

following at inter- from Balmoral Cas- barracks yesterday the Gordon High- to the Cape. At- the Queen ad- "I am pleas- so well and fit for on foreign service so speed. I hope and well." The- sented to Her Maj- and the Queen

the Channel squad- to Queenstown. —It is stated that Catalans, Sber- cana will assemble with troops aboard contingent. It is arrangements have battleships and transports to the

the admiralty has for the supply of ing vessels on the- at a British squad- to call without supply

cruciers Argonaut, from the Channel the transports from

OUTH WALES. Oct. 19.—The New- has decided to- of troops to the

CAPE TOWN. (Delayed)—There- of applicants vice and the new- and mounted infant- government has

to be raised. The- of Cape- that the gov- Sir Alfred Milner, for prohibiting the

RY PARTY. Oct. 19.—The- on private in- Bloemfontein, the State, President account to Pres- fair at Kralpan- and bombarded train, capturing

at Nesbit and seven- wounded, that one- that all the prison- the border towns from a friend- ing to the Mafeking

DOWN UP. —The Boers have- at Forteen River, the former- outh of Kimberley.

AY OPEN. —Portugal, according- ortal, has given dis- ner neutrality. A- merce with the- Delagoa Bay is

LL'S RUSH. —The- Train Which- with Great Loss- ives.

(Evening)—A des- Saturday night,- ed by despatch- and Danieleskuil to- Col. Baden-Powell- blow on the Boers- backing.

to keep in Mafek- of a mile, and so- 100 Boers.

CALLAO. —Arrived There on- World Trip.

New York dated- There are arri- ay from Victoria,- of only 21 days,- ten tons, with- crew of two. The- Calge for a fort- to Montevideo

TRANSVAAL. —Thousands in Natal- ives Boers.

Oct. 19.—It is re- authority that- nos and three are- country from the- gion accommodated- ndermarriage in- refugees, to shelter- buildings are be- much distress.

They have entered- naval within the- of them have gone

PTURED. —Making Several On- Station Master's- ace.

The Ladysmith cor- Telegraph under- erson, says:

ed a train which- 230, par British- ivilians, all going- 10:30 up train, - The enemy cut- munication with

received from the- dandagrate, who- ar this line arri- th answered: "Let- all speed." It did so- of Blandslaagte- Boers are must- on the train; they- shall I do? Must- the reply? Thus- sed, and since- a blocked. Proba-

# Canada's Volunteers

### French Canadians Were Too Little for Physical Standard First Set.

### Two Majors Appointed and Chaplains in Suspense--Rousing Farewells.

### Further Gifts for British Columbia Recruits Forwarded Yesterday.

### From Our Own Correspondent.

### Party.

### Party of Posters Refugees Mistaken for Free State Commandos.

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# White to Give Battle

### To Engage Free State Before Junction of Its Troops with Joubert's.

### An Artillery Brush Prevents Enemy from Molesting Retreat of Yule's Command.

### British Troops in Natal Contend Though Outnumbered Three to One.

### By Associated Press.

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# Fighting At Glencoe.

### Kruger Joins Joubert in Directing Desperate Assault on Entrenched British.

### Dundee Also Menaced and Col. Yule Forced to Retire for Position.

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# Brilliant Bravery

### British Troops Gallantly Answered Call for Victory Before Light Failed.

### How Boer Treachery Aroused Fury of Gordon Highlanders and Manchesters.

### Correspondents Send Graphic Accounts of the Battle at Blandslaagte.

### By Associated Press.

### By Associated Press.

### By Associated Press.

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# Working Mine On West Coast

### Port Hughes Settlement Called into Existence With Post Office and Hotel.

### British Pacific Company's Property Attractive Plan for Public Investment.

### By Associated Press.

### By Associated Press.

### By Associated Press.

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The Colonist.

THURSDAY, OCTOBER 26, 1890.

THE WAR.

The news from the front yesterday morning caused some anxiety, but there was a distinctly American flavor about it. It is well to remember that the war is unofficial, to use a very mild term. Thus the sensational despatches which came from Mafeking early in the campaign and the reported victory at Glencoe on Monday were made almost of whole cloth.

It is not very easy to understand exactly what is taking place around Dundee and Glencoe, but we may see from the despatches that General White and General Yule are uniting their forces. They will then be in a position to hold General Joubert in check and perhaps feel warranted in taking the offensive. The events of the last few days have shown that in generalship and fighting qualities the Boers are completely outclassed by the British forces. The junction of the two bodies has been effected. General White will have under his command a force that confidently can be relied upon to resist the Boer host closing in. All the men are seasoned fighters, and they are led by officers in whom they have the utmost confidence.

It is pleasing to be able to report that the Boer commanders are extending to the wounded and prisoners the best treatment possible. Some fear was felt that the Boer might be tempted to do anything that might be construed as a violation of the laws of war, but it is pleasing indeed to know that such is not the case. The wounded of both sides are safe no matter into whose hands they fall.

We look for very stirring news from Ladysmith in the course of the next forty-eight hours. General Joubert can hardly hesitate about giving battle to General White's forces. It will be terribly risky for him to attack in view of what took place at Blanchebaag, but if he does not, he will leave himself in absolute peril when Buller arrives with reinforcements.

A GRACEFUL ACT.

Admiral Beaumont paid an official visit to the Royal Jubilee hospital yesterday. On Monday he went to the institution unofficially for the purpose of seeing some X rays experiments. We understand that yesterday's official visit was the first occurrence of the kind in the history of the hospital.

Admiral Beaumont is gaining the hearty esteem of the entire community, by his numerous demonstrations of kindness and heart and warm interest in the affairs of those among whom he has come temporarily to reside. His official inspection of the hospital, and the keen and intelligent interest displayed by him in all its appointments as well as the patients and his thoughtfulness in recording the pleasure afforded him by the visit, together with his generous contribution to the funds of the institution, will appeal to every citizen of Victoria.

A NOBLE PATRIOT.

The unknown patriot, who enabled Sir Charles Tupper to effect insurance upon the lives and limbs of the Canadian South African contingent, has given an exhibition of modest generosity that has been rarely equalled. Mr. Henry Dalby in a telegram to the Colonist says that the donor of the money does not wish his name to be made public. We are sure that Canadians one and all will regret his decision, for they would like to know who it is that has set such a splendid example.

It was peculiarly fitting that this insurance should be effected through the instrumentality of Sir Charles Tupper. Sir Charles has always been foremost in anything calculated to advance Imperial interests or promote the Imperial spirit. We say without desiring to reflect upon any one else, that he is of all the men now in public life the most fitting person through whom such a noble act of generous loyalty should be performed.

DAWSON'S OFFER.

Dawson City has offered to raise, equip and transport a hundred trained riflemen from that remote corner of the Empire to South Africa to assist in upholding the honor of the British flag. If the offer were living to-day, how his heart would thrill at this splendid exhibition of the loyalty of "that True North," as he called Canada. The lateness of the season will doubtless render it impossible for the Imperial government to accept the offer, but none the less the making of it shows a spirit that will not be forgotten when the history of the South African war comes to be written.

THE PORT ANGELES FERRY.

The city council has decided to hold a conference with the promoters of the Port Angeles ferry. There may be some difference of opinion as to the time when the conference ought to be held; but there will be none as to the desirability of holding one. From our point of view the council would have acted wisely if they had asked for a conference at the outset. This would have left the aldermen in a better position than they now are, for they would not have felt themselves in any way handicapped by statements made or opinions expressed at the council board. Some of these were clearly made in ignorance of the facts. For example, it was said that when a vessel leaves the United States flag only citizens of that country can be employed on her. A little inquiry would have shown this to be a mistake. The certified officers of such a vessel must be United States citizens, but there is no

restriction as to any one else on the ship. We mention this simply to illustrate one factor which would have been eliminated from the discussion if a conference had been held at the outset.

Naturally the promoters of the ferry scheme wish to make as good a bargain as possible with the citizens, and equally naturally the aldermen desire to make as good a bargain as they can for the city. What we hope, and we think that most of the citizens also hope, is that some understanding will be reached upon which the ratepayers can express their views. It goes without saying that there is no use in asking the ratepayers to vote upon a proposition which the people associated with the Port Angeles Eastern railway will not accept. No body in Victoria would be willing to give a single dollar unless the terms of the agreement provided for a transcontinental connection and terminal rates, and only the Port Angeles Eastern people can guarantee these for such a ferry. They say they are prepared to guarantee them and to make the granting of any subsidy conditional upon the guarantee being made good. This being the case, the whole matter resolves itself into the question whether the railway people, who are the promoters of the ferry scheme, will undertake to furnish such a service on terms, which the ratepayers of Victoria think they ought to be asked to pay. We further submit that the decision on this point should rest with the ratepayers, and that when the council have learned what are the terms for which the city to which the company will agree, it is their duty to submit a by-law to that effect to the ratepayers, and leave the responsibility of accepting or rejecting it to them. It would be an act of folly to submit a by-law which every one knows at the outset will remain a dead letter.

This ferry question cannot be thoroughly considered without taking into account the construction of a railway to the North End of Vancouver Island. While so far as the by-law itself is concerned no mention is or ought to be made of any such enterprise, the ratepayers when deciding as to their attitude towards the ferry, must take this Island line into consideration. We do not propose in this article to enter into any details to show the importance of such a line as far as the Island itself is concerned. This may or may not enter into consideration as in connection with the ferry scheme. We fancy that no great amount of argument would be necessary to establish the proposition that a southern connection with the United States railway system would be an important auxiliary to such a line. But directly pertinent to the ferry scheme is the fact that when rail communication has been provided to the head of the Island, the great tide of travel and traffic to and from Alaska, the British Yukon and Northern British Columbia will be by way of this railway. Some persons are unable to see why this should be the case, for they say that Seattle would not be content with such an arrangement. Whether or not Seattle will be able to fight against the established facts of nature, we may mention that the enterprising city on the Sound is not the whole United States, and that it is at most only a sailing point to which people resort because it at present affords excellent means of going to and from the North. Give the public a better route and they will travel by it, no matter if they never see Seattle. With a fast line of steamers from the north end of the Island and fast trains to Victoria, travellers can be landed here from Skagway, the southern terminus of the White Pass & Yukon railway, in forty-eight hours from the time of leaving. One hour more will land them in Port Angeles, and from six to seven hours more will land them either in Seattle, Tacoma or Portland. This is far better than can be done by any steamship line from Seattle, and it can be done with far greater comfort and safety. We make this brief statement for the purpose of showing the very important part in the growing travel and commerce of the Coast which will be played by a line from Victoria to the north end of Vancouver Island.

THE FEELING IN THE CITY.

The lot of a collector of funds is usually not a very pleasant one; but those who were in the field yesterday to receive the contributions of the citizens towards the fund for the Victoria contingent, had a most agreeable duty to perform. The response from every quarter was hearty and enthusiastic. Few people cared to know how the money was to be used. All they wanted to be told was that it was for the brave fellows who represent Victoria at the front. The send-off this evening will be something to be remembered. The public caught up the suggestion made in Rev. Mr. Hughes' letter and afterwards in the Colonist, with a spirit that is positively delightful.

THE WAR.

The entire absence yesterday of any news from Mafeking supports the belief that both that town and Kimberley are safe. If the Boers had any news to send out to offset in the slightest particular the disaster at Glencoe, we may be very sure it would not have been kept back.

The British forces seem to have been splendidly handled at Glencoe. The outflanking of the Boers when they were driven from the top of the hill was a capital move. It completed the work done by the infantry and converted what might have been a more or less orderly retreat into a rout.

There appears to be no room for doubt to anticipate an invasion of Cape Colony, and there is no ground for any further fear that the Dutch in that part of the country will commit any overt acts favorable to the enemy. The position of the Free State is an unenviable one. It might have kept out of all the trouble, but it directly interfered with the President Kruger. It is impossible to draw any other inference from this than that there was a widespread conspiracy on foot among the South African Dutch to drive the British out of the country.

Yesterday the Colonist said that before the war was over many brave Irishmen would give unanswerable testimony to their loyalty and heroism. When the paragraph was written we did not know that the Dublin Fusiliers had led the way up Glencoe Hill. Their glorious achievement is the best answer to the rant of such blatherskites as Redmond and the ill-conditioned coterie which imitate him.

TOMMY DID IT.

A great deal has been said lately about the changed conditions of warfare. We have been told upon self-styled authority that hereafter, when battles take place between men armed with modern weapons, it will consist chiefly of an exchange of shots at long range, and that the personal courage and vigor of the men will count for very little. This was not a pleasant thing for the British people to think about, because our soldiers have always had a mighty handy trick of getting to close quarters with their enemy. The heights of Alma were carried by British infantry, just as the heights of Dargai were, but we were cautioned to expect something else in South Africa. The Boers are well armed and can shoot straight. It was said that they would mow down our men and there would be no chance for Tommy Atkins to get in his favorite trick. But that is just the way it did not happen. The enemy were strongly planted on Glencoe Hill. It was theoretically almost an impregnable position; but the Dublin Fusiliers and the Royal Rifles went up

in the old-fashioned way, and the Boers fled, just as every foe has ever fled before a charge of British Infantry. The brilliant work of the Huzzars and the Mounted Infantry contributed to the success of the day; but the honors are with the infantry. The theorists will have to recast their conclusions or else admit that a British soldier furnishes an exception to the rule. Perhaps he does. No one wants to fight any less than a Briton; but when he has to do it—well, he does it. A feature of the battle of Glencoe, which is painful and yet glorious, is the long list of officers who are among the killed and wounded. This tells the old-story. The officers disdain shelter to which they lead their men. The men are taught to protect themselves in every way possible, to take advantage of every kind of cover that offers. But the officer by the unwritten law of the British Army stands up like a target for the foe. He must be seen by the men; he must be seen by his men; he must also be seen by the enemy. Astute to discover every means whereby the lives of his men can be protected, to see that they do not neglect them, the British officer takes no thought for his own safety. The noble fellows who fell on Glencoe Hill shot to the death by Boer bullets, died for their comrades, for they risked their lives that the men under their might be inspired to win the fight. We will join with the bereaved ones at home in their grief; but it makes the blood run faster in the veins to reflect that there never was an hour of danger when the British officer did not think of the honor of his flag and the safety of his men before taking a single thought for himself. And we know, too, that for the brave fellows who died scores of others are ready to take their place and preserve as they did the best traditions of the British Army.

What we want the city council to do is to give the ratepayers of Victoria the opportunity to say whether or not they are willing to pay what is necessary to ensure for all time to come that the great tide of travel which will be developed between the Northern gold fields and the United States will flow through this city. If when that question has been submitted and fully argued out, the ratepayers decide that the price asked is too great, well and good, but the man who undertakes to say that the ratepayers shall not have the opportunity of deciding whether they will or will not accept a feasible scheme, assumes a responsibility that he ought not to, and one which may incur the lasting disfavor of his fellow citizens.

It may be mentioned in conclusion that the problem of railway construction on the Island is not a very serious one. From Wellington to Port Rupert is only 166 miles and eleven years ago the cost of building the railway was estimated at \$2,300,000. Doubtless the cost would now be considerably less. It is not officially understood that the Dominion Government is favorably disposed to such a railway.

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BEECHAM'S PILLS. For Bilious and Nervous Disorders, such as Wind and Pain in the Stomach, Sick Headache, Dizziness, Fatigue and Swelling after meals. Diarrhoea and Dysentery, Cold Chills, Flushing of the Face, Loss of Appetite, Shortness of Breath, Constipation, Rheumatism, Dropsy, Debility, Sleeplessness, etc. These ailments all arise from a disordered or abused condition of the stomach and liver.

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"—we have been established for half a century and are universally accredited with carrying the largest and choicest stock of Diamonds, Watches, Silverware and Jewelry in Canada.

RYRIE BROS., Diamond Merchants, Cor. Yonge and Adelaide Sts., TORONTO. APOLI & STEEL'S PILLS. A REMEDY FOR IRREGULARITIES. Superseding Bitter Apple, Pili Coclea, Pennyroyal, &c.

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CARTER'S LITTLE LIVER PILLS. CURE SICK HEADACHE. Headache, get Carter's Little Liver Pills. They are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the bowels. Even if they only cure the headache, they will do you good.

THE COLONIST P. & P. CO., LTD. VICTORIA, B.C. THE TRADE SUPPLIED. This book contains very complete historical, political, statistical, agricultural, mining and general information of British Columbia. Thoroughly illustrated.

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OUR AIM....

In conducting business has always been a quality of goods and prices. To succeed in both lines requires experience, tact and special facilities for purchasing at a low figure. An inspection of our stock and prices will convince you that our aim has been successful. Flour has advanced, but for a short time will continue to sell at the old price.

Try Dixl Hams and Bacon. Morgan's Eastern Oysters.

Dixi H. Ross & Co.

Pay the Painter. Fair wages for honest work. BUT don't blame the painter if the paint does not wear well. He is not a chemist and cannot be sure of the quality of materials he buys. He is not a machine and cannot mix paint as accurately as our steam mills and high-grade machinery. Paint-making requires scientific knowledge and a costly plant. It reaches perfection in the works where we make THE SHERWIN-WILLIAMS PAINTS. THE SHERWIN-WILLIAMS CO., PAINT AND COLOR MAKERS. Canadian Dept., 21 St. Antoine St., Montreal. FOR SALE BY P. McQUADE & SON.

You can occupy one of our....

Fit-Reform Tailor-made Suits or Overcoats..... For only a trifle more than the price of an ordinary clothing house garment. Write for samples and self-measurement. PRICES, \$10, \$12, \$15, \$20, \$25. Suit or Overcoat.

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The Columbia 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 POWD'R. HIGHEST STANDARD GUARANTEED.

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

DR. J. COLLIS BROWNE'S CHLOROXYNE. Vice-Chancellor Sir W. Page Wood stated publicly in court that Dr. J. Collis Browne was undoubtedly the inventor of Chloroxyne, that the whole story of the defendant's claim of priority was untrue, and he regretted to say that it had been sworn to—Times, July 18, 1888.

JOHN JAMESON & SONS (DUBLIN). "Own cased" very old Black Bottle WHISKEY. Please see you get it with METAL CAPSULES. One Star, Two Star, Three Star. Sole export bottling agents to J. J. & S. DAY & CO., London. NO DENTIFRICE EQUIVALENT.

Port Angeles Railway

Unreasonable \$ Aldermen—One

The General Company Furl the Whole

Mr. Trumbull, general manager of the Port Angeles Railway, has responded to an inquiry from the city council regarding the proposed extension of the line to the north end of the island.

"I have attended of the council when they were discussing the proposed extension of the line to the north end of the island, and I am glad to see that the council are so anxious to have the line extended. I have no objection to the extension of the line, and I am sure that the city council will be able to reach an agreement with the promoters of the scheme. I have no objection to the extension of the line, and I am sure that the city council will be able to reach an agreement with the promoters of the scheme."

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Volunteers.

Table with 2 columns: Name, Amount. Lists names and their respective contributions.

Sentences Imposed.

Stoddard and Armour Each Get Two Years in the Penitentiary.

Nichol Libel Case Goes Over Until the Spring Assizes.

The Victoria fall assizes, the longest in the history of the province, were brought to a close yesterday...

Elandslaagte's Brave Story

Steadily as on Field Day British Marched Through Hall of Boer Missiles.

Two Generals Among the Enemy's Slain—Details of British Losses.

By Associated Press. London, Oct. 22.—Fuller accounts of Saturday's battle at Elandslaagte emphasize the splendid gallantry exhibited on both sides...

The Survey Completed.

H. M. S. Egeria Finishes Her Long Trip Sounding the Pacific.

Uniform But Great Depth of Ocean—Capt. Cook's Grave Visited

H. M. S. Egeria, Captain Smythe commanding, has returned to Esquimaut, having completed her survey for the proposed British Pacific cable...

DR. CAMPBELL'S SERMON.

Something About the Countries with Which Britain is at War.

Not Even Transport Privileges—Sir Louis Davies' Efforts a Failure.

Rev. Dr. Campbell at First Presbyterian church last evening gave an address on the Transvaal. He said the river Vaal separated the Orange Free State from the Transvaal country...

Alaskan Deal Jug Handed.

Americans Given Quiet Possession While Canada Gets No Consideration.

Not Even Transport Privileges—Sir Louis Davies' Efforts a Failure.

By Associated Press. London, Oct. 21.—The Saturday Review commenting on the Alaskan modus vivendi says: "The talk of Anglo-American union which has been indulged in even more freely than usual during the week is more moonshine so long as the Alaskan boundary question remains unsettled..."

THE JOSEPH LAIDE CO.

Its One Productive Asset Wrecked in the Japan Sea.

This company seems to have indeed "fallen upon evil days." We hear of no more statements from the company, possibly because there is nothing to state...

THE BOER LOSSES.

An official despatch from Ladysmith, dated 10 p.m., 22nd, gives the following list of casualties among prominent Boers in the battle of Elandslaagte.

Gen. Viljoen, killed; Gen. Koek, wounded and captured, died; Gen. Koek's son, killed; Col. Schiel, a German officer, commanding the Boer force, wounded and a prisoner...

Mr. Justice Walkom sentenced him to eighteen months' imprisonment...

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Council Takes A Fresh Start

Declines to Drop Angeles Ferry By-Law and Will Confer With Principals.

A Major Williams' Clover Point Range Plan Accepted—A Wire Inspector.

As indicated would be the case, in the Colonist of yesterday, the city council at their meeting last evening had presented to them a letter from President C. A. Cushing, of the Port Angeles Eastern railroad, in which it was stated with positiveness that the ferry by-law as amended and re-amended by the aldermanic board would not meet with acceptance by his company...

The reading of this important communication brought from Ald. Hayward an expression of regret that negotiations in which many citizens were interested should terminate thus impotently, with a suggestion that a conference be arranged between the council and the ferry promoters in the hope that a better understanding might be brought about and a fresh start made...

This conference seems likely to be deferred, however, until the council has completed the consideration of the by-law, and prepared it to meet the wishes of the majority of the board. It will then be for the ferry people to show in what particulars it fails to meet their wishes, with argument as to the alleged unfairness in these particulars.

Following on this decision, the committee consideration of the by-law was further proceeded with last evening, when at the suggestion of opponents of the by-law motion was made to amend it by slight corrections were introduced—chiefly in the allowance of a non-operation of steamers on Sunday; permission for the company to use wooden or steel passenger steamers as they may find most convenient; and the substitution of a provision that the steamer must be built in Victoria, for the previously adopted condition that it must be built here by Victoria workers in any event.

The committee seems not yet to be completed when the session of the evening came to an end.

Only two other features developed in the course of the evening—the proposition of Major Williams with regard to a new ride range at Clover Point, and the road thereto, being accepted—and Mr. E. H. Spelling being chosen as inspector of electric wiring, on a third ballot.

The letter from Mr. Cushing was one of the first items of the evening's business, and its reading was listened to with interest by the council. The aldermanic board, but by a numerous gathering of ratepayers outside the inner circle. The document was read by Ald. Williams, Oct. 25, 1899.

To His Worship the Mayor and Board of Aldermen of the City of Victoria: Gentlemen: I take this opportunity of in-coming you in relation to the new pending Port Angeles ferry, as amended and altered by you, cannot be accepted by me, and I further action by you in relation to the same, would be as useless, as far as we are concerned. We feel that it is our duty to respect your honorable body and for these good citizens your petition, and to respectfully urge the burden of advocating the reasons and causes which at this time impel us to take action in this matter.

Some time ago it was deemed advisable to procure a car ferry and steamer to connect the city with the Port Angeles Eastern Railroad. This led to a definite proposition by the steamer and car ferry company to build a steel and iron vessel and make one trip daily between this city and Port Angeles, a distance of 100 miles, for a term of five years, at a cost of \$100,000 per year.

A public meeting was called by your citizens to discuss the proposed ferry, and a petition was duly signed by more than 40 per cent of the ratepayers praying your honorable body to introduce a by-law authorizing the proposed ferry, and in accordance with the prayer of the petition a by-law was introduced, and at the present time it, or rather its amended form, is in the hands of the committee, and it is necessary that it be recognized as the proposition we have petitioned for.

We feel that before closing this communication we should refer to a few of the amendments that you have seen fit to make. First, you cut the subsidy down one-half; this is not the time or place for us to show that our proposition was a liberal one; that matter an interested party will refer to when they endorse the proposition. Suffice for us to say that the subsidy that we made no proposition to give this service and condition for a sum of \$8,750.00, and the ratepayers are now asked for the introduction of such a by-law.

The next amendment was to make two trips daily with the passenger steamer, and as contemplated by the by-law petitioned for by the ratepayers. That is to say, you cut the subsidy in two, and then you double the service. It goes without saying that a steamer company will make an attempt to make two daily trips without regard to whether or not the business demands it, and certainly an onerous exaction. We would be only too willing to make two or three trips daily if the business would warrant it, but we cannot be bound to do so, without regard to the demands of the traffic. We made no such proposition; the ratepayers petitioned for a by-law, and you are compelled to reject it.

The next amendment is that the steel steamer and car ferry shall be built in Victoria. We feel that the gentlemen who supported this amendment have not fully considered the sweeping effect of its provisions. It lacks all the elements of a by-law, and it is our duty to see that the steamer shall be built and running within one year from a certain date of this year. It also provides that a fall crew on our part to have the steamer running by that time and to have the steamer built in Victoria. We feel that the gentlemen who supported this amendment have not fully considered the sweeping effect of its provisions. It lacks all the elements of a by-law, and it is our duty to see that the steamer shall be built and running within one year from a certain date of this year.

They would simply laugh at us, and point to your amendment and tell us that we had to give them the exact amount of what they please, and give us any thing for a vessel, and we have to submit. Gentlemen, it is not in accordance with our business and moral principles to defer to the opinions of the mover and supporters of this amendment, who are not known business methods. We therefore have no objection to a by-law amendment and reject the by-law as so altered.

In conclusion, it is a matter of sincere regret to us that you are compelled through your actions to take this step. We believe, however, that it is not in accordance with this city desire this connection. We also desire to cultivate closer relations with the people of the city, and we believe that it would be mutually beneficial. We believe that your citizens, if given an opportunity, would have so expressed themselves.

In any event, the matter would have been decided, and it is not for us to say any more. We feel that the majority of you gentlemen are opposed to this by-law; that the amendments so far carried out are in accordance with the position of guests who are in danger of losing their welcome, and we believe that it is time, withdraw, thanking you one and all for the time and attention you have devoted to this matter.

Respectfully yours, A. A. CUSHING, President Port Angeles Eastern Railroad.

Speaking of this communication, and prefacing a motion with reference to it, Ald. Hayward observed that the council it was decided with practical unanimity that the subsidy should be \$5,500 per year, this figure of course applying to the by-law as it is at that time stood. Since adopting that amount, however, the council had seen fit to double the service, and amendments and add numerous other conditions. These it was that the company now objected to. He thought, however, as the council had been agreed on the proposition that the ferry would be worth a subsidy of some \$5,500 from the city of Victoria, no steps should be left untried to adjust differences of opinion; arrive at a clear understanding as to how far it would pay the city, and prepared it to meet the wishes of the majority of the board. It will then be for the ferry people to show in what particulars it fails to meet their wishes, with argument as to the alleged unfairness in these particulars.

Following on this decision, the committee consideration of the by-law was further proceeded with last evening, when at the suggestion of opponents of the by-law motion was made to amend it by slight corrections were introduced—chiefly in the allowance of a non-operation of steamers on Sunday; permission for the company to use wooden or steel passenger steamers as they may find most convenient; and the substitution of a provision that the steamer must be built in Victoria, for the previously adopted condition that it must be built here by Victoria workers in any event.

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This, it appeared to him, was the question—not the name of a particular gentleman which he had not seen fit to mention. Ald. Beckwith replied that he was prepared to accept Ald. Hayward's explanation, and that the motion was carried.

Ald. Kinsman (through the Mayor) asked if, should the amendment prevail, Ald. Beckwith intended to go ahead with the by-law after the amendment was made. "That is a question for the chair," said Ald. Beckwith.

"The by-law will of course come up in its regular order," answered the Mayor. On the point of whether the council possessed power to alter the amount of subsidy before submitting the by-law to the people, Ald. Brydon requested an opinion from the city solicitor.

That official's answer was in the affirmative. Ald. McGregor said that a contrary view was held by one of the best lawyers in the city whom he had consulted.

The Mayor then looked up Mr. Cushing's letter as premature. The time for the ferry promoters to take exception to the by-law was when the council presented it, and the company came forward to make the deposit of expenses and ask for its submission to the ratepayers. It would be quite in order for the company to say wherein they could not accept the by-law, and at this stage of the proceedings a conference might be had. The company could not say as yet what the by-law would do, but they could say what they would not do. He had himself several amendments under consideration in the direction of lessening the burden of the company. It was on these grounds that the company's objections were wrongly lined—that he proposed to vote for the amendment—and proceed with the by-law.

The Mayor's vote being counted with those of four members of the board, the amendment was declared lost one by one. Ald. Hayward's resolution was then agreed to, and on names being called for, they were recorded as follows: For—Ald. Hayward, Stewart, MacGregor, Williams, Kinsman, Humphrey, Cameron and Beckwith—8. Against—Ald. Brydon.

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Forty-four years' successful operation of a bank is a good test of its stability, and that is the position of the bank which was organized in 1855 with one office in the city of Montreal, has been gradually extending its usefulness to business men in the provinces of Quebec, Ontario, Man-

itoba, British Columbia and the Northwest Territories, its branches now numbering thirty-eight. The shareholders have every reason to be gratified with the large measure of success which has attended the past year's operations, not only on their own and the bank's account, but on account of the great improvement in the business condition of the country which the report reflects.

The bank's influence is being largely extended, and with the increase to its capital which was authorized at the meeting of last year, it is safe to predict that next year's statement will be even more gratifying than that submitted at Monday's meeting. The report shows that the net earnings for the past year, after making full provision for bad and doubtful debts, were \$289,888, which is equal to very nearly 1 1/2 per cent. These exceed the net profits of the preceding year, by \$30,697, which is a goodly sum. Out of this two half per cent was paid in the form of eight per cent dividends at the rate of one per cent. were declared, after which, with the amount carried over from last year, \$81,923, there remained the sum of \$190,969 at the credit of profit and loss. Out of this sum \$125,000

LIABILITIES. Capital, paid up \$2,000,000.00. Reserve in full on Notes Discounted 80,000.00. Profit and Loss account 15,908.47. Due from other banks 5,000.00. Bonus of 10 per cent. to Shareholders 298.00. Dividends unclaimed 298.00. Interest, Exchange, etc. reserved 163,700.11. Notes in circulation 1,835,546.00. Balance due to Provincial Government 49,912.08. 92,868.67. Deposits not being interest 2,385,881.15. Deposits bearing interest 10,161,680.93. Due to other banks in Canada 241,964.47. 15,028,413.65. \$18,844,621.02

ing Corporation (the Province company), at the price of 85 cents per page, the only other tender being that of the Colonist, at \$1.10.

Ald. Humphrey raised the question as to whether the tender should be done in the event of the Province getting the contract.

Ald. Williams assured the council that it would. Not only did the Province do all its work of this nature here, he said, but a great amount of work for Vancouver and other cities in the Province was done through the stages of the Municipality. From the special committee appointed to consider the requests from Major Williams in connection with the new ride range at Clover Point, there appears to be but one other noteworthy feature to the retail markets this week, and that is that prices of beef and real now bring 18 cents a pound, or 3 cents more than former quotations.

Current quotations are as follows: Flour—Ogilvie's Hungarian, per bbl. 5.50. Lethe's, per bbl. 5.00. O. K., per bbl. 5.50. Sanson, per bbl. 5.50. Calgary, Hung., per bbl. 5.50. Premier, per bbl. 5.50. Flour, per bbl. 5.50. Grain—Wheat, per ton 27.00. Corn (whole), per ton 26.00. Oats, per ton 25.00. Barley, per ton 24.00. Potatoes, per ton 23.00. Apples, per ton 22.00. Raisins, per ton 21.00. Prunes, per ton 20.00. Currants, per ton 19.00. Grapes, per ton 18.00. Peaches, per ton 17.00. Apples, per ton 16.00. Pears, per ton 15.00. Plums, per ton 14.00. Cherries, per ton 13.00. Nuts, per ton 12.00. Walnuts, per ton 11.00. Almonds, per ton 10.00. Pistachios, per ton 9.00. Dates, per ton 8.00. Figs, per ton 7.00. Raisins, per ton 6.00. Currants, per ton 5.00. Grapes, per ton 4.00. Peaches, per ton 3.00. Apples, per ton 2.00. Pears, per ton 1.00. Plums, per ton 1.00. Cherries, per ton 1.00. Nuts, per ton 1.00. Walnuts, per ton 1.00. Almonds, per ton 1.00. Pistachios, per ton 1.00. 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