

THE BRITISH COLONIST

PUBLISHED DAILY BY DAVID W. HIGGINS

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SEMI-WEEKLY BRITISH COLONIST

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NOTICE TO SUBSCRIBERS: The figures opposite the date of expiration indicate the date of expiration of the subscription.

The Revolt and its Lessons: Last week we published, with great doubt as to its authenticity, a statement to the effect that the Red River settlement was in a state of open revolt.

an accurate judgment as to the magnitude of the revolt, and the elements found either directly or indirectly leading to it. It is enough for our present purpose, however, to know that a movement of sufficient magnitude to be dignified by the term 'revolt' has taken place in the settlement, and that the particular elements in the community known as 'half-breeds' form the active force.

AMMUNITION: The British Colonist has been supplied with a large quantity of ammunition for the use of the militia.

The Election: The contest in District No. 2 has resulted in the return of Mr. DeCosmos by a decided majority over Mr. DeCosmos. The friends of Mr. DeCosmos had a different opinion of the result, and it was asserted that Mr. DeCosmos would command a majority sufficiently large to swamp any advantage his opponent might gain in other districts.

The Revolt and its Lessons (continued): The figures opposite the date of expiration indicate the date of expiration of the subscription.

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Lord Ainsley's Secret: The short and mysterious career of the individual calling himself 'Hubert Le Roy' has been a subject of much interest.

The Revolt and its Lessons (continued): The figures opposite the date of expiration indicate the date of expiration of the subscription.

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The Coal Interest.

The question of our coal stores is one which should of itself give this colony very great importance. It is one which cannot fail to exert a potent influence upon the distribution of political power on the Pacific. It is one which, if turned to proper account, cannot fail to make British Columbia the seat of power, politically, commercially and industrially. In this respect Nature would appear to have dealt partially. Notwithstanding the extended seaboard secured by our grasping neighbors, much of which ought by right to have been ours, we may be said to possess in our little "land which fronts a monopoly not only of good harbors, but of good coal likewise. Coal, the great motive power, the controller, the life, the king. Give me the coal of a country and I will control every other interest. Not only are our coal measures practically inexhaustible, but they are unrivalled in quality. So far as our bituminous coal is concerned, it will be sufficient to state that, notwithstanding the high price charged and the heavy duty (\$1.25) with which it is met, it is now a recognized power in the San Francisco market. And it is not too much to say that with proper working, and a reasonable reduction in price it will, under the operations of a reciprocity treaty, experience no difficulty in driving every other coal out of the San Francisco and Portland markets. This is a proposition that will be readily admitted on all hands. Turning to anthracite coal we have even stronger grounds for self-gratulation. And here let us allude to a very able and exhaustive report of the Queen Charlotte Coal Mining Company, which has just come from the press. Passing over the part of the report which chiefly concerns the shareholders, we find that there no longer exists any reasonable doubt as to the extent of the valuable formation. Notwithstanding all the losses and crosses, the discouragements and misfortunes incident to most pioneer efforts, but, perhaps, "experienced" to an unusual degree in the present instance, the Queen Charlotte Company now find themselves in possession of a coal measure which will afford many years' continuous working, and from which they are already in a position to calculate upon a steady output of one thousand tons per month, so soon as the outside ways and works shall have been completed, with power to increase to three thousand tons per month whenever it shall be deemed necessary to do so. To give the reader an idea of the profitability of the operations of this company, pursued as they are upon limited scale, and under peculiar disadvantages we may just mention that notwithstanding the duty, and high freight and other charges, the net profit upon every thousand tons of the Queen Charlotte coal delivered in San Francisco is \$4100, thus securing to the Company on its minimum output an annual available profit of \$49,200 to be divided amongst its eighty shareholders. It will be admitted that this is not bad. And there is one interesting feature about this Company to which we may be permitted to allude. These eighty shareholders are all of ourselves, residents of the Colony, and consequently, every dollar obtained for their coal in San Francisco is a dollar added to the capital of the country. In this respect, very much larger sum than the above may be taken to represent the annual benefit to the Colony of the operations of this Company. Having said this much about the extent of what is called the Skidgate seam, and the position and prospects of the anthracite company who have opened it up, let us devote a few moments to the consideration of the quality of the coal, a point pressing an interest which extends far beyond the breasts' pockets of the shareholders of the Queen Charlotte Company. And here we prefer to introduce to the reader those who are better qualified to give evidence upon this point than we are. First, let us present authentic evidence. F. G. Claudet, Esq., Superintendent of the Government Assay Department, made an analytical assay of a sample of the coal, and with the following result: Moisture 5.10; volatile combustible matter 17.26; fixed carbon 71.20; ash 6.40; total 89.99; specific gravity 1.46. Mr. John J. Landale, Civil and Mining Engineer, also gives the result of an analytical assay, with results substantially the same, thus placing the coal in the highest ranks of the anthracite family. To this may be added testimony of a more practical but not less valuable kind. Messrs Spratt & Kremler, of the Albion Iron Works say: "We have great pleasure to inform you that we have tried the Coal from the Queen Charlotte Coal Mining Company at Skidgate, and find that it is quite equal to the best Anthracite Coal from Pennsylvania. We have used the

Queen Charlotte Coal for the same purpose as our foundry uses the best, and find it in consequence of the presence of sulphur the iron melted by it is considerably improved in quality, renders it softer and tougher and easier to work." Messrs. Douglas & Sons, Caledonia Iron Works say: "We find on testing the Coal from your mine on Queen Charlotte Island that it smelted 1200 pounds of iron, which we ran into one piece, in fifteen minutes sooner than we have ever done with the Pennsylvania Coal we get here, and \$400 more which we ran into small pieces. The time occupied in smelting with this coal alone (for the same weight of iron and coal alternately) that we use with the Pennsylvania) was forty-five minutes. The metal which cast we pronounce not softer (which is impossible), but as strong, tough iron as can be made." On looking at the analysis of Pennsylvania Coal by Mr. Bull, and that by Mr. Claudet of this Coal, we should say that there is at least from 8 to 10 per cent more carbon, and the same loss of combustible matter, in the Coal we tested than in the Pennsylvania. We have worked with Pennsylvania Coal the last 17 years, and we pronounce this coal equal in standing, the blast, and quicker in melting, which proves that it has more carbon than the best Pennsylvania Anthracite. Messrs. Lamont & Morton, Watt Iron Works, say: "We have given the Coal you sent us from the Queen Charlotte Mine an impartial trial, and we are happy to say that the result exceeds our anticipations. We have had a great deal of experience in melting iron in the United States, and it is only simple justice to say that the Coal from your mine brought down the metal quicker and better than any we have ever used before. In our opinion it is pure Anthracite, and will melt ten pounds of iron to one pound of coal. The heat lasts in a very remarkable degree, and to refuse, there is absolutely none. We congratulate you on the acquisition of such property as the Queen Charlotte Mine, not only because it is certain wealth to the shareholders, but because it cannot fail to be a source of convenience and profit to every foundry on the Pacific Coast." Other testimony might be added, but the above will suffice to show that the Queen Charlotte Coal is of a quality which cannot but secure for it an important place, and we trust, secure to its owners a handsome profit. These desultory remarks are scarcely worthy of a subject of such importance as the coal interests of British Columbia; interests which are destined to obtain a commercial magnitude under reciprocity, and a domestic manufacturing magnitude under the operations of a free port which we cannot trust ourselves to reduce to figures. The coal stores of British Columbia are unquestionably destined to be the secret of its future greatness. They will become the arbiters of peace or war on the Pacific. Let it be our more immediate aim to make them a source of Colonial wealth and prosperity. The English Parliament. A good deal of discussion is at present going on in England in reference to the condition of the country. In many quarters the condition is deplorable, especially in the south-western and south-western counties. Devonshire, for instance, which in many respects, such as climate, may be spoken of as the garden of the country, has in this respect a sad and pitiable condition. The agricultural laborer in that and some of the adjoining counties is in general, most wretchedly situated. Sir Charles Trevelyan, says his ordinary subsistence is not sufficient to maintain him in the health and strength required for the efficiency and therefore the economy of labor in the impossible for him to seek of any provision against the heavy earnings for sickness and old age, and he has to look forward to the aid of his wife, who, if she is not a saint, will be a burden on his life. He is made old before his time and crippled with rheumatism even before he is old, while throughout life he is in a state of ignorance and passive even to be called contented. Two dollars and a quarter per week without food is about the average he can earn when in employment, and "broken time" is not known in the "Mare England" in the North-western and Cornwall, where the wages for farm labor are highest, they amount to above five dollars a week without board, and no hope of anything better. These counties are the English laborer's paradise, and yet let any one say if there is before nothing more than a prospect as the average industrial laborer on a farm may have in British Columbia, he will be called a fool. Large Barges. An arrival from this river last night, announces that there has been a tremendous fresh, and that the Flume Company's works have been swept away. Everything is a clean zone, and we fear the discharge will have to be abandoned. FIRESTON. A large cargo of freestone for the French Hotel came down on the schooner Indagary yesterday. The stone is similar in quality to that taken from the Newcastle seam. AMATEUR SPORTSMEN. A party of Victorians are shooting duck at the mouth of the Stobornish River. Yesterday they telegraphed to a friend here that they are bagging 200 ducks daily.

of the ship's crew. The vessel left arrived here yesterday morning, and the scene of the wreck was a full cargo of sails, blocks and standing rigging, which formed a peninsula of the south of the vessel. Capt Peck was engaged in dismantling the ship and would have the schooner taken to the wharf of loose gear. The ship and cargo will be sold by auction, we believe, the ship on account of the owners, and the cargo on account of the underwriters. The wreck is one of the most unfortunate that has taken place in our waters. The Cooper was a fine, large ship, and only seven years old. She was bought especially for the Nanaimo coal trade, about one year and a half ago, and has made many successful trips between San Francisco and Nanaimo. Capt Peck was formerly in command of the ship Shooting Star, belonging to the same owners, and is a reliable and experienced commander. BANK OF BRITISH NORTH AMERICA. The Montreal Witness understands that some considerable changes in the management of the important institution are to take effect on the 1st January next. The General Manager of the Bank for the Territory, Thomas Paton, Esq., will retire, and be succeeded by Mr. McKinnon, who has long been Secretary of the Corporation in London. Mr. John Paton, Commissioner of the Fruit and Loan Company of Kingston, will understand the charge of the New York Agency of the Bank. The departure of the Messrs. Paton and McKinnon, will be a loss to the country, inasmuch as to distinguished business ability they added decided piety and active benevolence. They were just the men to have charge of other people's means, and it would be well if financial institutions generally had more regard to such qualifications. STOCKS AND BONDS IN THE INTERIOR. The road to Victoria with live stock, but the road tolls are so excessive that the Government would own the animals before they reached the sea. The Council at its coming session should go in to reduce these tolls to a figure within reason, or we shall be dependent for many years on a foreign country for our supplies. A CAT, which was placed in a basket and conveyed in a wagon from Yates street to Rocky Point, a week ago, returned three days afterwards, foot-sore and half-starved. The animal had traveled to reach home twelve miles. Either its scent is powerful or its sense of attachment is so strong that distance but "leads enchantment to the view." THE ANNUAL DINNER OF THE ST. ANDREW'S SOCIETY will come off at the Colonial Hotel on Tuesday evening next. These yearly reunions of Scotia's Sons are among the most social and convivial gatherings given here. Tickets have been fixed at the low figure of \$3 each. The Chair will be taken at 7 o'clock precisely. THE DRAID FROM THE FRENCH HOTEL to Dawson street has just finished, and workmen were busily engaged yesterday in removing the piles of dirt that have so long obstructed our principal thoroughfare. RILE MATCH. A match will be shot to-day at Clover Point Butts between the Commissioned and non-Commissioned officers of the 8th Co. on the one side, and seven of the privates on the other. Shooting will commence at 12 noon, and the match promised to be the best of the season. LANDS AND MEN. A man employed by the Western Union Telegraph Company in repairing the line in Washington Territory. The "mighty" current moved, and yesterday, the little Leviathan will be repaired and ready to start on her way to Victoria. The Quebec Telegraph will sail from Portland to-day for Victoria. She must have had a rough time on her downward passage. There is no advice as to when the G. S. Wright will sail, again for this port. THE SHIP NATION'S HOPE is on her way from San Francisco for Burahad to do a job with a foreign port. THE ENTERPRISE with 20 passengers and some freight, sailed yesterday for New Westminster. CONFESSION. Editor BRITISH COLONIST. It grieves me to have been obliged to neglect "S. and E. W." It is the latter, however, that people will join the Confederacy for the sake of saving a few dollars in postage, he will be mistaken. I do not say British Columbia does not want the Confederacy; I do not say she does not want to save on the tariff and then to make up the loss by direct taxation. It greatly depends upon the value of our little business, and upon what it gets for the problem, whether the local government will have to raise additional local taxes or not. The local government, ought to have a greater income than now, otherwise it will not be able to carry on any greater number of works and improvements, than it does at present. It is essentially necessary, then, to learn the value of our business, it being impossible to know what to seek for, if the value is only to be ascertained by the aid of figures, and therefore I shall supply them to make a few calculations, hoping thereby to come to a probable conclusion as to the present value of the colony being sold at a sacrifice. I am of opinion that Confederation does not mean simply responsible government, and the change of one set of officers for another set—it means a great deal more. What is our business worth? In conducting this

business, as I learn from the California, are not less of the kind of which I had seen in the States, and which I have seen for me to 200 feet by a method differing but little from that which had suggested itself to my own mind. There remains therefore only to me the barren satisfaction of believing that my method is not impracticable, but those who own mines difficult to drain may be glad to learn that the pump is both efficient and cheap. The patentees say of it—they make every kind of pump—that it will discharge a quantity of water greater in proportion to the power employed than any other pump, is economical in use, simple in construction, and of great durability; is little affected by sand, grit, mud and other foreign matter, and that its cost measured by the quantity of water discharged, is greatly below that of all other pumps in use. As it also discharges a continuous stream of water, the plugging need not be very large. The cost of one, including packing case, to lift 500 gallons per minute 90 feet high is \$165, to lift 500 gallons per minute 100 feet high \$185, to lift 500 gallons per minute 200 feet high \$530, to lift from 1000 to 2000 gallons per minute from 20 to 40 feet high \$222. These prices are exclusive of driving gear, piping and motive power. The horse power required for any one of these and I need hardly say depends wholly on the amount of work to be done, and where waste of power is of no object, i. e. when large bodies of water can be made use of, say one of the above pumps would raise 2 or 3 times the above quantities. The best oil contingencies for conveying power in a country like Cariboo, where labor and fuel are high, is a turbine-independent, alkali floods and frost. The cost of one depends on the height of the water supply, the higher the supply, the less the cost, and quantity of water required—one of 30 horse power for a 30-foot fall costing \$2105, whereas, if the fall were but 5 feet the price is \$2240—the former requiring about 800 cubic feet per minute and the latter four times as much. The estimated cost of 20 horse power, 6 foot fall, at San Francisco is \$2,200. There is a method by which water can be prevented from entering a shaft at all—at any rate as far as discharged at it without the intervention of a pump, of which I will understand the rationale, but nothing more. I will, if I can get a full explanation of the method, and if it is cheap and efficient—for depths not exceeding 100 feet, however—I will publish the particulars as soon as I learn them. JOHN PEEBLES. P. S.—The opinion has been expressed to me, that certain parts of Antler Creek, although troubled with very much water, are rich. I suggest the query whether the last mentioned pump is not admirably adapted for such localities? THE DeCosmo, and His Pledges. Editor BRITISH COLONIST.—When Mr. DeCosmo was asked to put his address distinctly, he said that it cost him \$30 at the last election, leaving one to infer that this amount was paid for the address, instead of which he paid \$20 only. Now, \$20 is all he was asked to spend for an address on this occasion, and his long-winded letter in the News of the 25th inst. will not remove these facts. There is in this letter also the statement that he is always carried out his pledges to the people to the utmost of his ability. Again and again have I heard him declare himself the defender and champion of the people's rights, and that he, like Garibaldi (!) was fighting for their freedom. At the time he was passing the Unconditional Union Resolutions through the House, Mr. DeCosmo was asked by Mr. Barnaby, (then a member of the Legislature) that if they did not have conditions on their representative institutions might be taken from us; but Mr. DeCosmo replied that he would never add what he is the result of his own mind, and the justice of it. We have no objection to our country's affairs and we are the pink of political perfection, to thank for it—this man who pledged himself the defender of the people's rights, and the champion of their freedom. Mr. DeCosmo, if he is to be meeting, will the people they are intelligent gentlemen, and yet to the same breath tells them they are ignorant and only for an audience composed of men from the back-sides of London. If they are intelligent people, as I truly believe them to be, Mr. DeCosmo may yet find it would have been better for him to have treated them as such, and when speaking of his opponent before the audience should have kept within the bounds of reason and both have given low statements and high ones, and never practiced except by neglecting them. The way Mr. DeCosmo has treated the people at his public meetings shows that he believes them to be a low class. If he divided the people will give Mr. DeCosmo's play. They all know that the DeCosmo will make and a party who will arise to their utmost to obtain good terms before entering into Confederation with Canada, and such terms as shall be for the interests of farmers. If the electors will only use their own judgment and investigate whether Mr. DeCosmo is really guilty of the accusations brought against him, I think they will be no doubt of a large majority for Mr. DeCosmo. ELEGANT. CREATING THE SLOTTED upon which Charles has his device, is not a mere word and decision. The microscope shows that some diseases exist like parasitic growths upon the globules of the blood, and it is further known that some subtle substances destroy or expel them. These substances have been combined to make Dr. Serravallo's, which does effectually expel the disorders of the blood, and which is the best machinery of life. (Mercer (Pa.) Whig.) REMOVAL'S BUS.—The changes of temperature and weather frequently used persons who are most careful of their health and most particular to their diet. These corrective, purifying, and gentle aperient Pills are the best remedy for all defective states of the digestive organs; they stimulate the appetite, strengthen the stomach, correct indigestion and carry off all that is excess from the system. Follow the full and complete directions, and you will be benefited. These pills are rare, and are prepared with the most delicate and purest materials, and are on that account a peculiarly well adapted for the young, delicate, and aged. See the full and complete directions in the past, so will it preserve it in the future by its renovating and invigorating qualities, and its capability of doing harm.

possibly some of our readers are tired of an unborn enterprise placed at the head of a few remarks respecting published in not be considered two or three weeks formed by telegraph of a scheme in Montion of the Canada. We are enabled to our readers a sort of pectus, or outline published in the pre although the paper subject to which it, absorbing important news will not thus occupied. It served that the protic enterprise fully tude of the undert a wise builder, the cost. To the may appear unrea the cost of this ra one-half the cost of but it will be observ lation is not a mere has been seen that sota have been tuil \$30,000 a mile, wh not, for the most p The character of the versed by the Canad that portion of it e Mountains, is such belief that it can be cheaply than the M to these natural faci payments and a cons cheap (Chinese) labo the scheme woult quite justified in as Canada Pacific can lower rate. Taking m figures of \$30,0 would only cost \$75 three-fourths of th be raised. But it is we desire particularly Here we find a road higher, deeper, broad question of building a railway. Great is the scheme for Canadian Pacific, U view the complete o by transferring the ll of the old century acres of the new im ceeds it. On this hinges the salvation of the old world, and tions of the greater world. On it, tur moral, and religio lions in the immed hundreds of millions. The subject is and its glory, the trust ourselves to a This twenty-third secial faith in the enter moters can bring th realization of the am terests which cluster engeled in this ar British Government a only a wick to a str in this respect, not o successful construction Pacific assured, beyo of doubt, but along cored results in rem the engineering tria pale as the moon be sun. Millions of bu speak the same lang the same God will be a condition of help wretchedness and crim into a happy, induc community; and thus pieces of the great N to rejoice and be glad, our countrymen now blaspheming their Ma those who bore them sing 'Glory to God in earth peace, and god Surely no more gior ever intrusted to any eered duty ever de dation. Build the C Why the price of pa Nor do we hesitate to tion that unless our na is at once her great d she will throw awa East; y the curse of pe as a blight upon her a will lose her commerc political prestige abro false step, that negle will date Britain's de with the full knowled in this colony a few specimens of humanity the whole scheme of Pacific as visionary p can't help that. Great not be expected to wait It is reported the Leg not be called together unti

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Special Weekly British Colonist

Wednesday December 1, 1899

The Canadian Pacific

Possibly some of the readers of this journal may be tired of seeing the name of an unborn enterprise to repeatedly placed at the head of our editorial columns; yet we are disposed to think that a few remarks respecting the prospects published in another column will not be considered ill-timed. It is now two or three weeks since we were informed by telegraph of the organization of a scheme in Montreal for the construction of the Canadian Pacific Railway. We are enabled to-day to lay before our readers a sort of preliminary prospectus, or outline of that scheme, as published in the press of Montreal; and although the paper is lengthy yet the subject to which it relates is one of such absorbing importance that we feel assured none will complain of the space thus occupied. It will be readily observed that the promoters of this gigantic enterprise fully realize the magnitude of the undertaking—that, like a wise builder, they have counted the cost. To the enquirer it may appear unreasonable to estimate the cost of this railway at less than one-half the cost of the Union Pacific; but it will be observed that the calculation is not a mere haphazard one. It has been seen that railways in Minnesota have been built and equipped for \$30,000 a mile, where payments were not, for the most part, made in cash. The character of the country to be traversed by the Canadian Pacific, at least that portion of it east of the Rocky Mountains, is such as to justify the belief that it can be built even more cheaply than the Minnesota roads. If to these natural facilities be added cash payments and a considerable element of cheap (Chinese) labor, the promoters of the scheme would appear to be quite justified in assuming that the Canadian Pacific can be built at a much lower rate. Taking, however, the maximum figure of \$30,000, the 2,500 miles would only cost \$75,000,000, or about three-fourths of the capital proposed to be raised. But it is to be noted that we desire particularly to draw attention here to the fact that the scheme is higher, deeper, broader, than the mere question of building a trans-continental railway. Great importance is attached to the scheme for constructing the Canadian Pacific that which has been viewed the complete cure for the pauperism by transferring the surplus population of the old country into the promising acres of the new, immeasurably transcending it. On this scheme of things the salvation of the Great Britain of the old world, and the re-education of the Greater Britain of the new world. On it turns the physical, moral, and religious well-being of millions in the immediate future, and of hundreds of millions in the distant future. The subject is, in fact, so vast and so glorious that we can hardly trust ourselves to speculate upon it. This twenty-third section gives us special faith in the enterprise. If the promoters can bring themselves up to a realization of the magnitude of the enterprise which underlies the theory suggested in this section, and if the British Government and British People only awake to a sense of duty and responsibility in this respect, not only is the early and successful construction of the Canadian Pacific assured beyond the possibility of doubt, but along with it will be secured results in respect of which all the engineering triumphs of the age pale as the moon before the mid-day sun. Millions of human beings who speak the same language and worship the same God will be rescued from a condition of helplessness and hopeless wretchedness and crime, and transformed into a happy, industrious and moral community; and thus will the solitary places of the great Northwest be made to rejoice and be glad, and thousands of our countrymen, now living and dying blaspheming their Maker and cursing those who bore them, will be made to sing "Gloria to God in the highest; on earth peace, and good will to man." Surely no more glorious mission was ever entrusted to any people, no more sacred duty ever devolved upon any nation. "Build the Canadian Pacific! Why, the price of pauperism will do it! Nor do we hesitate to make the prediction that unless our nation rises to what is at once her great duty and privilege she will throw away the key to the East—the curse of pauperism will rest as a blight upon her at home, and she will lose her commercial supremacy and political prestige abroad. From that false step, that neglected opportunity will date Britain's decline. We write with the full knowledge that there are in this colony a few of those fossilized specimens of humanity who will ridicule the whole scheme of the Canadian Pacific as visionary nonsense; but we can't help that. Great enterprises cannot be expected to wait on such.

It is reported the Legislative Council will not be called together until February.

Director No. 2.—The nomination of candidates for the vacant seat in the Legislative Council will take place to-day at the Victoria District Schoolhouse, head of Fort street, and should a poll be demanded it will be taken on Thursday next, 2d proximo, at the following places: For Victoria District, at Victoria District School House, Fort street. For North Saanich District, H. Wain's Hotel, North Saanich. For South Saanich District, H. Simpson's Prairie Tavern, South Saanich. For Lake District, Royal Oak Hotel, Saanich Road. For Esquimalt and Metochia, Parsons' Bridge Hotel. For Sooke, Mill's Farm, Sooke. For Salt Spring Island, School House, Central Settlement, S.S.I. For Cowichan, Harris' Landing and Maple Bay. The friends of both candidates are very confident; but it is believed that Mr Lowe will go out of Victoria District with so large a majority that his opponent will find it impossible to overcome it in the more remote districts. The fact, too, of Mr DeCosmo having issued no address to the electors has operated very materially to his disadvantage and has weakened his cause very much.

THE WRECK OF THE COWPER.—Capt. Peck, of the wrecked ship Cowper, arrived on the schooner Favorita yesterday morning. The Favorite is loaded with anchors, chains, ropes, sails, yards, and other of the appurtenances of the unfortunate ship which comprised a full cargo. Capt. Peck informs us that the rock on which his ship struck is not down on the chart. He left her in charge of two officers and one man. The vessel is stripped to the lower and topside yards, which are standing. The vessel lies peacefully easy, and even on the weather side is not strained. At low tide the Captain thinks nearly all the coal can be got out; and at high tide 400 or 500 tons can be secured. The vessel will be sold on Tuesday next by J. P. Davis & Co.

THE ALBERT RICHARDSON.—Mr. Richardson, a lawyer in New York city, was here in 1864 with the Galt party and was entertained with his friends at the old Lyceum. He is a man of brilliant attainments. During the war he was captured by the Confederates, and because he was a Tribune correspondent was subjected to ill-treatment and semi-starvation. He subsequently made his escape and published a thrilling narrative of his adventures. In 1866 he was shot and badly wounded by the same man for the same reason—the seduction of his wife.

FROM THE EAST COAST.—The steamer Sir James Douglas, from Nanaimo and way back to Victoria, arrived at Victoria last evening. Among her passengers were Chief Justice Begbie, and Messrs. Lower, Skirrow, Dawson, Fleming, Lindsay, Beddie, Bar, McAiken, and others from Cowichan. Mr. Dawson left the schooner Kate in a school of whales, preparing to start on his excursion to secure 200 barrels of walrus oil on the coast of the season. The quartermen at Newcap Island were at work. Passengers report that Dove's prospects at Cowichan and Clemanau are excellent.

INDIAN RESERVE.—The following Indian Reserves in the District of New Westminster have been gazetted: No. 1, Thirty-five (35) acres on the North Shore of Burrard Inlet, immediately opposite to Vancouver Island and British Columbia Ferry, Lumber and Sawmill Company's Mill. No. 2, Thirty-seven (37) acres on the South shore of False Creek, about half a mile from English Bay. No. 3, One hundred and eleven (111) acres on the North shore of Burrard Inlet, about one mile west of the North Arm.

ON DISPATCHES.—The steamer Gossie left for Portland in Victoria and the Sound last evening. We had written these few lines when the following dispatch came: "The Gossie has returned to Victoria on Monday evening. On Monday evening a dispatch will probably read: 'Sailing of the Gossie postponed till Saturday. The Wright (ab) what of the Wright? Bought off and banished!'"

FROM NEW WESTMINSTER.—The steamer Enterprise, Captain Swanwick, returned from New Westminster last evening, bringing a few passengers and a local express, but no news of importance. It was expected that the next trip of the steamer Enterprise would be her last for the season, after which navigation between New Westminster and Yale will be left to canoes and small boats.

A MAN who gives the name of Mather Blackie, is in custody on a charge of prowling about the Government Buildings, and pursuing children. He is a baker by trade and has been a resident here for some years.

THE Lee Circus Troupe, which left in Byzantium, has been largely patronized at onanilo. The King took a box for the whole period of the engagement.

CHANCE FOR A DIRECT MAIL.—The U. S. steamer Newbern sails on or about the 1st proximo for Sitka and Victoria. Won't the Government please telegraph to the British Consul to put our mails aboard?

A YOUNG MAN has been shot dead at Bel-Ningham Bay by the father of a girl with whom he would keep company. Names and particulars not to hand.

Public notice is hereby given that an application will be made to the Parliament of the Dominion of Canada, at the next Session thereof, for a Charter to construct a railway from Fort Garry on the Red River, in the North-West Territory, westward, to the confines of British Columbia, and eastward to such point of connection with existing railways in the Province of Ontario, as may be found most desirable, with power to construct a Branch of the said Railway, from Fort Garry to such point on the Frontier of the United States at or near Pembina, as may be deemed most advisable. The said Charter will be asked for in the name of 'The Canadian Pacific Railway Company.' September, 1869.

1. The promoters of this enterprise present it to the public with an entire confidence that will prove to be both a safe and profitable investment as an enterprise which, while it benefits millions, will reward those who advance it boldly. 2. They are deeply interested with the gravity of the task they have undertaken. To project the construction of a Railway at least twenty-five hundred (2,500) miles in length and will absorb at least twenty millions (\$20,000,000) sterling pounds of capital, is no light matter, nor is it of less weight to devise a plan, which simply by beginning at the right end, will create a road, paying almost as it is built, mile by mile producing prompt and assured returns and holding out, day by day, fresh inducements to further investment of capital. If this road be built, convinces the capitalists that his money is safe and his returns speedy and sure, then its construction will be rapid and its success certain.

3. The promoters of the 'Canada Pacific Railway' believe that they have devised such a plan. They now submit it in detail to the test of public opinion. They court publicity, they invite suggestions, but they are satisfied, that, admitting of change in detail, the plan, as a whole, must ultimately prevail, supported as it will be by the shrewd sense of capitalists and by the grave judgment of the Parliament of this Dominion.

4. The Canadian Pacific Railway Company will apply to the Parliament of the Dominion, next session, for a charter of incorporation, including all the best advantages and conditions, excepting the provisions for land donation, which will be superfluous, had the right of way had been granted free.

5. It is not the intention of the Company to ask from the Legislature any pecuniary assistance by guarantee or otherwise; but they will ask for a free grant of lands in alternate blocks to be surveyed and set off on each side of the railway on the location of the line itself.

6. They will ask to be authorized to make a railway between Fort Garry, the central point, westward to the Province of Ontario, to connect with Ontario lines of railway, at such place as may be agreed upon. This portion of the line may be estimated at 1,250 miles in length, and may be known as the 'Niueque Section.'

7. Also to make a railway from Fort Garry, westward to the Rocky Mountains. This portion may be estimated at 1,150 miles in length, and will be known as the 'Asiniboine Section.'

8. Also, to extend the said railway from Fort Garry, to the Province of Manitoba, to the American frontier, there to connect with any one of the American railways which may desire the connection. This portion of the line will be 75 miles in length, and may be designated as the 'Red River Section.'

9. It is intended to ask from Parliament authority to raise the sum necessary to construct and equip the whole line of road, and to pay the interest on the same as may be required, as the work proceeds, by the sale of bonds.

10. The issue of stock for the construction of each 100 miles of the road, up to and beyond one hundred miles, and to pay the interest on the same, shall be \$1,000,000 of the construction of each 100 miles, divided by the number of miles. All such stock, when issued, to rank alike.

11. The promoters of stock in the first or in any subsequent issue to have the right to sell new stock in any subsequent issue in the proportion of one per cent. on amount of original subscription; a plan of the whole concern to be decided among all the stockholders, of all dates of issue, shares and share alike.

12. For the purpose of the provisions of the 'Canada Railway Act, 1869,' will be applicable to the Canadian Pacific Railway as well as to the Intercolonial Railway.

13. These powers having been obtained from Parliament we will now consider the consequent proceedings and the future prospects of the Canadian Pacific Railway Company.

14. The Company will now commence its operations at the point where the certainty of immediate returns will secure future money supply, where success will guarantee extension.

15. The first link in this chain, and it will be the golden link, will be 100 miles, pivoting on Fort Garry—75 miles in the direction of the American frontier, and 25 miles pivoting toward the Rocky Mountains.

16. We will not pause here to discuss upon the universal fertility of the tract of country to be opened up by this first division of the line. Narratives of the last few years, multiplied within the last few months, have familiarized the public mind with the agricultural affluence of this section of the fertile belt. It is upon this coveted tract of territory that the eyes and hearts of countless thousands are at this time set with hungry longing. Open the door, make

sure the way, and the road to the Pacific Ocean will be open to us. This fertile tract of land in winter and in summer, and it will be hard to give estimate the value of agriculture, the profits which their generosity and the supply of their leisure wants will divide among the transportation companies.

17. The American Corporations, in Minnesota and Dakota, extending north, with a sharp eye to future dividends, watch keenly the progress of developments on the Canadian side of the frontier, and are preparing eagerly to grasp their share of a business great beyond calculation.

18. This grand movement requires only to be set in motion, and the real motive power to begin at the right end. It is the entering wedge which will, in the shortest possible space of time, say within three years, open the doorway into the heart of a territory containing 40 millions of the richest acres upon earth, whose myriads of deer, antelope and buffalo roam and grow fat, the settlers of Europe and America, can live and thrive. Provide this means of access, the shortest, the speediest and the most reliable all the year round, and the increase of population, the growth of resources and wealth, will satisfy the capitalists of the permanence of the movement and the safety of future investments. The digger for gold disappears when the dirt becomes unproductive, but the diggers of the soil increase and multiply, drawing riches from the land which they enrich in their turn.

19. So surely as the railway which now traverses the isthmus of Panama says to its stockholders '25 per cent. as surely will the Red River section of the Canadian Pacific give like returns. Nature has conferred upon the first of these exclusive advantages which the Legislature of the Dominion will secure to the second. Under the charter of the Canadian Pacific no competition can arise, and so long as that charter endures, the law creates its own limit.

20. It is the certainty of the success of the pecuniary success of the Red River section of the Canadian Pacific which places the construction of the Asiniboine section beyond a doubt. It should, however, be said, and it will be said justly that the Asiniboine section is in no way dependent on the Red River section. It relies upon itself, for nowhere else in the known world can there be shown a firmer base of elevated hundred miles, with scarcely an undulation to surmount, running by the side of great rivers, without the necessity of bridging any one of them, and passing for its whole length through the heart of the 'Fertile Belt,' a tract of unvaried fertility—see for example, Lord Milton and Dr. Obed's disinterested account, or take the following from the pen of Lt. Colonel John Stoughton Dennis, now chief of the government survey at the Red River, dated August, 1869:—'Last year at not least, the land, my dear G., of the Red River valley yields to fertility anything I ever saw in my life—the wheat crops are a sight to see; the average yield is estimated at thirty bushels per acre, and I have no doubt that it will be 40. The testimony of this gentleman speaks for itself in Canada—but he writes of land which has been already cultivated, probably for some years—what, therefore, may not be fairly expected from the virgin soil of the Asiniboine and Saskatchewan? Here the lands are granted to the Company will be settled and cultivated as the road progresses, and will go far to defray the cost of construction.'

21. It cannot be doubted but that the railway will sooner settle here if it goes. A combination of railway lines from Halifax to Fort Garry and from Philadelphia to Fort Garry will receive the immense influx of emigration from Europe which annually cheap conveyance and an assured return.

22. When we reflect that, at present, there are at this time of the people of England, 1,000,000 supported by the rate-payers, and that the cost of such support amounts annually to £21,000,000 sterling, and is increasing, it is clear that emigration has become a national necessity, and must soon become a national charge. One year's expenditure upon this mass of paupers would transport the whole of them to the Fertile Belt, and transform them into thirty millions of soldiers of food and manufacturers—a national benefit, instead of a national burthen. The question will be where are these emigrants to go? and what are the most expeditious and most economical means of bearing the burthen of future settlement. We know that all these desiderata will be found combined in the Red River Territory or Points Belt, which will benefit greatly England and Canada, and the transportation companies.

23. It will be seen that the Asiniboine section does not reach the Pacific. It terminates at the foot of the Rocky Mountains, but reaching that point it will attain all present objects, awaiting authority to extend, which will be received either from the Legislature of British Columbia, or from that of the Dominion, before the confines of British Columbia can be reached. There is indeed every reason to expect that the Pacific Junction will be commenced at the Pacific sea board. Awaiting this arrangement and hastening to meet it, the Asiniboine section will fulfil its own mission, self-reliant and self-supporting, with benefit to its proprietors, with immense advantage to Canada, doing good in all ways, and ready to do more.

24. But the first object of its mission is to compensate its own proprietors, its contributors who make investments, in the faith of prompt and fair returns, and it may be confidently said, that if the Asiniboine section does not extend beyond the Rocky Mountains, it cannot fail for the reasons above given, to prove in itself a profitable investment. Like the Isthmus of Panama road, it opens a way to a new world, but it finds it on its path.

25. Hereafter, when the Pacific section becomes a reality, the business and the profits of the whole line cannot fail to become enormous. Through traffic from China and Japan to Chicago, Toronto, Montreal and Halifax, combined with a local business without break or interval, increasing from day to day, with fresh elements of further increase growing without. That nothing can stay the tide of enterprise and interest, which now sets towards the West, we may not discuss the precise channel, but we know that the way exists, and may be established that long before our present enterprises can be brought to an end the road to the Pacific Ocean will be open to us.

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27. It must be borne in mind that this great North-west Territory, although much traversed, has not been surveyed. We know enough of the Red River and Asiniboine sections from the reports of travellers, traders and scientific men, to speak confidently of the aspect of the country generally, and of the character of the soil, and, hence, there can be no doubt as to the singular facilities afforded everywhere on the face of its vast plateau for the construction of railways, but with the 'Niueque' section taking the same, to extend from Fort Garry to Lake Nipigon, we are not so well acquainted. It has been traversed, and some portions partially surveyed. We know that between Lake Nipigon and Michipicouin, on Lake Superior, to the north of the Georgian Bay of Lake Huron, large tracts of good land exists, as yet unhabited, but from Michipicouin to Fort Garry the country is also known to be rocky and rugged. The River Nipigon, from which the section is named, descends from Lake Nipigon to Lake Superior, through a deep gorge, rocky and precipitous, rising like the monumental cliffs of the Sequoyia many hundred feet high. Careful surveys may produce a safe passage of this river between these two lakes. It is not, however, impossible that the line may be forced to ascend west Lake Nipigon. Lake Nipigon is reported to equal Ontario in area. To ascend, therefore, such a circuit, careful and tedious surveys will be required on the line of the river, and thence around the southern end of Lake Superior. These explorations will occupy much time, while the difficulties through a prairie country can be located rapidly and reliably. It is proposed, therefore, on the granting of a charter, to inaugurate at once exploratory surveys of the Nipigon section. It is intended also to prosecute location surveys on the Red River and Asiniboine sections as soon as the Parliament of the Dominion give authority, and it is hoped that then the Engineers of the company and the surveyors of the Government will proceed at once, side by side, to locate the line, and to survey and set out the townships touching the line, so that the work of construction and the progress of settlement may advance hand in hand.

28. In presenting this introduction to the public it has not been thought necessary to enumerate an already lengthy paper with statistical details comprehensive of the future prospects of the Canadian Pacific Railway. A more formal prospectus will hereafter supply all that can be required on this head. It is only necessary to call attention now to the wonderful success of the American Pacific Railway, its extraordinary and increasing returns, and to the new scheme, which it is already overhauling and charged to repletion to satisfy the public mind that the Canadian Pacific will be built under conditions as much more favorable, clear of all hindrances, having its line and station grounds free, and possessing land allotments on each side of its track which will secure population, and create local traffic cannot fail to produce great returns as it goes, and finally share and share largely in the present and prospective profits of the 'American' Central Pacific.

29. While the business prospects of the Canadian Pacific are quite equal to those of the present American line, the cost of construction will be much less, and will be far exceeded still more by the employment of Chinese labor. We find that the American Central Pacific has cost on an average \$60,000 per mile. Now Railways in Minnesota, cost, equipped \$30,000 per mile, and it is believed that the road on the Red River and Asiniboine sections of the Canadian Pacific can be built at a much lower rate, and known assuredly so, if built, not upon stock, but on bond, but as it will be on cash payments.

30. Such is the scheme devised by the promoters of the Canadian Pacific Railway. It is a bold scheme, self-supporting, and self-reliant. There can be no shadow of a doubt that the Red River section will build the Asiniboine section, and the Asiniboine section will extend to the Pacific and then build the Nipigon section, and that the Canadian Pacific Railway will rank at one of the most successful enterprises of the age if it undertakes it boldly, and begins at the right end.

FOR 30 YEARS. The stock and bonds of the Pacific Ocean have been sold by Messrs. Murray & Lambert, 110 Broadway, New York, since the first day of the year 1870. The stock and bonds of the Pacific Ocean have been sold by Messrs. Murray & Lambert, 110 Broadway, New York, since the first day of the year 1870. The stock and bonds of the Pacific Ocean have been sold by Messrs. Murray & Lambert, 110 Broadway, New York, since the first day of the year 1870.

BEWARE OF THE PERILIOUS CONTESTANTS, always ask for the Florida Water prepared by the sole proprietors, Lanman & Kemp, New York.

REMARKS.—EPP'S LOZES.—MILKWEED AND CORNROOT.—The very agreeable character of this preparation has rendered it a general favorite. THE GREAT BRITISH GAZETTE.—The singular success with which Mr. Epp's Lozettes, called by the homoeopathic preparation of cocoa has never been surpassed by any other preparation. THE GREAT BRITISH GAZETTE.—The singular success with which Mr. Epp's Lozettes, called by the homoeopathic preparation of cocoa has never been surpassed by any other preparation.

LADY'S ENDORSEMENT.—Madame E.—The acknowledged leader of the most refined and fashionable society in the city of New York, writes to her husband, Mr. Epp, in the following complimentary manner, viz:—'It has a fragrance as fresh as the odor from blooming flowers, and imparts to the bath a delightful bouquet. It is agreeable and invigorating, and its use is a recommendation of all other perfumes.'

SHIRAZI BY HAPPY.—An Eastern gentleman, being afflicted with cancer, was cured by the exchange of shirts with a perfectly healthy man who cured him. After a long search he discovered such a person, and was informed that the happy fellow had no shirt.

LONDON HOUSE.—ARRIVAL OF THE AUTUMN AND WINTER STOCK.—By the Active J. H. Turner & Co. received their full stock of Autumn and Winter Goods. The stock left London in September—the best guarantee buyers at London House can have of the fashionable character of the goods. Particular attention is directed to the assortment of Dress and Millinery Goods, which is large and rich, and to the facilities at London House for Dress and Millinery by experienced hands.

By Electric Telegraph.

SPECIAL TO THE DAILY BRITISH COMMONIST.

Eastern States.

WASHINGTON, Nov. 29.—Members of Congress who have arrived have considerable business to attend to in various departments. A large proportion have already had interviews with Secretary Boutwell, the commissioners of Internal Revenue, Spencer and other prominent bureau officers. The Secretary of the navy is still engaged with his reports. The commission of Internal Revenue report will be handed in about a week to-morrow.

WASHINGTON, Nov. 30.—Burlingame several weeks ago asked a gentleman who had just arrived from Europe to make the statement that the report of the disaffection of the Chinese Government with his mission originated in China among those opposed to American civilization, and on other grounds to the policy of this Government. His diplomatic conduct has been in entire accord with the Pekin Government and has therefore received its approval. His mission was extended two years. In February, he will proceed to St. Petersburg. It is also stated that the completion of his mission would complete the international triumph of China and place her among the controlling nations of the world.

New York, Nov. 29.—The Spanish vessels which were expected to rendezvous in this harbor, it is stated, will not come at all. They were to have gone upon the dock at the Brooklyn navy yard for repairs and if they are too large for that dock the fleet will go to Philadelphia. Dalmatian, builder of the Spanish gunboats now under seizure, yesterday filed a claim to them as his own property, and makes answer to the libel that it is not true. The Spanish Government has interfered with the case.

The Secretary of the Treasury has directed the Assistant Treasurer at New York to continue the sale of gold with purchase of bonds during December.

New York, Nov. 30.—The Times urges the transfer of negotiations relative to the Alabama claims to Washington. It doubts the report that negotiations have been reopened by Morley. It says, however, we have reason to believe that the British Government was officially notified some time since by the Secretary of State that this Government is ready to receive any new propositions which the British Cabinet might choose to submit. This was a mere formal notification but certainly not a reopening. It was simply an necessary formality in any event.

WASHINGTON, Nov. 30.—It is understood that the President's message fills about three newspaper columns. The message without Walter's report will be sent to Congress in writing and must be telegraphed from Washington and the other Cabinets and business reports will probably be mailed to the Associated Press on Monday or Saturday. The Treasury, Naval and War reports are only one half or two-thirds as long as last year.

London, Nov. 29.—Special from St. Paul says a letter from Robinson on Saturday night states that the insurgents are arranging to hold a Council of representatives from different districts to consider the state of the country, and to determine as to their future action.

SAN FRANCISCO, Nov. 30.—A telegram from New York to-day states that the British ship Moderator from Cardiff via Rio Janeiro, Angoulet for this port has foundered at sea.

DELATED DISPATCHES.

Europe.

LONDON, Nov. 17.—The Times considers the effect the Suez canal will have on British interests. It says—We are aware that in Paris and Florence and even at St. Petersburg there is great exultation at the notion that by the opening of the canal the central trade may be turned into new channels and a heavy blow dealt to the nation which made the most of the old ones. We will not allow ourselves to be discomposd by their illiberal prognostications. It was not the English who first sailed around Africa or made settlements in India. No better favor is needed at Port Said than the free competition which awaited us at the Cape of Good Hope.

On the money article of the Times to-day referring to the movements of the Times to-day, it observes that people liable for debt are apt to complain of his burden, forgetting the benefits it brought them. The annual yearly payment made to foreigners is a more dangerous element of unpopularity than would otherwise be in case the liabilities were at home.

PARIS, Nov. 17.—The Journal des Debats says that Queen Isabella has definitely abdicated the throne of Spain.

LONDON, Nov. 18.—The Emperor gave a reception yesterday at Compergne. He was cordial in manner towards Mr. Washburne, the American Minister and paid him constant attention, which was commented on in political circles.

DUBLIN, Nov. 18.—A Dublin demonstration took place last night with a procession of 60,000. The bands played Fenian airs and

the stands were crowded with spectators. The extra police on hand did not interfere. There was no disturbance of any kind.

London, Nov. 22.—The Suez canal is not considered to be complete. It is claimed that improvements must be made before it can meet all the requirements of commerce.

Paris, Nov. 22.—Accidents are reported of the destructive earthquake at the Philippine Islands. The sea rose and buildings were prostrated. The loss of property is very great. At Manila eight were killed and many injured.

Paris, Midlight, Nov. 23.—The city continues perfectly quiet during the evening. There are many people on the boulevards and in the streets, but the heavy rain falling prevented any gathering. There were some cries of Vive Rochfort, and with this exception no manifestation was made. Few police were seen on the streets and whatever precautions the government may have taken to prevent disorder, they were not visible.

London, Nov. 19.—The Archbishop of Canterbury is mysteriously ill. The Times calls attention to the new regulations of the American Government, economizing in the use of coal in the navy. It says they deserve the attention of England, although our expenses in coal have never been so lavished as that which provoked the interference in the American Navy Department. The American Government is taking the most decisive measures to abate waste. Cruisers are restricted to an allowance of coal which must not be exceeded. The economy is not without drawbacks. The use of sails which it requires at times involves the expense of rigging and increased crews, but on the whole the saving will be considerable. The example might be followed here as far as the margin of our practice funds will admit.

Recent dispatches announcing the apprehension of the Dalmatian insurgents were premature. The news has just been received that the Austrian forces captured a defile heretofore held by the insurgents near Fort Drago, with a loss of only 20 men.

It is reported that the government is considering a proposition to establish a penal colony on the Spanish islands in the Pacific. The journals advocate the measure on the ground that the completion of the Pacific railroad will facilitate commercial relations between Spain and her Pacific possessions whose resources may be developed by colonization.

YANNA, Nov. 18.—The Presse asserts that when the celebration of the opening of the Suez Canal is terminated, the Sublime Porte will send another ultimatum to the Viceroy of Egypt, ordering him to accept the Turkish proposals without condition, or to consider himself suspended from the Viceroyalty.

New York, Nov. 19.—A special from London says arrangements are being made to erect a monument to George Peabody.

ST. PETERSBURG, Nov. 20.—The Pope has written to the Grand Duchess Olga, asking her to intercede with the Czar in behalf of the Catholics in Russia.

Canada. Toronto, Nov. 29.—A fire on ground at the drill shed was fired at this morning by a party of unknown persons. The ball passed through the sentry box and fence. The party returned the fire. The guard was called out but failed to discover the trace of any person. The affair created some alarm. A large quantity of powder is stored in the drill shed which, if exploded, would cause fearful destruction.

OTTAWA, Nov. 18.—It is stated on good authority that there is no truth in the report that the Dominion Government threatens retaliation against the present restrictions of commercial intercourse with the United States. Nothing official has been received from Governor McDougall relative to the reported opposition to his report to the Northwest Territory.

HALIFAX, Nov. 20.—No complete return on the New Brunswick election are yet received. It is thought the anti-Confederates have secured a good majority in the Assembly.

OTTAWA, Nov. 22.—It is said the Government has received information from Governor McDougall confirming the report that the ball-brokers are in open hostility. It is also said that the matter will be entirely in the hands of McDougall for settlement.

Europe. PARIS, Nov. 19.—The Journal (official) denies any foundation for the rumor of Ministerial changes.

PARIS, Nov. 20.—The supplemented elections of members of the Corps Legislatif from Paris commenced to-day and are progressing quietly. There has been no disturbance in any quarter of the city.

M. De Lesspess has been decorated with the Grand Cross of the Legion of Honor.

Advices from Alexandria state that the Suez Canal is a success.

The Imperial yacht Agle, with the Empress on board, arrived at Suez without accident.

MADRID, Nov. 19.—An accusation has been filed in the Supreme Tribunal of Justice against the Bishop of Havana. It charges that he has attempted to fly to Gibraltar with \$100,000; but his destination, which was ostensibly Gibraltar, is doubtful.

California. SAN FRANCISCO, Nov. 23.—Gold in New York today 126 3/4 @ 126 3/4.

What market day, and whether or not any could be placed above \$1 50; common \$1 55 @ 60; coast \$1 50.

Barley—Choice drawing \$1 10; small seed 95 cents.

Telegrams were received yesterday stating that the British ship General Lee was abandoned at sea Oct. 12. The General Lee left this port for Liverpool on the 21st of August with a cargo of wheat and other small quantities of wine, valued together at \$53,757. The vessel was abandoned by Messrs. Dickson, DeWalt and Co., and in the second cargo shipped by the same firm, which has been lost within a few months. Both the General Lee and her cargo, it is said were fully insured in a British company.

Shipping Intelligence.

PORT OF VICTORIA BRITISH COLUMBIA. ARRIVED. Nov. 30—Star W.G. Hunt, from Townsend. Star Katherine, Swanton, New Westminster. OLBARD. Nov. 30—Star W.G. Hunt, from Townsend. Star Katherine, Swanton, New Westminster. Star Alarm, Kendall, Comox.

Deaths.

Per Star W.G. Hunt, from Pangel Sound—Mrs. Nunn, Mrs. Wines, J. Sanger, Father MacArthur, B. Ford, Abney, Jackson, Straight, Walters, Taylor, Jordan, Abney, Crosby, Moore, Williams, G. Almond, J. Allen, Richardson, Norris, S. Briley, Ford, Pass, McAllister, Thompson, Hamilton, W. Louisa, Smith, Sam. Griffin, Smith, Quamath, J. Harding, Hemmingway, J. Jackson, G. Chapman, 20 children and 1 Kanaka.

Per Star W.G. Hunt from Pangel Sound—163 sheep, 1 buggy, 2 horses, 6 six oysters, 50 salmon, 1 steer. \$1085. This animal arrived Oct. 24.

Per Star W.G. Hunt from Pangel Sound—John, H.E. Taylor, 7 Murray.

At Portland, Oregon, Nov. 30th, Frederick, only child of Dr. James Dickson, aged 5 1/2 years.

Mitchell & Johnston.

OFFER FOR SALE. Ex Coquette from London and other recent arrivals.

WINDOW GLASS.

PURITY OF SUPERIOR QUALITY. SACKS. PRESERVE JARS.

FLOWER POTS—London Make. The Gardener's Friend. FOWLER'S INSECTICIDE.

Registered Self-Acing Hand Drill. For Sawing all kinds of Stove—One of the handiest. Little implements ever made.

ETC., ETC., ETC. OCCIDENTAL BUILDINGS.

VALUABLE TOWN PROPERTY.

In Seattle. FOR SALE AT PUBLIC AUCTION.

BY VIRTUE OF A POWER OF ATTORNEY duly made and executed, the undersigned will offer for sale at PUBLIC AUCTION in SOUTH SEATTLE, W.T., on

Saturday, Dec 11 1899. Beginning at 1 o'clock P.M. the following described lots

Remaining unold being upwards of 12 lots.

Judkins' Addition. TOWN OF SEATTLE.

The sale will take place at Commercial street, and will be held at 1 o'clock P.M. No bid of less than \$25 per lot will be received. Cash, in gold coin.

Terms—Cash, in gold coin. This is the best opportunity yet offered for investment in the most promising locality of Puget Sound. The property is in every respect desirable, being situated in a very desirable locality, not far from the business portion of Seattle.

IREM HALL, Auctioneer, Real Estate Agent, Seattle, Nov. 29, 1899.

FRAUD.

On the 27th June, 1896, MOTT WALLACE, a Printer, was convicted at the Supreme Court, California, of counterfeiting the name of the Emperor of Mexico.

Two years rigorous imprisonment.

SELLING SPURIOUS ARTICLES. Bearing labels in imitation of Messrs. GROSSE & BLACKWELL'S, SEATTLE BAKING POWDER, and other articles, the undersigned has the honor to announce that he has been prosecuted by the authorities of Seattle, and sentenced to two years rigorous imprisonment.

CAUTION—Anyone selling spurious BLENDED STOKES, under GROSSE & BLACKWELL'S name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully before taking delivery of them. The GENUINE manufacturers of Messrs. GROSSE & BLACKWELL'S BAKING POWDER are: BRYAN, RUSSELL & CO., Ltd., Vancouver, B.C.

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Many years ago, the writer of these lines and an invalid physician, while visiting the Island of St. Croix for their health, experienced and witnessed many surprising and beneficial effects of the Bitters produced upon many of the invalids who were (like ourselves) seeking health; and, upon inquiry and investigation, obtained a full history of its medicinal virtues. He was delighted and surprised, and after his own recovery, which soon occurred, determined, if possible, to procure the sole right to manufacture and sell it in the United States.

The result of his labors was a glorious success for himself and suffering humanity, for the celebrated PLANTATION BITTERS was thus made known to the world. PLANTATION BITTERS being an article of real merit, founded upon new principles, and relying wholly upon the vegetable world for its medicinal effects, worked a rapid revolution in the history of medicine, and became as a household word all over the civilized world. The cabalistic S. T. 1860-X was a talisman of health, and the demand for the PLANTATION BITTERS soon far exceeded the abilities of the proprietors to supply.

Notwithstanding the large importation of St. Croix Bitters, made expressly for the compounding of these Bitters, the quantity was inadequate. It therefore became necessary that arrangements upon an extensive scale should at once be made, and an agent was dispatched to St. Thomas for that purpose. He was fortunate in securing and leasing several plantations on some of the largest and most productive estates on the island. Houses, stables and presses were erected as if by magic, which utterly astonished the natives. The services of experienced men and natives of the island were procured, and very soon the proprietors of the PLANTATION BITTERS were in a position to supply their laboratory with all the perfectly pure St. Croix Bitters needed in manufacturing the GREAT DYSPEPTIC TONIC AND INVIGORATOR. The natives crushed the sugar-cane and otherwise preparing it for the still and presses, and the natives to ferment and distill, Intermittent and Malarious Fevers, Dyspepsia, and other kindred diseases, the use of the PLANTATION BITTERS is unsurpassed in the history of the world. Over five million bottles are disposed of annually. They are sold in all the principal cities and ports of the world. They are agreeable in taste, and always produce an immediate beneficial result.

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THE BRITISH COMMONIST.

VOL. 10.

THE BRITISH COMMONIST, PUBLISHED BY DAVID W.

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NOTICE TO ... The figures opposite each wrapper indicate the number of the subscription.

The Election ... Now that the No. 2 is over, and has lifted, let us at the field and the distinctly state in the federationists may be as a clearly and emended victory. The Confederation personal popularity of no part in the defeated party enjoy of it. Nor can it stitueny which has an emphatic verdict federation is an uncomprises all Vancouver Island, eight members to Uby, under a former district is large and vote was large. reminded that the swelled by unive was. Yet on the party ought to silence, inasmuch as Confederation and last year. Through an government, the verbal vote to accord and now they must Republican bird e B.H., with so large a federationists can't 'Alitia's present of the whole of Vancou posed to Confederat comprised rather a white population of it was fair to assess nesses, the Colony change. The circ representative mem having opposed Conly lent color to the but we now see how was that circumstan reason to doubt that opposed to Confed. There is no room to cidedly in favor of Last year the Nans turn upon this qu candidate in the fie this. We have got that an appeal ma an emphatic verdict. That the e turned upon Confed mitted, and that a nuntly pronounced undeniable. Yet it mid that the que under very different, so different that we say an appeal to the subject of Confed now find a majority majority willing at tional opposition. A very small minority unite for the purpose most favorable term exists upon this p regard the change of of inexorable death greatly to be desire upon the two elect only the duty of consa ents—seeking truth