The Semi-Weekly Colonist.

FORT THIRD YEAR — THE VICTORIA B. C. FRIDAY NOVEMBER 22 1901 — VOLUME LXVII

Review Of The Crops

Report on the Harvest in Manitoba and the North West.

Railways Have Broken All Records in Moving the Grain East.

Over Seventeen Thousand Cars Shipped to Beginning of November.

Winnipeg, Man., Nov. 20.—The railways are doing great work in carrying the Manitoba wheat crop. From September 1 to November 16 no less than 17,680 cars of grain were loaded and shipped East carrying in the neighborhood of fifteen to sixteen million bushels. The total amount of grain shipped East last year from September 1, 1900, to September 1, 1901, was only a trifle over 13,000,000 bushels. At present all records for grain shipments have been broken, and it is expected that the total amount exported this fall will reach 22,000,000 or 23,000,0000 bushels.

The North West Farmer, Western Canada's farm journal, in its issue today publishes an exhaustive review of the Western crop yields for the past year, gathered from correspondents of the paper in Manitoba and the Territories who were asked to furnish reliable information as to the returns from this year's crop, and the conditions during the past season, as well as to ascertain the amount of land in readiness for next year's work. Introducing the reports the North West Farmer says:

"Striking an average of the yields reported, we obtain the following results:

Manitoba—Wheat, 23.76 bushels to the acre; oats, 44.44; barley, 35.43; flax, 13.60.

In Assinaboia—Wheat, 39.31 bushels to the acre; oats, 56.69; barley, 39.63; flax, 17.50.

Alberta—Wheat, 30.29 bushels to the acre; oats, 54.13; barley, 37.17.

Saskatchewan—Wheat, 28.50 bushels to the acre; oats, 50.75; barley, 38.33.

"We think these averages represent pretty accurately the actual crop returns for the divisions of the country which they represent.

The estimated yield from the crops in the Territories has never been prepared during the growing season by the Territorial Department of Agriculture, but it is interesting to compare the figures obtained from our correspondents with the August crop bulletin issued by the Department of Agriculture for Manitoba. That report gave estimates made from the standing crops as follows:

Wheat, 24.28 bushels to the acre; oats, 43.78; barley, 33.68 bushels. With the more actual information which threshing results have enabled our correspondents to gather, it will be noticed that the average for the wheat crop has been slightly lowered, while those of oats and barley have been raised. It will be noticed that the best yields as a rule are reported from the parts of Manitoba lying to the north, a fact which may be more or less due to the greater percentage of newer lands being brought into cultivation in these districts and which also suggests that perhaps the productiveness of the land in what we have all along called our best wheat growing sections may already be becoming impaired by too close and too continuous cropping. The returns from crops in the territories show a considerably higher average than do those from Manitoba, but this is only in keeping with conditions as they have existed throughout the entire growing season.

"We do not think the reports have anything of the boom character about them; in fact, in some cases it may be that rather below than above the actual returns. The general tendency of reports seems to indicate a loss, sometimes of one or two grades, on wheat on account of the wetness of the fall, although some correspondents do not report much detriment from this cause. It is gratifying to observe the general immunity from damage by frosts; and in contrast to the season of 1900, there seems to have been almost an entire freedom from loss by winds and hail. From some Manitoba points considerable complaint is made of damage by rust. The only damage sustained through winds has been that which has resulted from crops being blown down late in the season, in a few cases being shelled late in the fall where over-ripe grain was left standing too long before being cut.

"Delay and lateness in threshing is complained of from every quarter. The amount of land under summer fallow seems in most parts to be on the increase, and no doubt the adverse conditions for fall plowing of this season will act as a strong factor in impressing upon the farmers the advantages of having under fallow a large part of the land intended for early seeding. Not only this, but with the large amount of land left this fall for spring plowing, it is almost certain that after spring work has been carried as far as the season will allow, a good deal of land will of necessity be held over for fallow. The amount of damage done by invasion of insects does not seem to have been very great. In the central part of Manitoba, about and south of Douglas, a few of the lighter lands were invaded by grasshoppers, and from a few points complaint is made of the ravages of wire worms and cutworms, while from one point (Gladstone) the report mentions an attack of Hessian fly. Multiplying the average obtained for Manitoba by the acreage of 2,011,835 acres reported in the Manitoba June bulletin as being sown to wheat, we obtain a total wheat yield for the province of 47,802,049 bushels.

"Taken altogether, the whole trend of the report gives testimony to an unusually satisfactory crop and one the reflection over which will furnish good sance for our Thanksgiving dinner."

DIPHTHERIA.

Outbreak in Charlottetown Closes Public Schools.

Charlottetown, P. E. I., Nov. 20—Owing to an outbreak of diphtheria here, the public schools have been closed until it is stamped out.

LAD DROWNED.

Going to Meet His Mother and Broke Through Ice.

Winnipeg, Man., Nov. 20.—While endeavoring to cross the ice from Norman to Rat Portage today, Jos. Mitchel aged 17, broke through and was drowned. The body was recovered, after being in the water 20 minutes. He was going to Rat Portage to meet his mother.

INTERESTING APPEAL.

Full Court Decision in Richards vs. Bank of B. N. A.

Vancouver, B. C., Nov. 20.—(Special.)—In the Full court this morning Justice Drake gave judgment dismissing the appeal of the Bank of British North America against the judgment of the court below in Richards, plaintiff (respondent) vs. Bank of British North America, defendants (appellants.)

Messrs. Richards and Riley had an account with the Bank of British North America opened on July 3, 1900. These persons were partners in the Strand hotel and the account was so opened. The partners were both to sign checks in their individual names, and not in the partnership name. Owing to an error in the bank account the partners were allowed to overdraw $190.97. This was transferred from Richards' private account in the same bank. He sued for the amount and devision was against the bank. The bank appealed. The full court held that Richards was not the cause of error, and although he may be responsible in another action, he is not therefore to be deprived of his legal rights; therefore the plaintiff is entitled to the costs of this appeal and the costs of the court below.

The Cabinet Is Determined

Will Not Allow Foreign Vessels to Engage in Canadian Coasting.

Executive Meeting Considers the Question of Another Contingent to Africa.

From Our Own Correspondent.

Ottawa, Nov. 20.—At a meeting of the cabinet this afternoon the petition of Montreal men asking permission for American vessels to transport grain from Port Arthur and Fort William to ports on Georgian bay for the remainder of the season of navigation was refused. Since the announcement was made yesterday that such a request was preferred, the government has been overwhelmed with protests from different points in Canada against granting the request. The Canadian law provides that cargoes may only be carried from one Canadian port to another in British vessels. Some of the ministers today were willing to strain a point holding that the Northwest farmer would suffer if his grain was held back, but the majority were adverse.

The cabinet today wrestled with the question of another contingent for South Africa, but at the conclusion of the meeting the Premier intimated he had nothing to announce. It seems the subject is in the chaotic state in which it has been for some months and the ministers hardly know where they are at. Yesterday it was stated that despatches from the Home government seemed to imply a doubt existed in Downing Street as to whether or not Canada was prepared to furnish more men. In substance the decision of the cabinet today was to tell the Imperial authorities that they can have a mounted contingent if they want it. So that it will require a direct request from England before the Canadian government says the contingent can be raised.

This was Sir Wilfrid Laurier's sixtieth birthday. He received many congratulations.

The attempt to form a Canadian Order of Railway men to take the place of the international organizations fizzled out today owing to strong opposition from the representatives of the existing bodies.

Australia is asking Canada for pointers to establish a military college.

"RECIPROCITY OF TARIFFS"

Sir Charles Tupper Calls to Mind the Old Chief's Saying.

From Our Own Correspondent.

Toronto, Nov. 20.—(Special.)—Sir Charles Tupper is in the city to attend to some business before going to Winnipeg with his wife and daughter to spend the winter. Speaking on the tariff question, Sir Charles said the only motto for Canada is one constructed by the late Sir John Macdonald which John Charlton has revived, "If we cannot have reciprocity of trade, we can have reciprocity of tariffs."

Sir Charles thinks it quite beneath the dignity of Canada to make any trade proposals to the United States before the Alaska boundary question is properly disposed of: i.e., by referring it to an international board of experts. Asked his opinion regarding the sending of another contingent to South Africa, Sir Charles said: "I am very sorry that there is not a Canadian contingent standing alongside Australians and New Zealanders to fight for the Empire to the end of the war. I hope the government will not only allow a regiment to be raised but will also organize and equip it."

TO FIGHT TRUST.

Minnesota Ask Other States to Join Against Great Railway Combine.

Minneapolis, Minn., Nov. 20.—The following statement was given out from Governor Vansant's office today: "Owing to the great interest of the people of the states west of us, and the great desire to see the attempt to consolidate the Great Northern and the Northern Pacific railway lines, resisted Governor Vansant has concluded to invite the governors of the states having anti-consolidation laws similar to those of Minnesota to join in an effort to fight the great railway trust." It is understood that a conference of the governors is to be planned to consider the best method of fighting the Northern Securities company propositions in the courts and by new legislation if necessary.

LAST HOPE GONE.

Peace Arbitration Court Will Not Consider Boer Appeal.

The Hague, Nov. 20.—The administrative council for the court of arbitration decided today that it was incompetent to consider the Boer appeal for intervention in the war in South Africa.

Are free from all crude and irritating matter. Concentrated medicine only. Carter's Little Liver Pills. Very small; easy to take; no pain; no griping; no purging. Try them.

Capture Of Colon

Story of Surprise of Town By the Colombian Rebel Forces.

General Patino Commander of Attacking Force Killed in Initial Skirmish.

Issue Now Seems to Rest on Result of Fight at Correra.

Colon, Colombia, Nov. 20.—On receipt of the news that Gen. Alban, the military commander of the Isthmus, had started to attack the Liberals at Correra, near Panama, the Liberals detached 160 men under Gen Patino, to attack Colon. This force embarked on board a train bound from Panama to Colon yesterday evening at Last Cascades station, previously cutting off telegraphic communication across the Isthmus. On arriving at the outskirts of Colon, where the government usually maintained a small guard, the Liberals left the train and in the initial skirmishes which began soon afterwards, Patino was killed. The command of the Liberals then devolved on Col. Frederico Barrera, and they continued their march on Colon, arriving there a few minutes after the train, thus surprising the whole town.

The government troops at Colon were outnumbered by the Liberals. Fighting immediately began at the cuartel (barracks), which was soon taken. There Senor Jaen, a judge of the criminal court, was killed, and Senor Musgus, the district representative of the department of the interior, was mortally wounded. Fighting subsequently occurred at the town hall, which was also taken by the Liberals. Among the prisoners captured there by the Liberals were the prefect guardia and the commandante of police.

Senor Paredes, the mayor, managed to reach the gunboat General Pinzion, which sailed last night for destination unknown, probably Carthagena. The whole affair was over in less than three hours. Communication with Panama was restored today. This reveals that no fighting has occurred there, that everything is quiet and the city is still in the hands of the government.

The issue now entirely depends on the result of the fighting which is doubtless now occurring at Correra, news of which is anxiously awaited here. The Liberals are now busy raising reinforcements locally. They are reported to have several hundred men at railroad stations between here and Panama. The United States gunboat Machias landed a detachment of marines here this morning. They are now guarding the railroad station and other property of the road.

A conference was held this morning between Commander McCrea, of the Machias; United States Consul Malmor; Col. Shaler, superintendent of the Panama railroad, and Col. Barrera, the commander of the Liberals. Col. Barrera was informed that marines had been landed from the Machias and Barrera promised to guard the city with his troops.

Today or tomorrow trains will be crossing the Isthmus as usual and there has been no obstruction of free transit so far.

The news of the capture of Colon, which reached Panama when communication with that city was restored this morning, was a great surprise to the inhabitants of the city on the other side of the Isthmus.

New York, Nov. 20.—Arturo de Brigard, consul-general of Colombia, today received private despatches informing him that the Liberals had surprised and captured the city of Colon last night. His telegrams placed the loss at 12 killed and 30 wounded. Mr. Brigard said that the taking of the town did not amount to much, as it was not a fortified place, and that Gen. Carlos Alban, governor of the department of Panama, was now in the city of Panama with 1,100 trained troops. He says that when Gen. Alban returned to Colon the Liberals would run away.

Washington, Nov. 20.—Today Secretary Hill cabled United States Consul-General Cudger at Panama a direction to notify all parties who are engaged in molesting or interfering with free transit across the Isthmus that such interference must cease. He was also directed to consult freely with Capt. Perry, the commander of the United States battleship Coma, now lying at Panama. Captain Perry was cabled by Secretary Long to land marines if necessary for the free transit across the Isthmus in accordance with the treaty rights and obligations of the United States. At the same time Captain Perry was enjoined to avoid bloodshed if possible. Meanwhile news came that Commander McCrae of the Machias which is now lying at Colon had anticipated this instruction from the Navy department by landing a force of bluejackets at Colon and occupying the railway station. The understanding at the Navy department was that the landing party consisted of about 100 sailors who are employed in lieu of marines, of whom the Machias has an insufficient force.

Palatable as Cream.—"The D. & L" Emulsion of Cod Liver Oil, for those suffering from severe coughs and hemorrhages, is used with the greatest benefit. Manufactured by the Davis & Lawrence Co., Ltd.

MISS EASTWICK SENTENCED.

Woman Forger Gets Six Months in Jail.

London, Nov. 18.—Miss Marie Josephine Eastwick, the young Philadelphia woman who pleaded guilty of having forged a £100,000 railroad certificate, was sentenced today at the Old Bailey to six months' imprisonment as a second-class misdemeanant. The recorder in sentencing Miss Eastwick said he had received documents from the United States embassy showing the accused was mentally unsound, but he could not accept that as a plea, the question of sanity being a matter for the secretary of state to consider.

Miss Eastwick, who looked frail and ill, leaned for support on the arm of the prison wardress when leaving the dock.

Prompt relief in sick headache, dizziness, nausea, constipation, pain in the side, guaranteed to those using Carter's Little Liver Pills. One a dose. Small price. Small dose. Small pill.

If the farmer who tills
Makes his living by tillage,
Does the doctor who pills
Make his living by pillage?

SABRETASCHE ABOLISHED.

Useless Ornament of Mounted Officers to Go.

Ottawa, Nov. 19.—(Special)—A recent army order abolishes the sabretasche in all branches of the service. It will apply to the Canadian militia.

FOR STEALING LETTERS.

Montreal Post Office Clerk Sentenced to Three Years.

Montreal, Nov. 19.—Maxmilian Monsseau an employee of the post office, was this morning sentenced to three years in the penitentiary for stealing letters.

STEYN'S FAMILY.

Report That They Have Been Deported from South Africa.

Brussels, Nov. 18.—The Petit Bleu asserts that the wife and family of former president Steyn of the Orange Free State have been deported from South Africa.

SMALLPOX IN QUEBEC.

Over Sixty Cases Are Reported in the City.

Quebec, Nov. 19.—There are now over 60 cases of smallpox in the city of Quebec. The authorities are having some difficulty in enforcing vaccination among the ignorant classes.

THE TARTE A SUCCESS.

Trial of the Big Government Dredger at Toronto.

Toronto, Nov. 19.—A successful builder's test was made of the new government dredge, Hon. J. Israel Tarte, today. It is the largest and most powerful hydraulic dredge in the world.

INCREASE FIRE RATES.

In Consequence of Late Heavy Losses at Sydney.

Montreal, Nov. 19.—As a consequence of the recent biz blaze in Sydney, N.S., insurance rates there are to be increased 20 per cent. with a further increase if fire protection is not improved.

MEDAL FROM LONDON.

Toronto Receives Memorial of Raising Imperial Volunteers.

Toronto, Nov. 19.—The city authorities have received one of the solid gold medals struck by the City of London to commemorate the raising of the City of London Imperial volunteers for service in South Africa.

HEART FAILURE.

Sudden Death of Frank Robertson of Toronto.

Toronto, Nov. 20.—(Special.)—Frank Robertson, wholesale fancy goods merchant died early this morning at the Emergency hospital. He was sitting in his office about 2 o'clock yesterday afternoon when he was taken suddenly ill of heart failure.

HIS THROAT CUT.

Man Found Dead on Outskirts of Sault St. Marie.

Sault, Ste. Marie, Nov. 19.—(Special.)—The identity of a man found on the outskirts of the town on Saturday with his throat cut almost from ear to ear has been established. His name was Antonine Cotupnelli, a stone mason, of the Soo Michigan.

CANNERS DISAGREE.

Arrangement of Last Year Will Not be Renewed.

Toronto, Nov. 19.—(Special.)—The combination of the canners to limit production of leading lines of goods 25 per cent. which was made last summer, has broken down, and will not be renewed. A number of leading canners found it impossible to limit production.

IMPERIAL PARLIAMENT.

It Is Expected to Open About the Middle of January.

London, Nov. 18.—The original intention was to re-open parliament on January 24, the day of the expiration of the mourning of the court for Queen Victoria, so as to enable King Edward to be present with full state ceremony. It is now understood, however, that financial needs will compel an opening a week earlier.

RIOTS AT MADRID.

Students Attack Tramways and Try to Burn Cars.

Madrid, Nov. 19.—Students riots have been renewed in Madrid. Today the tramways were attacked and attempts were made to set the cars on fire. Over 20 persons were injured, including the son of a high official of the ministry of the interior. Student disorders are also reported in Barcelona and Valencia.

BANNERMAN'S SPEECH

Brings Him Some Severe Criticism in England.

London, Nov. 20.—Sir Henry Campbell-Bannerman is the subject of much severe comment for having declared in a speech last night at Plymouth that he dispaired of overcoming the peril now facing the country in South Africa, so long as Mr. Chamberlain and Lord Milner retained their present offices.

No substitute for "The D. & L." Menthol Plaster, although some unscrupulous dealers may say there is. Recommended by doctors, by hospitals, by the clergy, by everybody, for stiffness, pleurisy, &c. Made by Davis & Lawrence Co., Ltd.

GREAT NORTHERN WRECK.

Twenty-Six Japanese Killed in Montana Collision.

Helena, Nov. 18.—Reports have been received here of a disastrous wreck on the Great Northern near Culbertson station, in the northeastern part of the state. An eastbound freight, extra, collided with a work train, and 25 Japanese are reported to have been killed. The extra was running 25 miles an hour around a sharp curve in the track at the time of the accident. So far as can be learned the Japanese were the only ones injured.

SUNK IN COLLISION.

London, Nov. 18.—Saturday's fog, which was general throughout the United Kingdom, was responsible for many accidents and fatalities. The driver of a London omnibus was found dead in his box while the vehicle was still running. He was a victim of cold fog. Several collisions occurred in the Mersey. The Dominion liner Roman, from Portland November 2, ran down and sank the Sapphire, of the Dundee Gem line. There was no less of life. A Norwegian brigantine has been seen drifting helplessly off Hull, and it is feared that several persons have been drowned.

Position Of the U.S.

Mr. Hay's Remarks at New York Chamber of Commerce Dinner.

Considers Diplomacy Between Nations on Higher Basis Than Believed.

Gives His Views of Course Which His Country Is Taking.

New York, Nov. 19.—At the Chamber of Commerce dinner tonight, Secretary of State Hay said:

"There was a time when diplomacy was a science of intrigue and falsehood, of traps and mines and counter-mines. It may be another instance of that credulity with which I have often been charged by European critics, when I say I really believe the world has moved onward in diplomacy as in many other matters. In my experience of diplomatic life, which now covers more years than I like to look back upon, and in the far greater record of American diplomacy, which I have read and studied, I can say without hesitation that we have generally told squarely what we wanted, announced early in the negotiations what we were willing to give, and allowed the other side to accept or reject our terms During the time in which I have been prominently concerned in our foreign relations, I can also say that we have been met by the representatives of other powers in the same spirit of firmness and sincerity.

"If we are not permitted to boast of what we have done, we can at least say a word about what we have tried to do, and the principles which have guided our actions. The briefest expression of our rule of conduct is, perhaps, the Monroe doctrine and the Golden Rule; with this simple chart we can hardly go far wrong.

"I think I may say that our sister republics to the south are perfectly convinced of the sincerity of our attitude. They know we desire the prosperity of each of them and peace and harmony among them. We no more want their territory than we covet the mountains of the moon. As to what we have tried to do, what we are still trying to do in the general field of diplomacy, there is no sound reason for doubt on the one hand or reticence on the other. President McKinley in his messages during the last four years has made the subject very clear. We have striven, on the lines laid down by Washington, to cultivate friendly relations with all powers, but not to take part in the formation of groups or combinations among them. We have sought, successfully, to induce all the great powers to unite in a recognition of a general principle of equality of commercial access and opportunity in the markets of the Orient. We consider our interests in the Pacific ocean as great now as those of any other power and destined to indefinite development. We have opened our doors to the people of Hawaii; we have accepted the responsibility of the Philippines, which Providence imposed upon us; we have put an end to the embarrassing situation in which we were involved in Samoa; and while abandoning a number of our commercial rights in the entire group, we have established our flag and our authority in Tutuila, which gives us the first harbor in the South seas. Next in order will come a Pacific cable, and an Isthmian canal for the use of well disposed peoples, but under exclusive American ownership and American control; of both of which great enterprises President McKinley and President Roosevelt have been the energetic and constant champions."

Joseph H. Choate, ambassador to the Court of St. James, spoke with his usual eloquence, dwelling mostly on the recent visit of the delegates of the New York Chamber of Commerce to London. He enlarged upon the sympathy that had been shown by the British people at the time of President McKinley's death, and said not only had this sympathy been manifested almost every hour for days after the sad event, by royalty, but by all classes. In view of these facts, Mr. Choate thought the United States government was justified in thinking that Britain's grief was an expression of natural sympathy.

RESORT TO FORCE.

Troops to be Used to Rescue Miss Stone.

Sofia, Nov. 19.—It is reported that Mr. Dickinson, the United States diplomatic agent here, has informed the government of Bulgaria that the abductors of Miss Ellen M. Stone and Madame Tsilka with their captors are concealed in a defile of the Belleritza mountains near Smotchno, district of Dubnotza, and has requested that troops be sent to surround the place and liberate the captives. Both Mr. Dickinson and the Bulgarian foreign office decline to confirm or deny this report. Nevertheless it is believed that Mr. Dickinson, persuaded of the impossibility of coming to terms with the brigands, and relying upon his belief that they will not harm their captives if the troops are employed against them has after consulting with Washington, decided upon this move. Only eight bandits now guard Miss Stone, and some of them are known to be sympathizers with her.

A fortnight ago Mr. Dickinson approached the Foreign office and proposed this same plan, but its carrying out was abandoned because of the uncertainty of the location of the bandits.

RECIPROCITY.

Mr. Charlton Invited to Speak on Subject in Buffalo.

Buffalo, Nov. 19.—At a meeting of the flour committee of the Buffalo Merchants' Exchange today, it was decided to invite Mr. John Charlton of Canada to address the exchange on the question of closer relations between this country and Canada, and requesting Mr. Charlton to name the date.

CANNING MACHINE.

Report That Salmon Interest Will Take It Up.

Vancouver, Nov. 19.—(Special.)—It is reported that the salmon interests will consider the advisability of bonusing the patent Brown canning machine to insure clean packed fish.

The very handsome new Methodist church on Georgia street will be opened on Sunday December 22.

GOLD SHIPMENTS.

Athabasca and Cariboo Sending Product of Mines to Coast.

Vancouver, Nov. 19.—Large shipments of gold from Port Athabasca, on the Mackenzie river, and from Cariboo, are being handled by the assay office.

The case of D'Avignon v. Jones before the Full court is adjourned till January to enable papers lost on the Islander to be replaced. Plaintiff appeals from the court in the Yukon, to set aside an alleged bill of sale to property worth possibly a quarter of a million dollars, on Gold Run creek. Plaintiff claims he left a blank deed signed for another purpose and defendant filled in the bill of sale over his signature.

Matthew James Archibald died on Saturday. He was a prominent farmer of Abbottsford, and a native of Truro, N. S. At one time wealthy, he lost heavily in speculation and migrated to British Columbia. His aged wife recently had her leg amputated in the hospital. When told of her husband's death, she said she wished blood poisoning had been allowed to take its course; she would sooner be with her husband.

A new baseball organization has been formed of prominent business men, who have leased Powell street grounds and established an emergency fund.

The Full court has reserved decision in the case of McKay v. Yukon Trading Co. In the Yukon McKay was given judgment on the grounds that the contract for carrying freight was not carried out before the close of navigation. This judgment was appealed against.

To Overcome Obstruction

Imperial Government to Propose Reform in Parliamentary Procedure.

House Will Sit Earlier And Questions Be Deferred Till Evening.

London, Nov. 19.—It is understood that the British government intends to propose a reform of the procedure of parliament to overcome obstruction. The scheme will suggest that the house assemble at 2:30 p.m. instead of 4; that the government business be taken first; that an adjournment from 7:30 until 9 be taken for dinner; that questions then be taken up and ordinary business be carried on until midnight. Under the existing systems questions form the first business of the House of Commons and give rise to much obstruction.

FROM WINNIPEG TO TORONTO

Alliance of Grand Trunk, Wisconsin Central and Canadian Northern.

From Our Own Correspondent.

Winnipeg, Nov. 19.—It is reported here that the Grand Trunk, Wisconsin Central and Canadian Northern roads have formed an alliance, and that through trains will soon be running from Winnipeg to Toronto.

The law firm of Ewart, Fisher & Wilson has received instructions from clients in Carman to apply for an injunction against the Canadian Northern Railway company to restrain them from running their trains and keeping their tracks on South Railway street in that town. The clients of the firm are Messrs. McLeod and Sutherland, two owners of property on that street, who claim that it interferes with their vested interests.

Several grain dealers have stopped buying wheat at outside points owing to the elevators being full. There is a great scarcity of cars, but the railways are doing all in their power to relieve the situation.

MATTHEW BEATTY DEAD.

He Was Senior Member of a Large Manufacturing Firm.

Welland, Ont., Nov. 19.—Matthew Beatty, senior member of M. Beatty & Sons, manufacturers of shovels, etc., is dead, aged 81 years.

CONDUCTOR KILLED.

Result of Trying to Board a Moving Train.

Halifax, N. S., Nov. 19.—Daniel Mackenzie, an Intercolonial railway conductor, was instantly killed at West river on Saturday while attempting to board a train.

KILLED BY LOG.

Little Boy Struck by Rolling Timber.

Peterboro, Nov. 19.—John Derocher, 6 years old, was struck and instantly killed by a large pine log, which he was watching being unloaded from a wagon yesterday.

LAKE ST. JOHN.

Another Big Syndicate to Operate There.

Quebec, Nov. 19.—A syndicate of Canadian and United States capitalists is to operate in the Lake St. John district in various industries. The capital of the company is several millions.

FOR THE ORPHANS.

Concert to Be Given at Nanaimo on Thanksgiving.

Nanaimo, Nov. 19.—(Special)—Miriam lodge, No. 3, Sisters of Rebekah, are preparing for a concert in the opera house on Thanksgiving night, the proceeds to be given to the Protestant Orphans' Home, Victoria.

J. Hogan and Robert Robertson played a game of quoits today for $50 a side. Robertson won by a score of 61 to 25.

BANK FAILS.

Metropolitan Bank of Tacoma Closes Its Doors.

Tacoma, Nov. 19.—The Metropolitan bank failed today as the result of a run which started over a misunderstanding with regard to a suit filed against a defunct bank of a similar name. The deposits amount to $500,000. Dwight Phelps was subsequently appointed receiver.

Another Contingent

Ottawa Cabinet Will Consider the Subject at an Early Date.

Dr. Borden Says There Has Been Correspondence With Imperial Authorities.

But He Is Not at Liberty to Make Its Nature Public.

From Our Own Correspondent.

Ottawa, Nov. 19.—Hon. Dr. Borden, minister of militia, returned from Boston today. Your correspondent had a brief conversation with him this afternoon on the subject of the despatch of another contingent to South Africa. The minister admitted there had been recent correspondence with the Imperial authorities on the subject and said the question would be considered in council at an early date. He remarked that he was not at liberty to mention the nature of these communications beyond the fact that they seemed to point to the existence of doubt on the part of officials in England as to whether Canada's offer of last spring remains good. It is announced semi-officially that the government will permit "recruiting" in Canada for a mounted force. The feeling in military circles is that should the government not outfit the men and then present them to South Africa as was done in the case of previous contingents, it will be a serious blow at the prestige of the Dominion.

The militia department today received cable announcing the death at Kimberley of Abraham Armsden, South African Constabulary, of enteric fever. Armsden's father resides in Melita, Manitoba.

Sir Charles Tupper spent today in the city and left for Toronto tonight.

There is some talk of permitting United States vessels on the Great Lakes to do coasting in Canadian waters for the balance of the season.

Toronto, Nov. 19.—The Evening Telegram's London cable says: "The Under Secretary for War says that Canada's latest offer of mounted infantry for service in South Africa is being considered. The Imperial authorities are in communication with the Colonial and Canadian office, but nothing has yet been definitely decided.

"Inquiry at the Canadian office elicited no information. However, the matter has received most favorable consideration and it is quite probable that on the arrival of Lord Strathcona a decision will be reached.

A DOUBLE CRIME.

Robbers Blow Safe and Murder a Companion.

Hutchison, Kas., Nov. 19.—The safe of the Missouri Pacific railway depot here was blown by robbers early today. A man supposed to have been one of the robbers was found dead with a bullet hole through his heart. The supposition is that the dead man was stunned by the explosion, which was very heavy, and the others thinking he was too badly crippled to get away, shot him. The money left in the safe last night was found under the debris.

CANADIAN STEEL.

Large Sales Being Made in the United States.

Halifax, N. S., Nov. 19.—(Special.)—The Chronicle's correspondent at Sydney learns that the Dominion Steel Co. already has sold a large quantity of steel billets to different firms in the United States, although the steel plant is not yet in operation. The billets will be delivered during the winter by rail. Steel men regard the export of Sydney's steel to the United States as significant.

WHAT IS LIFE TO YOU?

If you are a victim of piles, as one person in every four is, you suffer keenly from one of the most torturing ailments known to man, and may well wonder if life is really worth living. Certain relief and ultimate cure is awaiting you by means of Dr. Chase's Ointment. It has never failed to cure piles. Painlessly and naturally it allays the inflammation, heals the ulcers and thoroughly cures this wretched disease.

HAY-PAUNCEFOTE TREATY.

New Instrument Signed and Now Ready For United States Senate.

Washington, Nov. 18.—The new Pauncefote treaty was signed today at 12:05 by Secretary Hay, for the United States, and by Lord Pauncefote, the British ambassador, for Great Britain.

This treaty is intended to replace the first Hay-Pauncefote treaty. That convention was amended so extensively by the United States senate at its last session that the British government declined to ratify it. Within a few weeks negotiations began afresh between Mr. Hay and Lord Pauncefote, which has resulted in the signature of a new treaty drawn with special reference to the objections made by Great Britain.

From a due sense of courtesy which must be observed towards the United States senate, where a treaty is concerned, the state department is stopped from making public the text of the new convention, and that will remain secret until the senate shall break the seal of confidence. The principal point of difference between the new and the failed treaty is the withdrawal of Great Britain from the joint guarantee of the neutrality of the canal, thus leaving the United States the sole guarantee.

The section of the old provision respecting the right to fortify the canal leaves that right by inference optional with the United States. All commerce of whatever nationality passing through the canal will fare alike. There will be no discrimination in rates of the United States shipping. Otherwise the new treaty in scope is similar to last year's treaty. It replaces technically the Clayton-Bulwer treaty concluded on April 19, 1850. By the terms of that old convention the United States and Great Britain agreed that neither should seek any advantage in the rights of transit across the Isthmus. By the new convention Great Britain yields her right in favor of the United States, which is thus at liberty to construct a canal.

Ministers, Lawyers, Teachers and others whose occupation gives but little exercise, should use Carter's Little Liver Pills for torpid liver and billiousness. One is a dose. Try them.

Deputies In a Row

Tremendous Hubbub In French House Over Chinese Expedition.

Member Says M. Ribot Deserved to Have His Ears Boxed.

And Scene Becomes So Turbulent That Sitting Is Suspended.

Paris, Nov. 18.—An uproarious incident occurred today in the chamber of deputies during the discussion of the bill authorizing a loan of 265,000,000 francs in three per cent. perpetual rents, to reimburse the treasury for its outlay as a result of the Chinese expedition, and to pay indemnities to French sufferers in China.

M. Hubbard reported that the budget commission proposed to reduce the amount of the loan to 210,000,000 francs because objection was taken that France should advance indemnities to the religious associations and financial enterprises. M. Hubbard's report was extremely anti-clerical.

M. Ribot, Republican, in reply to M. Hubbard, protested against his report, which he described as shameful; whereupon M. Berteaux, Socialist, exclaimed that M. Ribot deserved to have his ears boxed. At this the Centrists vehemently protested, while the Socialists cheered.

Amid the din, M. Deschanet, president of the chamber, called upon M. Berteaux to withdraw. This M. Berteaux refused to do, and renewed outcries and banging of desks resulted.

M. Deschanet continued tolling his bell until the hubbub was subdued, when he asked the chamber to censure M. Berteaux. This was voted.

M. Ribot then resumed his reply to M. Hubbard's report, but the Socialists recommenced their noisy opposition, to which the Centrists responded equally loud, until the uproar became so deafening and continuous, that M. Deschanet, after vainly clanging his bell and calling for order, left the chair, and the session was suspended. Subsequently the session was resumed, and M. Ribot concluded his speech. The chamber then adjourned.

PALMA TROPHY.

Canadians Won It but Have Difficulty in Getting It.

Ottawa, Nov. 18.—(Special)—A despatch from New York expressive of regret of authorities of the National Rifle association that the Palma trophy, won by the Canadian team at Seagirt, N.J., last September, cannot be sent to Canada, owing to the customs regulations of this country, is absolute buncombe. There is nothing in the Canadian customs regulations to prevent the trophy from being admitted free of duty.

The Ottawa Ministerial association today decided to send its recommendations on the subject of ministerial precedence to the different church organizations for their opinion.

Alderman James Davidson tonight was chosen mayor in succession to Morris, disqualified.

Owing to securing very favorable freight rates on the shipment of oats to South Africa, the department of agriculture has increased the price to the farmers in the Territories by three cents a bushel.

SUICIDE.

Verdict on the Death of John Rosenbloom.

Nanaimo, Nov. 18.—(Special.)—The coroner's jury in the matter of John Rosenbloom's death brought in a verdict that deceased came to his death by his own hands by hanging himself. Rosenbloom was a native of Stockholm, Sweden, was well educated, but a victim of drink. It is thought he became despondent through inability to pay his debts and having his wages repeatedly garnisheed.

ANTI-CHAMBERLAIN.

German City Council Will Hold Indignation Meeting Over Colonial Secretary.

Dresden, Nov. 18.—The municipal council will hold an extra meeting tomorrow to protest against the speech of Joseph Chamberlain, the British colonial secretary, at Edinburgh. This protest will be noteworthy as the first official action in this direction. The Post expresses its disapproval of such official demonstration.

DAILY BULLETIN.

Miss Stone Still Alive and Confident of Release.

Sofia, Nov. 18.—Another letter has been received from Miss Stone. Her health has been somewhat affected by her continual confinement and hard fare, but she expresses herself as still confident of ultimate release.

ISTHMIAN CANAL.

Vermy Little Interest Taken in It in Great Britain.

London, Nov. 18.—Except affording a chance for the opposition journals to attack the government and the Foreign Secretary Lord Lansdowne, the signing of the new Isthmian canal convention does not excite strong interest in Great Britain. It is generally admitted that the British have nothing to gain by a retention of the Clayton-Bulwer treaty, while they have much to gain by the construction of the canal.

B. C. REGIMENTS.

Formation of Company at Rossland is Authorized.

Ottawa, Nov. 18—(Special)—The badge of the Sixth Duke of Connaught's Own Rifles has been approved officially. The formation of No. 1 Co. Rocky Mountain Rangers, with headquarters at Rossland, has been authorized.

ARMISTICE SIGNED.

Temporary Lull in Venezuelan-Colombian Troubles.

Willemstad, Island of Curacao, Nov. 18.—Owing to the very strict censorship maintained in Venezuela, it is impossible to learn details of the Venezuelan-Colombian armistice. Because of the flooded condition of the frontier country news of this agreement comes out slowly. It is reported this armistice was also signed between the Colombian Liberal revolutionists and the Colombian

The earrings are very pretty, she said with just a tinge of disappointment, but the stones are very small. But, my dear, replied the foxy man, if they were any larger they would be all out of proportion to the size of your ears.—Philadelphia Press.

GERMAN NAVY.

Emperor William Seems Pleased With the Progress Made.

Berlin, Nov. 18.—Emperor William today participated in the debate of the society of Naval Engineers on the subject of placing heavy guns on little ships and its effect upon their designs and construction. His Majesty referred to the influence of military requirements upon the development of ship construction and artillery, and pointed out how the aim of Germany had always been to allow the opinion of the officers who had to navigate ships to have as much weight and influence as the shipbuilder and the constructor.

The Emperor illustrating his contention that tactical requirements influenced the construction of ships of war, said the lines of the galleys were superior in this respect to later battleships. He instanced the battle of Lepanto as the greatest wherein galleys had been engaged, and said Don Juan of Austria had brought his galleys into action in half moon formation, and had destroyed the enemy's fleet by the superiority of their bow fire.

Germany was the first nation able to place a captain still on the active list at the head of the construction bureau. He believed that the types of vessels now being launched in German yards also represented the very best needed for the purposes of the country or that could be demanded from the splendid constructors and magnificent yards of Germany.

The meeting was held in the technical school at Charlottenburg. Admiral Tiritepez, secretary of the admiralty was present.

Ruined by the Gambling Table

Vancouver Young Man Loses His Employers' Money and Leaves the City.

Rogers, Accused of Marooning Released on Bail—Similkameen Coal Lands.

From Our Own Correspondent.

Vancouver, B. C., Nov. 18.—Still another young man ruined by gambling has fled from the city. Charles Albert Eby has left for Seattle, there being a shortage in his accounts of $400.

Young Eby appeared an exemplary young man to all who knew him, he was engaged as bookkeeper in the Sun Life company, his books were kept scrupulously neat and when examined were found correct to a cent. His slip from the path of rectitude has caused general surprise. Four hundred dollars worth of premiums were collected, and receipts given this money was not turned into the office and Eby was asked for the cash. He confessed that he had lost $250 in roulette one night, and had used the balance of the money in trying to make it up on other occasions. He had only had the money a few days. The fatal downward step had been taken, however, and Eby fled rather than face the result.

A boy named West, a vicious young prisoner, who several times has attempted to break jail, attacked Officer Grady with an iron pail today, cutting a deep gash in his face.

Joe Maringo will stand trial for attempting to set fire to a house on Dupont street.

The body of George St. Pierre a logger, was brought from Rock bay yesterday on the steamer Comox. He had been drowned in Rock bay from a canoe while intoxicated.

Rogers, the fisherman charged with marooning Japanese fishermen, has been released on bail.

Private Wright, South African Constabulary, writes to Vancouver that for three months the British have been carrying about Boer women and children in armored trains, and in consequence have not been molested.

A. E. Law is in England attempting to float a company to take up 3,000 acres of coal lands in Similkameen owned by the Green Estate Victoria.

The following is the quantity of dog and cohoe salmon salted for Japan: Sun Ban Co., 116,000; J. A. Russell, 110,000; Windsor Cannery, 100,000; other companies, 200 000. Total half a million.

INSURANCE FOR MINERS

Steps by Wellington Colliery Employees to Organize—Malcolm Island.

From Our Own Correspondent.

Nanaimo Nov. 18.—The miners employed in the mines of the Wellington Colliery company have taken initial steps towards organizing along the lines suggested by Mr. Dunsmuir for providing for life insurance. A scheme was proposed by the Extension miners on Saturday, and a committee consisting of Messrs. Sheppard, Shaw and Cunliffe was appointed to confer with committees from other mines of the company. According to the suggestion of Mr. Dunsmuir, part of the wages would be kept back from each man to form a fund from which insurance would be drawn.

Provisional officers in the Kalevan Kansa Colonization company were elected yesterday. Matti Kurrikka, the president, will visit different places in the near future to get residents for Malcolm island. The colonists must be shareholders. The shares are $200 each, payable on easy terms. Preference will be given to Finlanders in making a choice. All must be total abstainers, however.

TITANIA'S WRECK.

Crew Suffer Severely But Only One is Drowned.

St. John's, Nfld., Nov. 18—Further details of the suffering of the crew of the barkentine Titania, from Liverpool for St. Johns, which was wrecked on Saturday morning in a dense fog near Cape Race, have been received here.

During the 36 hours of Saturday and Sunday during which they were lashed to the ship's rigging, the crew were absolutely without clothing excepting their shirts and drawers. Their rescue was effected with great difficulty. Three men from the shore succeeded at the risk of their lives, in aiding the shipwrecked men to land. Boatswain Williams who was drowned, became impatient at the delay in reaching the shore and driven crazy by his sufferings, plunged into the sea, and tried to swim to land. His lifeless body was thrown high against the cliffs.

GUN ACCIDENT.

Ontario Youth Out Shooting Meets His Death.

London Ont., Nov. 18.—(Special.)—At Delaware this forenoon a youth named Geo. H. Hawes, aged 18, was killed by the accidental discharge of a gun. Morley Forsythe and Young Hawes were hunting together when Forsythe slipped. At the same time his gun was discharged, the contents entering Hawes neck, killing him instantly.

Sailors For Fleet

Detachment of Men For Esquimalt Passed Through Winnipeg on Sunday.

Shortage of Lake Vessels to Carry Manitoba Grain to Georgian Bay.

Trial of Montreal Murderer Postponed Till March—W.C.T.U. Convention.

Winnipeg, Man., Nov. 18.—(Special.)—A party of 118 British jack tars in charge of four officers, passed through the city yesterday on the Pacific express. Lieut. Walsh commanded, assisted by Boatswain Saunders, Midshipman Wolley and the Hon. Mr. Clements R. N. The men are supernumeraries for relief for the North Pacific squadron, having come from the depot ship Pembroke, Chatham. Six of the men attempted to desert at Sudbury, but were caught after a lively chase.

Grain dealers have wired Hon. Mr. Sifton urging that the lake navigation regulations be modified for the balance of the year so that United States vessels may be used for carrying grain from Fort William to Georgian bay points, owing to the shortage of Canadian vessels and the congestion of the Buffalo elevators.

Walter T. Hart, assistant general secretary of the Chicago Y. M. C. A., has been appointed general secretary here. He commences his duties on March 1.

Montreal, Nov. 18.—The trial of Thorvald Hansen the Dane, who confessed to having murdered Little Eric Marrotte in Westmount on the night of October 26, was postponed till the March term of King's Bench, at the request of his counsel, who stated that Hensen was insane, and that he wished to trace his family antecedents in Denmark.

Rev. H. G. Rice, acting pastor of Zion Congregational church, and who received a call to the pastorate of that church a few weeks ago, was stricken with appendicitis on Saturday and is now in the hospital where he will undergo an operation.

A communication was received at the Dominion W. C. T. U. convention this morning from Lady Henry Somerset, announcing that the next World's W. C. T. U. convention will be held at Ottawa.

Ottawa, Nov. 18.—The Casualty Department, Capetown, in a cable reports that Pte. John Hall, one of Kitchener's fighting scouts, of Montreal, was wounded at Tweefontein November 14.

Clinton, Ont., Nov. 18.—Doherty's organ factory was damaged by fire on Saturday night. The loss is covered by insurance. Two or three hundred employees will be idle until the factory is rebuilt.

WAITING FOR SENATE.

Signing of Canal Treaty at Washington Quickly Settled.

Washington, D. C., Nov. 18.—Nothing more remains to be done as far as the Hay-Pauncefote treaty is concerned before the United States Senate meets or indeed until the treaty shall have been ratified, rejected or amended. If it should be ratified, the State department will proceed immediately to negotiate the treaties with Costa Rica and Nicaragua which have already been arranged in protocols pending before the Senate and which will permit the canal to be constructed and prescribe the terms upon which the consent of Nicaragua and Costa Rica is given.

It was in anticipation of this action, it is presumed that the Nicaraguan government only recently denounced the treaty of trade and commerce with the United States. This treaty contained directions conveying rights as to canal construction which are to be replaced by more modern provisions.

There was no particular ceremony connected with the signature today of the important convention. Lord Pauncefote had been indisposed for several days past, and it was not expected that the treaty could be signed before the end of the current week. However, to the surprise of the State department officials, the ambassador appeared at the department about noon, and the work of signing the treaty was soon disposed. The scene was the historic diplomatic Chamber of State department, and besides the principals, Secretary Hay and Lord Pauncefote, there were present Mr. Sidney Smith chief of the Diplomatic bureau of the State department; Mr. Percy Windham, the second secretary of the British embassy, and Wm. Gwynn, and Edward Savoy, the secretary of state's private messengers, whose duty it was to attend to the placing of the seals.

BOER LOSSES.

Lord Kitchener Sends His Weekly Report of Successes.

London, Nov. 18.—Lord Kitchener, cabling today to the War office from Pretoria, reports that since November 7, the British columns have killed 42 and wounded 160 Boers, and that 297 have been taken prisoners.

ORE BAGS

FOR SALE

TURNER, BEETON & CO

Thanksgiving Day

Comes once a year. But our fine stock of HARNESS, SADDLERY AND OTHER HORSE GOODS you can inspect every day. Our new lines of Horse Blankets and Rugs SPECIALLY MADE FOR OUR TRADE, just arrived.

B. C. SADDLERY CO., LTD.
44 Yates Street.

UP-TO-DATE STYLES AT WEILER BROS.

Our First Consignment

Of Fall Goods in the Upholstering, Drapery and Curtain line are now on sale, and we can only say that for coloring, artistic effect and value we have surpassed ourselves in these last purchasings.

Latest Novelties Fro PARIS, BERLIN, LONDON.

WEILER BROS
VICTORIA B. C.

Our Mail Order Department.

This is a Special Feature of our business. All orders are executed with care and promptness, thus avoiding any mistakes.

All goods are invoiced at the lowest possible price on day of shipment.

Be sure to send enough money as it is an easy matter to return any sum that is over.

Our Terms—Cash With Order
SATISFACTION GUARANTEED
Write For Prices.

DIXI H. ROSS & CO.

100 DINNER AND TEA SET PIECE AND 48 PIECES SILVERWARE FREE

A rare chance. No deception, we speak nothing but the truth. You can get a full size decorated Dinner and Tea Set (100 pieces) and 12 Silver Plated knives, 12 Forks, 12 Tea Spoons and 12 Table Spoons, for selling our remedies. Our business reputation is for square and honest dealing, and we will prove it. Every honest reason who sells only 8 boxes of our New Life Pink Pills (a grand remedy for all impure and weak conditions of the blood, Indigestion, Stomach Trouble, Constipation weakness and nervous disorders—a gentle laxative—a grand tonic and life builder) will receive our generous offer to earn this handsomely decorated 100 piece Dinner and Tea Set and 48 pieces of silverware with a beautiful Silver Plated Butter Knife, Sugar Shell, Pickle Fork and Salt and Pepper Set, which we give absolutely free for selling the 8 boxes of Pills.

Don't Send a Cent. Order to-day and we send Pills by mail, sell them at 25 cents a box (50 cent sizes) They are easy to sell. When sold send us the money, $2.00, and we guarantee if you comply with the offer, we send to every one taking advantage of this advertisement, the 12 Knives, 12 Forks, 12 Table Spoons, 12 Tea Spoons and 100 piece decorated Dinner and tea Set will be given absolutely free. We are a reliable concern and guarantee the dishes and silverware full size for family use. We desire to introduce our Pills into every household and are advertising in this way. Write at once. These are our regular prices.

NEW LIFE REMEDY CO., Box 28 Toronto, Ont.

I cannot praise your Pills too highly. I was given up to die by five doctors, but your New Life Pills have made me strong and well. MRS. JOHN A. KINNIE, Springfield, Ont.

I received my presents all safely. Am well pleased with them. I find you are a reliable company and will continue to work for you. MISS ISAAC LANG, Delhi, Ont.

ANOTHER POINT.

It costs no more to finish a good skirt with "Corticelli Skirt Protector," that will outwear the skirt, than to "rebind" the garment several times with cheap "bindings."

"Corticelli Protector" is always in place, easily put on, looks well, can be got to match any shade, will not chafe fine shoes, will not shrink, sheds dust and dries quickly when wet.

Sewed on flat, not turned over edge.

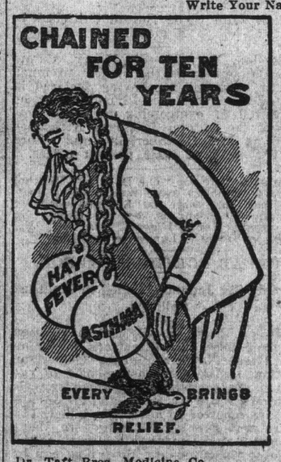
Sold everywhere.

Corticelli

ASTHMA CURED FREE

Asthmalene Brings Instant Relief and Permanent Cure In All Cases.

SENT ABSOLUTELY FR EE ON RECEIPT OF POSTAL.
Write Your Name and Address Plainly.



There is nothing like Asthmalene. It brings instant relief, even in the worst cases. It cures when all else fails.

The Rev. C. F. WELLS, of Villa Ridge, Ill., says: "Your trial bottle of Asthmalene received in good condition. I cannot tell you how thankful I feel for the good derived from it. I was a slave, chained with putrid sore throat and Asthma for ten years. I despaired of ever being cured. I saw your advertisement for the cure of this dreadful and tormenting disease, Asthma, and thought you had overspoken yourselves, but resolved to give it a trial. To my astonishment the trial acted like a charm. Send me a full-sized bottle."

REV. DR. MORRIS WECHSLER,
Rabbi of Cong. Bnai Israel.
New York, Jan. 3, 1901.

Drs. Taft Bros'. Medicine Co.,

Gentlemen: Your Asthmalene is an excellent remedy for Asthma and Hay Fever, and its composition alleviates all troubles which combine with Asthma. Its success is astonishing and wonderful.

After having it carefully analyzed, we state that Asthmalene contains no opium, morphine, chloroform or ether. Very truly yours,

REV. DR. MORRIS WECHSLER.
Avon Springs, N. Y., Feb. 1. 1901.

Dr. Taft Bros. Medicine Co.

Gentlemen: I write this testimonial from a sense of duty, having tested the wonderful effect of your Asthmalene, for the cure of Asthma. My wife has been afflicted with spasmodic asthma for the past 12 years. Having exhausted my own skill as well as many others, I chanced to see your sign upon your windows on 130th street, New York, I at once obtained a bottle of Asthmalene. My wife commenced taking it about the first of November. I very soon noticed a radical improvement. After using one bottle her Asthma has disappeared and she is entirely free from all symptoms. I feel that I can consistently recommend the medicine to all who are afflicted with this distressing disease. Yours respectfully,

O. D. PHELPS. M. D.

Dr. Taft Bros. Medicine Co. Feb. 5, 1901.

Gentlemen: I was troubled with Asthma for 22 years. I have tried numerous remedies, but they have all failed. I ran across your advertisement and started with a trial bottle. I found relief at once. I have since purchased your full-sized bottle, and I am ever grateful. I have family of four children, and for six years was unable to work. I am now in the best of health and am doing business every day. This testimony you can make such use of as you see fit.

Home address, 235 Rivington street. S. RAPHAEL,
67 East 129th St., New York City.

Trial Bottle Sent Absolutely Free on Receipt of Postal

Do not delay. Write at once, addressing DR. TAFT BROS.' MEDICINE CO., 79 East 130th St., N. Y. City.

SOLD BY ALL DRUGGISTS

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a license to prospect for coal on the following described lands, situate on the east side of the Kishpiax river, in Skeena Mining Division, in Cassiar District, that is to say: Commencing at a point marked M. McPhatter, southwest corner, adjoining A. D. McDonald's southeast corner, thence eighty chains east, thence eighty chains north, thence eighty chains west, thence eighty chains south, to place of commencement, containing six hundred and forty acres of land, more or less.

Dated this fourteenth day of October, 1901.
(Signed) M. McPHATTER.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works, at Victoria, for a license to prospect for coal on the following described lands, situated on the east side of the Kishpiax river in Skeena Mining Division, in Cassiar District that is to say: Commencing at a post marked C. H. DeWitt, southwest corner adjoining W. Queen's southeast corner, thence eighty chains east, thence eighty chains north, thence eighty chains west, thence eighty chains south to place of commencement, containing six hundred and forty acres of land, more or less.

Dated this fourteenth day of October, 1901.
(Signed) C. H. DeWITT.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a license to prospect for coal on the following described lands, situated on the east side of the Kishpiax river, in Skeena Mining Division, in Cassiar District that is to say: Commencing at a post marked E. McCoskrie northwest corner adjoining W. J. Smith's northeast corner, thence eighty chains east, thence eighty chains south, thence eighty chains west, thence eighty chains north to place of commencement, containing six hundred and forty acres of land, more or less.

Dated this fourteenth day of October, 1901.
(Signed) E. McCOSKRIE.

NOTICE is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works, at Victoria, for a license to prospect for coal on the following described lands, situated on the west side of the Kishpiax River, in Skeena Mining Division, in Cassiar District, that is to say: Commencing at a post marked Belle H. Wilson, northeast corner, adjoining Thomas A. Wilson's northwest corner; thence 80 chains west, crossing the Kishpiax River; thence 80 chains south; thence 80 chains west, thence 80 chains north to place of commencement, containing 640 acres of land, more or less.

Dated this 14th day of October, 1901.
(Signed) BELLE H. WILSON.

NOTICE is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works, at Victoria, for a license to prospect for coal on the following described lands, situated on the east side of the Kishpiax River, in Skeena Mining Division, in Cassiar District, that is to say: Commencing at a post marked Thomas A. Wilson, northwest corner, adjoining Belle H. Wilson's northeast corner, thence 80 chains east, thence 80 chains south, thence 80 chains west, thence 80 chains north, to place of commencement, containing six hundred and forty acres of land, more or less.

Dated this 14th day of October, 1901.
(Signed) THOMAS A. WILSON.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a license to prospect for coal on the following described lands, situated on the west side of the Kishpiax river, in Skeena Mining Division, in Cassiar District, that is to say: Commencing at a post marked W. J. Smith, northeast corner adjoining E. McCoskrie's northwest corner, thence eighty chains west, crossing the Kishpiax river, thence eighty chains south, thence eighty chains east, thence eighty chains north to place of commencement, containing six hundred and forty acres of land, more or less.

Dated this fourteenth day of October, 1901.
(Signed) W. J. SMITH.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a license to prospect for coal on the following described lands, situated on the west side of the Kishpiax river in Skeena Mining Division in Cassiar District, that is to say: Commencing at a post mark W. Queen southeast corner adjoining C. H. DeWitt's southwest corner, thence eighty chains west, crossing the Kishpiax river, thence eighty chains north, thence eighty chains east, thence eighty chains south to place of commencement, containing six hundred and forty acres of land, more or less.

Dated this fourteenth day of October, 1901.
(Signed) W. QUEEN.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a license to prospect for coal on the following described lands situated on the west side of the Kishpiax river, in Skeena Mining Division in Cassiar District, that is to say: Commencing at a post marked A. D. McDonald, southeast corner adjoining M. McPhatter's southwest corner thence eighty chains west, crossing the Kishpiax river, thence eighty chains north, thence eighty chains east, thence eighty chains south to place of commencement, containing six hundred and forty acres of land, more or less.

Dated this fourteenth day of October, 1901.
(Signed) A. D. McDONALD.

Land Registry Act.

Take notice that an application has been made to register a Tax Sale Deed from E. L. Kirkland to Matt Higgins, bearing date the 16th day of November, A. D. 1898, for all and singular those certain parcels and tracts of land and premises situate, lying and being in the Town of Hastings, in the Province of British Columbia, more particularly known and described as the north half of lot eighty-two (82), Town of Hastings (suburban lands), and lots one hundred and fifty-nine (159), one hundred and sixty (160), one hundred and sixty-one (161), and one hundred and seventy (170), Town of Hastings, group one (1), New Westminster District, (inter alia.)

You and each of you are required to contest the claim of the tax purchaser within six weeks from the date of the service of this notice upon you, and in default of a caveat or certificate of lis pendens being filed within said time, you will be forever estopped and debarred from setting up any claim to or in respect of the said land.

Dated at Vancouver, Province of British Columbia, this first day of November, A.D. 1901.

T. O. TOWNLEY,
District Registrar.

To James M. Holland, W. B. Clarke, or his heirs-at-law or legal representatives, and Angus McRae.

ADMINISTRATION NOTICE

In the Supreme Court of British Columbia, in the matter of Antonio Alemanzia, deceased, intestate, and in the matter of the official administrators' act.

Notice is hereby given that under an ordinance dated the 11th day of November, 1901, made by the Hon. Mr. Justice Martin, I, the undersigned, was appointed Administrator, of all and singular the goods, chattels, and credits of above-named deceased. Parties having claims against the said estate are requested to forward particulars of same to me on or before the 11th day of December, 1901, and parties indebted to the said estate are required to pay such indebtedness to me forthwith.

WM. MONTEITH,
Official Administrator.

Dated 11th day of Nov., 1901.

APIOL & STEEL PILLS for Ladies

A REMEDY FOR IRREGULARITIES Superseding Bitter Apple, Pil Cochia, Pennyroyal, etc.

Order of all Chemists, or post free for $1.20 from EVANS & SONS, Ltd., Victoria, B. C.

Martin Pharmaceutical Chemist, Southampton.

B.C. STEAM DYE WORKS.

141 Yates Street, Victoria.

Ladies' and Gents' garments and household furnishings cleaned, dyed or pressed equal to new.

MARRIAGE PAPER.

Best Published—FREE.
J. W. GUNNELS, Toledo, Ohio

NOTICE

The Victoria Terminal Railway and Ferry Company

Notice is hereby given that a meeting of the shareholders of the above named company will be held at the office of Bodwell & Duff, in the city of Victoria, on Thursday, the 21st day of November, 1901, at the hour of 11 o'clock in the forenoon, at which meeting the shareholders of the above company will, from the shareholders possessing the qualification required, elect five persons to be directors of the company, and will transact such other business as may be brought before the meeting at the time and place above mentioned.

Dated at Victoria, B.C., the 21st day of October, 1901.

By order of the provisional board of directors.

A. E. HENRY, Chairman.
J. H. LAWSON, Jr., Secretary

W. G. DICKINSON & CO

FLOUR, FEED, HAY, GRAIN.

You should try Crushed Oats, the best and most economical for horses and cattle. We have always a fresh stock on hand.

93 Johnson Street

WANTED—By a young man, a situation as practical farmhand. Address Hugh Rye, post office, Victoria. n8

Portland Business College

PARK AND WASHINGTON STREETS
PORTLAND, OREGON

A. P. Armstrong, LL. B., Principal

A practical, progressive school, conspicuous for thorough work, with hundreds of graduates in positions as bookkeepers and stenographers. Already proud of a high standing wherever known, it steadily grows better and better. Open all the year. Students admitted any time. Private or class instruction. Learn what and how we teach, and what it costs. Catalogue free.

Board of Directors

D. P. THOMPSON, PRESIDENT

D. SOLIS COHEN - - DAVID M. DUNNE

No. 724.

"COMPANIES' ACT, 1897."

Certificate of Incorporation.

I hereby certify that "The Atlin and Canadian Development Company, Limited," has this day been incorporated under the "Companies' Act, 1897," as a Limited Company, with a capital of one million dollars, divided into one million shares of one dollar each.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 30th day of October, one thousand nine hundred and one.

(L.S.) S. Y. WOOTTON,
Registrar of Joint Stock Companies.

The following are the objects for which the company has been incorporated:

(a) To carry on all kinds of exploration business, and in particular to search for prospect, examine, and explore mines and ground supposed to contain minerals and precious metals, and to search for and obtain information with regard to mining claims, mines and mining districts:

(b) To purchase, lease or otherwise acquire, and to sell, dispose of and deal with mines, and mining rights and undertakings connected therewith, and to work exercise, develop and turn to account mines and mining rights and any undertaking connected therewith, and to buy, sell, refine, manipulate and deal in minerals of all kinds:

(c) To search for, get, work, raise, sell and deal in coal, timber and other merchandise or products:

(d) To purchase, charter, build or otherwise acquire, steam and other ships, vessels, stages or conveyances, and to operate the same both for carriage or passengers and freight:

(e) To carry on any other business which may seem to the company capable of being conveniently carried on in connection with the above, or calculated directly or indirectly to enhance the value or render profitable any of the company's property or rights:

(f) To buy, sell, manufacture, and deal in minerals, plant, machinery, implements, conveniences, provisions and other things capable of being used in connection with metallurgical operations or required by workmen and others employed by the company:

(g) To take or otherwise acquire and hold shares in any other company having objects altogether or in part similar to those of this company, and carrying on any business capable of being conducted so as to directly or indirectly benefit this company:

(h) Generally to purchase, take on lease or in exchange, hire or otherwise acquire any real and personal property or any rights or privileges which the company may think necessary or convenient for the purposes of its business:

(i) To draw, make, accept, endorse, discount, execute and issue bills of exchange, bills of lading, warrants, debentures and other negotiable or transferable instruments:

(j) To sell or dispose of the undertakings of the company, or any part thereof, for such concession as the company may think fit, and in particular for shares, debentures or securities of any other company having objects altogether or in part similar to those of this company:

(k) To procure the company to be registered or recognized in any foreign country or place:

(l) To do all such other things as are incidental or conducive to the attainment of the above objects.

NOTICE.

Notice is hereby given that two months after date I intend to apply to the Honorable the Chief Commissioner of Lands and Works, for permission to purchase 320 acres of land (more or less), described as follows: Commencing at a post planted on north bank of Skeena river, (about 5 miles below village of Kitwaugah) and marked A. C. M., S. W., thence running north one mile, thence east one half mile, thence south one mile, thence west one half mile to place of commencement.

Dated this 26th day of August, 1901.
ANTHONY C. MOUAT.

PUBLIC NOTICE is hereby given that 60 days after date we, the undersigned, intend to make application to the Chief Commissioner of Lands and Works, for permission to purchase 320 acres of land, described as follows: Commencing at a stake planted at the southeast corner of the Indian reserve on the north bank of the Hagwilget river; thence in an easterly direction, following up the Hagwilget river, 80 chains; thence north 40 chains; thence west 80 chains; thence south along Indian reserve line 40 chains to point of commencement.

(Sgnd.) ALEX. C. MURRAY,
EDWARD McCROSKRIE.

Victoria, B. C., October 10, 1901.
Staked 1st August, 1901.

Victoria Loses Tail Shaft

The Collier Found Helpless off Cape Blanco by the San Mateo.

Which Earns Salvage by Towing the Disabled Steamer to Esquimalt.

The steam collier Victoria was towed into Esquimalt harbor on Sunday night by the steamer San Mateo, which picked her up over 300 miles to the south of Cape Flattery in a disabled condition, with her tail shaft and propellor gone. Both vessels were bound from San Francisco to Ladysmith in ballast. The Victoria left San Francisco on Wednesday last, and was steaming about nine or ten knots in a heavy sea—for a heavy southwest gale was blowing. She made good progress until Friday morning, when off Cape Blanco she lost her tail shaft, and her wheel dropped into the sea. The racing of her engines as she went down by the head when pitching in the heavy sea was nothing to the shaking she got from the racing engines when the flap of the falling stern broke off her tail shaft and left her at the mercy of the winds and waves. The engines turned over with lightning rapidity, and it seemed as if they must be lifted from their beds as they raced, and no man who has not seen the engines of a big steamer running away when the resistance of the water or the lesser resistance of the air on the wheel, when, as is often the case, the plunge of a light steamers lifts her wheel out of water, can imagine the scene in that engine room. The whole ship vibrates and throbs and thus it was on the Victoria on Friday last when Chief Engineer Terril heard the shock, and the swirl of the racing engines. He hurried below and steam was quickly shut off—a risky job when the engines are racing—and the big collier lay as helpless as a drift log on the ocean.

There is of course a goodly minority of newspaper readers who know exactly what is meant by the breaking of the tail shaft of a steamer, but for the benefit of the majority who do not, it may be necessary in order to show how the accident is brought about, to give a few words of explanation. Nearly all steamers have their engines at considerable distance from the propellor, the four or three-bladed screw, which, according as it is turned, thrusts the hull forward, or draws it backward. The connection between the engines and the propellor is made by means of a solid cylinder of steel passing through bearings, generally lined with gun metal, and kept cool by a stream of water flowing over them outside, and a liberal supply of some lubricant inside. It is often the shaft that breaks leaving the steamer helpless, but often too, it is the smaller tail shaft, which connects from the outside of the hull with the shaft inside, and with the wheel fitted to the end of this shaft, swirls around with every revolution of the engines. The action of the salt water on the tail shaft where it joins the shaft inside fittings of brass by the side of the ship's hull, often wears a hole into this tail shaft, and with the pitching of the steamer and the flapping of the wheel as it falls back into the water, this shaft is broken off, and as occurred in the case of the Victoria, falls away with the wheel and the steamer is left helpless, with her racing engines loudly telling the engineers what has gone wrong.

Thus it was with the Victoria. She was pitching and tossing in the heavy sea raised by the southwester on Friday and as was inevitable she lifted her propellor out of water, while the full drive of the engines was being exorted upon it. What that means to every part of the machinery can only be imagined by the non-engineer. The sudden leap from the resistance of the water to the non-resistance of the air is a change of condition so great that not even the most cumingly devised "governor" can do more than attempt to modify its severity. The "governor" automatically shuts off steam and turns it on again in such instances, but the changes are so instantaneous, and the pressures so enormous that a tiny flaw, a light weakness, is fatal to the tail shaft, or shaft.

Unlike those men of the Guernsey, who shipped a new tail shaft and a new two-wheeled propellor in mid-Pacific by shifting their ballast so as to lift the steamer's stern out of water and worked from platforms strung over the ship's side, the crew of the Victoria were unable by stress of weather to ship a new tail shaft and wheel although they had a duplicate on board, the Board of Trade regulations compelling this.

There was nothing for it but to hoist what canvas they could and wait until they were picked up, for they were in the direct course of steamers. They got four knots an hour out of some square sails, distress signals were hoisted, and the whistle was kept going. Three hours after this the steamer San Mateo, of the Pacific Improvement company, a fellow collier bound to the same port came up astern, and at 11:30 a. m. on Friday was within hailing distance. Capt. Casey, of the Victoria, asked those on the San Mateo if they would take him in tow. They agreed, and then came the dangerous work of carrying a hawser to the San Mateo. Chief Officer La Hogge and four of his men who volunteered for the work had a trying time. The San Mateo lay off about half a mile, and a heavy sea was running, making the work of rowing over to her in a small boat most dangerous. Again and again it seemed to those on the steamers as the small boat rose high up on the crest of the big waves and a minute later was lost in the long hollows, that she must be lost but no. After many efforts Chief Officer La Hogge and his crew managed to pass their line on the San Mateo at 3:30 p. m., and then started back to their vessel. They reached the Victoria's side safely, and the boat was being hoisted into her davits when a hugs sea smashed her up against the metal sides of the vessel, hurled Chief Officer La Hogge and Boatswain Allan into the sea, and smashed the boat to matchwood. Lines were lowered to the swimming men, and they were soon hauled on board. Then the tow northward commenced, and the steamer was towed into Esquimalt to await until one of the steamers now undergoing repairs vacates the dock.

The San Mateo will probably earn a goodly sum of salvage money for bringing the Victoria into port the claim will be in all probability settled by arbitration. The Victoria is a steamer of 1,507 tons, owned by Sutherland & Co., and under charter to R. Dunsmuir & Sons. The San Mateo, which has gone on up to Ladysmith to load, is owned by the Pacific Improvement Co.

BRINGS PATENT FUEL.

Greta Brings First Cargo.—Collision Narrowly Averted.

The ship Greta, which was towed into Esquimalt on Sunday afternoon by the tug Boyden has a cargo of patent fuel—the first that has been brought out to this station. She has on board 1,800 tons of brick-like squares of this mixture of pitch, coal-dust and other ingredients, manufactured by the colliery owners who supply the Admiralty with fuel at the Welsh port, and this patent fuel is manufactured exclusively for the British navy. It is not used so much for steaming purposes, as for forcing the steam. If the fires are down and steam is needed in a great hurry, then it is that the patent fuel is most used. Its highly inflammable composition gives the engineer steam quicker than the ordinary fuels and thus the torpedo boats and torpedo destroyers have always a supply of it for emergency purposes.

The Greta is 145 days from Cardiff. She had light north winds to the Cape Verde islands, and southerly winds to the Brazilian coast, which she made four times. Off the River Platte she encountered one of those dread pamperos, for which that part of the world is noted and although suffering a few minor injuries she weathered the storm, and held on down to the Horn, with variable north and northwest winds. Twenty days were occdpied in rounding the Horn where heavy weather was experienced with fierce winds and snow. After rounding the Horn, where another ship was seen, but too far away to speak, the Greta had varying winds from the southeast and northeast up to the latitude of 20 south, whence the southeast trades carried the ship to 10 north, whence she continued with north-nor-nor-west and nor-west winds to within a hundred miles off Cape Flattery.

When in the latitude of San Francisco the Greta had a narrow escape from colliding with another ship whose name she did not learn. During the night which was not a rough one, the unknown ship suddenly rode past her bows and went by at a distance of not more than 60 feet from the Greta. It was a narrow escape.

The ship arrived off Cape Beale, a week ago yesterday. A southeaster was then blowing with rain, and on Wednesday a strong southerly wind prevailed, with a very low glass. Capt. Hayburn, accordingly stood to the westward to clear the land and on Saturday the wind blew hard from the southwest, and the ship ran in, and made Flattery on Saturday night, with the wind blowing lightly from the southeast. She was picked up by the tug Boyden on Sunday morning and anchored at Esquimalt on Sunday afternoon at 4 p. m. She will commence discharging this morning.

The ship Deudraeth Castle, which sailed about 10 days prior to the Greta with coal for the navy will not bring her cargo to Victoria, for yesterday advices were received by the naval officers at Esquimalt that the cargo which had heated was sold at Rio de Janiero, which port the ship sailed from on August 23. It was understood then at Rio that she was to return home in ballast.

IMPROVING THEIR YARD.

New Shipbuilding Machinery Arrives for Esquimalt Marine Railway.

The necessary machinery for the improvement of the Esquimalt Marine Railway company's ship yards at Esquimalt to equip them for shipbuilding as well as repair work has reached Seattle and will be brought over to the yards at Esquimalt by one of the larger steamers bound to Alaska, the vessel making a special trip to Esquimalt to bring over the heavier machinery which cannot be handled by the steamers Rosalie or Majestic. These vessels have brought several large consignments of ship-building and iron working machinery within the past week for the ways at Esquimalt, and the company's ways at Vancouver. Mr. W. F. Bupllen, one of the Esquimalt firm is now in Seattle attending to the shipment of the machinery, which on its arrival here will make the Esquimalt Marine railway company the possessor of a most complete shipbuilding plant, which in addition to their ways, will make their yard the scene of a promising shipbuilding industry.

It is the intention of Messrs. Bullen to build a number of lumber schooners at the Esquimal shipyards when their machinery is installed, if government aid in the form of bonus or otherwise, can be obtained. It is understood that the aid will be forthcoming, Mr. Bullen having received intimation to that effect during his recent visit to Ottawa.

The building of lumber schooners at Esquimalt will not only add to the fleet which makes Victoria its home port, but will assist the British Columbia lumber mills to market their lumber, for as was fully detailed some time ago in these columns, the charterers of lumber vessels make a difference of 60 cents per thousand feet for British Columbia loading—a difference for which there is no just reason, as the expenses of loading on this side are no greater than for Puget Sound loading. Vessels built locally could be operated from the British Columbia mills and it would not be long before they had earned their cost in freights for their lumber cargoes carried to the markets about the Seven Seas where British Columbia timber is sold. At Port Blakely the Hall Bros.' yard has built no less than 102 schooners which have paid for themselves in the freights earned by carrying lumber from the mills alongside the stocks on which they were built.

QUEEN CITY RETURNS.

Brings Salmon From Clayoquot—A New Wharf for Barclay Sound.

Steamer Queen City returned on Sunday from Ahousett and way ports after a rough trip. She brought 2,000 cases of salmon from the cannery at Clayoquot, which she landed at the Outer wharf yesterday, and one hundred barrels of salt salmon were brought from San Juan. Her passenger list was a light one. It included L. Park, who is interested in the placers near Uculet A. E. Waterhouse, formerly agent of the C. P. N. at Alberni. A. Watson, Wm. Reilly, C. S. King, J. Wallace W. E. Fisher, O. D. S. Scholefield, Geo. Logan H. Cookson, C. Swartz and G. H. Hayes.

From Barclay Sound news was brought by the steamer that the managers of the Serita mine intend to build a wharf there and a railway leading to it from the mine. In view of the fact that a rolling plant is contemplated on one of the three properties owned by the Irondale people on Barclay Sound it looks as though a boom is expected there.

The steamer will sail for the coast again on Wednesday going to Cape Scott and way ports. She is now making three trips a month to the coast.

DENTISTS' TRAP.

Smart Parisian Caught a Thief in Plaster Cast.

From London Leader.

A novel and amusing method of catching a thief has just been adopted by a dentist living in the Rue des Martyres, Paris.

Dr. Rousseau and his wife were walking on the boulevards three days ago when a young man snatched a handbag containing jewelry and money which Madame was carrying. The dentist was unable to catch the thief, but had time to distinguish his features, though he never expected to see him again.

By a curious coincidence, however, the thief came to the dentist's yesterday to have his teeth attended to.

Dr. Rousseau, concealing his profound astonishment, asked him to take a seat, as it would be necessary to take an impression of the jaw, and this he immediately proceeded to do.

When the dentist considered that the plaster was sufficiently solid, he calmly explained to the helpless thief that he was at his mercy, and had better follow him quietly to the police station.

The man wildly gesticulated, but finding that his wide-open mouth was imprisoned by a solid block of plaster of paris, he consented to go to prison.

AERIAL TORPEDO.

Another Trial at Sandy Hook Does Not Have Great Results.

New York, Nov. 16.—The Gathmann aerial torpedo and the big 18-inch gun were tried at the proving grounds at Sandy Hook again today. Two shots were fired, and the heavy charges of wet gun cotton with which each shell was charged was detonated. The first torpedo fired did not damage the plate or backing to any great extent. The second was more successful, cracking the plate from top to bottom and doing considerable damage to the bracing. Each shell contained 500 pounds of wet gun cotton and 250 pounds of gun powder was used to drive them from the gun.

A Letter to The Leader

Mr. Alfred J. Andrews of Winnipeg Writes to Mr. R. L. Borden.

And Suggests What Liberal-Conservatives Should Adopt as a Policy.

Winnipeg, Oct. 14, 1901.

R. L. Borden, Esq., Leader of His Majesty's Loyal Opposition:

Dear Sir: The writer presumes to address a few lines to you in the hope that at least they may provoke some useful discussion concerning the present position occupied by the Liberal-Conservative party and its programme for the future, and that such discussion may possibly lead to the adoption by the party of a vigorous campaign of constructive reform measures without which no party can ever hope to obtain the confidence of the people and attain power, unless they are content to remain inactive till the party in power shall fall to pieces of its own corruption and decay.

The suggestions herein offered are advanced with strong convictions of their soundness and with a firm belief that thousands of patriotic Canadians who have been heretofore identified with both political parties are eagerly looking for the reconstruction of the Liberal-Conservative party on such broad lines, and with such sound and advanced principles as will justify an enthusiastic support compatible with their duty as honest citizens.

The measures offered for discussion are not intended as embracing every possible reform or as a panacea for every ill, but as a few definite aims at specific results of great immediate and lasting benefit to the country.

These views, it is submitted, instead of being a departure from the policy of the party in the past, are a legitimate and natural growth.

They have been considered socialistic, but it must be remembered that the same objection has been offered to all great measures of reform in the past.

Before discussing plans for the future, it might not be amiss to consider briefly our present attitude toward the Liberal party.

Some time ago the writer addressed to the Winnipeg Tribune a letter offering a prize of $100 to any one who would name any one fundamental difference in principle between the two great parties in Canada. The letter was, through the courtesy of the Canadian press, given a very wide circulation, and resulted in the receipt by the Tribune and the writer, of very many answers, many of which were facetious and almost all candidly admitted that there was today practically no difference in policy between the parties. A few attempted seriously to assert that differences did exist, but they were for the most part expressions of the writers' preferences for one or the other party. One said: "The Liberals are false to true principles and the Conservatives true to false principles," and other very interesting comparisons were made, but no one has succeeded in demonstrating that there exists any real difference between the parties on any vital question.

From the replies I received, and from the editorials and other comment the subject has received, it will probably be admitted that both parties today are in accord on most public issues, if the Liberals are to be judged by their acts rather than their words. If this be the case, is not the Liberal-Conservative party logically called upon to follow one of two courses? If they are in sympathy and accord with the government, to give them their support and go out of business as an opposition? Or, if not in accord with that party, whose leader finds himself in the happy position of "a reformer without anything to reform," to bestir themselves and become what the Liberal-Conservative party has always claimed to be, "the real party of reform"?

It is useless for us to cry any longer, "Stop thief! You have stolen our clothes." If they have misappropriated the policy they so vehemently condemned, their title has been quieted by the great court of appeals—the vote of the people.

It is just as futile to inflate our chests, and talk in strident tones of the greatness of the Liberal-Conservative party, its glorious past, its great men and what they have achieved for our country. We have a just right to be proud of the history of the Liberal-Conservative party in many respects, but this is not enough for times like these. "The Old Man," unfortunately, has gone to an honored grave." "The Old Flag" is as much the flag of the Liberals as the Conservatives, and "The Old Party" must have new life and fresh vigor if it is to become again the controller of Canada's destinies. We must look forward, not backwards. Is there need for a party opposed to the Ottawa government? Emphatically yes. The Liberals of today seem to have assimilated more easily and quickly the vices than the virtues of their predecessors. There is not one of the great political crimes they condemned in their opponents but they have committed in a greater degree.

Liberal-Conservatives who are sincere will admit that during their long term of office, some barnacles had grown on the ship of state, and they were not really sorry to have the Liberals come in and have an opportunity of having a general cleaning up, but they have been sadly disappointed. Not one reform they promised has been introduced, nor one pledge fulfilled. Now, what was it brought Sir John A. Macdonald into power in '78? It was the National policy. And what the Conservative party today needs is to formulate a new national policy, one that will inspire new hope in our people, new confidence in its public men, in themselves, in our country and our destiny.

Plank No. 1. Government ownership of all great monopolies, government railways, government telegraphs and telephones in connection with the postal service. This cannot be done all at once, and it is not intended that the government should immediately purchase all existing railroads, but what is suggested is that the railway already owned by the people should be extended as far as possible into the interior of Canada, to Ontario, to Georgian Bay, and ultimately, further in the west, and by so doing the government could have an actual instead of a theoretical control of rates. Any government of ordinary ability which honestly desired to solve the transportation question, could find means of making the railway serve the people instead of handing over the people bound as slaves to the railway companies.

By this plank it is intended that the ultimate aim should be the government ownership of all utilities, but to be brought about by such gradual stages as should not on the one hand impair the finances of the country, or on the other treat with unnecessary harshness the shareholders in the companies brought into existence by the vote of the people's representatives in the past.

The old national policy aimed at building up our industries, our manufactories. This new national policy will not only sustain these industries but will develop our agricultural and other natural resources to a degree hitherto undreamed of.

Plank No. 2. The necessary complement of No. 1. The abolition of the in-worst age of American politics and the appointment of a civil service commission who would appoint by competitive examinations and other tests of merit, instead of rewarding the perpetrators of political frauds and other party heelers.

Plank 3. Direct legislation by the initiative and referendum. One set of politicians are naturally about as honest or dishonest as another; they are generally a fair representation of the people who elect them. This plank aims at removing some temptations from their path. If legislators knew when they voted large subsidies to corporations and passed unfair franchise acts, etc., that by putting the proper machinery in motion the electors could compel them to submit the measure to the people, they would pause and then decide not to pass the act, in many instances.

This system of giving the people real control of their own affairs instead of a few people at Ottawa, is not well understood, but if it became a live issue by being adopted by the Liberal-Conservative party, it would be studied, understood and approved.

You are the leader of a great party, and on you rests a grave responsibility, for so long as you have the confidence of your followers, the people of Canada must look to you to rescue them from their present difficulties and from the happy family of reformers, who, finding themselves out of a job, verily have turned apparently to one who "finds some mischief still for idle hands to do."

One good feature about the above platform is that no dishonest thief will attempt to steal it, for obvious reasons. There will be no boodling under government ownership, operated by a non-partizan commission. No fat jobs for perjurers, bribers and personators under civil service commission and no legislative robbery on a large scale when the people can veto the measure through the referendum.

The Liberal-Conservative party has been the constructive reform party of the past; let it hastily seize the opportunity and be the party of progress now.

If you are to be prime minister after the next general election, now is the time to get your party together in convenaion and adopt a new platform. Give the people something to hope for, something to work for, something to vote for in the future.

Only great issues can arouse sufficient interest in the people to counteract the stupendous influence of a corrupt government backed up by the power of corporations, who, owing their very existence to parliament, have been nursed through infancy upon the public revenues, and now fatten upon the life-blood of the country's industries.

If you do but have courage to advocate these not new but sound principles, you will be surprised how gladly they will be welcomed by the great mass of people. Men, young and old, want to belong to a party of consistency, of honor, of progress, whose principles are easily understood and do not consist of mere sounding phrases. They want a reason for their faith, substance, not shadows, for their hope.

The writer believes he speaks in the name of a host of Canadians, Liberals and Conservatives, when he calls upon the opposition through you to show by your platform good and sufficient reasons why you should be given an opportunity to put your principles into practice.

No public man ever had a better opportunity to perform great services for his country than it is your present privilege, and it is sincerely hoped that you may be able by your statesmanlike conduct, your wisdom and forethought, to earn the gratitude of all loyal, honest and patriotic citizens.

The writer has no apology to offer for writing you this letter. He merely claims the same right as every well-meaning though obscure citizen of this great commonwealth, and trusts that its context renders it unnecessary to state that it is written in no hostile spirit.

Yours faithfully,

ALFRED J. ANDREWS.

ALASKAN MAILS.

Better Facilities For Postal Transportation Between Canada and United States.

Washington, Nov. 18.—Postmaster-General Mulock of Canada, conferred with Postmaster-General Charles Emery Smith and Assistant Postmaster-General Schallenberger today on the proposed improvement in the mail facilities between Canada and the United States, principally regarding those transportation routes which run over Canadian territory. Arrangements have been effected under which Canada will take charge of the transportation of the United States mails across Canadian territory for Alaska after July 1 next.

LEGAL INTELLIGENCE.

Several Matters Awaiting the Intervention of a Judge.

Contrary to expectations, none of the judges of the Supreme court returned from the Mainland on Saturday or Sunday, and consequently there is quite an accumulation of business in chambers and in the Supreme court.

The following motions will be made at the first opportunity:

Dunsmuir v. Noble Five Mining Co.—For judgment under foreclosure. Luxton for plaintiff.

Re Dougall McTavish—For permission to file plan. Aikman for applicant.

Rex v. Nichol—As to portion of defendant's costs. Cassidy for plaintiffs; Langley for defendant.

In chambers the following applications are ready for presentation:

Re Plan No. 234, Victoria Land Registration Division—To amend. Elliott for applicant.

Fisherman's Canning Co. v. Wing On—For examination of judgment debtor. Hunter for plaintiff; Walls for defendant.

Milne v. Macdonell—Affidavit as to documents. Cleland for plaintiff; Gillan for defendant.

OF INTEREST TO BUSINESS MEN.

The many attractive forms of policies now offered the insuring public often make it very hard to determine which one to apply for. Of course certain plans are particularly suited to certain cases, but it is believed that the "Guaranteed Security Policy," as issued by The Imperial Life Assurance company of Canada, Toronto, is one of the most popular policies that has been placed upon the market. This policy is issued on the life or endowment plan, with payments limited to 15 or 20 years, and the following are the cardinal points which have made it so acceptable to the insuring public:—(a) Should death occur after the 10th year, but before the end of the premium-paying term the company will pay, in addition to the full face value of the policy, all premiums paid after the 10th annual premium; and (b) should the assured desire it, the company will loan all premiums after the 10th annual premium as they fall due, without impairing the face value of the policy in any way should death take place before the end of the premium-paying term. In addition, this policy contains all the liberal provisions which have made the Imperial's policies so desirable. The premium is moderate, being little more than the premium charged for the corresponding ordinary forms of insurance.

The Imperial has the largest government deposit of any Canadian life insurance company; it maintains relatively the strongest reserves of any Canadian life insurance company; it has a capital of $1,000,000, and it holds $180 of security invested assets for every $100 of liabilities to policy-holders. In these facts lie the secret of its past success—a success which has been unparalleled in Canadian life insurance.

BABY'S OWN TABLETS

Babies never cry unless there is some very good reason for it. The cry of a baby is Nature's warning signal that there is something wrong. Every mother ought to set to work immediately to find what that something wrong may be.

If the fretfulness and irritation are not caused by exterior sources, it is conclusive evidence that the crying baby is ill.

The only safe and judicious thing to do is to administer Baby's Own Tablets without the slightest delay.

For Indigestion,

sleeplessness, irritation accompanying the cutting of teeth, diarrhœa, constipation, colic, simple fevers and as a relief from the results of croup, these marvelous little tablets have given relief in thousands of cases and saved many precious lives.

Remember that they contain absolutely no opiates or other harmful drugs.

They are purely vegetable—Nature's own remedy, compounded with scientific care and never failing in their pleasant results. Dissolved in water they can be to given to the smallest child.

Baby's Own Tablets are for sale at drug stores and if you do not find them without difficulty send direct to us for them and we will forward them on receipt of the price, 25 cents per box.

THE DR. WILLIAMS MEDICINE CO.,
BROCKVILLE, ONT.

The Horsefly Will Be Lively

Senator Campbell Has Arranged to Place a Steamer on the Lake.

Progress at the Old Mines and Preparations for Spring Rush.

Senator Campbell, whose name is so intimately connected with extensive mining operations in the Cariboo country, left last night for San Francisco in order to consult with his company and place orders for a hoist to handle 10,000 pounds, and two water skips with a capacity of 1,000 gallons each, to handle the water in case of an emergency in the Miocene company's three-compartment shaft at Harpers camp, Horsefly, which is now 560 feet deep. It is far the deepest shaft ever sunk in Cariboo.

In addition to carrying on the regular mining work of the company, Senator Campbell has arranged to put on Horsefly lake a steamer, the plans of which were finished a week ago, and the boiler and engine are now ordered.

A complete saw milling outfit will be installed at once at Harpers camp, and orders have already gone up to start the men getting logs out. In connection with the steamboat company, stores will be started at various points, wherever needed, with a general wholesale stock as a base of supplies, at Harpers camp. The goods have all been ordered in time to haul in over the snow on the Horsefly road, which branches off the main Cariboo road at Lac la Hache.

On the same channel as Senator Campbell is operating are the Ward Horsefly mines and the Horsefly Hydraulic Mining company, J. B. Hobson, manager, and to Mr. Hobson more than to anyone else is due the credit of first proclaiming to the world that there existed in Cariboo these immense deposits of gold-bearing gravel, and ancient river channels; and anyone who has seen his work and tried to estimate the almost insuperable difficulties he has already surmounted in prosecuting his mining work on the Cariboo and Horsefly mines can fully realize he has more than backed his opinion of the country. The Cariboo Consolidated mine is the largest hydraulic mine today in the world, and Mr. Hobson has already turned out about $1,000,000 in gold during the equipment and development stage of the property.

In regard to the new finds in the Horsefly country, the government are fully alive to the situation and have arranged to at once put a bridge across the Horsefly river at Harpers camp, but no prospecting can possibly be done till spring, as it is out of the question to go into the new creeks until the snow, which lies very deep during the winter, goes off.

On Wednesday James Craddock and Alexander Sim reached Ashcroft from the new finds in the Horsefly country, and thus describe the district and the route to reach it:

The forks of the Horsefly river are about 50 miles from Harpers camp. For 1,000 feet above the forks of the Horsefly river the Shepherd leases continue up stream three and a half miles; then S. Lucas has a lease, then Craddock and Sim. Drucker's cabin is about three and a half miles from the forks.

At Harpers camp there is quite a settlement, with two hotels, a post office, ranches, as well as the mines of the Miocene Gravel company, and the Ward Horsefly Gold Mining company, and five miles away down stream is Hobson's Horsefly mine. Eight miles up stream is Patenaude's ranch, and 10 miles above Patenaude's is Black creek, where Tisdale has a ranch which he took up last summer.

Three miles above Black creek is the cabin of a trapper, Mat Johnson, and at the forks Harry Moffat, within the last two months has staked off a ranch near the place where Fritz Taese, the Russian trapper, has his cabin.

The traveling from Harpers camp to Druckers camp, other than being a nasty trail, is not hazardous, but to get from Druckers camp to the new gold find is an extremely difficult task, indeed, although the distance is only nine miles, and it is impossible to take a horse. The fallen timber and brush are almost impassable. There is no trail and the logs in many cases are piled one on top of the other, being windfalls from all time as no one has been known to have been up that country, and there is no sign of any previous passage of even an Indian.

Eureka is the creek that has given rise to the intense excitement of the last month or two. There are 14 records on this creek. The Eureka Creek Gold Mining company, who were the discoverers, own 2,000 feet. The Eureka Gold Mining company is a mining co-partnership consisting of the following members: Messrs. Sim, Craddock, Harry Campbell, Robert Campbell, Joe Stirsky and Fritz Taese. Above the discovery claim are, Senator Campbell, Miss Campbell, Joe Lapierre, P. H. Fraser and Donald McCallum, with claims of 250 feet each. Below discovery are the Moorehouse, Tisdale, Neiss and McEachern claims of the same size.

The creek flows into the south fork of the Horsefly, 13 miles from the forks, and has its source in a range of mountains which runs along the south forks. A tributary, Empire creek, runs into Eureka about 2,000 feet from the mouth of Eureka, running into the Eureka gold Mining company's discovery ground. Crooked river and McKinley creek take their source from the other side of the same moutain, and wind around into the Horsefly river, below the forks, and both carry gold, although it is not reported that any claims are staked on either.

About 300 feet below the forks of the river are two 80-acre leases owned by R. T. Ward and the Ward Horsefly Gold Mining company, respectively. Eureka creek is about 2,000 feet in altitude above Harpers camp. Harpers camp is on the Horsefly river, about 10 miles from the place where the river empties into Quesnel lake and about 20 miles from the forks of the Quesnel river. The new find is about 30 miles from the Clearwater lake, and the country between is not known to have even been either traversed or prospected.

The timber is pine and spruce, very little willow, and devil's club abounds. The country around the Horsefly river and its tributaries has been known to contain immense bodies of quartz, but in the direction of the new find the quartz is more prolific than any previous findings. No one has taken any assays of late, but many promise to do so this next summer, when it is likely that this whole country will be scratched from end to end for alluvial deposits and quartz.

The gold in Eureka creek is browner, darker, rougher and larger than the gold in the Horsefly river, which is fine gold although not floury or flaky. The gold in Eureka creek will be easily saved. The way to get to the new find is via Ashcroft, then north up the Cariboo road to Lac la Hache, better known as the 115-Mile House; then north by east up Horsefly road to Harpers camp, then following Horsefly river up stream by trail to Eureka creek, in all 214 miles, after leaving the railway.

GRANBY SMELTER

Amount of Ore Treated During the Week.

Grand Forks, B. C., Nov. 16.—During the week just ended the Granby smelter treated 4,636 tons of ore. The total treated to date is 256,815 tons. The Granby Co., has contracted to treat matte of the Mother Lode smelter, Greenwood amounting to 120 tons daily in the new converter plant now being erected here.

UNRULY STUDENTS.

Make Demonstration Against Ministry in Madrid.

Madrid, Nov. 16.—A violent demonstration against the ministry was made here by students today. The disturbances were quelled by the police, but not until street cars had been stoned, shop windows smashed and many pedestrians injured. The students have appointed a rendezvous for tomorrow, when a renewal of the disorder is expected.

One out of every 40 deaths in Minnesota is due to accident or negligence, according to the report of vital statistics for 1894 to 1897 inclusive.

FRAWLEY'S IN CLEVER COMEDY

Lord and Lady Algy Makes a Hit at the Victoria Theatre.

"Lord and Lady Algy" played by Daniel Frawley and his company at the Victoria theatre last night to a crowded house, is a clever comedy played by clever people. There are three acts of good clean cut comedy in R. C. Carton's laughable piece, and it is presented with all that close attention to detail that distinguishes all Mr. Frawley's productions. The scenery is beautiful, that of the first and third acts—Lord Algy's flat in Piccadilly—being an admirable example of this branch of stagecraft. It was complete even to the sporting pictures on the walls, and the rudely hung boxing gloxes, which together with the beautiful curios and other panels, aided in the decoration.

"Lord and Lady Algy" is a story of a man and wife. Both are "good fellows." They are fond of racing, and Lady Algy is a better judge of the horses than is Lord Algy and moreover she smokes Turkish, while he prefers Egyptian cigarettes, so they agreed to disagree. Lady Algy however comes to the front in time to get Algy out of tight places, and finally, to the well expressed delight of the butler, she returns home, and "they all lived happy ever afterwards."

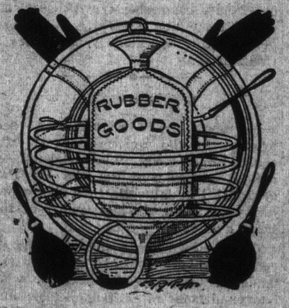
In point of dramatic construction the comedy may not bear serious analysis, but its interest is sustained throughout and its dialogue is clever, sparkling with wit and bright repartee. The second act is given over almost entirely to Lord Algy's vagaries at a fancy dress ball, when under the influence. In the part of Lord Algy, Mr. Frawley is at home. In portraying what may be termed as abashed stolidity, he has always been particularly effective, and Lord Algy says funny things with an impassive unconsciousness that Frawley portrays to advantage. At the fancy dress ball, where he had gone as "a disinterested party" to do his friend "Hazy Dream" a good turn, he has a tipsy scene which he does to great advantage, the impersonation being not overdone by word, act or gesture.

If Mr. Frawley has a happy part in Lord Algy, Miss Mary Van Buren is even more fitted for the role of Lady Algy, with the breezy charm, and cheerfulness, to say nothing of the ready resource with which she unwinds the tangled skeins which bid fair to involve her husband. She plays the role naturally and with ease and dresses the part well, her stunning gowns adding much to her attraction, especially in feminine eyes. Harrington Reynolds takes the role of the Marquis of Quarmby, Lord Algy's elder brother with distinct cleverness. Phosa McAllister makes the most of the role of Mrs. Vokins, and Blanche Douglas, who has filled the place left by the going of Miss Landers, made a good impression by her characterization of the role of the wife of the irascible husband. Mr. J. R. Armory made the most of his opportunities as Lord Algy's butler and the remainder of the company fit very well into their places.

TWENTY THREE MISSING.

St. John's, Nfld., Nov. 16.—The fishing schooners Nimbus and Campana with crews aggregating 23 men, are missing, and it is feared they were lost in the recent gale. Little hope of their safety is entertained. It is feared that other fatalities will be reported next week as a result of the gale.

Manuel Garcia, the greatest singing master of his time, is still living. He was born in Madrid in 1805 and has numbered among his pupils Jenny Lind and Mathilde Marchesi.



OUR GUARANTEED RUBBER GOODS

Viz: Hotwater Bottles; Fountain Syringes; Air Cushions; etc., are the kind that every careful buyer will naturally select. They are bought to wear. They are sold to wear. They will wear, or, we refund the money.

·BOWES,
Ho· Dispenses Prescriptions,

The Colonist.

FRIDAY, NOVEMBER 22, 1901.

Published by
The Colonist Printing & Publishing Company, Limited Liability
No. 27 Broad St. - - - - Victoria, B. C.
PERCIVAL R. BROWN, Manager.

THE DAILY COLONIST.

Delivered by carrier at 20 cents per week or mailed postpaid to any part of Canada (except the city) and United States at the following rates:

One year	$6 00
Six months	3 00

THE SEMI-WEEKLY COLONIST

One year	$1 50
Six months	75
Three months	40

Sent postpaid to any part of Canada or the United States.

TERMS STRICTLY IN ADVANCE.

NOTICE TO ADVERTISERS.

All new advertisements and changes of advertising, to ensure their being inserted, should be handed in to the business office not later than 6 p. m. Advertising will be accepted up to 8 p. m. at the business office, but insertion cannot be guaranteed. For urgent advertising after 8 p. m., consult the Night Editor.

The Colonist is on file at the following Coast Agencies, where advertising can be contracted for:

A. R. GOODMAN, Vancouver, B. C.

WHITE'S ADVERTISING AGENCY, Seattle, Wash.

A. H. BALLARD ADVT. AGENCY, 615 Marquam Bdg., Portland, Ore.

E. C. DAKE'S ADVT. AGENCY, 64 Merchants Exchange, San Francisco.

$10 REWARD

Will be paid for such information as will lead to the conviction of anyone stealing the Colonist from the doors of subscribers.

PUBLISHERS' NOTICE

Reading notices or "locals" in connection with all public entertainments to which an admission fee is charged will be inserted in the Colonist at the rate of 10c per line.

POINT ELLICE BRIDGE.

We learn from the Times that some of the members of the City council are indignant with the Colonist on account of something it said yesterday about the Point Ellice bridge. Well, we can stand it if they can. There was a good deal of indignation among citizens generally yesterday, as the news columns of our contemporary show but it was not directed against the Colonist. May we ask in passing upon what meat our Municipal Caesars have been feeding that they have grown so great as to be above criticism, and that they presume to be indignant because their methods of doing public business are objected to? The Colonist expressed the opinion that the council did not go about the construction of the bridge on a business-like way and notwithstanding the explanation of Mr. Topp we remain of that opinion. But this is not the material point, and we do not propose to permit a red herring to be drawn across the trail in this fashion. What the public are concerned with is not what has been done, but what is going to be done, and we tell the gentlemen referred to by the Times that the less they say about indignation in that connection the better. The simple fact of the case is that there is danger of a structure being imposed upon the city which will not meet the requirements of traffic. It is this we are opposing. Some representations have been made to us as to the strength of steel bridges, and we have asked if the Seattle tenders provide for a bridge that would pass muster in Eastern cities. These are technical questions, which we are unable from lack of information to discuss this morning, but we know something of the present and prospective traffic across Point Ellice bridge and we also know that a 24-foot bridge would in a short time be rediculously inadequate. And that is the question before the people

A SMELTING CENTRE.

Pursuing the line of discussion opened two days ago in regard to Western Development, we shall speak this morning of an industry, in which Vancouver Island might readily take the lead, if the co-operation of the necessary capital could be secured. The reference is to smelting, but this, like many another industry, would draw others in its train. We have seen during the last few years in Cape Breton what can be accomplished by the inauguration of an enterprise on a large scale. At Sault Ste. Marie, evidence of a similar kind has been afforded. For the establishment of what we propose, Vancouver Island presents advantages very much greater than those of the localities mentioned for their special industries, great though the advantages of the latter are. It is unnecessary to do more than refer to the existence on Vancouver Island of immense supplies of coal. This is one of the essential features of the case, and happily there is no need to adduce proof in regard to it. There are also on the Island and within convenient reach of it many extensive deposits of iron ore. Lime is also found in great quantity. These articles, which are essential to the success of a very large smelting plant.

From Cape Barrow on the shore of the Arctic Ocean to Cape Horn there is an almost continuous belt of mineralized formation. Alaska, the Yukon, British Columbia, the United States, Mexico, the Central American republics, Colombia, Ecuador, Peru, Bolivia and Chile all have their mineralized mountain ranges near the coast, and practically midway between the most northerly and most southerly of the profitable deposits is Vancouver Island with its facilities for smelting above mentioned. These facilities are on the seashore, so that the charges upon ore from the mines to a smelter on the Island would be lower than to any other place on the Continent. The policy which we would like to see the federal government adopt is one that would bring the ores from the Pacific Coast, north and south, to this Island to be treated. The magnitude of such an undertaking, if it could be once fully inaugurated, would be very great indeed, and would lead to the establishment of an industrial centre here, second to none in the world.

We shall not undertake to go into details as to how such a project can be worked out, although they have been given considerable consideration, and we may add have been outlined to the federal government, and not unfavorably received. The details of such an undertaking would necessarily be involved and would be subject to a great deal of discussion before any definite plan of action could be reached. We mention the matter that we may get it under public consideration. Readers will admit that if such a plan can be carried into effect, it would be a great thing not only for Vancouver Island and British Columbia, but for the whole of Canada. Let us take one aspect of the case. Canada desires to build up a commerce with Central and South America, and one obstacle in the way is the matter of return freights for vessels that may go south with Canadian products. Provide ore cargoes for the return journey and that difficulty will be surmounted.

This subject has received consideration in San Francisco, and an effort is being made to stir up the capitalists of that city to establish a smelting plant there to treat southern ores. We find the following in a recent issue of the Chronicle:

The suggestion conveyed in a despatch recounting the shipment of a cargo of 4,800 tons of silver ore from Chile to Pueblo, Col., to be smelted, ought not to be lost in California. This shipment is high-grade ore, assaying, it is said, $700 per ton. It had to be high grade, of course, to pay the expenses of transportation, the import tax and the cost of smelting. If it yields the assay value, $3,360,000 worth of silver will be extracted from it. The duty amounted to $144,000, and the freight bill for transportation by rail to Pueblo from Galveston, where it was landed by the steamer bringing it from Chile, amounted to $60,000. To this must be added the steamer freight and other charges, amounting to at least $6 per ton, or $28,800, and the cost of smelting. The cost of delivery at Pueblo will thus amount to at least $232,800. That Pueblo is nearly 2,000 miles from the seaboard has, apparently, been no handicap to the transaction.

The shipment proves that there is an opening on tidewater in this bay for a smelting establishment possessing the same facilities and equipments as the Pueblo smelters. The latter are, of course, among the best equipped establishments in the world. Fuel is drawn from the coal fields in the neighborhood, and the requisite fluxes are obtained from near-by mining districts. Except in the matter of coal, we are as well equipped for smelting as Pueblo, and as crude oil has been proved to be suitable for smelting all kinds of ore except iron, the deficiency in coal supply here cuts no figure in the comparison. Crude oil can be delivered at tidewater here at as low a price, proportionately considered, as coal is delivered at the Pueblo smelters. We ought, therefore, to have been in a position to have underbid the Pueblo smelters for this shipment of Chilean ore to the extent, at least, of the cost of land transportation from Galveston to Pueblo and possibly one-half of the steamer freight, or a total of $74,400, assuming that the smelting rates in both places are the same. Our own mines can furnish all the fluxes needed. If South American ores are seeking smelting facilities abroad, there seems to be a field here to accommodate them. All that is apparently needed is enterprise and the proper utilization of our resources.

This is one of the subjects upon which we would like to have the co-operation of the Times. Our contemporary will not need to be told that if means can be found to build up a great smelting industry on Vancouver Island it would mean much for this city and the Island generally, to go no further. This being the case we ask it if it cannot discover some way by which it can advance so excellent a proposal. Depend upon it, we will only get such things by working for them. Do not let any one suggest that there is nothing that the government can do in the premises. We are satisfied that the government can do much to give the plan a great impetus. If something in that way could be done, the Pacific Coast of Canada would take a step forward which would be productive of surprising results.

This illustration will show, not only our contemporary but our readers generally what we mean when we speak of the adoption by the federal government of a Western Policy. Perhaps after the editorial which our contemporary printed last evening it is hopeless to ask it to discuss a question of this nature. It is more at home in the realm of innuendo and misrepresentation; nevertheless we are not without hope that its better judgment will prevail and that it will see its way clear to say whether or not it would favor the adoption by the federal government of a policy which would make possible the establishment of a great smelting plant on Vancouver Island. Perhaps also it will say whether or not it thinks that such a plant could be profitably erected and operated here, and so that its answer may be comprehensive, if it makes one, we will add that the plant referred to is one that would draw its supplies of ore, not only from British Columbia points only, but from the whole Pacific coast of the two Americas. It tells us that we have spoken enough of "broad, comprehensive policies," and wants something specific. Well, here is something specific. What does it think of it?

MOLYBDENITE.

As much local interest has been aroused by the recent discovery of a considerable body of molybdenite—an ore of molybdenum—on the St. Paul group at Pitt lake, we take this opportunity of giving the particulars of this metal available.

The earliest experiments regarding the commercial use of this mineral were made in Germany about 1853, when Kurrer demonstrated that a combination of molybdenum with a salt of tin produced a pigment of a blue color. In dyeing silk this pigment showed a remarkable durability, but when applied to cotton was inferior. At that time it was proposed to substitute this pigment for indigo, and we understand that the process employed by the so-called "Artificial Indigo" company, operating extensively in Europe, is to a certain extent the outcome of this suggestion.

In Canada, molybdenum is first mentioned in the Geological Survey Report for 1863 where it is noted as existent in a few places on the north shore of Lake Superior. The transactions of the American Institute of Mining Engineers also report its discovery, a few years later, in what was then Hudson's Bay Territory.

Turning to the use of molybdenum in other branches of industry, as is generally known its chief use is in the preparation of special steels. For this purpose it is used in three forms—(a) A dark blue, powdered metal, containing 95 to 99 per cent. molybdenum; (b) ferro-molybdenum, with 50 to 55 per cent. molybdenum; and (c) molybdenum-nickel, with 75 per cent. molybdenum and 25 per cent. nickel.

Its influence on iron is similar to that of tungsten, but the use of molybdenum in steel gives the steel a greater toughness at the same time rendering it more readily worked, when hot. Molybdenum steel also stands hardening better than that alloyed with tungsten. For tool steel, 2 to 4 per cent. of molybdenum is added, for other qualities from 1 to 2 per cent.

Ores of molybdenum, which is never found in a native state, but generally in the form of molybdenite, a sulphate of molybdenum containing, when pure 41 per cent. of sulphur and 59 per cent. molybdenum, have been discovered in many places, notably in Sweden where extensive deposits occur at Veslanfors and on Ekholm island. These deposits were worked up to 1897, but the price of the metal falling in that year mining was discontinued. It has also been reported from the Thames Goldfield, New Zealand, in Arizona and New Mexico, and more recently near Lake Chelan in the Okanagan district of Washington. A vein of molybdenite one foot wide, was found on the line of the White Pass railway, and a company formed at Skagway to work it. This deposit is noticeable as it is reported to contain $50.00 in gold to the ton.

The price of molybdenum having been discussed the following information regarding production and price in the United States is taken from "Mineral Industry."

1899—Molybdenite, production 8 short tons, value $50.00 per ton.
Molybdenum, production 9,550 lbs. value $1.25 per lb.
1900—Molybdenite, production 18 short tons value $50.00 per ton.
Molybdenum, production 30,000 lbs., value $1.25 per lb.

No production was reported in 1898.

It may also be pointed out that ore unless running 42 per cent. molybdenum, is not purchased, although it may be concentrated to that desired tenor.

It will thus be seen that the market as yet is very limited, and care should be taken not to build too much on a present sale for a large quantity, although there are evidences of an increase in the near future. The projected institution of iron industries in this province will if materialzed, offer the most available market for local molybdenite, and it is satisfactory to know that we have at hand a supply for the manufacture of molybdenum steel.

THE POINT ELLICE BRIDGE.

We suppose the action of the City Council in refusing to open the tenders for the Point Ellice Bridge, received after the expiry of the time, settles the matter so far as that aspect of it is concerned, for the present at least, but it has only stimulated public interest in that important work, and increased the desire of the public to know something more about it. There is no very general understanding of the position in which it stands.

The City Council, instead of deciding in advance on the character of bridge to be erected and asking tenders for such a structure, which we submit would have been the reasonable and business-like way of dealing with the matter, invited intending contractors to furnish their own plans and specifications and quote the prices upon which they would complete structures according to such plans. It is therefore to be understood that no two of the tenderers were bidding upon the same work, but each was offering to construct such a bridge as he or they thought necessary for such a place. Hence without an expert examination of the tenders, it is impossible to say which is the cheapest. It is easy enough to say which would cost the least money, but in a work of this kind, it is possible that to save at the beginning may be to lose in the end.

Substantially the City Council is now dealing with two concerns only, namely, the Albion Iron Works of this city, and the Puget Sound Bridge Company of Seattle, the Montreal company being out of the competition under the terms of their bid. The two above named companies have put in their offers with the necessary plans and specifications. The offer of the local company involves a larger expenditure than that of the Seattle company. It is not necessary to discuss whether the difference between the two figures is such as to prevent the City Council from giving the work to the local concern, for the offers are for two very different structures. Neither is it necessary to consider if the Seattle City Council would under any circumstances that can be imagined give a contract to a Victoria house in competition with a Seattle firm. These considerations drop out of the case because of the very great difference between what the two companies propose.

The Seattle company proposes to erect a bridge which will be 24 feet wide between the trusses, with a sidewalk on each side outside of the main structure, the sidewalk to be 5 feet wide.

The Victoria company proposes to erect a structure that will be 50ft. 6in. wide, and will be divided as follows: In the centre will be a passage for the tram cars, and no other traffic will be permitted upon that part of the bridge; on each side of the car track will be a walk for pedestrians only; outside of the walk on each side will be the carriage way, and the idea is that carriages shall take the left hand side, so that one side will be devoted to those going one way and the other to those going the other way.

The cost of the latter bridge is considerably more in the aggregate than the cost of the former; but calculation shows that the bridge proposed by the local establishment is less per square foot of surface than that proposed by the Seattle firm. In other words, the citizens would spend more money if the local offer is accepted, but will get more value for each dollar than if the Seattle offer is accepted.

It may be mentioned that the abutments of the bridge proposed by the Albion Iron Works will cost $29,000, this amount being contained in their tender. It is also worth mentioning as an element of the case, that of the local firm's offer about $70,000 would be expended in wages here, the number of men that would be employed upon it being about 125. As to the capacity of the bridge offered by the local company, there can be no doubt. It is estimated by disinterested authority that it would safely carry at one time the whole present population of Victoria.

It is doubtful if the bridge proposed by the Seattle company is equal to the requirements of the traffic at the present time. Our own view of the case is that it is utterly inadequate, and we have already so expressed our opinion. We claim, and we think the proposition cannot be disputed, that a 24-foot bridge is not wide enough to be used by a tramway and ordinary vehicular traffic in a locality where there is any considerable volume of traffic. Such a bridge would be a constant menace to persons in using it with carriages, for there would be no telling when a person with a restive horse might find himself or herself between a team and a moving car, with perhaps, and very often most likely, another car coming. We wish to make a plain and definite protest against the expenditure of public money to erect a permanent bridge of such width on such an important highway. But the traffic to and from Victoria West and Esquimalt is nothing now to what it will be. It is growing rapidly, and will continue to grow. First in regard to the tram car traffic. This is becoming heavier year after year. The construction of the loop line around by way of the Gorge may not take place next year, but it is sure to be realized within a very few years, when there will be in all probability a 4-minute service across the bridge, and at certain hours of the day and on public occasions a more frequent service. To think of crowding such traffic on a 24-foot bridge and expect the large amount of heavy trucking and other vehicular traffic to use the same bridge, is to provide for all time to come, practically, a source of delay, inconvenience, anxiety and danger. Can it be possible that the City Council will deliberately impose such conditions upon the city? The importance of Esquimalt is daily increasing. It is destined to increase still more rapidly.. Only a few days ago we read in a London paper an article on the visit of the Duke of Cornwall to Canada in which the writer said that one of the lessons of the visit was that it was imperative upon the Imperial government to strengthen its outposts at Halifax and Esquimalt. There is plenty of evidence that this is already appreciated by the Home authorities, for extensive plans for the strengthening of Esquimalt have already been prepared and will be carried out. The increasing importance of the naval and military station will make the demands upon the Point Ellice bridge very great, and we submit that in deciding upon the structure to be erected, the City Council must take the future into consideration. A steel bridge is not something that is put up for a temporary purpose. It is intended to be permanent. Therefore in deciding upon what we shall have, we must think not alone of the traffic to be handled now, but of what it is likely to become. Surely no intelligent man will say that a 24-foot bridge will accommodate the traffic on the Esquimalt road during the next ten years, not to speak of the next twenty-five, fifty or one hundred. It is not unreasonable that the Seattle firm should have tendered for a bridge barely equal to existing traffic, and really insufficient for that. They could not be expected to take account of what Victoria and Esquimalt are destined to become. But with the local firm it was different. They know the history of the last few years. They know what may be expected in the future and have tendered accordingly.

If it be said that our argument is for the acceptance of the local offer, practically without competition, then we will add that the City Council should prepare the plan which, in the opinion of the Mayor and Aldermen, will meet the needs of future traffic, and invite tenders for the construction of a bridge according thereto. We are not advocating the acceptance of the local offer, although we want to see the work go to a local firm. We are protesting against the waste of borrowed money in putting up a structure, which every one can see now will not be equal to the purpose for which the ratepayers passed the by-law.

THE AGONY OF SLEEPLESSNESS.

Did you ever pass a single night in wakeful misery, tossing and rolling in bed, trying in vain to sleep and longing for morning to come? Can you imagine the torture of spending night after night in this way, each succeeding night growing worse and worse? This is the most dreaded symptom of nervous exhaustion and debility. You can be gradually and thoroughly cured of sleeplessness by the up-building influence of Dr. Chase's Nerve Food. It cures in Nature's way, by creating new nerve cells and restoring lost vitality.

THE PRESS AND THE PARTIES.

Some time ago our evening contemporary speaking of itself, said that it discussed public questions as independently as any paper could. Without assenting to or dissenting from this statement, we refer to it to draw attention to the fact that our contemporary admits there is a limit to its independence, and this is a confession which no newspaper need hesitate about making. Even the so-called independent papers could truthfully make it. All papers are more or less hampered in the expression of opinions upon public questions for they all have their alliances, or if not, they all have their points of view, so that what they say must of necessity have a partizan or a personal bias. The most that can be expected is that a paper will be as independent as circumstances permit it to be. One of the circumstances is the fact that in countries where free discussion is permitted, party politics exist, and a paper is pretty sure to be on one side or another. Take the case of the Montreal Star. This claimed to be an independent paper for years, but its leanings were so distinctly Conservative that when, shortly before the last federal election it declared itself for the Conservative party, no one was in the least surprised. The Toronto Globe affords a very good illustration of an independent party newspaper. The Globe is a staunch supporter of Sir Wilfrid Laurier, but it never hesitates to attempt to lead the government, instead of waiting to be told what to say, and it reports what is said by the opponents of its party with absolute impartiality. In this respect the Globe is conspicuous among Eastern papers, for although most of them deal with their opponents fairly, they are disposed to be a little partial in their news reports to their friends. The idea that a newspaper must on all occasions magnify its friends, and belittle its opponents, is rapidly being exploded in most parts of the country. A prominent Canadian public man said not long ago that he preferred the independent criticism of an opponent to the unreasoning support of a friend for, he said, "the former shows up the weak points in my case, while the latter gives a false sense of security." If the independent criticism of an opponent is to be welcomed, much more so should be the friendly criticism of a supporter.

We have advanced these general views with a purpose. The opening of the federal parliament is not far distant, and once more there will be a demand from the people of British Columbia for consideration. Will the newspapers supporting the government join in this demand? From past experience we are inclined to think that they will not. Our evening paper, which thinks itself as independent as a newspaper can very well be, has hitherto failed, since its friends were in power, to work very strenuously for provincial interests except in one particular, namely, cabinet representation, and possibly its advocacy of this may not be wholly disinterested. On the questions of policy directly affecting this province our contemporary has not had much to say, wherein it is like the other journals supporting Sir Wilfrid Laurier in this province.

In making this observation we wish not to be understood as having in mind the attitude of our Liberal contemporaries towards any proposals which may have emanated from the Provincial government. Our reference is to the broad question of western development, in which of course the local government must necessarily take some part, but which for its success will depend chiefly upon the federal authorities. That attention is not given to the Pacific Coast by which we mean all the portion of Canada lying west of the Rocky Mountains, which its present importance and future possibilities demand. Sir Wilfrid Laurier has not as yet developed a Western Policy. And yet the time is ripe for it. If such a policy can be worked out in harmony with the local government, so much the better, but if it becomes necessary for the Dominion authorities to go forward alone, their duty to do so remains the same. We should be sorry to insinuate that our Liberal contemporaries do not appreciate the importance of western development as fully as we do; but what we do say, and we think with justice, is that they are backward in urging its importance upon their friends at Ottawa.

To advocate measures which will enable British Columbia to assume its proper place in western progress is quite consistent with the support of a party which has not yet seen its way clear to taking such a course. We can readily understand that persons who may be seeking patronage or preferment will hesitate before they will do anything to disturb the line of action which their friends in power may be following. Most of the papers will support either one party or the other but it should not be left to the opponents of a government to point out what public opinion and the welfare of the country demand. While we have party politics, we will have a party press, and papers will support their party in preference to its opponents, even though their friends may not come up to the full measure of what they think can be reasonably asked of them, but this ought not to prevent the friends of an administration from frankly telling it what the country requires, and we hope to see the Liberal papers of British Columbia adopt this attitude towards the Laurier government.

MR. ANDREWS' LETTER.

Mr. Alfred J. Andrew, who was Mayor of Winnipeg has written an open letter to the Leader of the Opposition in the Dominion, which through his courtesy we are able to reproduce today. In one respect Mr. Andrews takes the same position as the Colonist has assumed, namely that the Conservative party, if it hopes for success must have an affirmative policy and cease confining itself to the worn-out issues of the past. It will be hard for the older generation of Conservatives to accept advice of this kind, and it may be even harder for them to accept the new platform which Mr. Andrews suggests. A party which would accept it could hardly call itself "Conservative." Mr. Andrews would out-radical the Radicals.

His proposed platform has three planks: The ownership of public utilities; the abolition of the spoils system and the adoption of the initiative and referendum. As everybody is in favor of the second, and as no one will admit that he practises the spoils system it is hardly necessary to say much about it. The ownership of public utilities when examined, amounts for the present to the extension of the Intercolonial Railway to Georgian Bay, and ultimately further in the West. We fear that Mr. Andrews or Mr. Borden would find it difficult to persuade the present Minister of Railways that they have any monopoly of this idea. Our impression is that that Minister would be very glad to hear that Mr. Borden and the Conservative party are prepared to back up such a project. It is an open secret that Mr. Blair would like nothing better than to extend the Intercolonial as far West as he could get it. As this part of the proposed platform must be eliminated, we are left the acquisition of telephone, and telegraph lines in connection with the Post Office and ultimately the purchase of all the railways. The acquisition of the telegraph lines has already been ably advocated by Sir Sandford Fleming, who proposes that all the telegraph lines in the Empire shall be acquired by the Empire a proposal which we have already taken occasion to commend. As yet government ownership of telephones has not presented itself as a live question, and we doubt if at present it is of sufficient importance to be made one. As according to Mr. Andrews, the purchase of existing railways is a matter yet in the future, it can hardly be contended that it can be made into an available platform now.

There remain to be considered the Initiative and Referendum. Mr. Andrews should have been more explicit and told us what he means by these terms. He seems to take it for granted that they have some fixed and definite meaning, which they have not. In Swizerland there is a plan whereby federal laws may be submitted to popular vote, and it is called the Referendum. We are not aware if the Initiative is in force anywhere. What is understood by it is that certain laws originate with the people, or with subordinate governments. We had an example of something like the Initiative in the Prohibition plebiscite, and an amendment to the Constitution of the United States must be agreed on by a Referendum before it is valid. In Switzerland, where the referendum plan has worked fairly well for about 30 years, it was adopted in order to decentralize legislative power. The several cantons were not content to surrender full legislative authority to a central body. The conditions of Switzerland are so completely different from those existing in Canada, that when Mr. Andrews asks Mr. Borden to champion the Initiative and Referendum he proposes only something very indefinite and completely foreign to the British system of representative institutions.

LETTERS TO THE EDITOR

RENAMING STREETS.

Sir,—Surely the mayor and aldermen will never sanction in whole the suggestions contained in the report of the special committee on naming and numbering streets, and surely the citizens of Victoria will never tolerate the substitution without rhyme or reason of names of the commonest description for those by which many streets are now known, names in many instances of historic interest; in any case of intrinsic merit, as regards associations, usage, and certainly of superior merit as regards commonplaces. Where there is duplication of names, conterminous streets or roads bearing different names, or streets having an evil reputation, there seems to be some reason to change a name, and those in my opinion are the golden opportunities for ambitious aldermen to hand down their names to posterity.

CITIZEN.

POINT ELLICE BRIDGE.

Sir,—With reference to the width of the roadway of the proposed bridge, there is one point that appears to have escaped notice. I understand that the width is to be 24 feet between trusses, as wheel guards will have to be provided, there will not be a width of more than 23 feet available for traffic. The minimum width of such a roadway should be 30 feet between wheel guards.

ESQUIMALT ROAD.

THE BRIDGE TENDERS.

Sir,—It seems to me that our aldermen are making a great mistake in not opening all the tenders for the construction of the new bridge. At present the only tenders under consideration are those of the Albion Iron Works and the Puget Sound Bridge Co. And our aldermen seem bent on giving the contract to the latter by shutting out Canadian competition. I wonder if the solid six would act in a similar manner if they were spending their own money instead of ours. Just imagine, if you can, the city of Seattle calling for tenders for a bridge in that city. The Puget Sound Bridge company and the Albion Iron Works being the only competitors, whose tenders could be considered. I think I can see the Seattle aldermen doing everything in their power to shut out American competition so that the Albion Iron Works of Victoria might get the contract. Suppose the aldermen did that, what would be the result? Why, the citizens would rise in arms and say if we are to have a bridge built in Seattle it must be built by Americans. If the Puget Sound Bridge company cannot build the bridge for the same money as the Albion Iron Works we will make up the difference. This spirit has made Seattle what she is today. Let us have a little of it in Victoria. Let us have reciprocity by all means, in sentiment as well as in trade.

TAXPAYER.

STREET NAMES.

Sir,—I beg to propose some alterations in the names of the streets in place of calling them by those of the aldermen, as suggested:

"Bombast" Street.
"Cheek" Street.
"Impudence" Avenue.
"Swelled Head" Road.
"Great Gall" Road.
"Little Sense" Street.
"Rot" Street.
"Waltz Me Again" Avenue.
"What Next" Street.
"Lollypop" Road.
"Taffy" Street.
"Shingle Off" Road.
Etc., etc.

RATEPAYER.

DREDGE KING EDWARD.

Successful Trial of the Monster Mud Sucker at Royal City.

The official trial of the new dredger King Edward, which is to be used in filling the James Bay flats, was held at New Westminster on Wednesday, under the supervision of A. W. Robinson, consulting engineer of the Dominion government. The hydraulic dredge King Edward was built by the Polson Ironworks of Toronto, Ont., for the department of public works.

The hull is composite, that is to say, built with a steel frame sheathed with wood. It is 125 feet long, 32 feet beam, and 7 feet 6 inches deep. The main deck is devoted to the machinery , while the upper deck contains commodious quarters for the officers and crew. A steel suction pipe extends over the bow of the dredge, capable of dredging to 40 feet depth, suspended from a strong boom 60 feet long. At the lower end of this suction pipe is a large steel rotary excavator fitted with spiral blades of peculiar shape, so as to dig or cut the material and feed it into the mouth of the suction pipe. This cutter is actuated by a double engine mounted on top of the pipe near the deck. These engines have great power and are connected to the cutter shaft by steel gearing. The cutter is sharp and powerful enough to cut up logs and snags or any substance short of solid rock or boulders. Even when these are encountered no damage occurs, because the cutter with all its working parts is of steel uniquely strong in proportion to the power which drives it, so that it can stall the engine without risk of breaking. The suction pipe can swing on the dredge, making a cut 40 feet wide, or the whole dredge can swing on a stern spud making a cut 125 feet wide. All the motions of the boom and feeding the dredge are performed by a separate winch, having five drums, placed on the forward deck.

The main pump is of the centrifugal type, 10 feet in diameter, with 20 inch suction and discharge. It has a capacity of 15,000 gallons per minute, and is driven by a triple expansion engine of 600 indicated horse-power. This is equivalent to 600 cubic yards of solid material per hour, or 6,000 cubic yards for 10 hours. As a cubic yard is equal to about a ton and a half, this means that the dredge can dig 9,000 tons of material per 10 hours, from 40 feet deep, and deliver it nearly a mile away.

This pump and engine is of the latest type developed, after long experience by Mr. A. W. Robinson, consulting engineer to the department, and has shown a marvelous efficiency. It is capable of delivering the dredged material through a 20-inch pipe, 5,000 feet long if required. The dredge will thus have a great sphere of usefulness in filling and reclaiming land as well as in deepening channels.

The two boilers are of the water-tube type adapted for 200 pounds pressure, and are large enough so that the dredge can work with one boiler if necessary, while the other is being cleaned or repaired.

The dredge is propelled by a stern wheel and engines with cylinders 16 inches in diameter, by 6 feet stroke, and is in fact, a complete steamboat with pilothouse and steering wheel, etc.

A full system of electric lighting has also being installed, and powerful arc lights as well as numerous incandescent lamps effectually light up every part of the craft. In addition to this, there is a strong search light placed on the top of the pilot house.

KANSAS AGAIN.

Three Men Killed in Street Fight in Lawton.

Wichita, Ka., Nov. 16.—A special says a big street fight is going on at Lawton and that three men have already been killed.

Miss Alice de Rothschild is one of the richest women in England. She owns a villa at Grasse and a London house in Piccadilly. At Grasse 70 gardeners are required to keep this southern paradise in a state of perfection. On the estate she has a collection of zebras, llamas and Hindoo bulls.

Through Prince Eugene de Beauharnais' death the most interesting collection of souvenirs of the Empress Josephine which have ever been gathered will be scattered. It is said the Josephine souvenirs are to be divided among the three clubs to which the prince belonged and in which he made his home.

BORN.

FERGUSON—In this city on November 13, the wife of Alex. Ferguson, of a daughter.

KELLIHER—At Grand Forks, on November 14th, the wife of Patrick Kelliher, of a son.

WASTEL—At Columbia, B. C., on November 13th, the wife of William Wastel, of a son.

MARRIED.

MUIR—In this city on the 16th inst., the wife of Douglas D. Muir, of a daughter.

INNES—On Monday 18th inst., the wife of C. B. Innes, of a daughter.

McDOUGALL—HARDING—At St. Paul's church, Port Dover, Ont., on Tuesday, 5th inst., by the Rev. R. Herbert, William Campbell McDougall, Esq., of Olalla, B. C., to Mary Louise Harding, of Vancouver, B. C., fourth daughter of Hugh B. Harding, Esq., of Port Dover, Ont.

BARNHART—KING—At Everett, Wash., on August 23rd, 1901, D. T. Barnhart of this city, to Miss A. King, of San Francisco.

WRIGLESWORTH—SQUIRES — In this city on the 20th inst., by Rev. J. F. Vichert, Walter J. Wriglesworth, to Miss Nellie Phinette Squires.

DIED.

DOCKRILL—At New Westminster on November 13th, Mr. G. O. M. Dockrill, aged 36 years, eldest son of Mr. Joseph Dockrill, of Sunnyside, B. C.

STATON—At New Westminster, on November 12th, Mr. Peter Staton, aged 61 years.

NELSON—At Southport, England, on October 31st, Henry Nelson, father of Charles Nelson, of Vancouver, aged 85 years.

Notice to Contractors

COMBINED TRAFFIC AND RAILWAY BRIDGE FOR FRASER RIVER, AT NEW WESTMINSTER, BRITISH COLUMBIA, CANADA.

Sealed, separate or whole tenders, properly superscribed, as the case may be, "Tender for Substructure, Fraser River Bridge," "Tender for Superstructure, Fraser River Bridge," "Tender for Fraser River Bridge," will be received by the undersigned up to and including 8th day of January, 1902, for the manufacture, erection and completion of the bridge in accordance with the drawings and specifications to be seen on application at the Lands and Works Department, Victoria, B. C., at the Government Office, New Westminster, B. C., and at the office of Messrs Waddell and Hedrick, Consulting Engineers, New Nelson Building, Kansas City, Mo., on and after the 5th day of December, 1901.

Intending tenderers upon application at any of the above named offices may obtain, upon payment of ten ($10) dollars, copies of drawings and specifications for either substructure or superstructure, or twenty ($20) dollars for both.

Each tender must be made out on the form supplied, and must be accompanied by an accepted bank cheque or certificate of deposit on a chartered bank of Canada or National Bank of the United States, made payable to the undersigned, or by gold, in the sum of five thousand ($5,000) dollars, which will be forfeited if the party tendering decline to enter into contract when called upon to do so.

The cheques or cash deposit, as the case may be, of unsuccessful tenderers will be returned when contract is awarded.

The agreement on the form of tender to furnish a bond for $50,000, or equivalent satisfactory security, for the due fulfilment of the work, must be signed by the tenderer and his sureties.

The Department is not bound to accept the lowest or any tender.

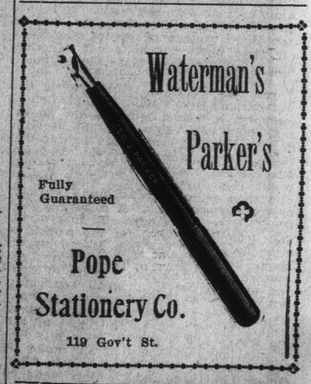
W. S. GORE,
Deputy Commissioner of Land and Works.
Lands and Works Department, Victoria, B. C., 2nd November, 1901.

The H. B. A. Vogel Commercial College

We teach thorough office methods entirely and use no text books or "system" for bookkeeping. We teach and place our students into positions in six months. Shorthand and typewriting. Send for illustrated prospectus.

P. O. Box 847, Vancouver, B. C.

PLEASANT, comfortable home in house of retired nurse, for invalid or maternity case. J. P., 137 Quadra street, Victoria, B. C. Phone 250. n15



FIRST AID TO THE INJURED
POND'S EXTRACT
FOR BURNS, SPRAINS, WOUNDS, BRUISES OR ANY SORT OF PAIN.
Used Internally and Externally.
CAUTION! Avoid the weak watery Witch Hazel preparations, represented to be "the same as" Pond's Extract, which easily sour and often contain "wood alcohol" an irritant externally and, taken internally, a poison.

Piles — To prove to you that Dr. Chase's Ointment is a certain and absolute cure for each and every form of itching, bleeding and protruding piles, the manufacturers have guaranteed it. See testimonials in the daily press and ask your neighbors what they think of it. You can use it and get your money back if not cured. 60c a box, at all dealers or EDMANSON, BATES & CO., Toronto.
Dr. Chase's Ointment

Hospital Extension

Important Report Submitted by the Special Committee on Buildings.

Additions and Improvements Estimated $21,990—Cash on Hand $11,009.

The regular monthly meeting of the directors of the Provincial Royal Jubilee hospital was held last night in the Board of Trade rooms. There were present: Mr. C. A. Holland, president, in the chair, Messrs. Davies, Shotbolt Braverman, Helmcken Day, Wilson, Forman Drury, Dr. Hasell and the secretary.

An invitation from the Women's Auxiliary Aid to attend the annual ball on Thanksgiving night, was received with thanks.

A letter was received from A. E. McPhillips, K. C., M. P. P., referring to and enclosing a letter from Rev. Canon Paddon in reference to certain charges of want of proper accommodation for poor patients. The board, considering that the complaint had been fully answered in the board's letter to Canon Paddon of October 22, last adopted the following resolution, which was moved by Mr. Jos. Forman, seconded by Mr. R. L. Drury: That while thanking Mr. McPhillips, K. C., M. P. P., for forwarding Canon Paddon's communication this board considers that as further correspondence will serve no useful object and that the Canon's request for information has been substantially complied with, that the Canon's letter calls for no reply.

Dr. Hasell, resident medical superintendant, presented the following report:

Numbers of patients admitted in October was, 71; number treated, 49; total days stay was 150.7; daily average of patients, 45.24; daily cost per diem $2.14.

The matron's report regarding the nurses' training school was received and adopted.

It was decided to award the large medal to Miss Tolmie, who has graduated.

The matron reported that the Women's Auxiliary had supplied the following articles during October: Blankets, dressing gowns and night shirts; the Daughters of Pity: One couch, seven chairs, ten pillows; Mrs. H. D. Helmcken: Books and periodicals; Mrs. B. W. Pearse: Magazines.

The thanks of the board were extended to the donors.

Mrs. Helmcken suggested that the public be invited to send donations of books, papers and magazines to the hospital, as the supply had fallen off recently and reading matter is much needed.

The report of the house committee on fire protection and sundry other matters was received and adopted.

The finance committee presented their report which was adopted.

The accounts for October amounted to $2,453.44; salaries, $784.68, making the cost per patient per day $2.14.

The committee pointed out the large amount paid for electric lighting, $98.25, and suggested that the House committee be asked to get estimates of the cost of gas. It was pointed out that one item included in the month's expenditure was one of $362, the cost of 34 new beds.

The Special Building committee submitted the following report on additions and improvements to the present buildings:

Mr. President and Gentlemen: Your committee have held several meetings which were attended by Messrs Helmcken, Gordon, Forman, Davies and Day. We have had the advice and assistance of Dr. Hasell, Miss Alcorn, Mr. Rattenbury and our president.

We have endeavored to devise a scheme that will suffice for all probable requirements for many years, and which when carried for many years and which when adapted to the needs of this growing city and province. We have considered the question of adding in height rather than in ground area to our buildings, and have agreed to recommend you to maintain the existing type rather than to vary from it by superimposed stories.

We believe that for economy and efficiency in work, all the private rooms should be together, hence we recommend the grouping of them into blocks of, say, 12 rooms each. For example, the 13 private rooms now in use require the services of three nurses, one in each ward, during the day. If these rooms were in one block, two nurses would suffice.

CHILDRENS' WARD.

In view of the resolutions passed at the meeting of the board held on February 15th, 1901, with the Womans Auxiliary, we began our work, after settling general principles, on this addition. After a careful study of the ground and building, we decided to adopt a suggestion of the matron's viz: to make the ward an extension of the east wing of the female block. The best type of ward for children is circular on plan. We have adopted this as far as is practicable, and submit a plan for a ward having a retangular space of 16x40feet, with a semi-circular end of 20 feet radius. This will afford a floor space of 1,268 square feet, being 126 square feet per bed, allowing for 10 beds in the ward, as shown on the plan. The height of such ward need not exceed 12 feet, which is held by competent authorities to be best, and this will give a cubic capacity of 15,286 feet, being 1,521 cubic feet per bed. These dimensions are sufficiently large for the use of 12 beds in the ward, if necessary, without encroaching on the amount of floor and air recognized as necessary by the highest authorities.

The aspect will give the patients the full benefit of the morning and mid-day sun.

Opening off the ward on the north side, and cut off by cross ventilation, is a small block, containing bath room, W. C., hopper and sink room and lavatory basin.

This plan, if adopted, will necessitate the alteration of the four pay rooms in this block, and we recommend that the two on the north side be thrown into one semi-ward, 16x29 feet, which will give three beds at $10 per week, instead of two at $15, as at present, and which we believe will be continuously occupied. Also the conversion of the two southerly rooms into a playroom for convalescents, opening into the ward and under the supervision of the nurse, and a kitchen, with cupboards for linen and supplies. This will leave one pay room on this ward, which can be continued as such until the growing requirements of the hospital call for its use as an executive room for the head nurse on the block, or for any other purpose that may arise.

The estimated cost of this extension, including heating and all alterations, is $3,800, towards which there is the contribution of $2,175 from the Woman's Auxiliary on hand.

PAY ROOMS.

For the extension and consolidation of these we recommend the erection of a new block adjoining and communicating with the present medical block. For this we submit a plan showing 12 rooms, of similar size to the present ones, with two smaller rooms for administrative use, the usual sanitary accommodation being arranged on each side, that for each sex being entered on opposite sides of a glazed partition. This block is 114 feet long by 44 feet wide, and is separated from the medical block by a corridor eight feet long to give light and air. Owing to the fall in the ground, a considerable item of expense will be the stone foundation, if the floor is to be level with the existing one, but by sloping the corridor floor to the distance indicated by the dotted line on the plan, some saving in stonework can be made, and we see no objection thereto. We further recommend as a part of this extension, the conversion of the present four pay rooms on the medical ward into two semi-private wards of three beds each, and the use of the present semi-ward for free patients who may be suffering from diseases necessitating their being kept as quiet as possible. At the west end of this block a verandah or balcony can be built, with steps leading to the ground, affording a place for convalescents to sit in the open air, and giving a means of exit in case of need. The estimated cost of this work, including heating, is $10,000.

By the adoption of these suggestions for the children's ward and the pay ward, you will lose four pay rooms on the female side and four on the medical side; against which you will gain 12 in the pay ward, making a net gain of four pay rooms. For the eight pay rooms taken you will get five more beds in semi-wards, therefore the revenue producing power of the hospital will be invreased by

Four pay rooms at $15 per week ...	$60.00
Five semi-beds at $10 per week......	50.00
Total	$110.00

And with four extra pay beds, five semi-beds, 4 free beds and 10 children's beds, you will add 23 beds to the hospital, making a total of 73 beds, as against 50 at present, excluding the cottage.

We believe we could profitably use a greater number of pay rooms than we have arranged for, but the pay ward has been planned on as large a scale as is advisable for the site. Therefore, any greater extension should, in our opinion, be by the building of an addition to the surgical ward on similar lines to those laid above, as shown by dotted lines on the plan.

DIET KITCHEN.

The most suitable position for a diet kitchen in the general scheme prepared by us appears to be on the north of the surgical block, as shown on the plan. At present accident or other ambulance cases are brought in through the north door, so that if the diet kitchen is built where we suggest, another entry must be provided, which can be readily accomplished by using the excavated material to raise the ground between the medical and surgical blocks, thus affording an easy entry through the door midway between them.

In the diet kitchen all food for pay patients will be prepared by nurses who will get a thorough training in all that apertains to invalid cookery. The pupils will not merely prepare the food, but will arrange it on trays for the patients in a dainty form. The ward nurses will come for the meals and will bring back the trays etc., to the adjoining pantry. The requirements, therefore, will be convenience of access from the wards, a roomy kitchen with range, sink, etc., and ample table space for the setting out of the trays, a scullery and pantry for washing up and for keeping stores, and a larder. The estimated cost of this building is $1,500.

NURSES' HOME.

We are now face to face with our most perplexing question, for increased accommodation for the sick will require more nurses and we have no place to put them.

The children's ward will require two day nurses and one night nurse. The pay ward will require as many more and the diet kitchen will call for two.

We have at present four day nurses and one night nurse on the female side. The new conditions will require three day nurses on the female ward and two on the children's ward, and two night nurses for both wards, an increase of two. On the medical ward we have four day nurses and one night nurse. Under the proposed plan six day nurses will be required and two night night nurses, an increase of three. Add two for the diet kitchen and you will have to provide for seven more nurses. By using room 6, only two of these can be accommodated. Hence we must either build a home or hire a house in the neighborhood if any one of these additions is to be built, and inasmuch as our available funds will not suffice for the erection of all the buildings already indicated, we are afraid that this question of accommodation for nurses is going to delay all the work until our funds are considerably augmented.

We have had a sketch plan made as a suggestion for a home, so that we might arrive at an idea of its cost, and the possible requirements. Such a building might be two stories high, and be either frame or brick veneer, containing sitting rooms, bed rooms, bath rooms, etc. Its location to be near the west boundary of our grounds, and say 50 feet south of the proposed pay ward and connected to it by a covered way.

The total number of nurses at present is 18. Adding 7, the number of extra nurses mentioned above, gives a total of 25. If a second pay block is built at some future time, three more nurses will be required, and another block on the female side on the same scale as one of the present free wards with pay wards attached will require eight more, so that, excluding the maternity ward, the hospital may at some future date require room for 36 nurses. A building for this purpose will cost about $7,500, but as for present purposes only a portion need be built, the cost will be, say, $4,000. The nurses would continue to take their meals in the administration building, but as the dining room barely accommodates the present staff, a new room will be required, which can be got by throwing three bedrooms on the first floor into one room, service being obtained from the basement by the existing dumb waiter. The remaining rooms on that floor would be used by the matron as now, and for administrative work, while the ward maids could be removed, with advantage from their present quarters to the top floor.

MATERNITY WARD.

Hhe best place for this building we consider to be the slope between the proposed home and the west gate. We have not been able to go fully into the accommodation required, as the time is not ripe to discuss details, but we would suggest to the board not to commit themselves to any building scheme until the details are fully settled and the cost carefully estimated. In this building there should be accommodation for the nurses in training, that the conditions may approximate as closely as possible to those they will meet outside, and for convenience in work. If this is not provided, extra rooms will be required in the nurses' home.

DRAINAGE.

Dr. Hasell having informed us that the drainage of the hospital requires attention, we asked our architect to report upon it, and requested him to prepare a plan for a thoroughly modern and scientific drainage system for which we submit his detail drawings and report. In view of the urgent nature of the work required to be done to the drains and waste pipes, as well as to the fittings, and being persuaded that before any extensions are made to the buildings, the first question, one of paramount importance, is the thorough equipment and maintenance of the existing buildings, we place first in our report, as work that should be done at once, the scheme of sanitation and drainage embodied in Mr. Rattenbury's comprehensive drawings and report, with the proviso, that if the by-law which we understand is to be submitted to the taxpayers next month for the drainage of the outlying districts is passed, connection may be made to the public drain, and the cost of the septic tank be saved.

STERILIZING ROOM.

At a later date we propose to submit an estimate of the cost of the proposed alteration of the recovery rooms into a sterilizing room, inclusive of plant, that the Daughters of Pity may know exactly how much will be required for the work.

ELECTRICAL APPLIANCES ROOM.

In view of the large cost of more important work, for which our funds are not sufficient, we leave the consideration of this matter to be dealt with at a later date.

HEATING.

This is a most important question to which we have been unable to devote that attention which its importance demands. For the present we believe that immediate needs can be met by an extension of the existing system and the use of larger furnaces the cost of installing steam heat would be very great, and quite beyond our means, and there are many questions to be considered, not merely as regards economy in fuel, but as to the system that will give the best results in the hospital generally, we ask you to allow this question to stand over for further consideration.

The estimated cost of the various works reported on is as follows:

Children's ward	$ 3,800 00
Pay ward	10,000 00
Diet kitchen	1,500 00
Nurses' home, $7,500.	
Required now, say	4,000 00
Rrainage	2,600 00
Total	$$21,900 00
Funds in hand	$11,000 00
Balance to be provided	$ 10,900.00

Or allowing for contingencies, $12,000, which is exclusive of cost of furnishing.

We hope that when the needs and requirements of the hospital are made known, help will come from many sources, and as we are to have a Strathcona ward, others, equally generous, may be found willing to build and equip the extensions which the growing needs of the city and province demand.

All of which is respectfully submitted.

ROBERT S. DAY, Chairman,
H. DALLAS HELMCKEN,
JAMES FORMAN,
JOSHUA DAVIES.

The question of sanitation was then brought up and gave rise to considerable discussion. It transpired that the board had been somewhat disappointed at the defeat of the Sewerage by-law the success of which they had looked forward to as a solution of the difficulty of providing a proper outlet for the drainage from the hospital. The defeat of the by-law has left them to their own devices and it was announced that a conference would be held with the city authorities on the subject on Thursday afternoon at 4 o'clock. Meantime the Special committee is impowered to go on with the work of improving the internal sanitary arrangements of the hospital.

The president mentioned the receipt of a White Horse newspaper telling of the success of the hospital there, of which Miss Grady, ex-matron of the Jubilee hospital, is in charge.

A vote of thanks was passed to Chief Watson for his kind offer of fire drill for the hospital staff.

Mr. Helmcken reported that the flag staff was ready to be placed in position, and suggested that the ceremony take place on Thanksgiving day.

It was announced that the portrait of Her Majesty, Queen Victoria, which Their Royal Highnesses the Duke and Duchess of Cornwall and York had been graciously pleased to present to the hospital, was received yesterday.

The meeting then adjourned.

Catarrh

The cause exists in the blood, in what causes inflammation of the mucous membrane.

It is therefore impossible to cure the disease by local applications.

It is positively dangerous to neglect it, because it always affects the stomach and deranges the general health, and is likely to develop into consumption.

Many have been radically and permanently cured by Hood's Sarsaparilla. It cleanses the blood and has a peculiar alterative and tonic effect. M. J. McDonald, Trenton, Ont., writes: "I had catarrh, my system was weak, blood was bad, and my liver torpid and inactive. I tried many medicines without benefit until I began taking Hood's Sarsaparilla. This medicine has completely cured me and I highly recommend it to all sufferers."

Hood's Sarsaparilla

Promises to cure and keeps the promise. It is better not to put off treatment—buy Hood's today.

HOME DYEING MADE EASY WHEN DIAMOND DYES ARE USED.

For quality, variety brilliancy and durability of colors, the Diamond Dyes excel all other package dyes in the world. The Diamond Dyes are made in over 50 different colors for wool and silk, and special fast colors are made for dyeing cotton and mixed goods. No other dyes so strong, so true to color or so simple to use. Full and explicit directions on each package enable the inexperienced to do as good work as the professional dyer.

The Diamond Dye Mat and Rug Patterns colored on a superior quality of Scotch Hessian are selling fast. With one of these designs it is easy to make a pretty floor ornament. The Wells & Richardson Co., Limited, 200 Mountain St., Montreal, P. Q., will send you free by mail all the new patterns if you send in your address.

WINTER FAIRS.

The Ontario Provincial Fair was for many years conducted by the Agricultural and Arts Association. In 1892 the Provincial Live Stock Associations took a controlling interest in this important exhibition. The results have been most gratifying. In 1891 there were 91 entries in all classes, $102 were received as entry fees, and $86 as gate receipts. A total of $188 was therefore received, and there was $325 paid in premiums. Under the supervision of the associations there has been a steady growth until in 1898 there was over 800 entries, over $1,100 gate and entry receipts. The amount paid in prizes was $4,500. In 1899 there was over $5,500 paid in prizes. In 1900 there was over 3,000 entries and over $7,000 was paid in prizes, and 11,600 persons visited the show. In 1898-9 block tests and lectures by the judges in the rings were introduced, and have since been continued, and have proven of great value. It is safe to say that this is now the most important show, from an educational standpoint, held in any part of the world. The dairy department is also most complete and valuable; in fact, it is the most valuable and instructive show of dairy cattle held anywhere. In connection with the show, poultry exhibits and experiments have been introduced, which are proving of great value to the country.

The judges, after making awards, are requested to deliver addresses and explain why they placed the awards as they did. They are most carefully chosen, and are men of wide experience, who fully understand the requirements of the home and foreign markets. After the animals are judged alive, each one entering for the block test is sent into the slaughtering room, where it is killed and dressed, being first privately marked by the director in charge of the ring. Other judges, also experts, now judge the carcasses and again address the audience, and explain their awards and outline the requirements of the various markets and of the consumers.

A building costing $20,000 has been erected and equipped in Guelph for the purpose of holding the show. Lecture rooms capable of seating 600 persons are provided. Last year these were not large enough and an overflow meeting was held. The success of this exhibition proves that it is not necessary to provide questionable entertainments in order to draw a large, intelligent and appreciative audience.

Last winter a deputation of 60 persons from the Maritime provinces visited this exhibition. The result is the government of each of the eastern provinces has decided to co-operate with the Maritime Stock-Breeders' Association and establish a winter show at Amherst, N. S. This point was chosen because it was central and of easy access from each province.

The Ontario Provincial Fair will this year be held in Guelph, December 10th to 13th inclusive. It is held under the auspices of the Dominion Cattle Breeders' Association, the Dominion Sheep Breeders' Association, the Dominion Swine Breeders Association, the Ontario Poultry Association and a committee from the city of Guelph. The exhibit of cattle, sheep, swine and poultry, alive and dead, will this year eclipse any previous exhibit.

The Maritime Winter Fair will be held at Amherst, N. S., December 17th to 19th inclusive.

ABSOLUTE SECURITY.

Genuine

Carter's Little Liver Pills.

Must Bear Signature of Brent Good

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS.

FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION

Price 25 Cents | Purely Vegetable.

CURE SICK HEADACHE.

News of the Waterfront

Steamer Victoria Goes Alongside Ways For Repairs—Sealers' Meeting

Schooner Purchased For the Treasure Hunting Expedition to Cocos Island.

The disabled steam collier Victoria was brought over along side the Esquimalt Marine ways yesterday and it is understood that the contract for the repairs to be made to her has been awarded to the Esquimalt Marine railway company. A survey was held on the steamer yesterday by Capt. J. G. Cox and Capt. Fowler of Vancouver, representing Lloyds. The steamer will be repaired alongside the ways, her stern being raised by ballasting her forward. The docks and ways are both engaged for some time to come.

The steamer City of Topeka, on which work began yesterday morning, is expected to be in the dock for at least two weeks, and the steamer Hating of the C. P. N. Co. will be on the Esquimalt Marine ways for some weeks yet.

The owners of the steamer San Mateo which found the Victoria in a disabled condition off the coast and towed her to port after much trouble, have not yet made a claim for salvage, but such action will be taken on their part. There was no towage arrangement between Capt. Fletcher of the San Mateo and Capt. Casey of the Victoria, and the matter of the amount of salvage to which the steamer is entitled will probably be left for an Admiralty court to settle, as such matters usually are. The steamer San Mateo was herself handicapped by the fact that both she and the Victoria were in ballast, and a heavy sea was running during the greater part of the voyage, for she had but three blades on her own propellor.

THE SEALING COMPANY

Adjourns Its Annual Meeting Until December.

The annual meeting of the Victoria Sealing company which was to have been held yesterday afternoon has been adjourned until December 20, by which time the sale of the 24,172 skins which have been taken this year by the fleet will have taken place in London, England. A meeting of the directors was held after the adjournment of the general meeting at which several matters affecting the industry were discussed, and it was then stated that the vessels of the Victoria fleet will not be sent out so early this year as they were last season, when many of the vessels got away for the southern coast in the early part of December. This year it is expected that the sealers will be able to spend Christmas and New Year's holidays at home, for the company does not intend to send out its vessels until early in January.

It was also decided by the directors to endeavor to get a number of hunters from the Atlantic coast—enough to man two of the schooners—owing to the insufficient supply of hunters at present on the Coast. The wages will remain as they were last year.

ALLEGED FRAUD.

American Mariners' Association States That British Sailors Were Fraudulently Naturalized.

The American Association of Masters and Pilots of Steam Vessels has had detectives engaged for several months past, it is said, unearthing details regarding the naturalization of Britons who have officered the steamers lately acquired by the United States government for transports and other purposes, and the association alleges that as a result of their detectives' investigations in the case of certain officers of the steamships Victoria, Olympia, Tacoma and Argyll fraudulent naturalization has come to light. The first three vessels are owned by the Northern Pacific Steamship company of Tacoma, and the last was for some time chartered by the same company, but is now sailing from San Francisco for the Panama Railroad company. All four steamers were British built and sailing under the British flag, but they subsequently got United States registry, which, under the navigation laws of the United States, required that their officers all have United States licenses. As most of them were British subjects, their naturalization became imperative, and, it is charged, they were nearly all marched forthwith into a Washington court, naturalized in a few days, and given United States licenses. The association claims to have evidence that the naturalization papers were taken out through perjury regarding previous intention, residence, etc., and by other shady methods.

STRUCK A WHALE.

The Steamer Saga Has Unique Experience in Queen Charlotte Sound.

The steamer Saga had an unusual experience on her last trip north. In Queen Charlotte sound she struck a whale and for a moment it was thought that the boat was wrecked. "We were coming along at full speed," said the chief officer, "and the lookout noticed a dark spot on the surface of the water, but it was thought this was kelp, but the sea was too rough to distinguish properly. It was full daylight, but the waves were rolling high, and as we knew we were in deep water, we held to our course. The object proved to be a monstrous whale, evidently asleep on the surface of the water, and we struck it fairly in the middle.

"The shock was as if the boat had run head on to a sandbank. It alarmed all on board. The boats were thrown all round, and those below rushed up, thinking that the boat was on a rock. The whale, when struck, emitted a loud bellow like a wounded bull, and dived.

"No damage was done to the steamer, but the big fish must have been badly cut. It was fully 60 feet long."

DISASTER ON THE SOUND.

Foundering of Tug and Launch With Loss of Life Reported.

The little tug Chehalis and an unknown naphtha launch, according to an unverified report which reached this city by way of Everett last night, went down during a storm Saturday in Deception pass, causing the loss of several lives, says yesterday's Post-Intelligencer. Local steamboat men discredit the story, and no news of such a disaster has been sent out from Whatcom and Anacortes, which points would probably get the first definite news. Soon after the little steamer Lady Lake arrived at Everett from Anacortes yesterday afternoon, however, two of her deckhands told an Everett merchant that the Chehalis and the launch had foundered in the pass, with the loss of at least four lives, while one of the men thought eight had perished. According to this story, the Chehalis was towing a boom of logs through the pass.

PURCHASED A SCHOONER.

Vessel Secured for the Expedition to Cocos Island.

The Pacific Exploration & Development company—the local company whose shares are now finding a ready sale—formed for the purpose of sending an expedition to Cocos island to endeavor to recover the 30,000,000 in gold silver and precious stones—the crown jewels of Peru—hidden there in 1835 by the Nova Scotian bark Mary Dea, has purchased a schooner in Seattle to carry the expedition to the southern Pacific island, 30 days sail from Victoria. Capt. Fred. Hackett, who is to command the expedition, purchased the schooner, which he will bring to Victoria tomorrow. The shares finding a ready sale it is expected that the expedition will be able to start within the next few weeks, and, with the aid of newly invented instruments for locating the burying places of the treasure hidden by the Mary Dea and that hidden by the pirate Benita, the search which the promoters hope will prove a success for the recovery of the long hidden gold, will commence.

CORWIN CHARTERED.

By the Nanaimo Company Which Will Engage in Fishing Halibut.

Another fishing company will shortly commence operations in British Columbia waters, for a deal is expected to be consummated today for the charter of the old United States revenue cutter Corwin to the Nanaimo Halibut Fishing company at the head of which is Capt. A. R. Johnson, who returned a few days ago from San Francisco, where he went to secure a vessel for the business. The Corwin which has been lying in the upper harbor alongside the sealing schooners she at one time chased, for some time past, is to be chartered to the Nanaimo company for six months. The Corwin, since she was sold by the United States government when her revenue work was ended, has been owned by some Boston people. She came here some time ago to go on the Star ways in the upper harbor, and has been since tied up as a result of the nonpayment for the work done then. Capt. West who is to have charge of the vessel, is shipping his crew and getting the steamer ready to proceed to Hecate straits to fish for halibut on the banks there and in Queen Charlotte sound. The company, which is composed of Nanaimo men, will operate from Nanaimo.

HOW BEAVERS BREATHE.

Curious Method of Using the Same Air Over Again.

From Rod and Gun.

"The beaver is really a sort of portable pulp mill, grinding up most any kind of wood that comes in his way. I once measured a white birch tree, 22 inches through, cut down by a beaver. A single beaver generally, if not always, amputates the tree, and when it comes down the whole family fall to and have a regular frolic with the bark and the branches. A big beaver will bring down a fair sized sapling—say three inches through—in about two minutes, and a large tree in about an hour.

"One of the queerest facts about the beaver is the rapidity with which his long, chisel-shaped teeth recover from an injury. I have known beavers to break their teeth in biting a trap, and when I caught them again ten days afterwards you couldn't see a sign of the break—the teeth had grown out to their former perfection in that short period.

"As compared with the otter or mink, the beaver is a very slow swimmer. His front legs hang by his sides, and he uses only his webbed hind feet for purposes of swimming. It is easy to capture one in a canoe if you can find him in shoal water. He is a most determined fighter, but clumsey and easy to handle. If he could get hold of you with his teeth he would almost take a leg of, so you want to watch him sharply. The place to grab him is by the tail.

"The ability of a beaver to remain under water for a long time is really not so tough a problem as it looks. When the lake or pond is frozen over a beaver will come to the under surface of the ice and expel his breathe, so that it will form a wide, flat bubble. The air, coming in contact with the ice and water, is purified and the beaver breathes it again. This operation he can repeat several times. The otter and the muskrat do the same thing.

"It almost takes a burglar-proof safe to holda newly-captured beaver. I once caught an old one and two kittens up the north branch of the Sou-West, put them in a barrel and brought them down to Miramichi Lake. That night she gnawed a hole through the barrel, and cleared out, leaving her kittens. They were so young that I had no way of feeding them, so I released them in the hope that the mother would find them. Soon after that I caught a big male beaver. I made a large log pen for him of dry spruce, but the second night he cut a log and disappeared.

"Beaver, when alarmed, generally make up stream, so I went to the brook where a little branch came in, and I thought I would go up that a little way, and I hadn't gone more than ten rods before I came across my lad sitting up in the bed of the brook having a lunch on a stick he had cut. He actually looked as if he knew he was playing truant when he caught sight of me out of the side of his eye.

"I picked him up by the tail, brought him back, put him in the pen, supplied him with plenty of fresh poplar, and he seemed as tame as possible, and never gave me any more trouble. I brought him out to Stanley, where he lived a long time. Turnbull had a mongrel dog, which was jealous of the beaver, and one day attacked him. He did that only once, for the beaver nipped the dog's tail off quicker'n a cat could catch a mouse."

JERSEY STATES GENERAL.

A Quaint Local Parliament on the Little Island.

From London Daily Mail.

By 36 votes to four the States-General, or parliament of Jersey, closed the island to all foreign religious orders numbering more than six.

"For centuries Jersey has gone on its peaceful way, severed from the outer world by the difficulties of communication and the conservative traditions of the people, and its allegiance to the British Crown has never faltered. Now a change has come over the scene, and we are threatened with a great and severe danger, for foreign schools have sprung into existence in almost every parish, subsidized by foreign money and under the control of foreign priests. Two hundred members of foreign religious orders are leaving France under the new law, and we have no guarantee as to the proportion of these who may wish to settle here. None must come, for their influence could not fail to be for harm.

"We are loyal Jerseymen, loyal to the Crown and to the Mother Country. We have never been Frenchmen, for when Jersey was a fief of Normandy, Normandy did not belong to France. Our children must and shall remain both Jerseymen and loyal subjects of Great Britain."

Thus spoke the Attorney-General of Jersey, Mr. Turner. The thunders of applause which greeted him endangered the stained-glass roof of Jersey's Parliament House.

There are few quainter scenes than the session of the States of Jersey, with its old-time procedure, as un-English as it is unlike the Paris chamber. It was 10 o'clock in the morning when the session began in the small oak-panelled room which serves Jersey as a Westminster. The galleries were full to overflowing, and on the red leather chairs beneath almost the full strength of the legislature—50 all told—were seated at their desks. Facing the members sat the black-robed Bailly, or Speaker, on an old carved oak chair. On his right were the 12 rectors of the 12 parishes of Jersey, the Attorney-General, and the Solicitor-General while facing him and on his left were 12 jurats (who are de facto judges of the Royal Court), 12 constables or mayors, and 14 elected deputies.

The clerk, robed in a gown, with the white bib French lawyers wear, took his seat in front of the Bailly. The usher brought in the heavy mace of silver-gilt which Charles II. gave to Jersey for its loyalty, and all members and visitors standing with bent heads, the youngest rector read prayers in bad French. Then the Bailly called the roll, adding the old French "ecuyer" (esquire) to each, and ticking each member off as he answered "Present."

Jurat de Cateret introduced his Bill, and speakers followed each other in rapid succession, many speaking in a curious mixture of French and English. It soon became evident that the foreign orders had but one defender, Mr. Baudoin, the mayor of St. Heliers, a French-speaking Jerseyman who outwardly resembles Leon Gambetta. At 1:30, after an ably-presented amendment by Deputy Renouf allowing the Carmelite nuns already in the island to remain there, the vote was taken, with the result already mentioned.

"What we need now," said Mr. Renouf, as the members went off to luncheon, "is that English should become the official language of the island in court and in the States."

Loss of appetite is an ailment that indicates others, which are worse—Hood's Sarsaparilla cures them all.

CONTRACT AWARDED.

For Laying Rails Between Marcus and Grand Forks.

Grand Forks, B. C., Nov. 18.—Porter Bros., contractors, have been awarded the contract for laying rails on the Great Northern line and V., V. & E. between Marcus and Grand Forks. It is expected that track laying will be commenced at an early date, as all rails have reached Marcus. Those rails intended for curves are now being curved in the yards there. Grading from Grand Forks to Marcus has been completed with the exception of heavy rock work near Halls Ferry and an open cut one thousand feet long near Cascade.

The Railway committee of the Privy council will meet at Ottawa on the 27th inst. to resume consideration of the application of the V., V. & E. railway for a permit to build a spur from Carson, B. C. to the proposed depot site here, and a sub-spur to the Granby smelter. At the last sitting the matter was held over, Hon. A. G. Blair, minister of railways, holding that the committee had no authority to issue an order for building of a spur from a main line that had no existence. Mr. Blair was apparently not conversant with the facts as the main line is practically finished. Certificates with maps, etc., were forwarded today from the V. V & E. office here, and will be submitted at the meeting on the 27th.

GENERAL HUTTON.

Has Accepted the Command of the Troops in Australia.

Toronto, Nov. 18.—The Evening Telegram's London cable says Gen. Hutton has accepted the command of the federal troops in Australia.

An Artistic Collection

Magnificent Lot of Oriental Rugs And Other Rare Objects of Art.

The Broad street store, which forms a portion of the Driard hotel block, has been transformed into an Oriental bazaar which needs only the presence of turbaned, long-bearded attendants to transport one in imagination to mystic East. The windows are filled with a collection of beautiful specimens of the potters art from Japan, Jeypore marble carvings from India, quaint vases and other articles in bronze, but velvet pictures, and other graceful objects, while inside the walls and floor are covered with the choicest results of the cunning weaver's efforts in rugs carpets and draperies.

This consignment of Oriental goods comes from the world-famed Parsee firm of Rostonjee, Sorabyee N. Falati & Co., of Bombay, and is, without question, the finest collection ever offered for sale in Victoria. The presence of this grand assortment in this city is the result of Mr. George Carter's visit to India. Mr. Carter induced the Bombay merchants to send a consignment of their choicest wares to Victoria as an experiment, to try the market and if the goods are disposed of satisfactorily, it will form the first of a series of semi-annual shipments of goods specially selected for this market. The firm, while desirous of opening new avenues of trade, are not obliged to sacrifice their goods and Mr. Carter is instructed to accept only such prices as will indemnify them for their trouble in sending the collection such a great distance. The sale, which will take place tomorrow at 11 o'clock, conducted by Mr. Joshua Davies must not be confounded with "bargain" sales of rugs, which have been held here in the past, every article will be sold subject to an upset price, from which there will be no deviation.

Among the objects de vertu on exhibition are two exquisite examples of the rare blue Satsuma ware which is having such a vogue with connoisseurs. There are also many fine specimens of Jeypore marble, and a large collection of Japanese ceramic and bronze work. Two exquisite wisteria embroidered fire screens are prominent objects, and several cut velvet pictures an art peculiar to Japan, are very attractive. There are also several leopard and tiger skins, the heads of which are most lifelike.

The chief attraction, however, lies in the large and varied assortment of Indian and Persian rugs, some of which are of the most costly and beautiful description. Shiraz palace rugs and the product of the wonderful looms of Yerzb are illustrated by two unique specimens, and others equally pleasing to the eye if less costly are there in profusion.

The collection will be on view today and lovers of the beautiful should not fail to pay it a visit.

South Australian apples are now sold in European markets at from 5 cents to 10 cents each; choice ones even higher. The apples are packed and shipped in small long boxes containing 100 each. They are wrapped separately in tissue paper, and are packed in wood wool (excelsior) and the leaves of corn husks.

Paine's Celery Compound

Possesses Special Virtues and Powers For Female Health-Building.

ALL WOMEN WHO SUFFER FROM DISEASES PECULIAR TO THEIR SEX SHOULD USE IT.

A Hamilton, Ont., Lady Whose Life Was Despaired of Is Made Well and Strong After Years of Suffering.

Paine's Celery Compound has stood the test of time and experience while hundreds of the common preparations are fast sinking into obscurity. Paine's Celery Compound is not a patent medicine; it is the discovery of one of the greatest and ablest physicians that ever practised the noble profession, and for this reason it is prescribed by many able doctors who recognize its worth.

Paine's Celery Compound possesses special virtues and powers for female health-building. It banishes nervousness, weakness, backaches, sideaches, headaches and all the nameless ills that come to women of all ages. It gives them rosy cheeks, sparkling eyes and restores the freshness and activity of girlhood.

Miss Blake, of Hughson street, Hamilton, Ont., gives her testimony for the benefit of women who are suffering—many in silence—and earnestly looking for health and strength.

"For years I suffered much and was under the care of doctors who finally told me I was going into consumption. I became worse through the use of medicines, and gave up my doctors. While in a very critical condition, not able to sleep or rest always faint and weak, appetite and digestion bad, my system run-down and little life left in me, I commenced to use Paine's Celery Compound. After the use of one bottle I felt much relieved. I have used in all seven or eight bottles, and am now a new woman, can enjoy life, and as well as I wish to be."

Sporting Intelligence

Result of the Play in the J.B.A.A. Handball Tournament Yesterday.

Athletes Getting in Shape at the Victoria Athletic Club Gymnasium.

Interest in the J. B. A. A. handball tournament increases as the games approach the final stage. Four players are now in the semi-finals, which leaves three more games to be played.

Yesterday two stubbornly contested matches were played between York and Jesse, and Jost and Wollaston.

York received 10 and Jesse owed 5. After a hard fight York won. He captured the first game, but not without some difficulty, the score being 21-18. The next game went to Jesse after another hard struggle. The score was 21-19. The deciding game was not so close, York finally winning with a score of 21-13. Jesse made a big effort towards the last, but he could not overtake his opponent. The match between Jost and Wollaston was a fine contest. The former owed 5 and the latter received 5. Notwithstanding the heavy handicap, Jost managed to win, after a splendid struggle. The first game was the closest, Jost winning by one point, the score being 21-20. Wollaston braced up and captured the second with a score of 21-14. In the final game, although Wollaston struggled hard Jost held him down and won with a score of 21-11.

Moresby, Hunter, York and Jost are left in the semi-finals. Moresby plays Jost, and York will meet Hunter, the two winners to play for the championship. Moresby receives 5 and Jost owes 5. York receives 10 and Hunter receives 5.

DRAW A CROWD.

Many Spectators at Victoria Athletic Club to See Boxers and Others Training.

Quite a crowd is to be seen around the Victoria Athletic club rooms in the afternoon and evening of this week to see athletes do their training. The members of the Victoria Rugby Football club gather there in the evening to go through their course of training for the matches to be played against Vancouver on Saturday. After a run they take exercise in the gymnasium. In the afternoon also Martin Denny does his training for his boxing contest with Hawkins, which is to take place tomorrow evening, and in the evening Hawkins is the centre of attraction. Both men are very clever and the way they handle the punching bag is a marvel to the amateurs. "Prof." Foster looks for a big attendance on Thursday evening, and is making every arrangement for their accommodation.

FOR SATURDAY'S GAMES.

Vancouver Will Be Here in Force for Rugby Matches.

About 75 Rugby enthusiasts are expected down from Vancouver at the end of the week. The three teams will number 45 players and their friends will make up the remainder. The football players will take up their quarters at the Mount Baker hotel, Oak Bay. Campbell, Sweeney and Andrew Jukes will be unable to come over, but Marshall, Worsnop, Lafferty and Grubbe will be on hand. The Vancouver seniors had a tramp to Eburne on Sunday morning, where they were lunched by "Dot" Marpole. On Saturday about 45 players attended the practice at Brockton point, putting in the last hard practice before the games here next Saturday. The Victoria boys do not intend to let Vancouver have a walk-over, and last night the players had another good run. The Vancouver intermediates and juniors have never been defeated by Victoria, but on Saturday next the local boys will make a great effort to spoil this proud record.

FAMILY MASSACRED.

Father, Mother and Son Cut to Pieces by Murderers.

Los Angeles, Nov. 19.—The dead bodies of A. P. Wilcocks, his wife and young son were found today at their home, 12 miles from this city. The bodies were horribly mutilated and the bloody contents of the premises indicated the assailants had met with a fierce resistance. Wilcocks and family had been shot and then literally cut to pieces with a knife. A neighbor forced the door and found the bodies of the family on the floor. The woman had been shot while carrying a plate from the stove to the table. The baby boy lay in the middle of the room, while the disembowe'ed body of the father was stretched near the door. It is supposed the crime was committed two or three days ago. No clue has been found.

FRENCH CHAMBER.

Loan Bill Will Probably Be Carried Unchanged.

Paris, Nov. 19.—The chamber of deputies today continued the discussion of the bill authorizing a loan of 265,000,000 francs in three per cent. perpetual rents, to reimburse the treasury for its outlay in connection with the Chinese expedition and the indemnification of French sufferers in China. M. Caillaux, minister of finance, defended and explained the government's plan. M. Waldeck-Rousseau, the premier, made a forcible speech, defending the policy of France in protecting French missionaries in China. The Premier's speech produced a great effect upon the chamber and will probably result in carrying the government's scheme practically unchanged. The debate was adjourned to Thursday.

FILIBUSTER CAUGHT.

Steamed Loaded With Supplies for Boers Detained by British Government.

London, Nov. 19.—The government has caused the detention of a British steamer, which was fitting ostensibly for a pleasure cruise, at Victoria docks, on the ground that the vessel was laden with contraband of war destined for the Boers. It is said the subsequent search disclosed four field guns, quantities of raw material for the manufacturing of powder and that the vessel was fitted inside to accommodate from five to six hundred men. The captain says his instructions directed him to call at Hamburg.

BLOWN TO ATOMS.

Five Thousand Pounds of Dynamite and a Man Gone.

Sault Ste. Marie Nov. 18.—(Special)—News has been received here of a terrific explosion of dynamite at the Helen mine, Michipicoten, on Thursday. James Ryan was thawing out some dynamite when it exploded, setting off 5,000 pounds more of the same material. Ryan was blown completely to pieces, only a finger and piece of his spine being found. The noise of the explosion was heard nearly 13 miles.

ECONOMIC REORGANIZATION OF THE PROVINCE OF B. C.

Happily the individual who in an aimless way essays to speak disparagingly of laws or institutions under which the people live and perhaps prosper after a fashion, can generally expect but scant attention at the hands of the man in the street. But if he also is practical enough to suggest how the disabilities under which the people labor, may be removed and can demonstrate the feasibility of his proposal by facts and figures then he owes it not only to himself but to the community to submit it for public consideration.

It is of course a platitude, but we repeat it merely as a premise that the railway is the primary essential in all development, industrial or social, and particularly in a mining country. Yet to secure this fundamental necessity it must appear to be an anomaly to even the most casual observer that the same identical formula should invariably be applied with cast-iron rigidity to the promotion and construction of railways irrespective of the distinctive character and extent of the resources of the country they may traverse. The natural conditions in this province are such as to differentiate it entirely from, let us say, Manitoba; yet there is practically no recognition of this so far as the railway is concerned when it comes to a question of developing the resources of either. We think it would be hard to find anywhere else in the world a country of similar compact extent with or without its climatic and geographical advantages that can present such a wealth, such a variety and array of natural resources as we see in British Columbia and surely it is but the part of prudence for us to be alive to and appreciate such a fact else we might just as well live in a country of potato patches.

The president of the Great Northern Railway in the course of an interview recently published in the coast papers said in effect as nearly as we can remember: "The markets of the future are on the Asiatic littoral. The tonnage of the Atlantic was built up catering to the wants of 500 millions of people. On the Pacific are 900 millions. There is a growing demand in this market for our cereals and other agricultural products. Rates on these products from the central producing states are prohibitive. It will then be necessary for congress to raise 200 million dollars on two per cent. bonds to irrigate that tract of country 1,000 miles square lying west of the before mentioned states and capable under irrigation of producing an abundance of similar commodities. Then the United States will dominate the Pacific." Now here we have a Canadian-born American speaking, in a commercial sense of course, of dominating the Pacific, and he has already ordered two huge freighters as a means to this end. Nor on that side is he alone in his preparations for expansion on a large scale in the same direction.

Now every good Canadian must be asking himself where do we stand? True, we are a lesser people in point of numbers yet we have unique compensating advantages by virtue of our strategic situation. Our one transcontinental railway, admirable as it is, is beset by difficulties, natural and artificial, and while claiming a share of the growing Pacific commerce is not in a position to give a decisive turn to events. None of our public men have sounded the dominant or even energetic note. We refuse to think the prospect has not at least held their attention for none can contemplate the superb natural advantages possessed by Canada in a race for commercial supremacy on the Pacific without being enthralled at the magnificent future it is ours to grasp. But if any have thought of it all must have fallen down in dismay at supposed difficulties for no solution of the transportation problem has hitherto been advanced short of government ownership and we think most of us would hesitate to endorse that under current methods of building railways.

The problem then in front of us is twofold.

1st.—To build one or more railways from the Coast across the intervening mountains to the fertile plains beyond and.

2nd.—To build them in such a way that they shall lie saddled with no huge capitalization and no bonded indebtedness for which the traffic must inevitably be tolled heavily to pay dividends on one and interest on the other. The key to the problem lies in the wealth locked up in these mountains, the distinctive significance of which has been already referred to, and unless the race has entirely lost its inherent genius for evolving and adapting special laws to meet special conditions we must keep in mind the unique character of our resources. It seems an incomprehensibe thing that we should sit down and thumb over the mining laws of other countries and then fold our hands and with smug complacency state that since the comparison seems in our favor therefore our laws are intrinsically virtuous and that all discussion is at an end. As well say that the laws of Caligula will compare favorably with those of Nero. This sort of thing is a stumbling block in this country. It is indeed time we made an end of this slavish imitation of foreign procedure and assumed an initiative of our own to solve our problems in a way that our own conditions demand.

As we have already stated the railway stands in a vital and fundmental relation to all industrial development, mining or otherwise. It is with the advent of the railway that the capitalist comes seeking avenues for investment. Railway-building activity is the most eloquent advertisement of a country's resources that we can achieve. We need never expect a demand for our wares until we make them accessible. Now, then, if we are to accomplish as much by any other method it must needs be a thorough one, and in good sooth we have evolved or rather adopted a method that is but a monstrous imposture as we shall point out.

In Australia where continuous development of the mineral claim is required the value of the prospect is to a certain extent actually demonstrated. It implies a systematic, purposeful plan of development. But our law if and in so far as it is designed to prove the future of a claim in the remotest degree on an expenditure of $500 is a delusion and a snare. And it is in recognition of this self-evident fact that we find the prospector doing his assessment work in an aimless, desultory, diffuse and altogether unproductive manner. He walks over his claim, makes an open cut here, sinks a pit there or blasts out a rich chute of ore in another place and lo! the assessment work is done.

Although practical mining men are cognizant of all these facts it may be necessary to remind the layman that in the economy of the mining industry the task of proving the future of a prospect to any appreciable extent falls to the lot of the pioneer miner who must have a few thousand dollars to expend in systematic work. But for what occult reason the prospector is compelled by deliberate legislative enactment to expend $500 in this ridiculously mis-called development-work, requiring years of time to one of his finances that he may get a fee simple title to his hard-earned discovery is more than we can divine. Perhaps it is to prove his bona fides. If so then it is accomplished at a staggering cost to the country. In this young country as in all similar countries almost our sole capital is the energy and enterprise of our citizens. Then, it is simply a criminal thing that we should not merely permit but actually authorize the waste of that capital in this purblind, unthinking way. Let us illustrate by figures all taken, we may say at the outset, from the official returns as per annual report of the minister of mines. During the years 1896—1900, a total of 61,000 claims, or 12,000 annually have been staked in this province. Only a portion of these are ever brought up to the crown grant stage. Many have $200 or $300 expended upon them in the necessarily fruitless fashion required and are abandoned for various reasons. But the great majority represent an investment of at least the minimum $100 required in annual assessment work. So that it would be an eminenty conservative estimate to say that the amount expended upon these prospects in the aggregate in any given year would at least be equivalent to $100 expended upon each and all of them. Then at a moderate rate of say 15 per cent. let us capitalize this investment of $100 each in the claims staked yearly during the period mentioned, and we find as per appended statement that on the above low basis, and in the short time mentioned, the accumulated value of these investments at the end of the current year actually stands at the enormous total of very nearly $10,000,000. Utterly and hopelessly thrown away. Not one dollar accruing to the government as revenue. Not demonstrating the future of the prospects themselves by so much as a scratch. Worse than wasted. When is it to end? Let us put it in another way: There were 12,600 records of assessment filed in 1900. Each of these represents (not of course including fees attached) an investment of from $100 up or a total of at least $1,250,000 in one year. What have we to show for it? Just 12,000 rat-holes gouged in our hillsides. What an economical people we are! How long are we to continue to sacrifice millions of dollars annually to this ridiculous fetich of proving the bonafides of the prospector, or whatever in the world the motive may be? How long are we to continue blind to the fact that in this age of the survival of the fittest the creation of wealth depends primarily on a rigid economy not of money only, but of time and energy? When are we to learn to apply the most elementary business principles to this our most vital industry! Is there another industry under the sun that could permit of and survive such gross mismanagement? It may be said to be popular knowledge that times without number the prospector faithfully does $200 or $300 of work upon his claim only to abandon everything in the end, lured away perhaps by tales of green fields far away, or despairing of the advent of the long promised railway, or despairing of the inauguration of a vigorous policy to attract capital to the country, or perhaps working on a claim that never could be made into a mine—all sufficient to build a network of railways in this province, squandered in accordance with the legislative requirements attached to securing a title. Is it not all a cruel waste? Then there is the case of the prospector who stands by his claim to the end, makes good his title and waits perhaps ten years for the railway to be built through his district, without which all expenditure is a barren investment. And while this strife with Nature is going on, what are we doing at home? Making and unmaking governments. Floating $5,000,000 loans perhaps, and taxing everything in sight to enable somebody to build a railway to do——what? Just to try to get back again a few of the millions that have already been lavished on prospects. Is there to be found one intelligent citizen who will dignify this thing with the name of good business? Neolithic man would laugh his to scorn.

Perhaps it is conceivable that someone will be rash enough to here come at us with the formula that before any railway can be built there must be a certain amount of traffic in sight. It will then become necessary for us to exercise sufficient apostolic charity to reiterate again that the part of establishing traffic in sight falls to the lot of the man who has at least a few thousand dollars to expend in systematic development work on the claim, and we are not alluding to this capitalist or his work at all. But the prospector in fulfilment of his petty assessment dues does not because in the very nature of things he simply cannot give assurance of traffic or establish the future of his claim by so much as a scratch, and yet this folly is costing us millions annually. This is the kernel of the matter. And we would further point out that the above mentioned formula, sound as it of course is under our present system of building railways and elementary as it may be in countries of other resources than our own, simply does not apply to anything like the same extent under the new system we are trying to explain.

Now then we think the alert reader will have already anticipated us in our proposal. He will have already seen it is but the part of good business to make an end of this gross misdirection of money and energy, and to give the prospector a title in fee simple to his claim if he will do but a tithe of his present assessment dues not upon his claim but upon the provincial government railways. That is the proposal. Shall we put the price of a crown grant under these circumstances at say only $100 instead of $500 as it is now?

Then the province will have at its disposal an equivalent railway fund of some $1,250,000 annually. Just found money. Just the difference between organization and disorganization. Must we lose it?

We think that every good citizen will know that even under our present costly system of building railways a road could be made in a few years of inception if located with ordinary prudence in almost any portion of this province. But when we turn to the case of a railway built in the way suggested, practically without one dollar of bonded indebtedness, without one dollar of capitalization, obliged only to earn operating expenses, it would require to be located in the Sahara desert in order to escape being offered traffic more than sufficient to meet expenses from the very commencement. This is advanced as the solution of the transportation problem in this province. Abnormally low rates beyond our fondest hopes could thus be made a reality.

It will here perhaps be necessary to anticipate some possible misconception. This is not designated as a means of building railways indiscriminately among the mining camps of this province the net result of which would be the rousing of sectional jealousies. We must learn not to take such a parish view of the part our unique resources enable or rather call upon us to play in the autonomy of Western Canada. This is designed in part at any rate as a means of building one or more main trunk lines from the Pacific Coast, east to the territories, where they will be eagerly met by other lines, and to build them in such a way that they shall be practically free from indebtedness, enabling us to achieve extremely low rates for transportation of the products of the mine, of our own fertile valleys, and of the rich soil of the prairies. Canada has the strategic situation. She has the resources. Cheap rates are the only complement necessary to so avail ourselves of these splendid resources that we may not only claim a share of the growing trans-Pacific commerce, but actually dominate and dictate terms to our more numerically powerfully neighbors. And we submit the suggestion herein not only as the solution but a simple one withal. It iis equivalent to moving the territories 500 miles nearer simple one withal. It is equivalent to have not merely a provincial but a national import. This plan would do more to populate Western Canada than all the treasure spent upon immigration agencies in a decade. The argument is one of dollars and cents which always appeals most strongly to an intending settler.

Then there is the question of the situation in the Canadian Yukon. If the lesson of the recent unfortunate occurrence in those dangerous Alaskan waters is that we are only holding our own in the Northern trade at the risk of valuable lives and property then it becomes a matter of the utmost urgency for us to find a way out of the difficulty. If we were to build a road by the old method of bonded indebtedness, capitalization etc., from some suitable Canadian port, say Kitamaat Arm, north to Teslin Lake being under the adverse geographical conditions imposed by a parallel competing waterway the entire distance, and while, perhaps, able to hold its own, such a road could not of course give that decisive turn to the situation which is demanded. But if that road was built in the way indicated, then it would be known not only as the route of speed and safety, but also of such extremely cheap rates that our merchants would be given undisputed control of the entire Yukon territory at one blow. The best appointed fleet of steamers our neighbors could furnish would be hopelessly out of the running. Skagway would sink from its present importance as the gateway to the Yukon and from threatening to be the crucial point from which will depend the settlement of the Alaskan boundary controversy would pass into utter obscurity. So that by thus taking off that keen edge to the boundary dispute we would confer a boon not only upon the people and government of this Dominion, but upon the Imperial authorities as well.

And so we might go on. But enough has already been indicated to give an insight into the far-reaching significance of this proposal. It is not the intention at this time to plunge into a maze of minor working details. To do so would be to but obscure the issue at stake. The question the only question to be decided comes under two heads,—(1) is the project well conceived, that is to say, is this great annual waste actually taking place, and (2) if so, would the diversion of this great annual sum in the direction suggested redound to the advancement of the material interest and welfare of the country? Then if we are satisfied as to the truth of these two statements—and we will here intrude to submit that if considered in the light of the official returns and everyday popular knowledge they must be answered in the affirmative—all other questions become a mere matter of detail and we must not in justice to ourselves allow them to influence us in our decision. The bare outline of the scheme is as follows: A crown grant costs the prospector $500 exclusive of fees. Let us at least cut this in half, making it $250, and require him to do this amount of work on the provincial government railways. Since one man would be under the disability of having to travel farther than another to the scene of operations it would be necessary for the government to remove this inequality by paying his fare. Since only a portion of the men would travel any great distance the average would be much lower and probably in no single instance would exceed $25 for return fare. Then we may allow say $15 for engineering talent, superintendence, etc., or though plainly excessive, say a total of $50. Then on an investment of $50 the government clears $200 or $400. Putting it in another way on the previously mentioned annual basis of 12,000 claims the government would control an equivalent annual railway fund of $2,500,000, now being worse than wasted. Putting it in still anoher way our loss is just as if the government had borrowed $50,000,000 and buried it in the ground and compelled us to pay interest upon it at the rate of 5 per cent per annum. Can we afford this?

Leaving entirely aside its wider significance this scheme is purely a matter of dollars and cents. It is a most elementary business proposition. It is therefore impossible to conceive how many charges of impracticability can be laid against it other than those arising out of misconceptions. But since we must always be prepared for contingencies and since the prospector is the central figure throughout we may assume for the sake of argument that the said charges will be made touching the part he will be called upon to play under the new regime. And although it may appear unnecessary labor we shall detail a few of the advantages that will accrue to the prospector. But first let us deal with the severely judicial aspect of the case. There are those who may regard this as a sort of Utopian co-operative scheme in which the unit will be called upon to make sacrifices for the public welfare. It is of course nothing of the kind as we shall later on point out. But we are willing to assume anything for the sake of argument. Let us assume for the time being that it does involve a sacrifice on the part of some imaginary individual. Then let us come to the rescue of these timid souls who before launching out in any high enterprise fondly look to hedge themselves about by tradition and precedent. We shall take time to quote but one precedent for their benefit taken from a volume entitled "The Wealth and Progress of New South Wales." Here it is: "The railway commissioners in their annual report for 1891 suggest a plan for paying for new lines from the sale of lands. They recommend that the crown lands for a distance of ten miles on each side of the proposed railways should be set aside for sale and one half of the proceeds of land sold to be credited to the railway capital, and where the land required for railway construction has passed into the hands of private individuals that the land owners should combine and convey the necessary land free of cost to the government, it being considered that the owners would be fully remunerated for the gift of the land by the enhanced value of their property through direct railway communication being established with other parts of the colony. In estimating the enhanced value of land adjoining the Culcairn to Coroway railway the stations were assumed ten miles apart. The Betterment area having a radius of five miles from each station being considered to have an enhanced value of 25 per cent. graduating to 5 per cent. at limit of radius." Now some may say that this involved a sacrifice on the part of particular land owners for the public welfare, despite the fact that in the end it was no sacrifice, but rather a distinct gain. But be that as it may, we wish to emphasize the fact that the attitude of the minds of these railway commissioners obviously was this: Is what we propose in the public interest? We think so; then it but remains to enact the necessary legislation. Coming to our own problem it is for us just as in the instance cited to decide whether the suggestion made is in the public interest. Other questions are side issues; so that from this point of view all charges of impracticability fall of themselves to the ground.

But we prefer not to regard the matter from this coldly intellectual standpoint. We are not obliged to do so. This scheme is devised primarily and essentially as a means of relieving the prospector and, indirectly but none the less effectively, the mining man from many of their present disabilities. Recognizing in the prospector as we must, the pioneer of all industrial expansion in this country anything that is conducive to his welfare also conduces to the welfare of all. Let us consider the nature of the proposed relief. First, let us reduce the cost of the crown grant from $500 to $250. Even if we reduce it to $100 the country would still have the equivalent of some $1,250,000 for railway purposes annually, from this source alone. At present the average prospector can only make good his title in five years. In the other way it would only require two or three months. At present one or two claims located not too far apart are all he can manage. In the other way he could, so to speak, control any number in widely different parts of the province and his chances of making a snug sum out of some one of his holdings would thus be multiplied. Cheap rates is the Mecca of all mining men. The present schedule of rates is all that stands between many investments and a handsome profit. Their realization in the way mentioned would be equivalent to calling into existence immense bodies of ore too low grade to be handled at a profit under present conditions. It means a multiplication of the resources of this province. Thus it also means a multiplication of the prospector's opportunities for finding payable bodies of ore. At present his field of usefulness is restricted largely to established lines of communication. In the other way he could penetrate the farthest recesses of the province, stake anything he chose and by coming back to civilization make good his title by doing a little work on a railway, in some instances heading ultimately for the very district in which his claims are located. Nor would his traveling expenses cost him a cent. At present it is a prysical impossibility for a prospector to "pack" supplies any great distance inland in order to hold a claim by doing the assessment work, no matter how rich that claim may be. In the other way no matter how inaccessible, once staked he need never lose it. In this way would unknown wealth be brought within our ken. It would immensely facilitate the mapping of the resources of this wide province. The adoption of this scheme would mean a reduction in the costs of prospects to the investor since as a result of this rigorous railway-building policy, the prospector's opportunities not only of securing but also of disposing of claims would be increased, whereas under the present condition he has often to wait 10 years or more, and then naturally acts on the principle of making the most of a rare opportunity. Railway-building activity being as it is the most effective of all advertisements of a country as a field for investment, would go far to accomplish that great desideratum of all prospectors, namely, the influx of capital. The prospector may be trusted to appreciate the project in its collective sense; that is, he will see past his own little sum to the millions that will be spent simultaneously, the grand total of which will appeal to his mind with telling force. As a result the government will be enabled to steadily and rapidly reduce to a minimum not only his own remaining burdens, but also those of the entire mining industry. His skill with the axe and the drill class him as the most efficient railway pioneer to be found anywhere in the world, and certain undesirable Latin elements would be entirely excluded from the province. To the prospector it is a question of dollars and cents which puts the matter beyond all sophistry. We are curious to find the man who will pay $5.00 for a pair of boots if he can get the same boots for $2.50 or less. We owe him these concessions.

And so we might go on. But we think we have said enough to convince the most perverse of the beneficent nature of the proposal to the prospector. If anyone should continue to delude himself by posing as a friend of the prospector in opposition to these concessions one can imagine the prospector to exclaim: Save me from the hands of my friends! In order to second and supplement the efforts of the prospector it would be the proper course for the government to place a reserve on all agricultural lands through which a projected railway would pass, in a way modelled after that of New South Wales, so that purchasers of these lands of enhanced value would contribute that due proportion to the railway fund.

Now, then, let us turn from this spectre of impracticability and look about us. Run the eye over the province and it is met by an unrivaled prospect of 380,000 square miles of rich, mineral-bearing lands, coal lands, alluvial deposits of gold in every direction, pastoral and agricultural lands, manifold resources, much of it worthless only because inaccessible. Turn to our finances and we see the province with a yearly deficit and a public debt of $9,000,000. In desperation the government has recourse to let us say two per cent. mineral tax, and the country revolts. These things should not be. If the government determines to raise its revenue on truer economic lines by building railways designed to render valuable the waste lands of the crown and by thus enlarging the basis of taxable property, accomplishing the equivalent of a reduction in the rate of taxation, we are met by another dilemma. In order to built these railways the people are often called upon to give away large tracts of valuable lands and create a monopoly. They are called upon to provide a sinking fund for the ultimate redemption of, let us say, $5,000,000 for subsidies on the one hand, and on the other to pay interest on the bonded indebtedness and often over-capitalization of these railways through the medium of freight rates which are levied on the well known principle of "all the traffic will stand." The result is that when the price paid in this way is balanced against the benefits accruing from the increase or addition of resources, the net gain is not always startlingly apparent to the public eye. Nor is the growth or rather net gain in the revenue very remarkable. Again, we say these things should not be. And we submit we have pointed out the way of escape from this cul-de-sac. If these railways were built in the way we suggest, in other words, in the way our peculiar resources enable us to build them, without one dollar of indebtedness, without one privilege, except those enjoyed by all in common, then would this province truly grow, then would the settler seek us out, and we may say for the first time in our history would the revenue become buoyant and show not only a surplus but a very large one. That is a self-evident, axiomatic truth. What would we more?

Next we will for the first and only time so far depart from the most matter of fact discussion as to make a prophecy. And we would seek first to palliate that offence by recalling another prophecy recently made in this province. When the two per cent. mineral tax was introduced it was predicted to realize a certain revenue. It fell far short of it. Now as a result of the proposed relief to the prospector from many of his burdens and his increased facilities for securing, holding and disposing of claims, then prospecting would become an attractive and profitable pursuit. So that we will predict the number of claims staked annually would perhaps be doubled. That is to say there would be an increase of 12,000 claims. Under the present schedule of fees a license costs $5; recording claim $2.50; and recording asessment work $2.50. The total in any event would fall not far short of $10.00 per claim (not including the Crown Grant fee of $25.00 per claim) or $120.000 in all or just about four times that realized from the much assailed mineral tax. This is a prophecy and we give it as such. It at least serves to indicate possibilities in that direction.

Proceeding, let us turn to other parts of the British Empire. Canonized precedent is sweet solace to some minds. Let us have some more of it. The work accomplished in Egypt under British auspices is at once the admiration and despair of the continental nations of Europe. The genius of Lord Cromer has succeeded in bringing order and prosperity out of almost anarchy and utter bankruptcy. Lord Milner tells us how it was done in his immensely interesting book entitled "England in Egypt." Here are his words: "Two great factors have combined to bring about the financial recuperation of Egypt. The prevention of waste on the part of the administration and the development of the productive powers of the country. But the work of financial reform has not been confined to reducing the burdens of the people. It has done more than that. It has increased their means of bearing the burdens that remain." What an exact parallel to the conditions existing with us today! This vicious waste. This problem of increasing our means of bearing the burdens of the people. One would think that Milner was giving us an epitome on British Columbia. Lord Cromer is essentially a hard-headed business man as well as diplomat. Almost his first and greatest reform was the abolition of the Corvee. This was a relic of the barbarism of the days of Mehemet Ali. The Corvee was that system of forced labor on the irrigation canals whereby the natives were compelled to remove the deposits of silt but received no remuneration. Cromer at once saw that here was a gross misdirection of energy. These natives would be much better employed on their plantations. He replaced the system by paid labor at a cost of $2,000,000 annually. Yet so immediate was the response in the increased volume of production that the revenue aided by debt conversion was enabled to meet the increased demand without a strain. Now then not only have we got the Corvee in all its nakedness here in British Columbia, but we have actually got it in an aggravated form. The Egyptian was compelled to work without remuneration on his canals—we compel the prospector to do assessment work on his claim not only without remuneration but also tax him for the privilege. The work of the Egyptian was absolutely necessary and had to be replaced by paid labor—the assessment work of the prospector accomplishes absolutely nothing, is a formality, and does not have to be replaced. The annual gain to Egypt was in the increased volume of production less $2,000,000 to be met by increased taxation—the annual gain to British Columbia would be in the increased volume of production plus some $2,500,000 of equivalent taxation now being wasted. Mortifying is it not? Depend upon it if Lord Cromer were here today his clear head would soon see the bottom of our little troubles. He would waste no time looking up the practice of other countries. He would soon abolish our Corvee; in short his reorganization of British Columbia would be largely a faithful repetition of his reorganization of "old Egypt." Are we to be outstripped by "Ancient Egypt?"

Let us turn to another part of the African continent. While still a young man digging diamonds on the dusty fields of Kimberly, Cecil Rhodes had gleaned tales from explorers and hunters such as Selous of the unknown Hinterland to the north. They told him of its superior climate, its pastoral and agricultural resources and its apparent mineral wealth. He saw his future. His work was to secure and add that country to the British Empire. Having made his future how did he set about it? Did he invite his prospectors to go into that far country, 1,700 miles from the Cape, to take their chances with the bloodthirsty natives; to find all the mineral they could, gouge holes in it and generally "fossick" around five or ten years and if they got along pretty well he would see what could be done towards building a railway out to them? Such unspeakable methods might be all very well for enlightened British Columbia, but not for "darkest Africa." Moreover, if he had done such things we should not have had our South African Empire, because the Boers, the Germans, and the Portugese were all after that country, recognizing in its superior natural advantages the key to the possession of all South Africa. But the amazing energy, the brilliant conception, his courage almost to audacity dumfounded them, out-generalled them, defeated them. Well, this is how he did it: He called as it were, his little band of prospectors about him and said: We believe that far northern country to be rich in mineral resources. We, the Chartered Company, the administrators of that country—ask you to stake as many claims for us as for yourselves. In return we pledge to build a railway to you at once together with all necessary conveniences. It was a bargain. Ten thousand claims were staked in one season, and the railway was rushed as fast as human energy could build it. In Rhodes' own words the only objection to the scheme was that it was new. But he was not a man to be bound by cast-iron precedent. He adapted special means to special conditions. That country is now fitly named Rhodesia and already the "dominant north" is a catch phrase in the coming politics of South Africa. Now then we mildewed mortals will carefully observe among other things that this momentous issue was pivoted solely upon the undeveloped, almost unknown mineral rseources of the country. But there is an additional reason if any were needed why we should adopt some such method as that proposed for opening up this young country. Writers, of moderate views tell us that all the bitterness, discontent disruptive forces visible in the United States today are traceable directly to the creation of land monopoly and so on. But be that as it may we wish to go further. One abuse begets another. Just so surely as we perpetuate the same conditions in Canada we open the door to the professional agitator, the irresponsible demagogue of unthinking radicalism who but leaves in his wake a feverish unrest under which no healthy progress will be possible. Healthy conservative minds can scarcely view such a prospect with indifference.

Nor is this proposition to be debated and criticised entirely per se. Our deficits or floating debts are an annual occurrence and our funded debt is already large. Failing the adoption of the remedy proposed we shall be obliged to retrieve the situation by having recourse to much less equitable and much more heroic and disagreeable devices than that advanced. Moreover we shall only have succeeded in piling Ossa on Pelion leaving us still to grapple with the question of how best to open the country. We must have decisive undertakings. We must have some initiative spirit. We have a lot of inertia to overcome. There has been too much invertebrate lethargy in the past. Too much Kilkenny cat politics.

In conclusion, we hope we have not sacrificed lucidity to brevity while making this suggestion. In its consideration the writer repeats his request that no mere detail be allowed to cloud the real issue. Let us be alive not merely to its Provincial but to its national significance. The future and hope of Canada is in the West. Let every public-spirited citizen take a dispassionate view of the proposal and if it is the consensus of opinion that it is likely to prove feasible—and why not?—then let all lend their aid in this the initial step in the thorough reorganization of the finances of British Columbia.

"The experience of other countries goes to show that the deposits of precious metals may immensely accelerate the development of a country, giving it a start in the world and providing it with advantages such as railway communication which could not otherwise be looked for. This is now being done in Rhodesia—a country in which at present it would not be worth while to construct railroads but for the hopes attaching to the mines."

From "South Africa" by Rt. Hon. James Bryce, M.P.

COMPILED FROM ANNUAL REPORTS OF THE MINISTER OF MINES.

1896—11,700 claims at $100 and 15 per cent for 5 years	$ 2,351,700
1897—16,000 claims at $100 and 15 per cent for 4 years	2,800,000
1898—12,000 claims at $100 and 15 per cent for 3 years	1,824,000
1899—12,500 claims at $100 and 15 per cent for 2 years	1,652,500
1901— 8,800 claims at $100 and 15 per cent for 1 year	1,012,000
61,000	$9,640,200

Or 12,000 annually, or $10,000,000.

Records of assessment:

1898	11,200
1899	11,600
1900	12,600

Payments in lieu of work:—

1898	83
1899	130
1900	70

ORIENTAL IMMIGRATION.

The expansions and migrations of the human race such as those to Atilla and Tamerlane or the more recent times were conceived in and called for the exercise of at least the manly virtues and great force of character. But this migration of the Mongols is of no such nature. These beings, through centuries of drudgery and subserviency have become the most abject and truckling automatons. Dire necessity—the most potent of all impulses—is driving them to seek sustenance in other climes. To gain entrance here they must resort to the, to us, revolting expedient of mortgaging their relatives and to other extremes. That eloquently advertises their slavish propensities. For us to compete with such servility is to imperil the social fabric we have raised out of the best thought and effort of the great minds of the past. But to note and seize upon this voluntary subserviency so as to make it contribute its due proportion to the furthering of the ends of our civilization and to the solution of the one great problem in this Province is but the part of wisdom. In what way this may be done it is the purpose to presently point out. Now that we are face to face with a condition, not a theory. Let no one therefore say that it should be our primary endeavor to seek to uplift these fellow creatures to our own plain. To try to bring this about by allowing them to compete with us on an equal footing is but to hasten the common degradation. We must make this cheap labor contribute to the strengthening first of our own position and then, but not before, shall we be able to engage in the work of philanthropy.

We have already crystallized into legislation a recognition of the inferiority of the Asiatic and we but recently failed in an attempt to make the restrictions more sweeping. The $100.00 poll tax levied on the Chinaman can scarcely be said to be protective in any degree. That tax goes into the coffers at Ottawa and hence benefits the workmen in Sydney, Cape Breton equally with the workmen in Victoria, while this Province alone is called upon to bear the brunt of the yellow deluge. Further in some pursuits the Chinaman has been said to make and send back to China $100 in two months or less. But the absurdity of the situation is made more striking when we place in juxtaposition our own condition. Here we are a little community taxing ourselves in manifold and burdensome ways to build railways to develop the resources of the country, but no sooner have we thus opened new fields of labor than we have to compete with the cheap labor of these Asiatics, who, so far from bearing their share of the burden, contribute practically nothing, and only appear on the ground after we have paid the heavy price in creating the new avenues of employment. To tax ourselves in the various ways inseparable from the present system of building railways and then suggest that we engage Asiatics in construction work and pay over to them a portion of these taxes in wages instead of back into the pockets of our own citizens from whom it is in reality originally taken is so manifestly unfair as not to permit of defence.

Any attempt at exclusive legislation seems likely to come under the ban of the Imperial authorities because of the very fact of its exclusiveness. Doubtless we may safely assume that the said authorities heartily sympathise with us in our difficulty, but we may also safely assume there is no lack of mild amazement that we on the ground should not be able to so frame our legislation as to happily put it in the mouths of the Imperial authorities to say to the foreign power interested that the restrictions which may be complained of are not necessarily exclusive. To exercise our ingenuity in this Imperial direction, in the interests of the Empire to which it is our privilege to belong, would seem a worthier ambition for our politicians than to seek to invent some way of dodging certain provisions of the British North America Act.

The Asiatic has a well known aversion to paying taxes of any sort, but he is a willing worker. Then let us enact and enforce legislation requiring every Asiatic immigrant to perform, say six months' continuous labor in construction work on the Government railways absolutely without remuneration, other than perhaps a dole of rice, as the price of admission to the labor market and opportunities of this country. Such legislation could not be said to be necessarily exclusive and it is so eminently fair and reasonable that these peoples should be obliged to properly share with and aid us in the solution of the stupendous difficulties attendant upon the development of this their adopted country—development that is to afford them as well as ourselves the opportunity of employment— that no fair-minded body of men or nation could take exception to it. If however such legislation should prove to be in any degree exclusive we shall thereby have gained the point we can gain in no other way. If it should not prove to be exclusive we shall have gained a quid pro quo which we can gain in no other way. Further, such legislation would lend itself admirably to the regulation of the volume of immigration by increasing or decreasing the length of the term of service on the railways.

But exclusion is not the point aimed at by the writer in making this proposal. We submit that in the face of the special difficulties confronting us in the opening up of this Province we should at once seize upon this means as an end. For the same reason we also advocate the removal of the $100.00 poll tax, useless as it practically is to British Columbia in any event, and the substitution therefor the above-mentioned six months' unremunerated service in railway construction. If the crowd of Orientals already in Canada had been obliged to earn admission to the privileges they enjoy here by doing work as prescribed above there would not now be such a distressing lack of railway facilities in this Province.

If we will make use of this eager immigration and will unite to carry these two proposals to a successful issue we shall have gone far towards assuaging the present epidemic of small politics and have turned out energies in the worthier direction of enterprise, progress and prosperity.

JOHN C. ELLIOT.

Three Star Martell can be obtained from all dealers.

Freddie—What's a kleptomaniac, dad? Cobwigger—A person who has money enough to pay for what he steals.—Judge.

VERSES GRAVE AND GAY

DEAD CHILDREN.

Deep in her eyes
There is a look that does not live
In any other woman's eyes,
Nor in the eyes of any man,
A wistfulness unsatisfied;
A light that fades with years
Yet never quite goes out;
A light that warms
And makes her beautiful;
A mother of dead children, she
Has in her eyes
The pathos of earth's heritage
Of loss;
The pity and the pain.

—William J. Lampton, in New York Sun.

AT THE DOOR.

I thought myself indeed secure—
So fast the door, so firm the lock—
But, lo! he toddling comes to lure
My parent ear with timorous knock.
My heart were stone could it withstand
The sweetness of my baby's plea—
That timorous baby knocking and
"Please let me in—it's only me."

I threw aside the unfinished book,
Regardless of its tempting charms,
And opening wide the door I took
My laughing darling in my arms.

Who knows but in Eternity
I, like a truant child, shall wait
The glories of a life to be,
Beyond the Heavenly Father's gate?
And will that Heavenly Father heed
The truant's supplicating cry,
As at the outer door I plead
"'Tis I, O Father! only I?"

—Eugene Field.

THE BELLE OF LONG AGO.

I watched her sitting, rocking there,
And gazing dreamily away;
Her hands are wrinkled now that were
So plump and smooth and soft one day;
Her hair that once in ringlets hung
Forms one wee coil as white as snow;
Once she was free from cares, and young—
Perhaps she flirted long ago.

Her nose droops down, her lips are drawn,
She sighs for loved ones gone before;
The lustre from her eyes is gone,
Her once round cheeks are round no more
Yet once, perhaps, her glance was coy,
Perhaps it made her smile to know
That for her cruelty some boy
Was broken-hearted long ago.

She rises slowly, bent and small,
And moves with feeble, careful tread;
She wears a sombre garb, and all
The graces from her form are fled;
But once, perhaps, she tripped along
In airy robes—the note of woe
In some forgotten poet's song
She may have given long ago.

Ah, Time, thou rogue! I see her now,
In all her youthful grace and charms—
Behold the ringlets on her brow
The rounded whiteness of her arms;
I hear her merry laugh, she skips
Down flowery ways, her cheeks aglow
With pleasure at sweet words from lips
That fell to dust, long, long ago.

A WALTZ-QUADRILLE.

The band was playing a waltz-quadrille,
I felt as light as a wind-blown feather,
As we floated away at the caller's will,
Through the intricate, mazy dance together.
Like mimic armies our lines were meeting,
Slowly advancing, and then retreating,
All decked in their bright array;
And back and forth to the music's rhyme
We moved together, and all the time
I knew you were going away.

The fold of your strong arm sent a thrill
From heart to brain as we gently glided
Like leaves on the wave of that waltz-quadrille;
Parted, met and again divided—
You drifting one way and I another,
Then suddenly turning and facing each other,
Then off in the blithe chasse,
Then airily back to our places swaying,
While every beat of the music seemed saying
That you were going away.

I said to my heart: "Let us take our fill
Of mirth and music, and love, and laughter;
For, it all must end with this waltz-quadrille
And life will never be the same life after.
O, that the caller might go on calling,
O, that the music might go on falling
Like a shower of silver spray.
While we whirled on to the vast Forever
Where no hearts break, and no ties sever,
And no one goes away."

A clamor, a crash and the band was still,
'Twas the end of the dream, and the end of the measure;
The last low notes of that waltz-quadrille
Seemed like a dirge o'er the death of Pleasure.
You said good-night, and the spell was over—
Too warm for a friend and too cold for a lover—
There was nothing else to say;
But the lights looked dim, and the dancers weary,
And the music was sad and the hall was dreary,
After you went away.

—Ella Wheeler Wilcox.

TEN NEW COMMITTEES.

Ten new committees, vigorous and fine;
One was too ambitious, and then there were nine.

Nine new committees, zealous and elate;
One got offended, and then there were eight.

Eight new committees, laboring for heaven;
One got to shirking, and then there were seven.

Seven new committees, "putting in best licks";
One found it tedious, and then there were six.

Six new committees, looking all alive;
One went to sleep, and then there were five.

Five new committees, keeping up their score;
One became "too busy," and then there were four.

Four new committees, bright as bright could be;
One became careless, and then there were three.

Three new committees hunting things to do;
One thought it couldn't, and then there were two.

Two new committees, proud of good things done;
One grew "so tired," and then there was one.

One new committee, holding on for fun;
Fun got exhausted, and then there was—none.

—Amos R. Wells in the Christian Endeavor World.

He.

A set of clubs, a ball upon the tee,
And you afire with love along to see
And praise each splendid drive or clever putt,
I trow were paradise enough for me.

She.

A fig for such a case as that would be!
I'll call it paradise enough when he
That seeks to have me with him shall forget
There's anything around to praise but me.

THE WRONG PLACES.

The Sugar Man Made a Little Mistake.

From Galt, (Ont.), Reporter.

A Galt beet sugar man tells a good story on himself. One night a few weeks ago he set out for a small place about ten miles from Galt to address a meeting as directed by the Board of Trade. He noticed the school all lit up and, concluding that that was the place of meeting, tied up his horse and went inside. The audience was just gathering, and our Galt man was rather surprised to note the preponderance in numbers of the fair sex. However, he was very pleased to see them out. He was shaking hands with all around very affably and began to feel so thoroughly at home that he ventured to be jovial. He suggested that after the sugar beet meeting was over they turn the affair into dance. "Beet sugar!" exclaimed one maid in horror. "Dance!" exclaimed twenty others in disgust, "Why this is the Epworth League." The Galt man thought he'd better go out to see if his horse was standing still.

Cholly—And did Miss Chipper say anything about me? Miss Cuttinge—She said you were just as bright as ever.—Puck.

If you drink brandy try Martell's Three Star.

Tenders Not Considered

Aldermen Decline to Open Bridge Tenders Received After Day Appointed.

Settlement of Craigflower Road Question—Report on Re-naming of Streets.

At last night's meeting of the city council the Mayor and all the aldermen were in attendance. Several important reports were presented, notably that which disclosed a satisfactory settlement of the Craigflower road difficulty. Ald. Kinsman's motion to reconsider the Point Ellice bridge tenders was voted down on a division of six to four, the majority vigorously opposing any deviation from the strict rule, which requires tenders to be in on a certain day and hour, even in a case where the tenderers live half the width of the continent from Victoria. Two representatives of the Puget Sound Bridge & Dredging company were interested spectators of the proceedings. The special committee's report on the re-naming of streets and numbering of houses was presented.

COMMUNICATIONS.

The following communications were received:

From Crease & Crease, on behalf of a Chinese client, asking permission to erect a small platform on Fisguard street, for the purposes of a certain annual ceremony.

The request was granted.

B. R. Seabrook, manager of the Albion Iron Works company, offering certain explanations regarding the company's tender for Point Ellice bridge.

Some discussion took place as to what disposition should be made of the letter, some aldermen contending that it should be filed, while others thought it should be referred to the city engineer or laid on the table. Those who favored the former seemed to assume that the letter might in some way alter the terms of the tender. Finally, as the city engineer assured the council that nothing contained in the letter could affect the tender, it was laid on the table.

The British Columbia Electric Railway company wrote as follows:

To the Mayor and Council of the City of Victoria.

Gentlemen: In that we are very much interested to have a good substantial steel bridge constructed at Point Ellice, and have agreed to contribute one-fourth the cost, a sum not to exceed $20,000, we consider that we are entitled to call attention which we respectfully do, to the non-receipt of certain tenders, being two tenders from Eastern Canadian firms, and the supplementary tender from the Albion Iron Works of this city.

It is not for us, of course, to say what should be the procedure of your honorable body in this matter, but we venture to respectfully suggest that if you find the facts to be that tenders were delayed in transit, or were made without any previous knowledge of other tenders, that then in fairness to ourselves, as well as all the ratepayers, the tenders should be opened.

We would therefore respectfully suggest that your honorable body, being satisfied of the regularity of the tenders—and we do not think for a moment any objection save that of being out of time, can be set up, would reconsider your decision and decide that all tenders should be looked at.

We trust that our suggestion will be taken in the spirit it is intended, not in the way of complaint against your honorable body, but in the way of a desire to propose some method of procedure that will be satisfactory to all concerned.

British Columbia Electric Railway Co., Ltd.,
ALBERT T. GOWARD,
Local Manager.

Laid on the table, to be considered with Ald. Kinsman's motion.

The British Columbia Electric Railway company wrote as follows, re block paving of Government street:

Mayor and Corporation, City of Victoria.
Re Block Paving of Government St.

Gentlemen: In further reference to the interview between your honorable body and ourselves, at which interview our company was asked what the probable cost of taking up the present track on Government street, from the south side of Johnson street, to the north side of Courtney street, and relaying the same with rails and special work suitable for the proposed block paving.

Our engineers have now gone into the matter and estimate the proposed work will cost in the neighborhood of four thousand eight hundred dollars.

I may add that when Government street was double tracked by our company some four years ago, the cost, including rails, was a little over $8,000.

In respect to the old tract belonging to our company in the out-lying districts, I take much pleasure in informing you that an order has already been placed for 450 tons of 56-lb "T" rails, the same to be delivered in Victoria early in the coming spring. Immediately on receipt of these rails the work of replacing the old track with permanent up-to-date construction will commence, and will be pushed through to completion with all speed.

ALBERT T. GOWARD,
Local Manager.

Referred to streets, bridges and sewers committee.

The British Columbia Electric Railway company wrote as follows:

Mayor and Corporation, City of Victoria.

Gentlemen: I have to draw your attention to the great trouble and inconvenience we are experiencing on the Esquimalt road. The present city by-law only allows us to carry 30 passengers over the Point Ellice bridge at one time. At certain hours in the day the regular service is considerably crowded, and to do away with this inconvenience, we run special cars. Under the present conditions, we are giving the best service possible on the Esquimalt road, but at certain times, notwithstanding the extra service, the cars when they reach Point Ellice bridge, are carrying over 30 passengers, and before the car can proceed, some of the passengers must walk the bridge. At 5:30 this evening the whole of the Esquimalt traffic was delayed for one hour because certain passengers on the special workman's car refused to get off and walk. It is evident that this state of things cannot continue, and I have respectfully to ask that you give us police assistance at this point.

ALBERT T. GOWARD.
Local Manager.

Received and filed.

Ald. Stewart suggested the company should put on extra cars when necessary.

From W. G. Eden, complaining of Chinese monopoly of the junk business.

Taken as read and filed.

From George Winter re removal of posts, corner Johnson and Quadra streets.

Referred to city engineer.

Mrs. Martin wrote, complaining of the entrances to a wood yard on Kane and Blanchard streets.

Ald. Beckwith moved that the letter be referred to the police commissioners, requesting immediate attention to this and similar nuisances. The letter was referred to the city engineer, to be referred to the police commissioners if necessary.

John Haggerty, asking that he be allowed to furnish sand under his contract subject to approval of city engineer.

Referred to city engineer and solicitor.

PETITIONS.

Residents of Superior and Oswego streets, in reference to drainage on those streets. Referred to city engineer for report.

C. Brown and others, asking for an electric light on Battery street.

Referred to electric light committee and city engineer.

REPORTS.

The city engineer submitted a report, which was referred to the streets, bridges and sewers committee. Among other things it recommended:

Petition from Robert Tate and many others re opening up and widening of street in Victoria West to connect the Esquimalt road with the Craigflower road. I may say I have looked into the matter and am of opinion the connection between the above mentioned roads would be very desirable, especially for the proposed extension of the tramway lines in the locality. I would therefore recommend a committee be appointed to report upon this matter at an early date.

The electric light committee recommended the following lights:

To His Worship the Mayor and Board of Aldermen.

Gentlemen: Your electric light committee having considered the undermentioned matters, beg to recommend as follows: Re petitions for additional street lights, we recommend that lamps be installed at the following points: One at corner of Bay street and Rock Bay avenue; one at corner of Tolmie avenue and Saanich road; one at corner of Bay and John streets; one at corner of Fort and Belmont avenue; one at corner of North Chatham and Chambers streets; one on Craigflower road (near Dunsmuir residence.) The cost of installing will be approximately $30 per lamp. We also recommend that all scrap metal, etc., at lighting stations be disposed of.

Report adopted.

The special committee on street naming and house numbering reported as follows:

To His Worship the Mayor and Board of Aldermen.

Gentlemen: Your special committee having considered the undermentioned subject, beg leave to report as follows:

First. We have carefully considered the names of all streets that have similar undesirable or duplicate names, and submit herewith a list of changes, which we suggest to the council and recommend that the same be referred to the city solicitor to bring in a bylaw for the altering of names of streets. When this is done and each alderman is furnished with a copy, the details of the whole question can be fully considered in committee.

Second: A valuable suggestion as to the numbering of houses has been made by Mr. James Henderson, contained in a letter herewith attached, which we recommend for the consideration of the council.

Change name of Catherine street, Victoria West, to Beckwith street.
Cadboro Bay road to King Edward street.
Fort street to King Edward street.
Putnam street to Grant street.
Gotham street to Grant street.
Bodwell street to Grant street.
Vining street to Milne street.
Alfred street, east of Chambers, to Teague street.
North Park street to Pioneer street.
Chatham street to Caledonia avenue.
Pembroke avenue, South road, North Pembroke street, Devonshire road, to Kinsman street.
North road to William street.
Denman street, same line, to William street.
Edmonton road to Bay street.
Charles street, off Edmonton road, to Beaven street.
Lansdowne road, Henry street, same line to Hillside avenue.
Andrew street, Victoria West, to Fell street.
First street, block 25, near Jubilee Hospital, similar streets, Work estate, Vigelius street.
Second street to Macgregor street.
Third street, to Wilson street.
Fourth street to Phillips street.
Fifth street to Bragg street.
Belcher street, near Belcher avenue, to Rockland avenue.
George street, end of Chambers, to Chambers street.
George street, easterly from Moss, to McCandless street.
Myrtle street, Oakland estate, to Dallas street.
Frederick street, Victoria West, to Delby street.
James street, Victoria West, to Trimble street.
Elford street, Foul Bay, to Macdonald street.
Lewis street, from Dallas road, to Harris street.
Louis street, south from Fairfield, to Humber street.
South Turner street to Hall street.
Princess street from Michigan to Cooley street.
Bay street, Lime Bay, Victoria West, to Partridge street.
Bay Terrace, West Bay, Victoria West, to Tiarks street.
Adelaide street, Lansdowne road and Hamilton road, to Styles street.
Oak street to Glover street.
Beechy street, Labouchere street, same line, to Fairfield road.
Franklin street, see Collison, to Collison street.
Cook street to Queen Victoria avenue.
Crescent road to Renouf street.
Constance avenue, Victoria West, to Munn street.
Collville road, from Craigflower road, to Baker street.
Esquimalt street, old Esquimalt road, same line, to Navy road.
Hereward street from Esquimalt road to Humber street.
St. Johns Street from Kingston street to Redfern street.
Langley avenue to Kitchener street.
North Chatham street to Brydon street.
South Pandora street to Stewart street.
Richmond road, Mount Tolmie road, same line, to Richmond avenue.
William street, Victoria West, to Humphrey street.
Queen's avenue to Finlayson street.
King's road to York street.
Fourth street, Work estate, to Quadra street.
Second street, Work estate, to Blanchard street.

Alderman W. G. Cameron, Victoria, B. C.

Dear Sir,—Re our conversation on street numbering: As it is proposed to consolidate the duplicate streets, I would suggest that a system of house numbering be adopted on a given number or street.

I understand that the corporation have opted so that any person could easily find no money at their disposal to carry out the work this year. I would suggest that should you adopt a plan of numbering at least two streets be numbered when the plan is adopted—one running from harbor to Oak Bay, say Fort street and Cadboro Bay road, and one from the Dallas road to the city limits north, say Cook street, but Menzies to Belleville and Government to city limits, on Saanich road would be better.

By allowing about 20 feet to each number and making the even hundreds end at a through street, if possible, starting with No. 1 on Fort street, 500 at Quadra, 1,000 at Fernwood road, and so on, to Oak Bay, bringing the even hundreds at prominent corners, the same from the Dallas road to James Bay, say, 400, Fort 600, the Fountain 1,000. All consolidated streets would be numbered by this system, and take their number from the through streets.

As very few of the streets in the suburbs have the names put up, they would be much easier found, as the number would indicate where they started. The house numbers could be prefixed in the City Directory by S for James Bay district, and W. for Victoria West.

If you think favorably of the plan I would suggest that you have the system marked on a city map.

Yours truly,
JAS. HENDERSON.

Received and adopted.

The special committee to interview owners of property on the disputed portion of Craigflower road running through blocks N and P, reported that the owners agreed to accept sums as follows in settlement: R. Hall, $1,000 (five lots); Thos. Shotbolt, $125; M. E. Blaquiere, $200; G. B. Adams $250; T. Redding, $50; C. W. Westwood, $200; Thornton Fell, $150; Mrs. Ellison, $650 and cost of moving house to adjacent lot.

The report was adopted on motion of Ald. Yates, who explained that the committee had been well received by the property owners and had found those interested much readier to meet them halfway and settle the matter amicably than they had been led to expect. He looked upon the arrangement as the settlement of a long-standing and annoying controversy.

Ald. Cameron was opposed to the purchase of the property as he regarded the so-called improvement as uncalled for and unnecessary.

Ald. Kinsman agreed with Ald. Cameron; he looked upon the proposed expenditure as a waste of public money.

The finance committee recommended payment of accounts amounting to about $7,700, which was concurred in.

POINT ELLICE BRIDGE.

Ald. Kinsman's resolution for the reconsideration of the resolution adopted at the meeting of the 12th instant, re bridge tenders, and that all the tenders received be opened and considered, was the next order of business.

Ald. Beckwith supported the resolution in order to place himself right with the ratepayers.

Ald. Yates did not think Ald. Kinsman could show that a reconsideration of their previous resolution was in the public interest.

Ald. Kinsman said that the citizens should have the advantage of every tender sent in, even if some were received a few hours too late. The opening of these tenders might save the city thousands of dollars. If the tenderers were all in the city it would be a different question, but they came from a distance, and the case was quite exceptional.

Ald. Beckwith said the letter from the British Columbia Electric Railway company should be considered with Ald. Kinsman's motion. There was a misunderstanding as to the tenders having been delayed in the mail.

The Mayor said the question was a serious one. If the council refused to reconsider the tenders they were assuming a great responsibility, narrowing the area of competition and thereby possibly putting the ratepayers to unnecessary expense.

Ald. Brydon resented the Mayor's insinuation that the council were not working in the best interests of the city.

Ald. Cameron strongly favored the reconsideration of the tenders. As the matter stood the tenders were narrowed down to one and there were no Canadian competitors. If the tenders which had not been opened were found to be unsuitable—too high or too low—they might be put aside, the council was not bound to accept any tender.

The motion was then put and defeated on the following vote:

Yeas—Ald. Kinsman, Williams, Cameron and the Mayor.

News—Ald. Brydon, Beckwith, Stewart, Yates, Cooley and Hall.

Ald. Beckwith moved the consideration of Mr. Goward's letter. He said one of the city papers had misrepresented the council in leading the public to suppose that the tenders received too late, and which had not been opened, were delayed in transit, which was not the case. They were not posted in time to reach here before 3 o'clock of the last day for receiving tenders.

He moved that the council did not deem it advisable to consider tenders that were not received at the time advertised.

Ald. Stewart explained that the meeting which considered the tenders was adjourned from Monday to Tuesday for the purpose of finding out when the belated tenders were mailed, and it was found that they were posted too late to arrive in Victoria on time.

Ald. Brydon said Mr. Goward had evidently misunderstood the circumstances of the case.

The Mayor reminded the aldermen that the street railway company were contributing to the cost of the bridge and had a right to explanations regarding the tenders.

The motion was carried and the matter was dropped.

BY-LAWS.

Ald. Yates introduced his by-law to regulate the sawing of wood on the streets.

The by-law re qualifications of voters (Ald. Cameron) was finally passed, and council adjourned.

INDIANS EXCITED.

Marinette Wis., Nov. 18.—It is learned from Supt. John Burke of the Peshtigo Lumber Co., that there is great excitement among the Indians on the head waters of the Eagle river in the northern part of Marinette county over the disappearance of one of the tribe, who has been missing for a week. Charles Keshena, one of the best known Indians in that part of the country appeared at one of the Peshtigo company's camps Saturday and said that his brother Indians were greatly excited over the disappearance of one of their tribe, and claimed he was killed by white hunters, who shot him by mistake, taking him for a deer.

The Indians firmly believe he was killed by a white man and are determined on vengeance. The name of the missing Indian is not known. The Indians are of the Menomonee tribe, and have a small settlement on the Eagle river.

Keshena's story created considerable alarm, and all the white hunters in that locality are being warned as rapidly as possible. It is probable that there will be a general exodus as soon as the excitement among the Indians shall become known. The Eagle river region is in the wilds and is one of the best deer hunting districts in Wisconsin.

MODERN FABLES

By George Ade. Copyright 1901, by Robert Howard Russell.

A Youth who had the Love Microbe all through his System was trying to marry a Girl without letting her know anything about it. He was dead willing to Hook Up and the sooner the better, but he was afraid to undertake a Proposal for fear he would Fumble. Every time he came up to the High Jump he laid back his Ears and squatted.

Sometimes he thought he would do it by 'Phone, but he knew that Central might be on the Line. He had written a good many Letters with Darling played up in every Line, but after he read them over they were so very Charlotte Russe that he tore them up.

He knew what he ought to do, all right enough. His work was mapped out and to one who never braced a Social Favorite the Asking Business is Soft.

When one sits back on a $2 Pad in the Parquette and sees James K. Hackett tear off a Love Scene, the whole Thing looks like Money from Home. It is just as easy as signing the book for something that is waiting to be delivered. Every Clothing Salesman in the House thinks that he could crouch on a Rug and sing the same Song. But when he finds himself in a Private House and it is up to him to advance the Ball or get off the Field, he falls down and steps on himself.

The Youth to whom we have referred had started in 35 different times to submit the Life Risk to her, and every time his Storage Battery had failed him and left him stalled on the first Grade.

One Evening he said he would Spring it on her if he had to take a Pencil and write it on the Wall. When he arrived at the House he met one of her School Friends, who had come on for a Visit. And when Miss Friend looked him in the Eye and beckoned him to the Sofa, he realized that there is such a thing as being too Hasty.

The Friend overpowered him and carted him to the Altar, which suited him exactly. But he never knew that the First One had sent for the Friend.

MORAL: Faint Heart has saved many a Fair Lady.

THE MAN WHO ACQUIRED WISDOM.

Once there was a Man who acted as Teller for a Poker Club. His Job was to meet People and Tell how much he had won. He could draw the Long Bow better than he could draw Cards. If he quit anywhere to the Good he would convert his Currency into $1 Bills and go out and Fan his Friends with it, and tell what a purty Game he had played. In a little while the News would get around that he had his Clothes lined with Velvet.

About the time he would arrive at his Office and square away at the Morning Mail, an Acquaintance who was in a Hurry would bound in and tell how much he needed for a couple of Days. By a strange Coincidence he always named the exact Amount that Mr. Blow had been flashing.

After this had gone on for a while, the Man who was getting the swift Touches bought himself a large cardboard Motto, reading, "Silence is Golden."

Now, when he goes into a Game and Taps somebody, he takes the Easy Money and fastens it into his inside Vest Pocket with a Safety Pin. And when he is asked how he came out, he does a Stretch and says, "Oh, about Even."

MORAL: No Man ever saved Money by showing it in a Crowd.

THE SECRET OF ONE POPULAR SUCCESS.

A feeble-minded Young Man stood looking up at a New Building one Day when a Hod of Bricks came down and got him. When he was poked into the Ambulance, his Dome was perforated. At the Hospital they removed a number of Brain Lobes that had been mussed up and had Grit in them. They packed in Oakum to fill the Cavity. The Young Man recovered and soon was able to attend Parties where he scored heavily as a Comic, his great Specialty being to make a Pun on somebody's Name. The Mental Strain of making Puns was too much for the small wad of Grey Matter remaining, so he had inflammation of the Oakum, complicated with Paresis, Hysteria and Emotional Dementia. They had to take him away to the Wheel House and put him in an upholstered Room. He was without Means and the Future semed dark indeed until it was discovered that, when provided with Pen and Paper, he could write Sentimental Songs of the kind warranted to make a Hired Girl weep and sell 100,000 Copies.

Then the Warden remembered having read in a Book somewhere that Insanity and Genius are closely allied.

MORAL: If you don't believe it, read some of the Songs.

THE MAN WHO CRAWLED UNDER THE TENT AND THEN STAYED FOR THE CIRCUS.

One Evening a cynical Person was sitting at a Stag Party throwing Rocks at Fashionable Society. He had no use for the Elite. He said that any White Man who had two or three changes of Raiment and a Medium Nerve could work his way into the Inner Circle, if he would set out to do it and attend closely to his Knitting.

"If I cared to pull the Wires and give the Time to it, I could be right in the Front Row of the Rowdy-Dows within six months," he said.

This boastful Crack was ridiculed, so he offered to wage a Supper for the Party that he could Land. He was snapped up and he started out to win the Bet.

Little Willie the Fox immediately started after the back-number Matrons. He went to the highest Episcopal Church in Town, took a front Seat and tried to drown the Choir. After services he was in the Vestry shaking hands with every one mentioned in the Blue Book.

As soon as the Church gave a Charity Bazaar, he jumped in and did all the Work, told every Lady that her Booth was the prettiest and made himself indispensable. He became a Volunteer Messenger Boy for the Women who have the Currency and the Pull, but who are not ordinarily pursued by the Young Fellows. Every time one of them whistled he came on a Run and jumped into her Lap. The first thing he knew he got Married, which simply horrified every one. His Friends were mad and her Friends were just as mad. There was some talk of setting fire to the House in which they lived.

And yet, if they had stopped to consider, he was the only kind of a Man she could Marry, and she was the only Kind of a Girl qualified to protect a delicate Piece of Work.

MORAL: The Logical Marriage is the one that causes the most Talk.

THE ROUND-UP IN HONOR OF THE NEW LUMINARY.

One Day a Man who had been trying to turn up his Wick among the Litry Lights, received a special Bid to attend an Afternoon Reception. At this Social Donnybrook, a new Author was to be trotted out and put through a Trial Heat. The Man had a Green Badge which gave him the Right to go into the Paddock and see the Animal backed into the Shafts.

When the Man came near the House where a few Friends had dropped in he heard a Noise. It sounded like an Electric Light Plant that was having Trouble with the Machinery. Pop-eyed Ladies with Autograph Albums under their Arms were doing the Yale Vault over the Front Fence and piking for the Grand Stand.

The Man buttoned up his Coat and began to bowl over white-haired Women and Slender Girls with Studio Hair. He gnawed his way into the thick of the Crowd. His Ticket called for one Good Look at one Genius and one Cup of Tea, and he was there to Collect. After a while he succeeded in butting his way into a Cosy Corner where the Smilax was thickest.

There stood a Thin Man. He was at Bay. He wore a Herbert Kelcey Suit, and a Frozen Smile. Eight large, strong Females had beaten down his Guard and fought him to the Posts and they were telling him all at the same time, how much they had enjoyed his Book. There was a look of Mute Appeal on that White Face as if to ask, "Oh, why did the Publisher come down into the Country and dig me up?"

He had just the same chance that a Sheep has in a Packing-House.

The Man went home and all through the Night he saw that Wan Face lifted in pale Supplication. So he got up and burned his Manuscripts.

"If I publish the blamed Stuff and it sells, I may be up against the same Combination," he said.

MORAL: If a Man could write for Posterity and collect his Royalties in Advance it would be Fine Business.

Do you believe that all things come to him who waits?

No, answered the hustler, decisively. Pretty nearly everything that a man doesn't want comes to him who waits, but the things worth having come to him who gets up and humps himself.—Chicago News.

was playing Understudy to several grumpy old Husbands and getting in on Theatre Parties and Dinners to beat the band.

He was in Society, sure enough. He didn't pay for a Meal once a Week. He drank Wealthy Water right out of the finest Ice-Boxes in town. One nice Old Lady had induced her Husband to give him a better Position. He wore violets and pearl-colored Gloves and he had what the doctors call Enlargiensis of the Coco.

He won his Bet and the former Acquaintance of the Stag Party sent word that he was ready to stand the Supper, but the Real Thing sent back Word that he could not afford to meet Chaps who were not in his Set.

MORAL: The Girl-Proof Man is often a Hit in the Old Ladies' Home.

TWO FAVORITES AND THE USUAL COMBINATION.

In a Small City there was a Girl who was a Rallying Cry among the Men, but a Target for all the Feminine Spite. She was a Man's Woman, and that is why her own Sex never got tired of using the Hammer when her Name came up. She could give six Callers her undivided Attention all at the same time and be a Good Fellow every minute. So of course, she was a bold little Minx.

In this same Town there was a Boy who was Aces and Eights with the Girls but when any Man heard the Name he made the Sign of the Upper-cut and said "In a Minute." The Males had no use for one who could discuss Tatting and who said "Oh, Fiddle!" when he was Provoked.

At every Opportunity the Men would get in a few mean Hooks on the girlie Boy and the Young Women would stand up for him and say they didn't care, he was awful Nice, so there!

Then some Man would begin boosting the Tom-Boy Girl, and that would be a Signal for the Feathers to fly.

One Summer the Man's kind of Girl and the Girl's kind of Man went and

SUNDAY CONCERT.

Large Attendance at Italian Band in Vancouver.

Vancouver, Nov. 18.—(Special.)—The Sunday concert has apparently come to stay in Vancouver. A large audience, in which all classes of the community were represented, attended the Italian band concert on Sunday at the opera house. The attaches of the opera house state that they do not remember a more enthusiastic audience than those who gathered in the opera house on Sunday night. The band were given three cheers after the performance. The manager made a speech to the audience, in which he said he took objection to some gentlemen in Vancouver who referred to him as "the flinty-hearted manager grinding down his employees." He said the employees and management were in hearty accord, in fact the bond of affection between them all enabled the public to get the best that there was in them.

YUKON ENGINEER.

Vancouver, B. C., Nov. 18.—(Special.)—Mr. Tache engineer of public works in the Yukon, passed through Vancouver yesterday en route to Ottawa, having been recalled for an investigation owing to charges made from certain quarters. He was presented with a purse of $500 at White Horse as a mark of appreciation, from citizens.

A GREAT SINGER'S NARROW ESCAPE.

His Voice Was About Lost—Physicians Failed—Peruna as a Last Resort Brought Back Health and Strength.

PROF. FRITZ VOLLMER, PRESIDENT SCHWÆBISCHER SÆNGERBUND, OF CHICAGO, ILLS., SAVED FROM ENTIRE LOSS OF VOICE BY PERUNA.

MANY PEOPLE can tolerate slight catarrhal affections. But this is not true of the public speaker or singer. His voice must always be clear, lungs perfect, digestion undisturbed. Hence the popularity of Peruna among the leading professional men and women of the country.

Fritz Vollmer, President Schwæbischer Sængerbund, Chicago, in a recent letter to The Peruna Medicine Co., says:

"I was greatly troubled for weeks with throat trouble which the doctors defined as catarrh, but could only give me temporary relief.

"My voice was badly affected and I was afraid I would lose it entirely. I read of some of the wonderful things your Peruna would do and thought it advisable to try some myself.

"I am pleased to state that in a very short time I was cured."—FRITZ VOLLMER.

An Opera Singer's Experience.

Miss Jennie Hawley, a contralto singer of great popularity in comic opera, is one of the many professional singers who use Peruna. She writes:

RIGGS HOUSE, WASHINGTON, D. C.

"I regard Peruna as invaluable to singers and actresses, and all persons who use their voices in entertaining the public. I have found it excellent for a cold or cough."—Jennie Hawley.

Ex-Congressman C. Pelham, of Bancroft, Va., writes:

"My sister-in-law has been suffering from catarrh of the throat for a considerable time. She has been using Peruna for about one week, and is manifestly improved. I believe it is an excellent remedy for catarrh."—C. Pelham.

Not only is Peruna of untold value in cases of laryngitis, but a bottle of Peruna rightly used in the family during the winter months is of value untold. Peruna cures colds, cures coughs, cures la grippe, cures all diseases due to catarrhal congestions of the mucous membranes.

Address The Peruna Medicine Co., of Columbus, O., for a copy of Dr. Hartman's latest book on catarrh.

Peruna can be obtained for $1.00 a bottle at all first-class drug stores in Canada.

"The Ills of Life," which can be secured at all up-to-date drug stores, and upon request is sent free to all, gives a short description of all catarrhal diseases. Address Dr. Hartman, Columbus, Ohio, U. S. A.

FOOLISH FAKE.

San Francisco Paper Talks of Plot to Capture Yukon Territory.

A foolish story published in the San Francisco Call and wired broadcast on Sunday told of an alleged conspiracy to overthrow the government of the Yukon territory and establish a republic, with Dawson as its capital. The story is printed in Sunday's edition of the San Francisco Call, and has been given wide publicity in a summary sent out yesterday by the Associated Press agent at San Francisco. It is claimed that the conspirators have agents in Dawson, Skagway, Vancouver, Victoria and Seattle. The Associated Press despatch says:

"According to the details of the story, arms, ammunition and provisions have been taken in over the railroad and cached at strategic points. Prominent American residents of Skagway are said to be ringleaders in the conspiracy. Miners to the number of 5,000 are said to await the summons to arms, ready to fight for the independence from Dominion rule of the gold field camps and towns. The plan is to overpower the Mounted Police, arrest the civil authorities and take government into their own hands. The rigors of the Arctic winter would give the insurgents six months' immunity from attack by Canadian or British troops, and the adventurous arch-conspirators hope for intervention or outside assistance by the time the melting of ice and snow will permit the invasion of their isolated republic.

"It is further related that a hurried conference, lasting until midnight, was held at Skagway November 5, at which were present Capt. Corrigan of the Northwest Mounted Police, who had arrived from across the Canadian border last evening; Judge Brown, of the United States district court; United States Marshal Shoup, United States Attorney Friedrich and Major Hovey, commanding the United States troops at Skagway.

"This was the last of several hasty consultations between the civil and military representatives of the two powers in relation to the mysterious transportation of supplies into the interior, and rumors of a conspiracy to lead the miners in a revolt against the Canadian government in the Northwest Territories. Those present maintained the strictest silence concerning the new evidence laid before them, and their evident anxiety helped to confirm the rumors of conspiracy.

"Capt. Corrigan took the early train back across the border the next morning, while United States Marshal Shoup embarked on the first steamer for Seattle, which port he reached several days ago. The object of his visit was, presumably, to confer by telegraph with the authorities at Washington. He sailed yesterday afternoon on the Dolphin on his way back to Skagway."

HUNGARIAN DIET.

Premier Speaks Strongly in Favor of Triple Alliance.

Buda Pest Nov. 18.—The Hungarian premier, M. Dezell, during the course of a debate on the speech from the throne in the diet today, said amid great applause, that the triple alliance guaranteed to all three states party thereto, such a measure of security as no other alliance could give. Although Great Britain, owing to her traditions was not a party to this agreement, nevertheless she leaned toward the alliance, and Austria-Hungary could act in accord with Russia regarding the Balkan states. M. Dezell also announced that Hungary was negotiating with Austria for a customs agreement substantially upon the lines of the one expiring in 1907.

DR. J. COLLIS BROWNS CHLORODYNE

Vice Chancellor Sir W. Page Wood stated publicly in court that Dr. J. Collis Browne was undoubtedly the inventor of Chlorodyne, that the whole story of the defendant Freeman was literally untrue, and he regretted to say it had been sworn to.—Times, July 13, 1864.

Dr. J. Collis Browne's Chlorodyne is the best and most certain remedy in Coughs, Colds, Asthma, Consumption, Neuralgia, Rheumatism, etc.

Dr. J. Collis Browne's Chlorodyne is prescribed by scores of Orthodox practitioners. Of course it would not be thus singularly popular did it not "supply a want and fill a place."—Medical Times, January 12, 1885.

Dr. J. Collis Browne's Chlorodyne is a certain cure for Cholera, Dysentery, Diarrhoea, Colics, etc.

Caution—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the stamp. Overwhelming medical testimony accompanies each bottle. Sole manufacturer, J. T. DAVENPORT, 33 Great Russell Street, London. Sold at 1s. 1½d., 2s. 9d., 4s.

JOHN JAMESON & SONS, DUBLIN

"Own cased" very old Black Bottle

WHISKEY

PLEASE SEE YOU GET IT WITH METAL CAPSULES

BLUE.....ONE STAR
PINK.....TWO STAR
GOLD.....THREE STAR

OFF ALL DEALERS

Sole export bottling agents to J. J. & S

C. DAY & CO., LONDON

English Cravenette Raincoats
$10, $12, $14, $16, $19

Raglans Raglanettes —AND— Chesterfields

Mackintoshes
$3.75, $4.75, $6.75, $10

Overcoats
$5.00, $7.50, $10.00, $12.00

B. WILLIAMS & CO.
68-70 YATES STREET

Immigrants For Canada

Fifty Thousand Came to the Dominion During the Year.

Stream of Settlers From the United States Is Growing Rapidly.

The Dominion government is making strenuous efforts to attract settlers into the Canadian North West, says the Toronto Star. Judging from the latest returns obtained from the Immigration department, the work in this direction has been highly successful. Some years ago it was with difficulty that the people who went into the North West were induced to remain there, and, indeed, many of them sought homes in the Western States of the neighboring Republic. Not only have many of those who left returned, but others have accompanied them. They are coming to Canada because there is an area of excellent farm land available for settlement in districts which are not burdened with excessive taxation. The arrivals from the United States during the past year have exceeded that of any other year in the history of this country. The total arrivals also are very much greater than has been the case in any previous year. Altogether there were, for the year ending June 30 inst., about 50,000 settlers located in Canada.

The returns from the United Kingdom were not so great as the department would like, but a variety of reasons, principally the war in South Africa and the inducements offered by other colonies of the Empire, contributed to this. A large number continue to go to the United States from Great Britain, and it is just possible that some arrangements may be reached between the governments of the British colonies and the Imperial government to attract immigration from the Old Land towards British possessions. If this were done, then Canada is sure to be the principal dependency to gain from such action, because of the large number who still continue to go to the United States. Many of the latter would come to Canada instead.

Mr. Frank Pedley, the superintendent of the Immigration department of the Dominion, was seen by your correspondent in his new and commodious quarters in Queen street. He has just prepared his annual report for the year, and forwarded it to the Printing Bureau. Asked as to the flow of immigration into the country, he replied that it was very satisfactory indeed.

"Take," said Mr. Pedley, "the figures for the past year, which closed on June 30, and we placed about 50,000 settlers in Canada during the year, principally in the Canadian North-West. To be exact, the number was 49,162. Of these 31,162 arrived at ocean ports, and the balance, 18,000 came from the United States. Those who come from the United States are among the best settlers for the North West. Of those who came by ocean ports 9,291 were English, 9,323 Irish, 1,476 Scotch, 520 German, 838 Scandinavian, 492 French and Belgian and 17,572 from other European countries.

"As we changed our year to end on the 30th June this year, instead of the 31st December, as formerly, it would be difficult to compare the present year with any previous one. However, the returns, as already said, are very much larger than in any other year, and the prospects are that the year which we have entered upon will be very much larger than the preceding one. In 1896, for instance, the arrivals in Canada by ocean ports were 16,835. At that time no record was kept of the arrivals from the United States. In 1897 there were 19,304 immigrants who arrived at ocean ports, and 712 who entered Canada from the United States. The next year showed a big increase, when 22,751 reached Canada by ocean ports and 9,119 came from the United States. In 1899 there was a further increase, there being 32,598 who came by ocean ports and 11,945 from the United States. For the six months from January, 1900, to June 30, 15,352 arrived at ocean ports and 8,543 from the United States. It was then that we changed the departmental year from the calendar to the fiscal.

"The English, Irish and Scotch immigration remained pretty much about the same for the past five or six years. We got about the same number each year. For instance, the arrivals from England in 1897 were 9,393, and for the year just closed they were 9,331. There was an increase in the number we received from Ireland, but still, at 833, it remains small. Scotland, like England, sends us about the same number every year. There was a small increase last year."

"What about the location of the immigrants?"

"The English-speaking immigrants, and to a certain extent those from the Scandinavian country and from France and Germany, are settled in various parts of Canada, but chiefly in Manitoba and the North West Territories. The other nationalities from Europe settle more in communities.

"There are about 50 German settlements in Manitoba, Assiniboia, Saskatchewan, and Alberta. There are also about 50 French settlements in these places. There are five Doukhobor settlements in Assiniboia and Saskatchewan. In Manitoba and the North West there are about 17 Galician settlements, and about 20 Scandinavian settlements. There are also 14 Icelandic settlements in Manitoba and the Territories. In addition to these there are settlements of Mennonites in Southern Manitoba. They make very good settlers indeed. The same thing may be said about the Icelanders, Scandinavians and Germans. The Doukhobors and Galicians are doing exceedingly well, and those who were opposed to this class of immigration, and who have since seen their work in the West, are forced to admit that this is the case. There are five Hungarian settlements in Manitoba and the Territories, and three Finnish settlements in Assiniboia and Alberta."

"What about the older provinces?"

"Many Canadians repatriated from the United States, settlers from France, and others who contemplated leaving the country but who were induced to remain in Canada, form a flourishing settlement in the Lake St. John district. Settlers are also going into the Lake Temiskaming, Nipissing, and County of Pontiac districts. The newly-opened up lands in Northern Ontario are being rapidly filled by a most desirable class chiefly from the United States.

"Generally speaking," added Mr. Pedley, "the reports from the general colonization agent in Western Canada, and from other official sources tend to show that all these settlements are in a flourishing and prosperous condition. In most of the Western settlements large areas have been cleared and broken, and good crops of wheat, oats, and barley have been raised. In many cases the settlers have excellent gardens, and the crop of potatoes has been large. Their houses show improvement in structure, and altogether the newcomers may be described as doing well."

ACHES AND PAINS.

You know by experience that the aches and pains of rheumatism are not permanently, but only temporarily, relieved by external remedies.

Then why not use an internal remedy—Hood's Sarsaparilla, which corrects the acidity of the blood on which rheumatism depends and cures the disease?

This medicine has done more for the rheumatic than any other medicine in the world.

OSTRICH FARMING.

Latest Reports as to the Industry in Cape Colony.

U. S. Consul General Stowe writes from Cape Town that for the past fifteen years ostrich farming in Cape Colony has been a highly successful industry. In the past ten years ending in 1899, before the beginning of the war, the number of the birds increased from 115,000 to 261,000. Twenty-five years ago the statistics of Cape Colony said that there were only ten tame ostriches in the colony.

The birds each yield about a pound and a half of feathers every year, the average value being about $12 a pound. The finest feathers of course are the wing feathers of the male bird, which are long and white and bring from $50 to $70 a pound. It takes eighty of them to make a pound. The wing feathers of the female ostrich are much lower in value because they are always gray. The supply was much smaller when it came wholly from wild birds and the best quality of feathers frequently brought as much as $135 a pound. As each male bird yields only about twelve or fifteen of these feathers and as there is always a steady demand for them the price is not likely to fall much until the ostrich farming industry becomes larger than it is now.

Twenty years ago almost all the feathers that came into the markets were from the wild birds, most of them from North Africa. Now, however, a New York dealer in feathers says not more than one per cent. of the feathers are from wild birds. The business in South Africa, which is the source of nearly all the supply, is now centered in the hands of men of considerable capital, who raise the birds in the sandy dry bushland northeast of Cape Town. In the early days of the industry many small farmers engaged in the business but they were largely forced out of it in the years of experimentation when the industry was subject to many vicissitudes and they have not gone into it since then.

Formerly wild ostriches were killed to get their feathers, which were obtained by plucking them from the dead animals. Now the crop is gathered about once in every eight months by cutting the feathers from the bird.

A long record of success in curing cuts, burns and bruises, as well as all bowel complaints, is held by Pain-Killer—over 60 years. Avoid substitutes, there is but one Pain-Killer, Perry Davis'. 25c. and 50c.

DUTCH PRO-BOERS.

Attack and Wound Crew of British Fishing Smack.

London, Nov. 17.—An extraordinary demonstration of pro-Boerism is reported by a Brussels newspaper. It seems that a Dutch fishing boat belonging to Yumidon, while off Wellingen lightship, in the North sea, pretended to be in distress and approached a British smack. Thirteen fishermen from the Dutch boat boarded the British craft and attacked the crew of the latter, shouting "Long live the Boers!" Several of the Britishers were wounded. It is alleged that before making the attack the Dutchmen locked their captain in his cabin. The British smack succeeded in escaping and arrived at Ostend, where the captain lodged a complaint with the British consul.

INTERESTING DECISION.

Appeal Decided in Suit For Man's Death.

Toronto, Nov. 15.—An interesting judgment was given this morning by the appeal court. P. J. McHugh was killed on the Grand Trunk and his mother sued for damages, but died while the suit was pending. The brother of McHugh continued the suit as his mother's heir. The lower court decided the brother could not inherit the mother's claim, as the benefit to be gained by the mother was personal. The appeal court sustained the decision.

Health and Vitality

For the Old People.

Wasted muscles, shattered nerves and failing strength may result from old age as well as from disease. As old age creeps on, vitality is lowered, the heart beats more slowly, the blood becomes thin and watery, and the power of resistance is lessened. It is the old people above all others who require the new life and energy which comes with the use of Dr. Chase's Nerve Food.

Scores and hundreds of old people depend on Dr. Chase's Nerve Food to restore their exhausted nerve force and replace their wasted tissues. It calms and quiets the nerves, gradually and certainly enriches the blood and builds up the system, and makes old people feel again the thrill of new life and vigor in their shrivelled arteries. From childhood to old age this famous food cure is the greatest blessing which medical science has bestowed on mankind.

Dr. Chase's Nerve Food

50 cents a box, 6 boxes for $2.50, at all dealers or Edmanson, Bates & Co., Toronto.

Agents wanted for Dr. Chase's Last and Complete Receipt Book.

A Local Firm Secures Contract

Albion Iron Works Will Repair the Steamer City of Topeka.

How Victorians Were Delayed by Efforts to Travel on Local Steamer.

The contract for the repairs to the steamer City of Topeka of the Pacific Coast S. S. company, which ran into an iceberg in Taku inlet on the early morning of November 2, was yesterday morning awarded to the Albion Iron Works of this city, who were the successful tenderers for the work. The company, which are quite busy at present, expect to commence work on the steamer tomorrow, on the confirmation of the awarding of the contract being received by wire from the San Francisco office of the Pacific Coast S. S. company. The work, which will cost somewhere between six and seven thousand dollars will be completed in about two weeks time.

The City of Topeka as she lies resting on the blocks in the dock shows a badly damaged bow as a result of the impact with the ice, which she struck squarely head-on, and stove in her stem badly. The Albion Iron Works will put a new stem and forefoot in the steamer, and the repairs will involve the placing of ten new plates and the removal and straightening of others.

The local ways and dry dock are all occupied at present, and the Esquimalt Marine Railway company, which operates the ways at Vancouver, has also vessels on the ways there. The bark Hawaii, is being repaired there, and the Ida and E. K. Wood have completed their overhaul. At Esquimalt the ways are occupied by the steamer Hating on which the iron workers will be engaged for some time to come, for the repairs to her are extensive. The work on the schooners of the sealing fleet is going on in the upper harbor at the ways there, for one by one the schooners are being hauled out to be overhauled for the coming season's cruise.

YESTERDAY'S STORM.

High Wind Causes a Scow to Break Her Moorings and go Ashore.

A heavy wind blew about 10:30 yesterday morning. It swept over the city from the southeast afterwards veering around to the southwest and blowing at the rate of 30 miles an hour for some time, and for a short time attaining a velocity of 55 miles an hour. During the storm a scow which had been moored with three strong hawsers to the ship Senator at Esquimalt, broke away from the ship, and after drifting for some distance went on the beach opposite the ship. Fortunately the supplies for the Senator had been transferred to the vessel with the exception of the coal, none of which was lost. The tug Tyee went to Esquimalt and hauled the scow off the beach. She was not injured.

YUKON STILL OPEN.

Steamer Dolphin Brings Down Number of River Steamer Employees.

Steamer Dolphin, which returned to Seattle on Friday, brought 135 passengers, including 50 river steamer employees. Matthew White, chief clerk to J. Francis Lee, traffic manager of the railroad, was a passenger. He made an inspection trip the full length of the railway, finding that highway in particularly good condition for this season of the year. At White Horse he noted that the upper Yukon steamers White Horse, Bonanza King, Mary Graff, Victorian, Dawson, Casca, Crimins, Monarch, Anglian Yukoner Columbian Canadian and Selkirk had gone into winter quarters. The Zealandia, Prospector and Bailey were at the foot of Lake LeBarge and the Sibyl at Hootalinqua.

The Yukon was still open, though well filled with slush ice at the time the Dolphin sailed from Skagway on November 10. It was growing colder and the indications were that the stream would freeze over within two or three days from that date.

Going and coming the Dolphin experienced rough weather. North bound she ran through a blinding stowstorm the full length of Granville channel, and returning she encountered winds that at times blew almost a great gale.

The Dolphin brought the last shipment of Klondike gold of the season, $37,000, consigned to the Northern Commercial company.

TRAVELERS HANDICAPPED.

Victorians Put to Great Expense in Efforts to Travel by Local Steamers.

Within the last few days a number of Victorians who have been engaged as masters, mates and members of the crews of the river steamers in the North, have returned home. The steamer City of Seattle brought a number on Wednesday, and on Friday the steamer Dolphin carried another contingent into Seattle, whence they came to Victoria. The recent arrivals include Capt. Tom Lawrence, master of the Atlin steamer Scotia, and Mrs. Lawrence, David Stephens, from Atlin, Capt. Martin, of the Yukoner, and several others.

Many of the returned Victorians have a complaint regarding the service given to the Lynn canal port by the C. P. N. company which they say is very detrimental to the interests of Victoria. There was no Victoria steamer at Skagway from the time the steamer Amur left on October 29, until she returned again on this trip, being due there yesterday, and many of the down passengers were kept waiting five or six days with tickets sold for passage down on the Danube, before being informed that the steamer Danube was not coming north. Had the Danube gone to Skagway she would have had about 150 passengers, of whom a number would have come on to Victoria, after, as is the custom, those bound through had been landed at Vancouver. The agent of the C. P. N. company at Skagway, Mr. Dunn, sold as many as 120 tickets for the Danube, and, although tickets were being sold for the trip of the City of Seattle, the passengers were kept waiting day after day for the steamer, which never came.

David Stephen and Capt. Lawrence, of this city, came out from Atlin intending to sail by the steamer Danube on the 5th. They bought tickets for her and waited together with a number of other Victorians. Day after day they looked in vain for the Danube and on Saturday, four days later, the steamer City of Seattle came in, bringing word that the Danube's trip to Skagway had been cancelled and she was running to British Columbia ports only. Some decided to wait a few days more for the Amur, which the agent said was due on the 12th, and when the steamer Dolphin arrived on the 10th with the news that she would not arrive until the following Friday or Saturday, they decided that they had been to enough hotel and incidental expense at Skagway in waiting for the Victoria steamer, so they decided to come down by the Dolphin, which meant additional expense, for the Victoria passengers have to pay the local rate from Vancouver or Seattle to this port when traveling on the American steamer under the arrangement existing between those companies and the C. P. N. company. The passengers of the City of Seattle had to pay their fare on the Charmer from Vancouver, and those who came down on the Dolphin paid the local fare from Seattle. This is an arrangement which came into force as a result of the rate war which the C. P. N. company waged to keep the American liners out of Victoria, and now that company has but one vessel running to Victoria from the North.

FOR ST. LOUIS EXPOSITION.

Scenes in the Northwest to Form One of the Big Attractions.

The Hall Bros., of Omaha—Richard, Charles and Virgil—were in the city last evening on their way to San Francisco. They have spent the last three years in the Northwest painting the most picturesque views to be found, and which they will place on exhibition at the St. Louis exposition. After a short stay in San Francisco they will return to Victoria to endeavor to obtain views in this vicinity of which all artists have heard so much.

The views being painted by the Hall brothers are in oil. There will be a series of 12 of the most beautiful scenes in Washington, Oregon, California and British Columbia. The most notable will be the painting of Tumwater canyon, at the Great Northern tunnel in the Cascades. This picture will soon be completed. It is valued at $5,000. The scene is painted on canvas 34x49 inches. Other scenes in course of painting are the following:

From the State of Washington—"The Pacific from Washington Shores," "Mount Rainier," "Sunset on Puget Sound."

From Oregon—"The Dalles," "Mt. Hood" and "Moonlight on the Pacific."

From California—"Yosemite Valley," "The Quiet Sacramento," "Return of the Queen at the Golden Gate."

From British Columbia—"Sunset in the Selkirks," "Moonlight on the Sound," "Fraser River."

Hall brothers say their work will be worth from $60,000 to $75,000.

SMUGGLING BY SOCIETY WOMEN

Carry Expensive Dress Goods From Victoria to the Sound.

Several prominent Seattle women, the wives and daughters of wealthy business and professional men, have, according to United States secret service detectives, been conducting systematic smuggling operations on an extensive scale, says the Post-Intelligencer. Their violations of the law have become so frequent, and in some instances so open, that the matter is receiving serious consideration from the government officers. During the past winter it is stated by a Seattle customs official, hundreds of dollars' worth of silks and expensive dress goods were brought from Victoria to Seattle without the payment of duties, because of the social prominence of the fair smugglers on whose persons the dutiable articles were more or less cleverly concealed.

"The smuggling of opium," said a well known customs officer yesterday, "is really no worse, as extensively as it has at times been carried on, than is this smuggling of dry goods. I doubt if the different opium rings, which the vigilance of our customs inspectors has broken up did more in the way of crime—so far as the statutes are concerned—than these women have accomplished. The criminals, are, in these instances, supposedly honest and well-bred women and would indignantly resent the mere hint that they were guilty of any wrong doing.

"They are, however, as amenable to punishment as any of those men whose exploits in swift smuggling launches and sailing vessels kept the customs officers hard at work for months.

"These women smugglers are always wealthy. They do their shopping across the line and bring their purchases home concealed in their clothing.

"I recall the case of a woman, the mistress of a beautiful home and the wife of one of Seattle's most influential men, who was very recently the smuggler of a very expensive piece of silk dress goods. She carried the cloth home beneath her outer skirt. The name of this woman's husband is you might truthfully say, a household world in this city. Scores of other cases are known where women, almost if not equally prominent, have committed similar crimes on a smaller scale.

"The worst feature of the matter is the increasing frequency of these occurrences. These women cannot resist the temptation offered by cheaper goods in British Columbia, and the delusion that they are sufficiently skilled to avoid the officials. This idea is a fallacy. Their violations of the law are often known at the time and could probably be detected in every case were arrests deemed advisable.

"They have not in the past. This may not, however, be the case in the future, unless the smuggling is stopped. The social prominence of the culprits would make their prosecution a disagreeable task and one which every officer would dread. It may, however, be necessary to undertake it."

Local opinion is strong in favor of Perry Balsam. It cures coughs and colds with absolute certainty. Pleasant to take and sure to cure. Manufactured by the proprietors of Perry Davis' Pain-Killer.

SHELL FAILED.

Trial of New Projectile Does Not Prove a Success.

Sandy Hook, Nov. 15.—The failure of inventor Cathmann's theory of his invention in the test of a new shell made here today is ascribed by him to an imperfect detonation of the fuse in the interior of the shell. The army officers, however, claim that they have found convincing proof to the contrary, and say that everything in connection with the test was as perfect as possible to make it in accordance with the inventor's wish. The board has decided to give a second trial to which the inventor is entitled, tomorrow morning.

A test made later in the day with the regulation gun on the duplicate target was a complete success.

The gun used today was a specially built piece of ordnance, six inches larger in bore and several feet longer than any now in use, being of 18 inches bore, and 44 feet in length. The projectile was a shell 18 inches in diameter, and six feet in length, containing a charge of 500 pounds of wet gun cotton the whole including shell, weighing 1,850 pounds. The claim of the inventor was that with a charge of 310 pounds of powder, his shell or torpedo would disable any battleship in existence at a distance of 3,500 yards.

The duplicate target on which the regulation 12 inch breech loading rifle with a 12 inch Midvale armor piercing shell, loaded with the government high explosive "D" was tested at 4 o'clock. The projectile pierced the 11 inch Krupp plate. It made a perfectly clean entrance, and exploded after passing through the plate, making a most deplorable wreck of the interior. A report of the final result will be given tomorrow.

B. C. MINING.

From Slocan Drift.

Last month saw more ore shipped from the upper Slocan camp than in any previ- October since the white metal was discovered; the lower Slocan has about doubled last year's top record and is still gaining; and the C. P. R. reports that it is handling 17,000 tons of ore monthly in southern Yale and the Kootenays, and that next year will see the amount trebled. To mine that much ore means many men are being employed and considerable money expended. In the face of such facts, the man would indeed be foolhardy to pronounce mining in British Columbia as languishing because of bad laws. The day of the croaker is gone.

Point Ellice Bridge Tenders

Engineers Studying Plans Before Making Final Reports to Council.

Prominent Citizens Express Their Views—New Tenders Should Be Invited.

There is much speculation as to the next move of the City council with regard to the Point Ellice bridge tenders. The plans and tenders have been referred to the City Engineer for examination and report and as the British Columbia Electric railway company are contributaries of 25 per cent. of the cost of the structure, their engineer will assist Mr. Topp in his study of the plans and specifications. The engineer's report will probably be laid before the council at the regular meeting next Monday night, and the acceptance or rejection of one or other of the tenders will depend entirely on that report.

There is a strong feeling expressed that the council made a mistake in calling for tenders without having decided the exact character of the structure desired, but that objection has been explained away from the fact that the aldermen were guided by the advice of Mr. Horne-Payne and other officials of the British Columbia Electric railway company, who urged that all tenderers should be allowed to submit their own designs, subject only to the general specifications, which called for a bridge of the following dimensions:

Length, 600 feet; width of roadway, 24 feet; width of sidewalks, 5 feet on each side; total clear width, 34 feet; extreme width of the structure, 37 feet. The City Engineer prepared two sets of plans, and there were fully 34 pages of specifications at his office. The difference between the two sets rested in the style of the truss. One had a straight top cord and the other a curved top cord. Blue prints of the plans prepared were given to all firms who desired them as well as full particulars of the specifications. The dimensions just mentioned were not conformed to by the Albion Iron Works, the only local tenderer.

Still the situation to which the bridge question has been reduced is regarded by many leading citizens as unfortunate. Mr. Thomas Earle, M. P. said yesterday that he had not followed the question closely enough to express an opinion as to the rejection of the Eastern tenders, but he considered, under all the circumstances which had been brought to his knowledge, that the council would be justified in making new plans and specifications and calling for tenders on a basis which afford fair competition to all parties. He thought that would satisfy the public and relieve the council of all blame in the matter. The proper course for the council to have taken in the first place would have been to cause plans to be made by their engineer and then submit those plans to some well known authority on bridge building for approval or modification. Having thus decided upon exactly what was required, they should have invited tenders.

Mr. F. A. Pauline, of Piercy & Co., regarded the situation as most unsatisfactory. The council might be quite correct in the action which they had taken, but the public at large felt that the business had been mismanaged. He was convinced, personally, that the proposed bridge was too narrow, even allowing the contention, which, he understood was held by some of the aldermen, that in a few years it would be necessary to bridge the Arm at a more convenient point than Point Ellice and that the proposed structure would be sufficient for present needs there was no reason why the expenditure should be made on what might be regarded as a temporary work. The bridge should be made wide enough to accommodate the traffic of many years—it would be little short of a waste of public money to make it otherwise. He believed the council owed it to themselves and to the citizens that they should call for new tenders based on such definite specifications as would give bidders a clear idea of what was required. He had hoped at one time that the council would see their way to build a solid stone bridge across Victoria Arm. The first cost might be greater than that of a steel bridge, he was not clear on that point, but even if it were such a structure would be an ornament to the city, a monument to the good taste of the citizens and all the material and labor would be procured at home.

Mr. McQuade, president of the Board of Trade, endorsed the action of the council in rejecting the belated tenders. He believed they had acted in strict accord with the conditions of the advertisement and were perfectly right. At the same time he would be sorry to see the contract awarded to a foreign company, and if at all possible he would like the council to give the local tenderers the preference even if it cost the city more—home industry should be encouraged under all circumstances.

VICTORIA WEATHER SYNOPSIS.

Victoria Meteorological Office, 13th to 19th November, 1901.

The weather during the first two days of the week was generally fair throughout this province, due to the barometer being high over the interior of the continent and low off the coast from Vancouver Island to California. This distribution of pressure caused comparatively dry off-shore easterly winds throughout the province and the adjoining States. On Friday, 15th, a high barometer area appeared on the California coast, it gradually spread northward, preceded by high southerly winds and rain in this vicinity. By Sunday this high area had extended to this province, where it caused fair weather, lasting till Monday, 18th, when the barometer again fell, and the coast weather became unsettled in advance of another extensive ocean low barometer area, which was slowly approaching the coasts of Vancouver Island and Washington, where by Tuesday, 19th, a general rainfall also extending as far south as San Francisco, had set in. During this week the weather has been abnormally mild west of the Cascades, chiefly below freezing in Cariboo, and from the Rockies eastward to Manitoba, where the barometer remained high, the weather was almost continuously fine and the temperature, though usually below the freezing point, did not fall to zero at any station.

At Victoria 6 hours and 54 minutes bright sunshine was recorded, .59 inch of rain; highest temperature, 59, on the 14th, and the lowest was 43 on the 18th.

New Westminster, rainfall, 1.02 inch; higest temperature, 56, on 15th; lowest, 30 on 18th.

Kamloops, no precipitation; highest temperature, 54, on the 16th, and the lowest, 30, on the 18th.

Barkerville, rainfall .24 inch; highest temperature, 38 on 19th, and lowest, 16, on 13th.

Further summary of October weather.

	Precipitation in inches.
Barkerville (including 2 in. snow)..	2.26
Rivers Inlet	18.33
Port Simpson	14.62
Naas Harbor	15.26
Port Essington	21.31
Chilliwack	4.50

TEMPERATURE.

Barkerville, mean temperature, 42.67; highest, 66 on 3rd; lowest, 24 on 27th and 30th.

Rivers Inlet, highest temperature, 70.9 on 2nd; lowest, 37.1 on 31st.

Port Simpson, highest, 63.5 on 2nd and 3rd; lowest, 36.5 on 14th.

Chilliwack, highest, 78.1 on 2nd; lowest, 36 on 12th.

The crown that will probably be used for Queen Alexandra at the coronation next year is that made for Mary of Modena, the wife of the second James. It has 2,673 diamonds and 23 rubies, besides smaller stones.

Nearly 17,000,000 American children are today attending school—including the million or two that are playing hookey.—Kansas City Journal.

WITH ALL HANDS.

Norwegian Steamer Lost Off Newfoundland Coast.

Halifax, Nov. 17.—The terrible gale that has been raging on the Newfoundland coast during the past three days has carried death and destruction in its track. Shipping has suffered severely as a result of the storm, and many lives have been lost.

A private despatch which reached Louisburg, C. B., tonight, states that the Norwegian steamer Ella, under charter to the Black Diamond line company, has been lost on the Newfoundland coast, in the vicinity of Belle Isle, with all hands.

The steamer left Montreal on Friday with a general cargo for St. John's, Nfld.

The Ella was 901 tons register and was built at Sunderland in 1898. This was her last trip of the season on that route. She carried a crew of about 20 men.

THE DISTRICT OF KEEWATIN

Some Interesting Information of That Little Known Portion of Canada.

From Montreal Witness.

The enumeration this summer of the scattered Indian settlements and Hudson's Bay company posts in the district of Keewatin was a task that called for the exercise of much hard work. It was covered by two parties, the one traveling through the northern and western portions up as far as Fort Churchill, on Hudson's bay, and the other journeying north as far as James bay and east to the Albany river, which forms the boundary between Keewatin and Ontario.

The first named party was under Mr. George Vincent, of Winnipeg, who writes in part as follows:

"Our journey, a difficult one under the most favorable circumstances, was rendered more so by the scarcity of food. At not one of the Hudson's Bay company's posts, until God's lake was reached, and we obtain an adequate supply of pork and flour. Norway House, Cross Lake, Nelson's House and Split Lake posts had not yet received their summer supplies, while at York and Churchill the boat from England had not yet arrived. The country through which we passed was fairly well supplied with fish and game, but to procure it required a greater sacrifice of time than we could give in order to cover the ground before the close of navigation.

"The Indians were found to be fairly prosperous at all the posts except Churchill, where the Chippewayans appeared ill-dressed and ignorant. The other Indians were all of the Cree tribe. At Norway House nearly all work for the fishing companies, which are three in number, in the summer, and hunt fur in the winter. The presence of the opposition fur traders at Norway House has made fur values higher, while the Hudson's Bay company has opposition at all the other posts visited except Churchill and York, where the old prices for fur are still paid. This has had the effect of drawing a large population away from these posts, and many of the York and Churchill Indians are found at Norway House, Oxford, Cross Lake and Split Lake, but more especially at the first and last named places. Missionaries are established at all the posts, and carry on educational work, so that nearly all the natives write in the syllabic characters devised for their use by a missionary about a hundred years ago. There is no conflict among the missionaries, and naturally the natives of one post are practically united so far as religious denomination is concerned. At Norway House, Cross Lake, Nelson House, God's Lake and Oxford, the Methodists are established, while the Anglicans carry on work at Split Lake, York and Churchill. The Roman Catholics have one small mission at Nelson House.

"At all the posts except Churchill vegetables can be grown with good results and all the company's posts are provided with gardens, except York, where the establishment has been reduced owing to the migration of the Indians. At Norway House and Oxford some of the Indians grow a few vegetables, but they take little pains to secure a good crop. The Indian's system does not crave for vegetable food. Both in summer and winter he can depend upon his nets for an almost unfailing supply of fish, the catch being white fish, pickeral, trout and sturgeon. Waterfowl are plentiful in the marshy lands, geese and ducks predominating. Large bands of deer roam over the entire area, but their presence cannot be depended upon for any length of time in one locality. Bears are numerous, and the Indian eats the meat of all the fur-bearing animals he kills, except those tainted with the musk odor. On coming home I have heard stories of starving Indians, which I believe to be untrue. Although we could get no flour or other necessary food stuffs, we could always rely upon the river for fish. In the 13 days' journey from York to God's Lake, we only had provisions for three days, and during the balance of the time lived on partridges shot, and fish either caught by the net or hook, and this without delaying at all on the journey."

Speaking of the enumeration at Nelson House, Mr. Vincent says:

"All the Indians in the vicinity of the post were enumerated on the following day, and on the morning of July 9, when the descent of the burntwood was commenced. After securing several families at the Methodist mission, we proceeded to the Roman Catholic mission about eight miles distant. There, however, the Indians refused to give their names until the arrival of their chief, and we were delayed until the following day at noon owing to the non-arrival of that personage. On matters being explained, that we were the agents of the Great Father (the King) and presentation of tobacco and a little pork had been made, the chief decided that we were entitled to the information, and ordered his people to do all that we asked.

"The distance covered would be in round figures about 2,000 miles. In accordance with instructions no attempt was made to enter the district north of Churchill, as we were informed that there were no people living within radius of 150 miles. The Rev. C. N. Chapman gives as his estimate of the population from the church books, Chippewa Indians, 202; Eskimo, 453. Of this number 95 Indians and 83 Eskimo are members of the Anglican church."

Mr. George Bonche, who had charge of the enumeration in eastern Keewatin, writes much in the same strain. The Indians, he says, are a peaceful class of people, and have now attained a degree of civilization equal to Indians in any other part of the Dominion. Most of them belong to one or another of the Christian denominations. Beyond the work which they are able to secure from the Hudson's Bay company there is no labor going on in the territory by which they can obtain money, otherwise many would be willing to work, and then add a little to their revenue secured by hunting. They live almost entirely in tents, although a few have small log houses on their hunting grounds, where they take up their abode in winter. Notwithstanding their constant exposure in all kinds of weather, and the fact that they are often very scantily clothed, they are singularly healthy, and I was struck in the course of my work this year by the comparatively small number of deaths among them. My personal knowledge of the Indians

Apprentice Politicians

Opening of the Mock Parliament of Victoria Debating Society.

Speech From Throne Speeches by Galaxy of Spellbinding Orators.

The Victoria Debating society will hold an interesting meeting tonight in the lecture room of the St. Andrew's Presbyterian church, the occasion being the opening of parliament.

Members of the government and opposition have held numerous caucuses lately and vigorous as is the policy outlined by the speech from the throne, it will meet with the strongest opposition when presented to the house.

Following are the members of the cabinet:

Premier and minister of finance, A. F. Welby Solomon; minister of justice, J. H. Lawson, jr.; minister of railways, F. W. Davey; minister of the interior, G. D. R. Black; secretary of state, S. Prims.

Some of the government supporters are Messrs. Powell, Hall, Laird, Lawson, Black and A. F. Welby Solomon.

The leadership of the opposition has been entrusted to that silver-tongued orator and veteran strategist, E. O. S. Scholefield, and he will have as lieutenants Messrs. Allan, Lorne, Corbett and Wilson.

The speakership is still vacant and it whispered that the government has not disdained to coquet with certain members of the opposition with regard to the appointment.

"In order to avoid mistakes," the Colonist has thought proper to secure a copy of the speech from the throne, which follows:

SPEECH FROM THE THRONE.

Gentlemen of the Senate:
Gentlemen of the House of Commons:

The recent visit of the heir-apparent to our shores has afforded gratifying evidence of the devotion of our people to their throne.

The census of 1901, the growth of trade during this fiscal year, and the wheat crop of the Canadian prairies afford satisfactory proof that this Dominion is destined to take a higher place among the countries of the world than has yet been accorded it.

It will be the earnest endeavor of my government to foster the trade and develop the resources of our country and strive to promote the unity and well being of that empire whereof Canada is an integral portion.

Believing as we do that the welfare of the whole Empire is inseparably bound up with the hearty co-operation of the great self-governing peoples whereof it is composed, and that a strong and efficient navy is needful to guard our commerce, uphold our national honor and protect the liberties of our people, we feel that it is incumbent upon us to make a substantial contribution to the maintenance of the Imperial navy.

With a view to further secure the unity and prosperity of our Empire, proposals will be laid before you effecting our trade relations with Australia and New Zealand.

While giving due weight to matters of Imperial moment, it is not the purpose of my government to overlook the local and immediate needs of the people of this Dominion.

You will be asked to approve of a policy of railroad construction that will lead to the settlement of fertile and unoccupied land in the Western territories and provinces of Canada, and give to the people now inhabiting the Western regions of this country as well as to future settlers, a cheaper and more efficient means of access to the most profitable markets at home and abroad.

It is the intention of my government to retain all railways built out of the public funds for the public good, and not to dispose of them to private companies or to endow private individuals out of the national revenue.

It has also been deemed advisable to dispose of the crown lands in the North-West Territories to bona fide settlers under a system of land tenure that will prevent the mischievous land speculations that have hampered the growth of our prosperity in time past, and provide a new source of revenue that will be obtained without creating a heavy burden upon the industry of the people. We propose to extend the government assistance to immigrants whose race, allegiance and personal qualities will render them good Canadian citizens, capable of benefiting themselves and Canada by their industry.

In order that the trade of our people may be freed from some of the trammels whereby it is now beset and a sounder method of taxation may be gradually introduced without too great harshness to those who have acquired interests under the present fiscal system, you will have measures laid before you dealing with the reduction of the tariff and the taxation of land.

My government also desires to give the people of this country a more effective voice in making laws by which they are governed and a scheme of electoral reform will be submitted to you.

Other matters which I trust will claim your attention during this session of my parliament, include the reform of educational methods, the better regulation of the liquor traffic and amendments of the laws now in force which regulate the relations of employers and their workmen, together with the enactment of such other laws as you may deem necessary for the safety and well being of the community.

Gentlemen of the House of Commons:

The estimates will be laid before you at an early date. The opening of parliament will be open to visitors and all who desire to witness the ceremony and listen to the subsequent debate will be cordially welcomed.

KILLED AND CREMATED.

Collision in Illinois of Express and Milk Train.

Elgin, Ills., Nov. 16.—The Chicago and Great Western east-bound limited this forenoon had a serious collision with the Sycamore milk train at Marshall Crossing, four miles west of St. Charles. Rose Root, aged 13, of Sycamore, was instantly killed, and the lower part of her body cremated. A Chicago traveler named Murphy, was probably fatally injured and Simon Chaffe, of Wasco, Ill., and the engineer of the limited, were seriously injured. Several others were slightly injured. The limited running 50 miles an hour dashed around a sharp curve into the milk train. The rear coach was thrown upon the limited's engine and immediately caught fire, and was consumed. The engineer and fireman saved their lives by jumping, but the former was seriously injured. The limited was derailed, but the passengers escaped with slight bruises.

MILLIONAIRE'S AIM.

Wants to Publish a Socialist Paper in Canada.

Toronto, Nov. 15.—H. Gaylord Wiltshire millionaire Socialist, is here for the purpose of arranging for the publication of his paper called the Crusade in Canada. He has been refused the privilege of the United States mails, and Wiltshire is seeking to get back through the medium of mailing courtesies existing between the two countries.