid to the farmer, less the necessary expenses. A similar action might be taken in the case of the lead industry. No single individual or firm could afford to store the lead and wait for a favorable market. The government could, and by operating on a large scale, expenses would be reduced to a minimum. Government help might also be given in factoring, which would manufacture the raw product, and thus not only would the smelting industry be fostered and Canada's market for lead articles supplied from here, but a position should be very long by in a Canada to compete in the lead markets of the world with the powerful lead trust of the United States, a combine, it must be remembered, which now controls the lead markets of China and Japan. The United States has a lead mine, the Nelson Miner.

THEY KEPT OUT OF SIGHT A LONG-STANDING DEFICIENCY OF FIFTY-SEVEN THOUSAND.

Hanover, Pa., Nov. 2.—A long-hidden deficiency, reaching about \$57,000, has been discovered in the accounts of the late John H. Alleman, cashier of the First National Bank of this city. The books have been in the hands of an expert accountant since Alleman's death, and the shortage was thus revealed. For five years the Canadian Pacific line to Alaska has been in operation, but not until the last trip has any of its vessels carried sugar. The little refinery at Vancouver, which will repay 10,000 tons before next May.

"The last trip of the Garonne to St. Michael was a failure from a financial point of view, and a terrible storm in

the Gulf of St. Lawrence. The vessel was wrecked on the rocks near the mouth of the St. Lawrence river, and the crew and passengers were rescued with difficulty. The vessel was carrying a large cargo of sugar, and the loss was a heavy one. The Canadian Pacific line is now considering the possibility of carrying sugar on its Alaska route, but the recent experience has been a warning.

THE GARONNE'S PLANS. The Seattle Times says: "The British steamship Garonne will arrive here tomorrow from England, and will be prepared for her first trip between Seattle and Honolulu. She will leave here on November 10, and will carry a cargo of 1,200 passengers. The Garonne is a fine vessel, and is expected to coastwise laws will be enacted. The company will then secure American ships for the Honolulu business.

Manager E. W. McGinnis said yesterday: "There is little question but that a profitable trade can be carried on between Seattle and Honolulu. Return cargoes will be the chief difficulty. For the present we will have to make the trip by ship, and the return cargo will be carried on the coastwise trade of considerable magnitude can be easily worked up, as our steamers have enormous cold storage capacity. American shippers can be laid down here for four cents, while the duty amounts to little or nothing. For five years the Canadian Pacific line to Alaska has been in operation, but not until the last trip has any of its vessels carried sugar. The little refinery at Vancouver, which will repay 10,000 tons before next May."

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FROM SOUTHERN SEAS

Canadian-Australian Liner Aorangi Reaches Port Yesterday Morning.

Second Vessel to the Nippon Yusen Kaisha to Call Here Now in Port.

R. M. S. Aorangi, Capt. Campbell Heyworth, R. N. R., arrived yesterday from the South Seas with a fair passenger list and a full cargo, the latter consisting of 700 tons of sugar from Sydney, 300 tons from Suva, and about 300 tons of general merchandise. The first-class passengers for Victoria were Mrs. Wood, Miss Sayres, Mr. M. Gray, Mrs. A. K. Evans, Mr. Schoolcraft and Mr. Haggard, while among those who continued to Vancouver were Mr. Sutherland, the United States consul at Honolulu, who is on his way to Washington, and Mr. John Hendry, manager of the Hastings mills, Vancouver, who is returning from a business visit to Australia. The Aorangi left Sydney on October 3, and arrived at Victoria on October 13. She cleared Sydney Heads at 2:40 p. m., and experienced fine weather, with southerly and southwesterly winds during the passage to Wellington, which was reached at 11 a. m. on the 12th. After receiving mail, the Aorangi left Wellington at 3:30 p. m. on October 13. Fine weather continued after leaving that port, the winds being light and moderate southerly and southeasterly. The average speed of 15 knots, maintained from the time of leaving Wellington until noon of October 14, was reduced in order to arrive at Suva at daylight. Arrived at Suva at 6 a. m. on October 15. The Aorangi was met by a large number of passengers and cargo, two hundred and fifty tons of sugar, as well as other cargo, having been taken in, the Aorangi left Suva at 3:30 p. m. the same day, and experienced fresh easterly and northeasterly winds to the Equator, which was crossed at 5:15 p. m. On the 21st of October, the Aorangi, strong N. E. trades were met with at Honolulu, accompanied by showery weather and light winds. The Aorangi, accompanied by showery weather and light winds, arrived at Honolulu at 6:50 a. m. on October 22. Passengers and cargo having been landed and the Aorangi left Honolulu at 7:30 p. m. the same day. Fine weather and fresh N. E. trades were met with on the 28th, and the Aorangi left Honolulu at 6:50 a. m. on October 29. Passengers and cargo having been landed and the Aorangi left Honolulu at 7:30 p. m. the same day. Fine weather and fresh N. E. trades were met with on the 28th, and the Aorangi left Honolulu at 6:50 a. m. on October 29. Passengers and cargo having been landed and the Aorangi left Honolulu at 7:30 p. m. the same day.

THE GERMAN SHIP ATALANTA. The German ship Atalanta, the fourth of this year's salmon fleet to sail, left the Fraser yesterday for Liverpool, carrying a cargo of 9,000 salmon. The different shipments comprising the cargo are as follows: Robt. Ward & Co., 11,489 cases; J. H. & Co., 1,000 cases; J. H. & Co., 1,000 cases; Durham & Brodie, 83 cases; Beaton & Co., 32,383 cases.

JAPANESE LINER ARRIVES. Last evening the Nippon Yusen Kaisha line to call at Victoria tied up at the outer wharf, after spending several days in the harbor. The liner, the Yokohama, arrived on October 19 and crossed the Pacific in comparatively good weather. When she sailed for the Orient all were excited in prospect of her, the residents of Hongkong being greatly agitated. At Well-Hat, the British consul, and the British minister, were present to receive the liner. The liner, the Yokohama, arrived on October 19 and crossed the Pacific in comparatively good weather. When she sailed for the Orient all were excited in prospect of her, the residents of Hongkong being greatly agitated. At Well-Hat, the British consul, and the British minister, were present to receive the liner.

MR. SIFTON'S BROTHER. Mr. Sifton's brother has entered the lists against Dr. Brett as a candidate for Banff in the Territorial elections. The brother, Mr. Sifton, is a prominent figure in the community, and his candidacy is expected to draw considerable attention.

A CANADIAN MINT. President Wilkie, of the Canadian Bankers' Association, advocated in his annual address delivered at Toronto yesterday the establishment of a Canadian mint. The establishment of a Canadian mint is a subject of great importance to the Canadian people, and President Wilkie's address has done much to bring the subject before the public.

LIFE IN THE FRENCH ARMY. It is not so easy for men from civil life. The French army is a large and powerful organization, and life in it is a very different matter from life in civil society. The French army is a large and powerful organization, and life in it is a very different matter from life in civil society.

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Manager E. W. McGinnis said yesterday: "There is little question but that a profitable trade can be carried on between Seattle and Honolulu. Return cargoes will be the chief difficulty. For the present we will have to make the trip by ship, and the return cargo will be carried on the coastwise trade of considerable magnitude can be easily worked up, as our steamers have enormous cold storage capacity. American shippers can be laid down here for four cents, while the duty amounts to little or nothing. For five years the Canadian Pacific line to Alaska has been in operation, but not until the last trip has any of its vessels carried sugar. The little refinery at Vancouver, which will repay 10,000 tons before next May."

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