

Reception At Ottawa

Western Volunteers Royally Entertained by Citizens of the Capital.

Tarte Refuses to Allow Flag to Fly Over Parliament Buildings.

Date of sailing Has Not Yet Been Definitely Decided Upon.

From Our Own Correspondent.

Ottawa, Oct. 28.—An enthusiastic greeting was tendered to the boys from the Far West by the citizens of Ottawa to-night. The Atlantic express was four hours late in its arrival, and despite the fact that rain had been falling steadily for hours, and that the arrival of the train was somewhat uncertain, over a thousand people assembled at the station to cheer the British Columbia boys. As the train steamed into the station the band of the Forty-third battalion played the National Anthem, and prolonged cheers were given for the British Columbian.

Col. Hodgson, of the Guards, having presented Capt. Blanchard, commanding the company, to the Mayor, the detachment from the Coast were marshalled on the platform and His Worship addressed them. He congratulated the men upon their soldierly bearing, and upon being living witnesses to the Imperial sentiment which they were to carry to their duty and that they would always be found with their faces to the foe. In the contingent of which they would constitute a not unimportant part they would find worthy brothers in arms, men drawn from different races, but yet all animated by the same spirit, and all speed on their journey and a safe return to Canada.

Capt. Blanchard in a soldier-like address, expressed the gratitude of the British Columbia detachment for the splendid reception tendered to them. He assured the Mayor that his men under his charge were animated with a sincere desire to do their duty, and he was satisfied that Canada would have no reason to feel ashamed of them. Lord cheers, and a number of Ottawa ladies then came forward and presented the men with bouquets, and fresh cakes, fruit, etc. On the call of the Mayor there was a perfect roar of cheers for the British Columbian. An order for the men to break ranks was then given, and the boys mingled with the crowd, hundreds pressing forward to shake hands with the British Columbian. It was noted that a little Hibernian was done, but as it was dark at the time and the crowd was great this statement could not be verified. The men having entrained, they were once more given a tremendous cheer, the band playing "The British Grenadiers," and with a hurrah they left for Montreal.

SAILING INDEFINITE. Montreal, Oct. 28.—Arrangements for the departure of the Sardinian are still indefinite. The Allan hopes to have her leave for Quebec this afternoon, but the original plan of sending her out was not carried out. Three railway systems, the Grand Trunk, Intercolonial and Canadian Pacific, have decided to run cheap excursions from Montreal to Quebec on the 29th and 30th instants for the purpose of giving the people an opportunity of witnessing the demonstration that will attend the departure of the troops from the Ancient Capital when the Sardinian sails.

TARTE'S DISLOYALTY. Ottawa, Oct. 28.—The Citizen states on the best authority that on Tuesday last, when the Ottawa contingent was leaving for South Africa, it was proposed that should the Boers be hoisted on the main tower of the parliament buildings in honor of the occasion. The fact, apart from the Imperial significance of the event, it is usual to recognize the departure of troops in war by the display of bunting. The control of the parliament buildings is under the department of public works, of which Mr. Tarte is the head. Before assuming the responsibility of flying the flag, the minister was consulted by his subordinate, and it is asserted that he directed that the flag should not be put up on the parliament buildings.

BRITISH SETTling THIS. The Powers Need Not Concern Themselves About Transvaal Quarrel.

London, Oct. 28.—Commenting upon the petition of President McKinley presented by a New York paper, urging that the good offices of the United States be offered in settlement of the differences between Great Britain and the Transvaal, the Standard says: "We very much doubt whether the Washington government will at all appreciate the suggestion, but in any case it is for those whom it concerns, and particularly for those whom it does not concern, to understand that this Transvaal question is one which exclusively affects ourselves, and which we propose to settle without assistance or intervention of any kind."

GENERAL ELECTION RUMOR. Mr. Blair Credited With Statement That Contest Will Take Place in January.

Moncton, Oct. 27.—(Special)—It is stated that Hon. A. G. Blair, minister of railways and canals, during his last visit to New Brunswick intimated to personal friends that the government would adhere to its original intention and announce a general election in January, January 13 or 20 is mentioned as the probable date of polling.

Both Sides Resting.

But Boers Show Signs of Assuming the Defensive Near Ladysmith.

Natal Operations Will Fully Tax Their Forces for the Present.

Heroism of the Enemy at Elandslaagte—Free State Proclamation Answered.

By Associated Press.

London, Oct. 28.—There is nothing new to present this morning. It is presumed in Natal that the Boers are reconstructing their plans and that the English are resting. But the telegrams from Ladysmith at express rate still occupy 48 hours in transmission to London and therefore it is not impossible that something is happening there. The special despatches assert that Col. Baden-Powell, the British commander at Mafeking, is aware that Pretoria has given Gen. Cronje orders to stay his hand as already there is quite enough to employ the Boers in Natal.

NO LITTLE WAR SAYS ROSEBERY.

But a Contest Watched With Breathless Interest by Nations of the World.

By Associated Press.

London, Oct. 27.—Lord Rosebery, in a speech at a dinner of politicians on Wednesday, referred to the war and to the heavy loss of life, saying that they had to deplore the death of General Symons, and before they sheathed the sword there would be many such losses without end. The Boers added, the country ought to present a united front to the enemy. In his opinion the Transvaal was not a very complicated question, but merely the effort of a community to "put back the clock." Referring to Majuba Hill, Lord Rosebery said Mr. Gladstone's action was determined by the belief that the power of Great Britain was so great that she could afford to do things other nations could not afford to do without risk. The Boers regarded Mr. Gladstone's magnanimity as proof of weakness upon which they could count.

THE CAPTAIN BLAMED. Suspended For Nine Months For Negligence Causing the Scotsman Disaster.

Quebec, Oct. 27.—(Special)—As a result of the investigation into the Scotsman disaster, Capt. Schiel is suspended for nine months on account of neglecting to take proper soundings and depending on the charts which he had taken the day before the disaster.

IMPERIAL PARLIAMENT. Prorogued After Voting War Supplies—Text of the Queen's Speech.

London, Oct. 27.—In the House of Lords at 2 o'clock the Lord High Chancellor, Earl Halsbury, and the Lords Commissioners having taken up positions in front of the throne, the Black Rod summoned the Commons. The Queen's speech was read and the Lord High Chancellor declared parliament prorogued until January 15. The Commons then returned to the Lower House, where the Speaker read the Queen's speech, after which the members filed past and shook hands with the Speaker, and the house adjourned. The speech was as follows: "My Lords and Gentlemen—I am happy to be able to release you from the exceptional duties which were imposed upon you by exigencies of the public service. I can congratulate you on the brilliant qualities which have been displayed by the brave regiments upon whom the task of repelling the invasion of my South African colonies has been laid. In doing so I cannot but express my profound sorrow that so many gallant officers and soldiers should have fallen in the performance of their duty."

NAVIGATION CLOSED. Large Number of Miners Reached Nanaimo on the Alki Yesterday.

Nanaimo, Oct. 28.—(Special)—The steamer Alki arrived at Departure Bay this evening with a hundred and seventeen passengers and a small amount of treasure. The passengers report that navigation had closed when they left Skagway. Late arrivals from Dawson stated that Alex. McDonald has contracted with all his employees to work the season through at a dollar an hour. The contract is a binding one to work the season through, so that the men will not join the early rush to Cape Nome.

YOUNTEERS' FUND. The Transvaal fund has been audited and shows that Mayor Garden's fund amounted to \$1,352.50, exclusive of \$450 presented by the officers and men of the Sixth. Of this amount \$85 has been handed to relatives of the absent soldiers, leaving \$867 to be forwarded.

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ROERS AGGRESSIVE.

The Daily Telegraph has the following from Ladysmith dated Wednesday: "Our cavalry patrols have been fired upon this forenoon and chased by the enemy near the scene of the Reifontein engagement. The Boers show signs of becoming aggressive."

"We learned first of the capture of the Hussars in response to a military wire sent to Commandant General Joubert."

HOSPITAL SHIPS. The government has chartered the City of Rome as a hospital ship, and has accepted the offer of the American women in England to equip the steamer Maize, which has been lent without charge to the British government by the Atlantic Transportation company, as a hospital ship for use in South African waters.

LOSSES AT GLENCOE. According to the latest account of the first battle at Glencoe, the Boer army amounted to 7,000 men, and about noon another army almost as large, under Commandant-General Joubert, advanced within 6,000 yards of Glencoe Camp, and then retired. The Boer losses were very heavy, quite 300.

SPIES TO BE SHOT. Durban, Natal, Oct. 24.—(Delayed)—Many spies have been arrested here, and some of them will be shot. On the strength of representations by the Mayor of Durban, the Governor of Natal, Sir Walter Francis Healy-Hutchinson, has prohibited the landing of all but British restaurants. Under this prohibition all nationalities will be rigidly excluded. Already there are too many of this class in Durban.

It is reported that one of the Indian transports is being fitted out to convey the Boer prisoners elsewhere.

HEROISM BY THE ENEMY. An interesting incident in connection with the Elandslaagte fight is reported here. When the fire of the British guns became too hot, eight Boers ran out of cover and standing together, coolly opened fire at the Imperial Light Horse, with evident purpose of drawing the latter's fire while their comrades retired.

FREE STATE'S FREAK. Capetown, Oct. 27.—Sir Alfred Milner, governor of Cape Colony and W. P. Schreiner, premier, have issued a proclamation declaring null and void the proclamation of the Orange Free State asserting that a portion of Cape Colony is now Free State territory. Sir Alfred's proclamation warns all British subjects of the colony of their duty and obligations to the Queen.

SUBJECT MEMBER. Capetown, Oct. 27.—Great indignation has been caused by the announcement that Dr. Hoffman, a member of the Cape house of assembly, with a party of assistants is going to work for the Boer ambulance work. It is suspected that he will give information to the enemy.

THE GERMAN EXPERT. London, Oct. 28.—The Capetown correspondent of the Daily Telegraph says he learns that Col. Schiel, the wounded and captured commander of the Boer forces, is the same individual who acted as Ceteaway's military adviser in the Zulul war and who after the battle of Ulundi, offered £1,000 as a reward for the capture of the fugitive chief.

TO GET POINTERS. Canadian and American Ideas to Be Followed at Birmingham University.

London, Oct. 28.—The White Star line steamer Oceanic takes among her passengers on November 1 Mr. William Kennerick, M. P., and others who are to cross the Atlantic for the purpose of studying the industrial developments of Cornwall, McGill and Toronto universities, in order to draft a plan to comply with the terms of Mr. Andrew Carnegie's donation of £50,000 to the Birmingham University.

STAMBERS IN COLLISION. London, Oct. 28.—The British steamer Mayflower, Capt. Owens, from Hamburg for Montreal, has returned, having been in collision with the steamer Breton and the British steamer Benedict, last reported at Penarth October 19. The Mayflower has been damaged and the Breton her stern damaged. The Benedict's injuries were slight.

POICBS IN SOUTH AFRICA.

How the U. S. Military Attache in London Figures for His Government.

New York, Oct. 26.—Col. S. S. Sumner, military attache of the United States in London, who has been ordered to South Africa to witness the military operations there, has, the Herald says, sent to Washington this statement of the present and prospective strength of the British army:

Force now in South Africa—Regular, 12,000; volunteers, 14,000; reinforcements to arrive before November 1, 10,000. Total force in South Africa by November 1, 36,000.

Reinforcements contemplated—One complete army corps, divided thus: Cavalry, 5,500; infantry, 20,200; corps troops, including artillery engineers, 5,122; troops on the line of communication, 9,207; troops to be left at the base, 2,832. Total, 52,859. Contingents of the Government of New Zealand, 250. Grand total, 58,588.

Col. Sumner also sends an estimate of the Boer force, said to be based on the official figures of Commandant-General Joubert. These total 50,864 men.

HIS FIRST ANNUAL TOUR.

President Shaughnessy Will be Here To-night on a Short Visit.

From Our Own Correspondent.

Vancouver, Oct. 28.—President Shaughnessy of the C. P. R. is in Vancouver. He says British Columbia is going ahead by leaps and bounds. Boundary and Kootenay show unmistakable signs of progress and prosperity, and he believed at last the C. P. R. was about to get adequate returns for the enormous outlay of the past. President Shaughnessy leaves for Victoria on Sunday.

STREET CARS ACCIDENT. A very serious train accident occurred at 3 p.m. to-day. Two cars collided in the centre of Westminster avenue bridge. There were five injured: An unknown elderly lady, leg fractured; J. Johnson, employed by the Hudson's Bay Company, slightly injured; J. McGuigan, slightly injured; Mrs. Donald, slightly injured; Motorman Tibbs, badly cut about head and face from flying glass. Both motorman struck to their posts. The cars were wrecked and all the passengers were shaken up. The mistake is said to have occurred by the south-bound car, Johnson Street, which was for the other car at the end of the double track.

STABBING AFFRAY. George Fitzgerald will have his preliminary hearing at the police court on Monday on a charge of stabbing Joseph Whitley in the thigh with a pen-knife in the bar-room row. The wound is not serious.

DROWNING ACCIDENTS. Particulars have reached here of two drowning accidents that lately occurred at the Hammy Bay. The first was that of a logger named James Brown, who on October 15 started in a dugout from Shoal Bay for Sinclair's Camp at Chantley's beach. The dugout was overturned in the boat was picked up half full of water, drifting half a mile from shore. A log containing half a gallon of rum was in the boat, and gave out after four hours in the water, and he was drowned. An hour later the boat drifted ashore and the log was recovered. Neither Burr's nor Brown's body has been found.

THE ENEMY'S SYMPATHY. General White Receives a Despatch from the Boer Commander.

Durban, Oct. 26.—(Delayed)—In reply to an inquiry made by him, Gen. Sir George Stewart White has received the following telegram from Commandant-General Joubert: "I must express my sympathy. Gen. Symons unfortunately was badly wounded. He was buried yesterday. Trust the great God will speedily bring to a close an unfortunate state of affairs brought about by unscrupulous speculators and capitalists, who went to the Transvaal to obtain wealth and in order to further their own interests have led others and brought about this shameful state of warfare over all South Africa with which so many valuable lives are being and have been sacrificed, as in the case of Gen. Symons and others. I express my sympathy to Lady Symons in the loss of her husband."

AT KIMBERLEY. London, Oct. 28.—The war office posted at midnight a notice of the fight at Kimberley on Tuesday last, giving the British casualties as three privates killed, Lieutenants R. A. McCintock of the Royal Engineers, J. G. Lowndes and C. H. Bingham and sixteen privates wounded. The troops, according to the report of the war office, fought splendidly.

MAKING SAFE. Capetown, Oct. 28.—A despatch from Mafeking dated October 24, says: "All is well. There was a four hours bombardment, during which a dog was killed."

THE ARMED TRAINS SENT TOWARDS MAFEKING on October 17, from Bulubungwe, Rhodesia, under command of Lieut. Leavelle, got within seven miles of Libatani when they found that the railway had been torn up and Lobosi looted. The train encountered Boers three miles south of Crocodile post, and the British opened fire with their Maxim and drove them back to the hills, whence they had advanced. Besides eight men killed the Boers lost eleven horses.

OCCUPATION OF DUNDEE. London, Oct. 28.—Reports of the occupation of Dundee by the Boers state that twenty men of the town guard occupied an outpost a couple of miles from town, when a Boer shell dislodged them and the men fled to a neighboring hill, whence three hundred Boers surrounded

Some Biscuit and Cake

are light, sweet and wholesome, while others are sour, heavy, bitter, unpalatable. The same flour, butter, eggs and sugar are used; what makes the difference?

It is all in the baking powder.

Dr. Price's Cream Baking Powder always works uniformly and perfectly. It can be depended upon every time to make the food light, sweet, delicious and wholesome. This is because it is scientifically and accurately combined and contains the purest grape cream of tartar, the most healthful of all fruit acids, used for a hundred years in the finest leavening preparations.

NOTE—There are many alleged cream of tartar baking powders upon the market sold at lower prices, which prove upon analysis to be alum powders in disguise. Avoid them, as they make the food unwholesome.

Desultory Fighting.

British Force Went Out From Ladysmith to Meet the Boers.

Bombardment of Mafeking Resembles Some of "Battles" of Spanish War.

Casualties on the British Side at the Fight Before Kimberley.

By Associated Press.

London, Oct. 28.—(Evening)—The Gordon Highlanders, the Devonshire Regiment, the Manchester, the Liverpool, the Dublin Fusiliers, the Mounted Infantry, the Lancers, the Dragoons, the Seventeenth Hussars, the Natal volunteers, the Tenth Mounted Battery, the Thirteenth, Twenty-first, Forty-second and Fifty-third Battery proceeded to Lombard's Kop. A squadron of the Eighteenth Hussars located the enemy, who opened fire with shells and rifles. Two horses were shot and a trooper was wounded. The enemy occupied a strong position at Dewar's farm and the Mounted Infantry tried, without success, to draw them on. As nothing was gained by an afternoon attack the column bivouacked.

This was the force sent out from Ladysmith by Gen. White to meet the Boers on Modderspruit reported the Boers on the Helpmakaar road. A small patrol of Mounted Infantry was shelled by the Boers nine miles beyond Modderspruit.

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The Boers' Blunder.

Thought British Retirement From Dundee a Trick—Therefore Did Not Pursue.

Fifty Men Could Have Held Dangerous Defile Against Yule's Retreat.

By Associated Press.

London, Oct. 28.—The Daily Telegraph publishes the following despatch from Ladysmith, dated Tuesday: "Gen. Symons ordered his column to march back to Ladysmith, and under instructions himself and all the wounded were placed in the hospital at Dundee. It is supposed that the Boers, puzzled by the retirement, imagined that a trick was being prepared and therefore remained at Dundee watching their guns instead of pursuing the British."

Capetown, Oct. 28.—(Delayed)—The story of the retreat from Glencoe and Dundee shows that the British force moved camp twice in order to get out of the range of the excellent Boer practice. Just as they had decided to evacuate the camp a shell killed two soldiers.

When Gen. Yule heard of the battle of Elandslaagte he sent a squad of Hussars under Col. Knox and a battery of artillery to intercept the Boers at Biggarsberg. The artillery succeeded in shelling the Boers as they were retreating over the Umpani mountain, killing and wounding many, but the artillerymen were forced to retire by the rifle fire of the enemy. It shows that the Boers shelled the camp all day long Sunday, and the British were kept busy unloading and removing their transport wagons out of range.

During the retreat there were many anxious moments Monday night when the dangerous defile, which a trick could have easily held, at 3 o'clock Tuesday morning.

GERMAN NAVAL PROGRAMME. Three Vessels to Be Built Annually Instead of One as Now.

Berlin, Oct. 28.—Late to-day it was learned from an absolutely reliable source that Prince Hohenlohe has agreed to the following new naval programme, and that the government, the Emperor consenting, will present the programme to the Reichstag between 1900 and 1902.

Instead of one ship, three will be built annually until 1916. From these vessels a new squadron will be formed and a reserve squadron in place of the Sicried class. The number of cruisers in foreign waters will be increased by six large vessels.

The Colonist.

MONDAY, OCTOBER 30, 1890.

THE WAR.

The sharp fight reported from the neighborhood of Kimberley is in keeping with the other engagements with the Boers. It shows that with all their courage—and no Briton will deny them a full share of it—they are no match either in tactics or fighting qualities for our men. The way in which our fellows go at the enemy is beyond all praise. It has so far more than compensated for any discrepancy in numbers.

Reinforcements are beginning to arrive in South Africa. If Kimberley is able to hold out a few days longer, a relief force will be hurried up from the Cape, and attacked both from the front and rear, the Boers will not be able to continue the investment of that town. Kimberley must be relieved before the road is open to Mafeking.

There is some talk of mediation and about the Boers submitting propositions looking to a settlement. This is wholly out of the question. That is, the offers may be made, but while a single Boer soldier stands upon British soil, nothing of the kind will for one instant be considered. President Steyn made a bad blunder when he issued his proclamation declaring all Cape Colony north of the Orange river to be Free State territory. He has made it utterly impossible for Great Britain to stay her hand until the Orange Free State has been taught a lesson, and has completely destroyed any slight chance there might have been of foreign intervention. First we had the ultimatum of Kruger declaring that unless Great Britain would cease sending soldiers to South Africa and would reduce the force already there to what he thought proper, he would invade British territory. Then we had the Orange Free State without the slightest provocation invading Natal. Next we have the impudent proclamation of President Steyn annexing British territory. No nation in the world would stand such things. To do so would be to incur the contempt of civilization. We may be very certain that the British government will teach these traitors Boers a lesson before peace is made.

The Associated Press despatches regarding the war are very unsatisfactory. We continue to print them as received, but caution readers to be careful in reading them to endeavor to distinguish between what are statements of fact or authoritative opinions, and what are merely the guesses of the correspondents thousands of miles from the seat of war. In the dearth of actual news, the correspondents furnish summaries. Some of the alleged news has a distinct United States flavor. For example, a few days ago the Associated Press correspondent said that the British people were comparing the reports from Natal with those sent out from Cuba by General Weyler in the beginning of the war in Cuba, and yesterday the Boer force was described as "the patriot army." It is not necessary to say that no one ever took the trouble of calling such things across the Atlantic. The accounts of General Buller's retirement on Ladysmith all bear the trade-mark of "grape-vine telegraphy."

The despatches from Lorenzo Marques indicate that the British estimate of the Boer losses at Glencoe and Elandsbaagte were, if anything, under the mark, and explain why General Buller took no steps towards preventing the junction of the two British commands in Natal.

The Boer losses in the campaign so far very greatly exceed those of the British. The prisoners alone must considerably exceed a thousand, since on October 28 a very large number landed in Pietermaritzburg. The loss in killed and wounded is also very large, although probably the reports are exaggerated in some instances. An interesting fact to be borne in mind in this connection is that as yet not a hostile shot has been fired in Boer territory.

The despatch in last night's Times to the effect that eighty-six Boer cannon had been captured, is evidently a mistake, as the enemy cannot have had anything like that number in their possession.

THE POLICE.

Even the expurgated accounts of the proceedings in the police court in the La Cote case are not edifying or interesting. The only reason for printing them is to permit the public to see that there are some grounds for the rumors, which have been in constant circulation for some time as to dissensions in the police force and what, if true, is worse than blackmail. We express no opinion as to the truth of the statements made in the police court. A few days ago the Colonist said that if the police commissioners did not investigate this matter, it would feel called upon to do so. The evidence brought out in the La Cote case, which we assume every member of the board will feel it his bounden duty to read, relieves us of any necessity to probe the matter and restate it in the columns of this newspaper. Sufficient has been brought out in that case to cause the board to take immediate action, and instead of seeking any further reasons why they should hold a thorough investigation, we shall hold them responsible if one is not begun. If what has been brought to light in sworn testimony does not convince the commissioners that the time has come for them to act, nothing will do so.

The investigation should be prompt, thorough and public. When we say public we do not mean that all the unsavory details ought to be printed in the newspapers; but the papers can be safely trusted to exercise a sound discretion on

this point. So far as the Colonist is concerned it has no desire, unless compelled by the strongest sense of public duty, to print such evidence as is likely to be brought out, and we do not suppose that any such emergency will arise. But what is done ought to be open and above-board, so that no one can hereafter say that there has been a disposition to conceal anything. This is a public matter, and the commissioners ought to deal with it publicly and without fear, favor or affection. We defer any additional observations that might properly be made until the commissioners have had an opportunity of taking action.

FRENCH LOYALTY.

We have made scant reference in these columns to the attitude, real or alleged, of the people of Quebec towards the Empire in connection with the war in South Africa. The reason is that if there is anything whatever in the assertion that any considerable number of leading French-Canadians are disloyal, the matter is altogether too serious to be treated in a partisan spirit and on the strength of uncorroborated reports.

There are some things, however, which cannot be allowed to pass without comment. One of them is a statement attributed to Mr. Tarte to the effect that in the event of a war between Great Britain and France his duty would lie with France. Mr. Tarte does not appear to have contradicted this. It is his bounden duty to do so, if it is not true. He has undoubtedly the right to make the time and place for such a contradiction, that is within reasonable limits, but we think he is in danger of exceeding those limits. Mr. Tarte has an undoubted right to give his allegiance to France in preference to the nation that has enabled him to enjoy the freedom of which he boasts in his telegram to Col. Otter, but he has no business to be in a Canadian cabinet, if he contemplates such a course. If he feels that his duty is first to France, his prompt retirement from office is the only thing that is proper under the circumstances. Canada owes a duty to the Empire and it will be an outrageous thing if a man, who openly declares that the Empire is second in his thoughts should have a voice in deciding what the action of the Dominion shall be in the event of complications with a particular power. Unless this matter is cleared up at the earliest possible day, the indignant voice of public opinion will compel even the present parliament to vote want of confidence in the Laurier administration. The Toronto Globe says that no authentic report of Mr. Tarte's remarks has been published, and that the matter is one upon which a man might be easily misunderstood. It suggests that he might merely have meant that he feels the same feeling for France as a Scotchman feels for Scotland. The resemblance is not very clear, but the Globe has not Mr. Tarte's authority for suggesting even this way out of the matter.

We are glad to see that whatever Mr. Tarte may have said or meant, there are other French-Canadians, who feel and express in unmistakable language their loyalty to the flag. We are glad to see Mr. Bourassa saying in his letter to Sir Wilfrid Laurier, announcing his resignation: "A British citizen, proud of his rights and jealous of his liberty, loyal to England and her noble Sovereign, I am ready to spare neither my life nor my property, my words nor my deeds, for the defence of the British flag throughout the length and breadth of this Canada of ours." It will be noted that Mr. Bourassa is careful not to commit himself to any line of action in defence of the flag beyond the bounds of the Dominion. If Mr. Bourassa lived in England he would be a "little Englander," but we will let that pass for the present. His language is satisfactory as far as it goes. That it does not go far enough will be a matter for future comment.

At a meeting of the Montreal Board of Trade called for the purpose of providing for the comfort of the Transvaal contingent, a letter was read from the Vicar-General promising his zealous co-operation, and Alderman Laporte, speaking in French, the better to be representative of his compatriots, told the meeting that Great Britain could count upon the "united feeling of devotion among French-Canadians." Mr. Bergeron, M. P., in a public speech, declared that Quebec was with Great Britain heart and soul, and Deputy Speaker Lemieux, after declaring that Britain is fighting for the right, closed a speech to a large audience in Montreal, which received him with unbounded enthusiasm, as follows: "I am glad to say 'civis Britannicus sum.' I am ready to accept all the obligations conferred by the title. I claim all its privileges and I am not the loser."

In view of these utterances and others that can be cited, and also in view of the action of the Quebec government in continuing the pay of such civil servants as go to the front, we feel certain that the heart of Quebec is sound, and that such differences of opinion as

may be expressed as to the constitutionality of the action of the Dominion government in co-operating with the Imperial authorities in sending a contingent to South Africa are only such as must be looked for in a free country. But this does not excuse Mr. Tarte, if he is guilty of what is alleged, nor does it excuse Sir Wilfrid Laurier in retaining him as a colleague. We shall avail with much interest what these gentlemen have to say on this subject. We close this article by quoting the letter of Mr. Belcourt, M. P., to Major Rogers, captain of the Ottawa company:

I enclose my cheque for \$30, which I desire you to expend as you may think best in providing some additional comforts for the brave Ottawa boys who will shortly join with you in the ranks of the British army in the Transvaal. I wish to prove by something more than words the admiration which I entertain for the flag that is dear to us all. The cause for which you have enlisted is the cause of progress and civilization and civil and religious liberty, and there is none more glorious than the flag under which you will serve. I for myself shall watch with keen interest all your movements, and I am sure that you and your men will acquit yourselves with honor, and return to us crowned with distinction. I wish you all good health and stout heart and God-speed. Hurrah for the Union Jack.

A Briton with twenty generations of British ancestors could say nothing better than this.

STRANGE COINCIDENCES.

On October 20th, Capt. G. A. Weldon of the Royal Dublin Fusiliers was killed at the fight at Glencoe. He had a short illness from the Nottinghamshire Regiment which he had been made captain time before the beginning of hostilities in South Africa exchanged into the Fusiliers in the place of an officer killed at Dargai Heights, on October 20th, 1898. The latter officer was promoted to fill the place vacated by one who was killed in the Sudan on October 20th, 1897. These are certainly very remarkable coincidences, and suggest a good many things. One of them is that British officers are doing more than their share in cementing the Empire with their blood.

TIME TO BE MOVING.

Mr. W. H. Langley, discussing the proposed railway and ferry projects in which Victoria is interested, exhibits a remarkable absence of faith in the future of this city. He says that a railway to the north end of Vancouver Island is a mythical thing. Mr. Langley is quite a young man, and we confess that it is a disappointment to see him so hopeless of the future of the city where he has such large interests. One would rather have supposed that with so much to gain from the development of Vancouver Island and Victoria, Mr. Langley would have been eager to advance by voice and pen anything that would tend to its development. Instead of this he turns upon the great scheme of Island development the hose of his sarcasm. And yet while he is sitting in the shades of indifference, men of means and enterprise are collecting from all available sources every piece of information bearing upon the alleged mythical subject. Mr. Langley would be wise to arouse himself to what is going on in the world and take the foremost position in the work of progress, to which he is fitted by his ability and his means.

For the information of Mr. Langley and others, who like him think that as it was in the beginning and is now it ever shall be, we beg to say that to the positive knowledge of the Colonist three quite distinct sets of capitalists, either of them abundantly able to put through the proposed railway to the north end of the Island, have the matter under their consideration. Mr. Langley chooses to imagine that the project is an attempt on the part of the Port Angeles railway people to pull the wool over the eyes of the people of Victoria. It is only necessary to mention that one of the notices of application for the necessary charter is on behalf of Mr. James Dunsmuir, to an impartial critic these objections were a waste of time. There was a change in this respect? Two arguments are advanced against a line of railway to the head of the Island and a line of fast steamships in connection therewith running to Skagway. One of them is that people will not travel by such a line, and the other that it will put an end to Victoria's present steamship service to the North. To an impartial critic these objections were a waste of time. There was a change in this respect? Two arguments are advanced against a line of railway to the head of the Island and a line of fast steamships in connection therewith running to Skagway. One of them is that people will not travel by such a line, and the other that it will put an end to Victoria's present steamship service to the North. To an impartial critic these objections were a waste of time. There was a change in this respect?

Mr. W. H. Langley has a long letter in the Victoria Times, which we may refer to again. It deals with the proposed railway to the head of the Island and Southern connection. Mr. Langley says this would make Victoria only a way station. What are Seattle and Vancouver now in respect to Northern and Oriental trade?

The very extraordinary letter from Mr. Marchant which appears in last night's Times ought to be brought to the notice of the Dominion government. Mr. Marchant has a right, if he chooses, to extend his sympathy to men who have invaded British territory, but he ought not to be allowed to live upon the taxes paid by the loyal people of Canada, while parading this sympathy before the public.

We have a second letter from Mr. Tarts in regard to the city bridges; but as no new points are made in it there seems to be no special reason for printing it. There is one sentence which we reproduce here. Mr. Tarts says: "The Mayor yesterday refused to allow me to inspect certain documents in the office of the City Clerk, alleging that I was seeking weapons to use against the corporation." We have been under the impression that the records of the City Clerk's office were public documents, and think the Mayor ought to make some reply to this statement made by Mr. Tarts.

able for northern business. We grant without argument that if things are to remain exactly as they now are, there is not the slightest use of building railways or anything else. Our city can drag along in its present means of transportation, adjusting itself to these as they are gradually worn out, and settling down to a pleasant sleepy-hollow sort of place; but we venture to say that the people, who now express fear lest the present transportation facilities of Victoria will be interfered with, will one day, not very far in the future, enjoy a quiet laugh at their own expense, while they reap a harvest in the enhanced value of their property, due to the greater foresight and energy of others who now meet with their opposition.

But we are told that the great scheme to bring the traffic to and from the North down over Vancouver Island and through Victoria will make this city only a way station. May we ask what it is now? Is it not simply a way station where a small proportion of the tide of travel comes, either as the merest birds of passage or to purchase goods? If more people brought their goods, more will stop for the latter purpose. But may we ask if there are not other places on the Coast which may be correctly described as "way stations" in respect to this traffic? We think Tacoma and Seattle may be so described, and the lesson which these two cities teach in this regard is a valuable one. They started with equal advantages, but Seattle has greatly outstripped her neighbor. The reason is that the people of Seattle were more awake to their opportunities than the people of Tacoma. Thus it has come about that while the latter remains a way station the former has become a supply depot. The Colonist has sufficient faith in the business enterprise of the people of Victoria to believe that when once this city is made a way station on the great highway to the North, they will derive the same advantages from that position as Seattle has.

We are told that traffic to and from the North will not use the all-rail route to the head of the Island, and in proof of this it is mentioned that the Manchester ship canal was built because water carriage was cheaper than land carriage. If this is a good argument for all to see, we bid farewell once and for all to the hope that Victoria will derive any advantage from quicker connection with the Mainland, by railway ferris. The argument is one that means stagnation if it is well-founded. But it is not well-founded, and the Manchester illustration does not support it. It is in fact without any foundation whatever. It is based upon an entire misconception of the actual status and future demand of the Northern business. And here let us say that Northern business is beyond present computation. It is no mere transitory thing that will be frittered away in a year or two, but a great factor in Coast development that will grow apace during the next generation. This traffic demands at present quicker transportation than it now has available, and this can only be provided satisfactorily by an all-rail north end of Vancouver Island with ferry connection at the southern end with United States railways, so far as United States business is concerned, and with the Mainland of British Columbia, so far as Canadian traffic is concerned. If the imagination, which discovers a darky in the woodpile whenever any one advances a new project, were devoted to the realization of what proper communication with the continent means to Victoria and the whole Island, we would hear much less opposition to every project that is suggested.

We purposely avoid any reference to that point of Mr. Langley's letter which deals with the Port Angeles ferry project. This is not now before the public, and we have no reason to suppose that it soon will be. If our information is correct there is not the least probability that such a by-law as the city council is now engaged in framing will ever be submitted to a vote, and this being the case, it is wholly unnecessary to discuss whether Mr. Langley's imaginary railway man displays even rudimentary knowledge of the transportation business. If ever a company is formed to construct the proposed railway to the head of the Island, the Colonist proposes to examine it as critically as it knows how. But that is not the subject of the present article, and we do not see how it can be of any use to do so does not meet with Mr. Langley's approval.

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Use "the post."

Have you tried doing business with us through "the post"? We can serve you by mail as well as in person.

We are an "old house" have been established for half a century and are universally accredited with carrying the largest and choicest stocks of Diamonds, Watches, Silverware and Jewelry in Canada.

RYRIE BROS., Diamond Merchants, Cor. Yonge and Adelaide Sts., TORONTO.

Victoria College

Beacon Hill Park. Principal, J. W. GURGH, M.A. Autumn Term, Monday, Sept. 11th

FOR BOARDING or DAY PROSPECTORS apply Principal Church

TO BREWERS

E. L. Clarke 22 St. Francois Xavier St. MONTREAL.

Machinery and Brewery Fittings

Malt, Hops And all... Brewers' Supplies.

Crown Brand Fressed Hops for Bakers and Grocers Use. Correspondence Solicited.

APIOL & STEEL

A REMEDY FOR IRREGULARITIES Superinducing Bitter Apple, Pili Cochia, Sulfuric Acid, etc. Order of all Chemists, or post free for \$1.00 from EVANS & BONS, LTD., Victoria, B.C. Martin, Pharmaceutical Chemist, Southampton.

For Sale by Tender

By order of the Mortgagee, tenders will be received by the undersigned for the purchase of one Stamp Mill, Concentrator, Boiler and Engine, complete as now standing on the Alberni Mill, Alberni, B.C., and also of mining tools and implements used in connection with the same, on or before the 20th day of November, 1890. The highest nor any tender not necessarily accepted. Further particulars can be had on application. BODWELL & DUFF, Broughton St., Victoria, B.C. Dated October 17, 1890.

Skene River Mining Co., Ltd.

NOTICE OF MEETING.

An extraordinary general meeting of the shareholders of the above company will be held at the offices of Messrs Hunter & Oliver, 21 Bastion street, Victoria, B.C., on Monday, the 6th day of November, 1890, at 12 o'clock noon.

EPPS'S COCOA

GRATEFUL COMFORTING Distinguished everywhere for Delicacy of Flavour, Superior Quality, and Nutritive Properties. Specially grateful and comforting to the nervous and dyspeptic. Sold only in 1-lb. tins, labelled JAMES EPPS & Co., Ltd., Homeopathic Chemists, London, England.

Queer Queries.



What noise annoys an oyster? A noisy noise annoys an oyster! We have the always reliable Eagle Brand of Morgan's Frozen Oysters. Arriving FRESH every steamer. SHELLS..... 40c. doz. QUART TINS..... 75c. each. Manitoba Creamery Butter..... 25c. lb. Manitoba Dairy Butter..... 20c. lb. Johnson's Fluid Beef, 1 lb bottle..... \$1.

Dixie H. Ross & Co.

LEA AND PERRINS'

OBSERVE THAT THE SIGNATURE OF Lea & Perrins IS NOW PRINTED IN BLUE INK DIAGONALLY ACROSS THE OUTSIDE WRAPPER OF every Bottle of the ORIGINAL WORCESTERSHIRE SAUCE.

Wholesale by the Proprietors: Worcester; Ross & Blackwell, Ltd., London; and Export Olmen generally. RETAIL EVERYWHERE.

AGENTS: W. Douglas & Co., and G. E. Golsen & Son, Montreal.

E. G. Prior & Co., Limited L'b'ty

DEALERS IN WHITMAN'S STEEL HAY PRESSES



Farm Engines

Straw and Ensilage Cutters; Root Cutters and Grain Crushers; Vehicles of all Descriptions.

HARDWARE, - IRON - and STEEL MECHANICS' TOOLS.

Write for Catalogue and Prices to E. G. Prior & Co., Ltd., Victoria, B.C.

The Cumbria Flouring Mills Company

ENDERBY AND VERNON. Premier, Three Star, Superfine, Gaham and Whole Wheat Flour.

R. P. Rithet & Co., Proprietors, Victoria.

COFFEE DISCRIMINATING BUYERS SPICES

Will find it profitable to handle only the best in... PURE COFFEES PURE SPICES and PURE BAKING POWDER. HIGHEST STANDARD GUARANTEED.

STEMLER & EARLE, IMPORTERS AND MANUFACTURERS VICTORIA. HEAD OFFICE—Thomas Earle, 92, 94 and 97 Wharf St., Victoria, B.C.

B. C. Year Book

1897 By R. E. GOSNELL

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CALVERT'S CARBOLIC OINTMENT

Large Pots, 1s. 1/4d. each (English Rate). Editor "Household Words" says: "We are constantly appealed to for remedies which can safely be used in domestic practice for such ills as skin eruptions, burns, scalds, inflamed eyes, rheumatic and neuralgic pains, as well as colds in the chest. In all such cases, and, indeed, in a host of others, we have found Calvert's Carbolic Ointment invaluable." F. C. CALVERT & CO., MANCHESTER. Awarded 85 Gold and Silver Medals, &c. AGENTS: Henderson Bros., druggists, Victoria, B.C.

POLICE

Commissioner's Report

Chief Sheppard

Although

As a result of a special police commissioners report...

Constable Claydars in the Lacoste case...

These were the chief...

L. NEWS.

Daily Colonist... for which tickets... be held at the... tomorrow evening.

The black block... recently erected... has been leased... by C. R. King, who... resides in...

Members of Colfax... I. O. O. F., will... a meeting at the... at the hall at 2... o'clock.

A number of blue-... ject's show led... a meeting of the... evening. Bapiste... the attractions.

A despatch from... the Corbett... that six people had... late horse rapids... were given.

Eugene Deba, who... in their big strike... of the United States... last evening, being... out. He will not...

The city is being... the Roman Catholic... the Westminster... other articles for... New Westminster... in the big fire of a...

The present... military is hav... local militia... fruits having joined... days. It is hoped... up to its full...

The trial of Hoop... stak action... officers alleged to... ad of creditors, has... by Mr. Justice... of Mr. J. the... defendant.

Dawson despatch... "Ice is running... thick this morning... lication of an immen... stream. Several... yesterday, the owners... ving made the jour... number grounded... the possibility that... in."

The big steam... Rihet & Co.'s place... of street has been... at respect to the late... funeral of the... at noon to-day in... remains being laid... in cemetery. Owing... Hospital, as one from... at the funeral.

Mr. B. W. Greer... C. P. R., was yester... company's line had... Greenwood. Freight... line is being pushed... boundary creek coun...

perintendent Charle... telegraph party hav... uction work for the... return to the Coast... stations have been... possible effort to... the line open continu... There is but... apprehended from... the winter mail... a considerable por...

Court Northern... their meeting on... a record in the... British Columbia... dates into the order... meeting the banquet... P. H. team... J. Salmon acting as... al loyal hosts, were... P. H. Smith, D. S... Smith, and others... sentiment which... re hours, when the... by singing the na... banquet, to be... ing to pressure of... delegates' report... business was laid... These good... the competitive tea... quarter requires the... member at the next...

While not entirely... interesting features... of the San Francisco... devoted to a descrip... the Yukon valley... on railroad, and the... ment Co.'s steamers... gine new. There is... all the winter route... the recently estab...

Jack McQueston... is the model for... is to be the centre... Klondike exhibit... Mr. McQueston has... the Yukon valley... nded Fort Reliance... Dawson, subsequently... Indians, one of the... ements on the Yukon... only as a land-mark... of the first... when the bars of... sidered so rich, and... ble City were struck... At... conducted a large... the name of Mc... during the making... a large instrumental... of Mastodon and... front, as he had... in the Birch creek... living in California... children, having been... the world's goods... on the Yukon. The... ined by Col. Miles... in charge, is the... the gold necessary... ad statute, the miners... asked only to direct... It will be under... exhibition comman... the most commanding... ndike exhibit.

Riojun Maru Arrives.

Steamer Reaches Port From the Orient After Smooth Passage.

Boscowitz Returns With Many Passengers and Treasure From Omineca.

The Nippon Yusen Kaisha steamer Riojun Maru, Capt. Ekstrand, arrived at quarantine from China and Japan at 4 o'clock yesterday afternoon, and tied up at the ocean dock between 8 and 9 o'clock in the evening. Unlike the voyage of the R. M. S. Empress of Japan, which was raged in a typhoon, the new arrival had the smoothest kind of a passage, running so steady that an ornament standing insecurely on the table of the cabin never moved from its place throughout the voyage. The Riojun Maru is a very valuable cargo steamer, carrying 1,500 tons and including 780 bales of silk. All excepting a little local freight is for transhipment. Of the passengers there were 95 passengers in the steerage, 35 being for Victoria; 8 Chinese, 2 being for Victoria; 8 Chinese, 2 being for Victoria; and 17 saloon travellers, 12 of whom were Japanese. A grandson of Capt. Ekstrand and Mr. Page, for Seattle, were among the Europeans aboard.

WINTER AT HAND.

Cold Weather Reported at Bennett and Dawson—The Queen City.

The steamer Queen City arrived at Nanaimo yesterday afternoon from Skagway. The British Columbia steamer has 70 passengers and about 70,000 in treasure. The majority of the passengers are from Atlin. When the boat left Skagway on the 19th it carried 22 registered 22 below at Dawson and 16 at Bennett.

UNCLE JOHN WRACK.

Bank of Sand Being Formed About the Vessel Keeps Her Upright.

The tug Lorne towed the salmon-laden ship Kirkhill to sea yesterday, and last evening left again for the Cape with the Star of Italy. A grandson of the Lorne, the Star of Italy is loaded from Blakely for Port Pirie, Australia, and called in the Bonanza for a crew. Yesterday morning as the Lorne passed the wreck of the Uncle John, the sea was viewed from the deck of the steamer. The sea was very rough, and around her the sand from the sea is blowing up, as though forming a grave. No work was being done on the wreck.

THREASURY FROM OMINCECA.

Boscowitz Brings Down the First Consignment of the Season—Will Arrive To-day.

The steamer Boscowitz will arrive here from the North early this morning. Laving left the Fraser en route to Victoria at 6 o'clock last evening. A despatch from the Bonanza says that she has 40 miners and considerable treasure from Omineca aboard. The passengers reported that everybody in the steamer is making good money. The St. Anthony hydraulic mine, near Atlin, is also doing well. The St. Anthony hydraulic mine, near Atlin, is also doing well. The St. Anthony hydraulic mine, near Atlin, is also doing well.

NOTICE TO MARINERS.

Reports Affecting Navigation in British Columbia Waters—Tide Gauges Dispensed With.

F. Gourdeau, deputy minister of marine and fisheries makes the following interesting reports: "This department is advised by its British Columbia agent that when the beams showing the crossing over Kelp bar, Baynes Sound, Gulf of Georgia, coast of Vancouver Island, were re-erected, the tide gauges established on them by Commander Smyth, R.N., were not replaced and will not be hereafter maintained.

CALIFORNIA STEAMERS.

Walla Walla Arrives From the Bay City and the Queen Falls.

Steamer Walla Walla arrived at 2:30 o'clock yesterday morning from San Francisco. She brought 13 saloon passengers for Victoria and had 67 tons of freight to discharge here. As passengers from Victoria the Queen had, when sailing for the South last evening, the Major Davidson of the Irish Fusiliers was shot and killed by the Queen's crew. The Major Davidson of the Irish Fusiliers was shot and killed by the Queen's crew. The Major Davidson of the Irish Fusiliers was shot and killed by the Queen's crew.

PECULIAR AND PERTINENT.

The British Government has given permission for the prime minister of Uganda to visit England, and he will remain in London for three months. A Franco-Prussian war of 1870, a Franco-Prussian war of 1870, a Franco-Prussian war of 1870.

TARTE BOASTS OF VICTORY.

From the Toronto Mail and Empire. Humiliating to Canada has the disgraced quarrel among the members at Ottawa been. In this country, it ought to be a question whether we shall in the hour of peril stand by the Queen and the flag. Surely, as our brethren across the water are united, and as our friends in Australia are in Scotland, we ought to be unanimous in our desire to uphold British honor and to support the cause of freedom and civilization wherever it may be in peculiar difficulties, and that this way had been decided on as the best means of raising money.

Competition Probable.

Two Companies Looking For a Steamer For Service on the Sound.

C. P. N. Company Maintaining a Weekly Service to Alaskan Ports.

There is some probability of the Victoria having competition for the Victoria-Puget Sound business before many weeks. There are two companies or syndicates looking into the matter, one of them, it is said, being formed by Mr. C. J. V. Spratt, of this city. Mr. Spratt visits Seattle and Tacoma in connection with the proposal a few days ago.

MAINTAINS A WEEKLY SERVICE.

The Queen City Leaves With a Light Freight and Passenger List.

Steamer Queen City sailed for Skagway last evening, leaving more in order to maintain a regular weekly service and in expectation of getting a good load of cargo on the return trip. The Queen City is a very valuable cargo steamer, carrying 1,500 tons and including 780 bales of silk.

GRAND FORKS.

Grand Forks, B. C., Oct. 30.—F. W. Peters, general freight agent of the C. P. R., says on official business. He states that the C. P. R. is running in freight faster than ever. There were twenty-nine cars at the Grand Forks yard yesterday. The rapid accumulation of freight here is a great success.

HOW GLENOCOE WAS WON.

An American Correspondent's Thrilling Description of the Troops' Coolness and Bravery.

Mr. Joseph Dunne, the San Francisco Examiner's special correspondent, has written a special article on the British victory at Glenocoe. He says that the British troops were very cool and brave. The British troops were very cool and brave.

THE NAMES OF SHIPS.

Why Do They So Strangely Contrast with the Qualities of Their Owners?

Philadelphia, October 11.—A reporter yesterday, during his wanderings along the water front, drifted in upon the little Walnut street office where holds forth the marine statistician of the port. He was announced abruptly, and it is against the names selected for steam and sailing vessels. I have been all through the beautiful harbor, and I have found some of the most inconsistent cognomens applied to boats registered in this port.

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Police Scandal Stands Over.

Witnesses for Prosecution Leave Town Just Before Opening of Court.

Counsel for Defense Tells of Interview With Them—Remand Until To-day.

Just about as many people as the city police court room could hold were crowded to the limit of its capacity, were thoroughly disappointed yesterday—the hearing of the charge against Julie Laconte, which in itself is entirely lost sight of in the counter-allegations against Sergeant John W. Walker, being further enlarged until this morning.

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A Handsome Subscription.

Stay at Home Citizens Give Substantial Tokens of Regard for Volunteers.

Messages From the Train Show All Well—Nationality of the Recruits.

The committee having in charge the collection of subscriptions for the Victoria Transvaal contingent met at 4 o'clock yesterday afternoon and closed up the subscription list. The members present were Senator Templeman (chairman), H. Dallas Helmecken, M.P.P.; C. H. Lugin, Geo. Jeeves, J. G. Thiarks, Chas. Hayward, treasurer; and Herbert Cuthbert, secretary. The total amount subscribed is \$2,184.25, nearly the whole of which has been paid in. It is hoped that before noon to-day every cent subscribed will have been paid and if so the balance of the money will be telegraphed the boys to-day.

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Sardinian May Sail Monday.

Farewell Reviews of the Canadian Regiment—Paymaster Biggar Retires.

Col. Hughes a Separate Unit—Notice to Applicants for Positions on Service.

From Our Own Correspondent.

Ottawa, Oct. 27.—Dr. Borden, Minister of Militia, Gen. Hutton, Quarter-master General Foster and several other officers left for Quebec to-night. Militia orders issued to-day gives the official list of officers of the Canadian contingent as already published with the exception of Major Biggar, who was offered the position of paymaster, drops out, as his business will not enable him to leave.

Lord Minto has sent an appreciative reply to the Queen's gracious message. The militia orders include the following: "A grant of \$30 towards defraying expenses of outfit will be allowed each man, and pay to the amount of \$80 will be advanced. Pay of nurses will be on the British scale from the date of disembarkation in South Africa."

The department does not assume any responsibility as to accommodation or satisfaction for the Y. M. C. A. representative after arrival in South Africa nor undertake that he will be able to accompany the force after disembarkation.

Officers and nurses will report to Lt.-Col. Otter at Quebec not later than Sunday.

Consequences of numerous applications by officers and others for employment upon active service with the Imperial troops in South Africa, the Major-General commanding desires to notify general information, it having been found impossible to respond to all.

Further militia orders issued to-night instruct Col. Otter to have all helmets dyed a dark coffee color on board ship and to provide for the issue of a new issue of garrigue of light material. Officers are to wear white linen celluloid collars buttoned inside the collar of the sergeants' order of the day. A dozen boxes of cigars were distributed among the officers and men. The school children marched in the parade, and the Major-General and Dr. Borden will review the battalion at noon, after which the Mayor of Quebec will present a farewell address.

The troops will then march through the city to embark aboard the Sardinian, which will sail at 11:30 next day. Col. Hughes was here to-day. He arranged with the Major-General in connection with the minister, but has not had any position assigned to him in consequence of Gen. Hutton's attitude.

STILL RECRUITING.

Quebec, Oct. 27.—A detachment of volunteers from Winnipeg, composed of fifty men and two officers, arrived at this morning. They will be immediately joined in the immigration building on Lombie Embankment.

On Oct. 27, a probability there will be another batch of men leave here in a few days to bring the regiment up to the full complement of available men, who passed the examinations and it is expected at least twenty-five will be called on. They will be notified by telegraph and as soon as possible will proceed to Quebec in charge of some officer here.

MONTREAL DELINQUENT.

Montreal, Oct. 27.—People are so amazed that they refuse to participate with the volunteers that they will appoint a special committee to go down and see the contingent off at Quebec and present each with some little souvenir.

CIVILIZED WARFARE.

British Not Using Expanding Bullets—Kind to Wounded Prisoners—Brutality by Boers.

London, Oct. 26.—Replying in the Commons to Mr. J. G. Thompson, Irish Nationalist, Mr. Wyndham, the secretary for war, declared the British troops are not using expanding bullets in South Africa, and have no such bullets.

Replying relative to the arrangements made for the care of the wounded, Mr. Wyndham said there were ample stocks of medicines with the British force, but possibly if they were forced to care for many Boers, the British resources would be strained, and the government was making provision for this contingency.

On October 3 Boer doctors, with assistants, arrived at Ladysmith, and the Boer wounded were placed in Dutch charge. The doctors expressed gratitude and satisfaction at the arrangements for the comfort and welfare of the wounded.

London, Oct. 26.—The Capetown correspondent of the London Daily Mail telegraphs as follows: "The whole colony is filled with indignation at the brutal brutality which the Boers are practicing on the refugees. The papers declare that this action is arousing a demand for vengeance. Dutch attempts were made to kill the refugees. There were no Boers."

Col. Eckert, Majors Roubicek, Hammarstein and Nogent, and also Crum, Johnston and Ryan are improving.

The Boers occupied Dundee on Monday afternoon. Commandant Zuercher has arrived to-day, and is being followed by individuals who were unarmoured.

The hospital was removed yesterday from the old camp to houses surrounding the railway station.

The principal medical officer asked me to tell you that everything is going well, and everyone is cheerful and confident."

STOCKHOLDERS OBJECT.

London, Oct. 28.—Some British bondholders are organizing an opposition to the re-organization plan of the Chicago Grand Trunk railway.

CHEERED ALONG THE ROUTE.

Northwest Towns Join in the Honors to the British Columbia Contingent.

Winnipeg, Oct. 26.—(Special)—The British Columbia volunteers for the Transvaal received a continuous ovation to-day from the time they touched the Manitoba border in the morning until the train pulled out of town at 6 o'clock.

When they arrived here 2,000 people were waiting for the train which was two hours late. They were loudly cheered and a cordial escort was given for the Dragon barracks where luncheon was served. The men are all in fine fettle and many were the complacent remarks heard on their soldierly appearance.

The following despatches note their receptions along the line west of here:

Moosejaw, N.W.T., Oct. 25.—The British Columbia contingent en route to the Transvaal passed through Moosejaw to-night and were met at the station by a brass band and several hundred citizens who had gathered there on their way. The contingent is made up of a fine lot of men, a credit to British Columbia.

Brandon, Oct. 26.—The British Columbia contingent were greeted by boys of Brandon's citizens as they passed here this morning. They are a fine looking lot. Capt. Manney presented the party with a brass band and several hundred citizens who had gathered there on their way. The contingent is made up of a fine lot of men, a credit to British Columbia.

An action lasting six hours ensued at Rietfontein farm. The enemy were driven from the hill commanding the roads. Sir George White's object being the purpose of engineering an effective scheme of collections for an insurance fund. The Rietfontein steamer was captured carrying supplies to the rebels. His arrest caused rumors of an outbreak of the natives of Hlolo, and precautions have been taken to prevent troubles.

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Volunteers in Daring Charge

Carry the Day Against Free State Boers After Artillery and Rifle Duel.

Rietfontein Severely Tests Gen. White's Reduced Force—Two Boer Reports.

By Associated Press.

London, Oct. 26.—An official British account of the fighting at Rietfontein is out at Capetown says: "The enemy posted a battery two miles south of Modderfontein and opened with infantry fire at long range on the British advance guard, consisting of the Nineteenth Hussars. This was followed by artillery fire directed with considerable accuracy against the British guns."

An action lasting six hours ensued at Rietfontein farm. The enemy were driven from the hill commanding the roads. Sir George White's object being the purpose of engineering an effective scheme of collections for an insurance fund. The Rietfontein steamer was captured carrying supplies to the rebels. His arrest caused rumors of an outbreak of the natives of Hlolo, and precautions have been taken to prevent troubles.

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FILIPINO DOUBLE DEALING.

Wealthy Convert to Americanism Found Planning For the Revolution.

Manila, Oct. 27.—M. Ruperto Santiago, one of the wealthiest Filipinos, who has taken the oath of allegiance to the United States government, and who posed as a friend of America, has been found plotting to overthrow the American government in Manila, and to install a revolutionary government.

Santiago owns sugar estates throughout the island of Negros. It is asserted that a council of ten and a manager of the junta met daily at Santiago's office for the purpose of engineering an effective scheme of collections for an insurance fund. The Rietfontein steamer was captured carrying supplies to the rebels. His arrest caused rumors of an outbreak of the natives of Hlolo, and precautions have been taken to prevent troubles.

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