Legislative Assembly

Prolonged Debate on Hand Loggers' Licences in House Yesterday.

Bill for the Disincorporation of Dewdney Passes After a Lengthy Discussion.

In Committee Opposition by a Narrow Majority Carries Adjournment of Debate.

Tuesday, 30th January, 1906.

HE House met at 2 o'clock p. m. After prayers by the Rev. Dr. J. Campbell, Ph. D., Dr. Young presented the following reports from the private bills committee.

Mr. Speaker: Your select standing committee on private bills and standing orders beg leave to report as follows:

That the standing orders in connection with petition No. 14 being an Act to incorporate the Southeast Kootenay Railway company, have been complied with, except for the fact that the petition asks for powers to acquire and operate coal and other lands and mines which were not contained in the published advertisements, to which the committee draws attention.

Your committee recommends that the rules be suspended and the report be received, so that the matter of granting powers not advertised for may be dealt with on its merits by your committee on railways.

Petitions

That the standing orders in connection with the undermentioned petitions have been complied with:

Petition (No. 1), being An Act to incorporate the National Plate Glass Insurance Company of Canada.

Petition (No. 2), being An Act to incorporate the British Columbia Permanent Loan and Savings Company.

Petition (No. 3), being An Act to amend the Pacific Coast Fire Insurance Company's Act, 1890.

Petition (No. 5), being An Act to incorporate the Canadian Plate Glass Insurance company.

Petition (No. 8), being An Act to revise, ratify and confirm the Cowichan, Alberni and Fort Rupert Railway Company Act.

Petition (No. 17), being An Act relating the Union Steamship company of British Columbia, Limited.

Petition (No. 11), being An Act respecting the British Columbia Northern and Mackenzie Valley Railway company.

Petition (No. 20), being An Act to amend the West Kootenay Power and Light company Limited Act, 1897.

That the standing orders have not been complied with as to publication of notice and presentation of petition in conection with the undermentioned petitions:

Petition (No. 21), being An Act to incorporate the British Columbia Central Railway company.

Petition (No. 24), being An Act to incorporate the Southern Okanagan Railway company.

Your committee recommends that rules 57 and 59 be suspended with reference to the two above-mentioned petitions.

That the standing orders have not been complied with as to publication of notice and presentation of petition in connection with petition (No. 25), being a special Act for incorporating the city of North Vancouver. Your committee recommends that rules 57 and 59 be suspended with reference to the said petition.

H. E. YOUNG,
Chairman.

The report was received.

Bills

The standing rules and orders were suspended and the report adopted.

On motion of the Hon. Mr. Wilson a Bill intituled An Act respecting distress was introduced, read a first time and ordered to be read a second time tomorrow.

The following private bills were introduced and read a first time:

By Dr. King—A Bill intituled An Act to incorporate the St. Mary's Valley Railway company.

Referred to the railway committee.

By Mr. Fraser—A Bill intituled An Act to incorporate the Canadian Plate Glass Insurance company.

Referred to the private bills committee.

By Mr. Fraser—A Bill intituled An Act to amend the West Kootenay Power and Light Company, Limited Act, 1897.

Referred to the private bills committee.

By Dr. King—A Bill intituled An Act to incorporate the St. Mary's and Cherry Creek Railway company.

Referred to the railway committee.

By Mr. Macgowan—A Bill intituled An Act to incorporate the National Plate Glass Insurance Company of Canada.

Referred to the private bills committee.

By Mr. Evans—A Bill intituled An Act to ratify and confirm the Cowichan, Alberni and Fort Rupert Railway Company Act.

Referred to the railway committee.

By Mr. Bowser—A Bill intituled An Act to amend the Lightning Creek Gold Gravels and Drainage Company (Limited Liability) Act, 1896.

Referred to the private bills committee.

Mr. Oliver asked the hon. the chief commissioner of lands and works the following questions:

1. How many acres of timber lands have the Fraser River Tannery company under lease or licence?

2. For what purposes is this timber acquired?

3. Has this company built a saw-mill or saw-mills in connection with its holdings?

4. What is the annual rate per acre paid by this company in its holdings?

5. Has the government any reliable information as to the quantity and variety of timber on the holdings of this company?

The Hon. Mr. Green replied as follows:

1. 18,730 under lease.

2. For stripping hemlock bark for tanning purposes.

3. Have no information on this point.

4. Two cents per acre per year for first five years. Fice cents per acre per year for remainder of time.

5. The government has no other information than that received from the company, but the company cannot cut any timber other than hemlock, except under special timber licences obtained under the Land Act. There is, however, a protest on record from Mr. C. Miller, who complains that a certain section is principally cedar and fir and not hemlock.

Questions and Answers

Mr. Oliver asked the hon. the premier the following questions:

1. Was E. W. Beckett appointed a clerk in the New Westminster Land Registry office?

2. If so, when was he appointed?

3. At what salary?

4. Has Mr. Beckett been continuously employed in the office since the date of his appointment?

5. If not, has he been represented by proxy?

6. If so, who was his proxy?

The Hon. Mr. McBride replied as follows:

1. Yes.

2. March 1, 1905.

3. $45 per month.

4. Mr. E. W. Beckett was, by clerical error, substituted for Mr. J. M. Beckett for whom the appointment was intended.

5. Mr. E. W. Beckett never entered on the duties of land registry office clerk. The mistake was rectified and Mr. J. M. Beckett appointed.

The House then went into committee under the chairmanship of Mr. Macgowan on the Act to Amend the Assessment Act. Hon. Mr. Tatlow moved the following amendment:

25. Said chapter 53 is hereby amended by inserting after section 62 thereof the following section:

"When the owner of land either grants to another, or reserves to himself, the coal, or the right to win coal, therefrom, he shall notify the assessor of the district of the grant or reservation, as the case may be, and thereafter the coal or the right to win the same, shall be deemed 'coal land.'

"At the next assessment of the said land, after receiving said notice, the assessor shall assess separately and to their respective owners the said land and the coal, or right to win coal, therefrom, and a sale or forfeiture of said land for taxes accrued due after the receipt of said notice, shall not affect the said coal or right to win coal, but the said land and the said coal or right to win coal shall be assessed, sold or forfeited, as the case may be, separately."

At the request of Mr. Macdonald the clause was allowed to stand over for further consideration.

Mr. Ross (Fernie) moved the following amendment:

That sub-section (11) of section 6 of chapter 53 be amended by adding the following sub-section immediately thereafter:

"(11a.) Provided that when any of the corporations mentioned in sub-

(Continued on page Three.)

Pacific Coast Happenings

Three Dead and Two Fatally Hurt In Great Northern Wreck.

Vessel Drifts Ashore in Alaska With Seven Corpses on Board.

KALISPEL, Mont., Jan. 30.—The latest news as the result of the Great Northern collision near here late last night is, dead—Fireman Hansen Landly and Express Messenger Wurzbached and Engineer H. O. Barden, Engineer William Therwacher and Conductor Quinn will die. Engineer Barden had orders to meet the west bound at half-moon but ran by the meeting place trying to make Columbia Falls. When he saw the head light of the approaching engine he jammed the emergency brake over and tried to escape but too late. Both locomotives were turned completely over and piled up many feet from the rails.

A Spectre Crew

Salem, Ore. Jan. 30.—Dr. Bancroft of this city has received a letter from his brother-in-law L. V. Leeper of Yakataga Alaska in which he mentions the fact that the schooner Prosper has come ashore near Valdez with seven dead men on board. The letter does not state whether the men died from starvation or had been frozen to death. The letter is dated November 28.

Steamer Ashore

Seattle, Wash., Jan. 30.—A special from Sitka, Alaska, says that the German steamer Marie Chan went ashore at False Bay, 100 miles from that point, last Thursday. The officers and part of the crew arrived in Sitka on Sunday on the steamer Georgia. The Marie Chan is from Seattle for Vladivostock on January 19th with a cargo of general merchandise valued at $250,000. This is a total loss, but the ship may be saved. No lives were lost.

Hawaiian Governor Ill

Honolulu, Jan. 30.—Governor Carter is suffering from a high fever. It is suspected that his malady is brain fever or typhoid. The territory of Hawaii is now practically without a governor and will remain so until the arrival of Secretary Atkinson who it is understood left Chicago for Honolulu yesterday. It is believed here that Governor Carter will never resume the duties of his office and that if he does not resign immediately following recovery, he will step out of office in November, when Secretary Atkinson will be old enough legally to be governor.

GREATEST OF RAILROAD MEN.

James J. Hill has been called the creator of the Northwest, and certainly no man more nearly merits this name than he. For he dared to build a railroad through an uninhabited region, and when financiers scoffed at his folly he went ahead and made every mile of it pay as fast as it was built. As a young man he was a roustabout on a Mississippi steamboat. His trips to St. Paul—then a frontier village—convinced him that it was to be the mercantile metropolis of the then undeveloped West. He settled down there and became shipping clerk of the steamboat line. Then he organized a line of his own and sent his steamboats down the Red river to Manitoba, whence they returned laden with furs. He was the first man to take coal to St. Paul, where he had started a coal and wood yard.

BOUGHT Out the St. P and Pacific

Some German capitalists began a railroad called the St. Paul and Pacific, but before they had laid many miles of it they went bankrupt. [illegible] the aid of Canadian bankers with whom he had had dealings and who had faith in him, he bought out the concern and announced that he was going to build it through to Puget Sound. The Northern Uacific, aided by an enormous land grant fro mthe government, was being built, and the Canadian Pacific, with a huge government subsidy, was being pushed across the continent to the north. But Mr. Hill took as his motto, "Develop the country," and he set about him for means to do it. The farmers of Dakota had but one crop—wheat. He bought about 900 head of polled Angus and Shorthorn cottle and many thousands of blooded swine, which he gave to the farmers and aroused their interest in stock raising.

Little by little he pushed the road out into the wilderness. He bought land and laid out townsites and induced men to go out and settle upon them. When he tapped Washington he asked the lumber men at what rate they could ship their lumber East and still make a profit. They told him 50 cents a hundred, and he made the rate 40 cents. By such methods as these he obtained eastward bound freight that made his road pay. But the problem of filling the cars on the westward trips was not so easy of solution. Mr. Hill solved it by reaching out across the Pacific ocean and finding a market in Japan. He established a line of great passenger and freight steamers on the lakes, connecting with his own railroad at Duluth.

Mr. Hill built the Manitoba, now the Great Northern, from the lakes and the Mississippi to Canada and the Pacific without one cent of government aid, direct or indirect, and at a cheaper cost per mile than any other railroad in the country. It opened up the states of Dakota, Montana, Idaho and Washington, and filled them with prosperous farms.

When the Northern Pacific fell into difficulties it was he and his associates who bought up the stock. Among his closest financial friends are J. P. Morgan, Lord Mount Stephen and Lord Strathcona, the magnates of the Canadian Pacific, of which Mr. Hill is a director. His fight with E. H. Harriman over the Northern Securities Company and his final victory over the Union Pacific magnates are recent matters of history.

Mr. Hill is a short, stout man, with a large head, bald in front and on top, the sides being covered with long, shaggy grey hair; his beard is white and rather unkempt. He has a bluff but kindly manner, except when he is angry, and then he is not an agreeable man to approach.

One of the most remarkable things about him is his genuine love for a knowledge of are and music. Uneducated in his early days, he is now a man of refined tastes; he buys pictures on his own judgment, and not on that of any expert. He has a way of entering an artist's studio, looking over his work, picking out a picture and saying, "I will give you so much for that." If the artist accepts the price, well and good; if not, that ends it. There is no haggling or bargaining. Mr. Hill has offered the price that picture is worth to him. He may have been able to get it for much less, but he would consider it wrong to take advantage of an artist's poverty. In his palace in St. Paul is a gallery full of Corots, Purvis de Chavannes and paintings by many of the greatest artists.

HAS A MARVelous Music Gallery . . . . .

There is also a music gallery with a superb pipe organ and instruments of every sort, where great musicians and orchestras give splendid concerts to which Mr. Hill invites only his own intimate friends. Through his wife Mr. Hill is a munificent contributor to the Catholic church. He cares nothing for society, but has a few friends who are very dear to him and to whom his palace is always open.

Another remarkable thing about Mr. Hill is his memory for details. He travels over his railroads and calls every employee by name, can tell his wages and his duties and how long he has been in the road's employ. A man who talks business with him finds he can quote amounts of exports and imports of almost any kind of goods to or from almost any country. He has tariff schedules at his fingers' ends and the freight rates of railroads and steamships also.

In the last few years Mr. Hill has been spending much time in New York, and Wall Street has learned to respect him as much as he is respected in the Northwest.

UNGRATEFUL REPUBLIC.

Wounded U. S. Veteran Proves Proverbial Ingratitude of Democracy.

Boston, Jan. 30.—Although he had served three enlistments under the flag of the United States, once in the regular army, once in the navy and once as a volunteer, and in each received an honorable discharge. John J. Bowes an Englishman, has been refused admittance to the United States. Bowes, despite his military service was never naturalized. He arrived in this port January 19th and was detained on the ground that he might become a public charge as he was ill. He was suffering from rheumatism and a bullet wound received while serving in the Philippines, which had never properly healed. The immigration officers promptly communicated the facts and an account of Bowes' record to the authorities at Washington asking if he could not be admitted to the marine hospital.

Today a message was received announcing that Bowes is not eligible for admittance to the United States.

Capt. Thos. L. Hayes, district commander of the Spanish war veterans and John Dunn, of the Philippine war veterans have interested themselves in the case. They will endeavor to have annulled the ruling against Bowes.

A CANADIAN'S RECORD.

Rhodes Scholar From Quebec Takes High Honors in Classics.

London, Jan. 30.—The Right Rev. J. C. Hartzell, Methodist Episcopal bishop of South Africa, who will shortly sail for America, has been at Oxford for the purpose of meeting personally the Rhodes scholars from the United States. Speaking of his visit, Bishop Hartzell said he found the general feeling one of satisfaction and hopefulness.

The type of men was high and they were received in a good spirit by the other university men. R. J. Rose of Quebec recently took both the Craven and Ireland honors in classics, a record unequalled for many years.

STRIKE AT THE TYEE.

Encouraging Find on the Chief Island Mining Property.

Mining men and the public generally who have followed the career of the Tyee Copper Company, Limited, will be pleased to learn that, while crosscutting south from the main shaft at the 1,000-foot level, three feet of low-grade copper ore has been run into.

During the past two weeks development has been carried forward at the 1,000-foot level of the Tyee, and a crosscut has been run in a southerly direction, resulting in striking the ore, the first ever encountered at depth. Below the 300-foot level the workings have followed a barren lead, and General Manager Clermont Livingston has always contended that the vein had faulted and would be found far in the south. If the ore continues as well as it has started, it implies a new lease of life to this well known Mount Sicker property.

Over the long-distance telephone yesterday Mr. Livingston confirmed the news of the strike, which he described as very encouraging.

The Tyee ships about 2,000 tons per month to the company's smelter at Ladysmith. The general average of the ore treated at the smelter runs 5 per cent. copper, $3 to $4 in gold and 3 to 4 ounces silves, and carries 25 to 35 per cent. barium sulphite. In the upper levels portions of the ore bodies are richer in copper than others, and permit of a certain amount of sorting. The new strike resembles the ore found in the north vein, of which it is believed to be a continuation, and consists of chalcopyrite enclosed in a matrix of quartz and baryte, with some lime. No sampling had yet been made of the new find.

The Sea Still Gives up Dead

Another Body Brought Ashore at Scene of Wreck of Valencia.

Indians Report Wreck But Find no Credence—Men on an Island.

Two Tugs Start for Victoria With Bodies of Victims of Disaster.

(From Wednesday's Daily.)

ONE more body was found yesterday by the patrolling parties searching the shoreline in the vicinity of the Valencia wreck, having been picked up by Indians near Pachena and placed on board the tug Bahada which left Bamfield last night for Seattle via Victoria. All that was found on the body was a piece of an envelope with the address 419½ South Main street, Los Angeles, and a Pacific Coast Steamship Company's baggage check, No. 8713. This is the twenty-second body recovered. Search is being continued, the tugs Wyadda, Lorne and Bahada being engaged, and the revenue cutters Perry and Grant, the steamer Tasmanian, which has been plying on Alberni canal and thetugs Edna Grace and Shamrock. Yesterday two landings were made near where Lineman Logan had eight bodies recovered by his party temporarily buried in the sand to protect them from crows near Darling creek. The tug Wyadda sent a crew ashore twice with a fishsing dory, but the heavy sea made it impossible for the boat's crew to bring off the bodies and it has now been decided to bury them at the place, on a beach near Darling river above high water mark.

Sea Still Running High

The revenue cutter Grant was also off Darling creek yesterday, and when she returned to Bamfield creek in the afternoon and anchored off the cable station for the night she reported that no assistance could be given by the cutter as the sea was running too high. The attempts made by the crew of the Wyadda to land were dangerous, the dory being threatened with swamping on each trip. The tug's crew left two men to relieve McWha and Mousley, the cable operators who have been working at the scene of the wreck since they took relief to the nine survivors at Darling creek on Wednesday, and the operators reached Bamfield last night, completely fatigued.

Considerable excitement was occasioned for a time yesterday by the report that another wreck had been located, but, as the news was brought in by Indians who had probably imagined that disaster had occurred in the vicinity of Barkley Sound islands because of sighting of quantities of wreckage drifting in that direction, it was not given credence. A report that two other survivors had been seen on one of the islands in Barkley Sound is also discredited. Messengers are being sent, however, to make sure that the report has no foundation. The report of further disaster was given by Dodge's Cove Indians who arrived at Bamfield and reported that Sechart Indians spoke of another large steamer being wrecked near Village island in the Middle Channel of Barkley Sound, and that dry goods, oranges and other wreckage was coming ashore. As the wreckage from the Valencia is drifting in that direction and the cargo mentioned would probably form part of that of the wrecked vessel, it is thought that the Indians have based their report on the fact that the Valencia's wreckage is coming ashore there. The Indians also reported two white men on the island. Soon after thees reports were made the tug Edna Grace arrived from a cruise among the islands where she was buying salmon from Indians. The captain of the Edna Grace says the Indians have seemingly based their report on the fact that the two men picked up by the Salvor were or Turret island on Thursday. The Edna Grace's crew disbelieve the report of another wreck. Despatches from Ucluelet and other points say nothing has been heard of any wreck. Capt. Gaudin, agent of marine, telegraphed to Bamfield asking the cable men to notify the cutter Grant of the report.

Enquiry Fixed for Tomorrow

The effort made to have another commissioner substituted for Capt. Newcomb of the Canadian cruiser Kestrel, now absent at Port Simpson on his vessel, because of the delay occasioned by his absence has failed, the marine department at Ottawa telegraphing that no substitution would be made, and, although the investigation is now set for February 1st it is unlikely that it will sit for some days later. The commissioners will be Capt. James Gaudin, Capt. J. G. Cox and Capt. Newcomb.

The tug Lorne arrived at Bamfield about 8 p.m. last night, and landed an undertaker, a carpenter to make coffins, and a party of three special police officers who will organize parties to prevent any possible looting. Numerous enquiries are still being received here for information of the victims of the disaster. A Hoelscher of San Francisco, who lost a brother, and whose body was found by Lineman Logan, went to Bamfield last night by the cutter Perry, which left at 5 p.m. to secure his brother's body and Mr. Peters of Seattle, who with Mr. Fay has been searching for Miss Van Wyck's body, also returned to the scene of the wreck. They had arrived but a few hours before with Mr. Bunker on the steamer Salvor.

Thick fog did much to handicap the work of the searchers today and it endangered at least one vessel. When the steamer Salvor was passing in from the scene of the wreck a large steamer was seen within two miles of Cape Beale. The officers of the steamer sighted the Salvor and immediately altered their course, following her for a time and then turning seaward, seemingly being unaware of their location. All inbound ships are reporting an unusual northerly set at the entrance to the straits of San Juan de Fuca, the ship Melverton which arrived today 52 days from Mollendo and which was close to Destruction Island when her officers made out the light, reported that a set toward the Vancouver Island coast was running at the rate of at least two and a half miles an hour.

Collector of Customs John Newbury received from Mr. F. F. Bunker, who arrived by the Salvor yesterday, the effects of some of the bodies washed ashore. One lot is the effects of Pete Blube or Glud, in which are two watches—one gold, one silver—a purse with a small amount of money, and a letter signed by his wife, L. Glud, with enclosures of little letters with crosses, indicating kisses from children, a knife and a match box. The letter referred to was posted at Brownsville, near Seattle, on January 9, and has a Seattle postmark of January 10 and an Oakland postmark of January 12. The body on which these things were found was picked up by Bunker and Captain Ferris near Darling River.

The collector has also the effects found on a man identified as Louis A. F. Gripenstraw, whose cards give his address as "With W. B. Ward & Sons, undertakers, 95 South Market Street, South San Jose, California." On this body was found a small ikon in a small case, a little image about three-quarters of an inch long, a gold watch engraved with the letter "D" on the face case, purse with small sum of money, eye-glasses and case, a lot of business cards with the address stated, two pools of silk, and a card of "Jack D. Wasson of Los Angeles," with business address at 232-4 Spring street. The possessions are being held for relatives.

Nelsonites Not Lost

Nelson, Jan. 30.—Harry Ward, formerly of Nelson, whose drowning on the Valencia has been referred to so frequently, has been located positively at Coleman, Alberta. G. W. Taylor, a rancher of Nelson, who has been referred to as one of the passengers lost, is here with his wife, safe and sound. They are specially desirous of their safety being known, as the reported news of their death has traveled far.

Bodies Being Recovered

Superintendent Hussey is in receipt of a despatch from Constable Carter who is at present at the scene of the wreck of the Valencia. In his despatch Constable Carter says that there are eleven bodies on the beach, one of which has been identified by Mr. Logan J. P. as that of Mr. Lojaler. The tug Wyhadda will report at Victoria with two bodies, one of which has been identified, the other having no effects by which it can be identified. The tug Bahada will also call at Victoria with one body which has not been identified. The Cutter Grant will go to Seattle with three bodies all of which have been identified. All of the bodies are very badly decomposed and it is for the purpose of giving them a Christian burial that they are being brought to the city.

RUSSIAN "PACIFICATION."

Stern and Vigorous Use Made of Cold Lead and Steel.

St. Petersburg, Jan. 30.—Alarmed by the stern and vigorous campaign waged by the troops under General Alaikhanoff, the inhabitants of the Caucasus are abandoning the revolutionary cause. They are coming in by thousands to make a submission and are giving the most abject promises of good conduct in the future. The campaign against the active insurgents in the mountains has thereby been much facilitated. In many cases the inhabitants themselves have seized and delivered up the ringleaders of the insurrection. In a telegram to the emperor the viceroy of the Caucasus, General Alaikhanoff, received one deputation of 8,000 persons representing twelve communities. The deputation promises to stop the disorders and make reparations.

Another deputation brought in the participants of the attack on the troops at Tengira bound with ropes. They will be executed.

Fighting and Incendiarism

Count Witte has received from the governor of Moghlieff an account of the excesses at Gomel where there had been fighting in the streets and incendiarism. The troops which are restoring order are subject to attacks with bombs and revolver shots from the houses.

The governor says the soldiers are forced to answer these attacks by firing volleys but the number of dead or wounded thereby is not known yet as the victims are sheltered by their co-religionists.

During the recent fire at Gomel the frequent explosion of bombs and ammunition showed that the revolutionaries were well prepared for the struggle.

MEAT TRUST INVESTIGATION.

President of Companies Accuses Commissioner of Deceit

Chicago, Jan. 30.—Edward Morris, vice president of the Fairbanks Canning Company and of Nelson, Morris & Co., today testified in the meat packers' immunity plea case that he had been required by the commissioner of corporations, Mr. Garfield, to produce for the inspection of the commissioner the secret profit and loss books of his company after the commissioner had prepared a report on the beef industry. Morris told of receiving assurances from Commissioner Garfield that no knowledge furnished by the packers to the department of commerce and labor would be used against them.

Proclaimed King Of Denmark

Frederick VIII Formally Ascends Throne Amid Acclaim of His People.

Late Sovereign's Funeral Will Be Without Ceremony According to Directions.

Copenhagen, Jan. 30.—The new king, Frederick VIII., now reigns over Denmark. His accession has been hailed with all appropriate enthusiasm and ceremony, but sorrow for the death of King Christian is the prevalent sentiment. The overwhelming grief of the immediate members of this remarkably united family is reflected in every home in Copenhagen.

Throughout the early part of the day the lugubrious tolling of bells, the booming of minute guns, the universal evidences of mourning and the stagnation of business, even amid the acclaims for the new king told strongly of the deep feeling of the people of Denmark.

In the chamber of the Amalienburg palace the body of the King lies in the modest bed in which he breathed his last. The dead monarch's features are unchanged and are composed, as if in a sleep other than that of death.

Following the wishes of King Christian, the funeral will be

Attended With Little Ceremony

The body will not actually lie in state but prior to the entombment, which is expected to take place in about a fortnight, it will be visited by the chief of state. Today the members of the family watched in the death chamber continuously. A great number of magnificent wreaths are coming in from all directions. The Duchess of Cumberland, the daughter of King Christian, arrived late this evening. Her sorrow was very great, and it was with difficulty that she was removed from the bedside, where she had knelt for fully an hour in prayer. The burial will take place in the cathedral of Roskildev, beside Queen Louise, in the chapel of Frederick V.

King Haakon of Norway, Queen Alexandra of England and King George of Greece are expected in a few days.

It is announced that the Emperor William will be in attendance at the funeral.

First Council of State

Prior to the proclamation of his accession King Frederick held a council of state at which the ministers tendered their resignations and were requested to retain their posts. Afterwards the new ruler received the cabinet ministere, prsidents of the Rickstag, chief civil and military officials and the court dignitaries.

Then came the important ceremony of the day. Promptly at noon the premier stepped out on the balcony of the palace and thrice shouted to the assembled throng, "King Christian IX. is dead. Long live His Majesty, King Frederick VIII., son." Sonorus hurrahs broke from the crowds in front of the palace and re-echoed down the streets opening on Amalienborg square, the flags on the public buildings were run up to the mast heads and a royal salute was fired from the city's forts. The court has been ordered to go into mourning for thirty weeks.

King Frederick's Proclamation

King Frederick early in the afternoon announced his accession to the throne in a proclamation as follows: We Frederick VIII., King of Denmark by the Grace of God, etc., do hereby announce and make known that our dearly beloved father, King Christian X., was yesterday gathered to his fathers by a sudden command—a peaceful death. We have thereupon, in accordance with the law ascended the throne. While thus assuming this high and responsible position for which the Almighty has chosen us, it is our determination to maintain unswervingly the constitution of our country and to preserve rights and privileges of our whole people. If the people themselves will have the same confidence in their king which we have in our people then will God grant his grace and blessing to all of us."

At the Court of St. James

London, Jan. 30.—King Edward arrived in town this evening and Queen Alexandra proceeded to Sandringham, where she will remain until she goes to Copenhagen to attend the funeral of her father, King Christian. King Edward has decided to open parliament in person, but the Queen will not be present, and the state pageantry will be curtailed. The levees will be held as arranged February 20 and 26, but the drawingrooms have been indefinitely postponed. The bell in the bell tower of Windsor Castle on the day of the funeral will be tolled 87 times, beginning at noon, representing the age of King Christian.

Black Diamond City's Gossip

Unusually Large Mortality Attributed to Exceptionally Mild Weather

First of Native Sons Passes Away After Long and Useful Life.

NANAIMO, Jan. 30.—The number of deaths in this city since the beginning of the year is alarmingly large. Since the New Year sixteen already have been recorded, past years always has been light, against seven for the month of December. The average death rate gregating 1 to 5 per cent. The mortality for the present month has reached over 100 per cent. over previous months. The exceptionally mild weather is said to be responsible.

A late issue of the Bombay Guardian, just received, contains the announcement of the marriage of Miss Florence Hart, formerly of Nanaimo, to Rev. William Hazen. Miss Hart left Nanaimo five years ago to enter the Presbyterian foreign mission field in India.

Death of a Pioneer

William Hunter, a pioneer, who ran the first locomotive on Vancouver Island, is dead here. He has a remarkable history, and was the oldest living member of the society of Native Sons in British Columbia, being 53 years of age. A man now living here was the first white child born in British Columbia territory at San Juan, but the latter has since passed into the hands of the United States, so that the honor of being the idest "native son" belonged to Mr. Hunter. He was the first white child born on Vancouver Island and had a rare knowledge of pioneer days in this province. Ever since he as a young boy he had worked since he was a young boy he had worked continuously for the coal company at Nanaimo. At the time of being taken ill he was an engineer at the works. Death was due to pernicious anaemia. He was highly respected in the community, had a host of friends and was a good citizen. He leaves a wife, two sons and two daughters.

FROM GRAND FORKS.

News From the Busy Boundary Mining Centre.

Grand Forks, Jan. 26.—H. B. Cannon, a pioneer mining man of the Boundary, accompanied by Len Newby, a cattle king from southern Alberta, have just left for Franklin camp, where they will inspect the Gloucester property, in which Mr. Newby is heavily interested. It is also reported that, through the agency of Mr. Newby, a syndicate of Alberta capitalists is being formed for the purpose of acquiring another valuable location up the North Fork. The Gloucester is a high-grade gold-copper property and has been developed by tunnels and surface workings. It has one of the best showings in the district, the ore assaying $50 per ton.

Chief Engineer H. W. Worrington of the Kettle Valley Railway has just completed the preliminary survey of the North Fork railway route to Franklin camp and is now backing up on the location line. The average grade to Franklin camp will be a ½ per cent. grade. The preliminary line goes up the west side of the North Fork for some 18 miles, then crosses and continues on the east side as far as the canyon at McFarlane's ranch, on the East Fork, then crosses again at this point and then follows the west bank to the end of the present survey. Absolutely no engineering difficulties have been encountered along the line.

George Taylor, the local contractor, is making good headway with his three million foot timber contract at the timber limits on the North Fork.

Robert Fow, who was recently awarded the contract to build the $5,000 government bridge at Carson, expects to start work on the bridge next week and have the work completed by April next.

Dominion News Notes

Slight Change Causes Delay in Call for Tenders for Grand Trunk.

President of Montreal Board of Trade Advocates Free Trade in the Empire.

Mackenzie and Mann Said to Contemplate Building an Iron Smelter.

OTTAWA, Jan. 30.—Messrs. Hays, Morse and Wainwright, of the Grand Trunk Pacific Railway Co. directorate, were in town today on business with the national transcontinental railway commission. Some mild changes have been made by the commission in the specification for the eastern division in the matter of telegraph lines and for this reason it will be a couple of days yet before a call is issued for tenders on the section from Winnipeg to Lake Superior Junction and from Quebec to the head waters of the St. Maurice.

Hon. Mr. Hyman has decided before taking an action looking to the erection of an addition to the parliament buildings to consult the members of the House on the subject and next session he will ask for the appointment of a special committee to consider and report upon the subject.

Railroad Demurrage

The board of railway commissioners has issued a memorandum respecting new car service rules which will take effect on the first of March next. The board has gone very carefully into the question with a view to the protection of both railway companies and shippers. The board holds that it is but reasonable for the railway companies to charge an additional toll for any detention of cars or the continued occupation of its tracks beyond a reasonable time for loading or unloading. Some parties have been refusing to pay demurrage under the old rules on the ground that they were illegal but there seems to be no question regarding the powers of the board of railway commissioners. On all cars held over the regular time $1 per day of 24 hours will be charged as demurrage. No fee will be charged for Sundays or legal holidays.

Immediately on receipt of the news of the death of King Christian of Denmark, the father of Queen Alexandra, flags were floated half mast over the Parliament buildings, government house, city hall, etc.

Beaver and other skins to the value of thirty-five hundred dollars consigned to the Hudson's Bay Company, London, were seized here Saturday night and confiscated. Under the Ontario laws the skins of these animals cannot be taken or shipped through the province until 1910.

The marine department will order an official investigation into the loss of the Valencia.

The ministerial tariff commission hold their final meetings here on February 6th and 7th. Several outside delegations have asked to be heard.

The ministerial changes consequent upon Hon. Mr. Prefontaine's death will not likely be announced until next week. While the selection of a new colleague is the special prerogative of the first minister yet, out of courtesy, Sir Wilfrid will probably wait until all the ministers are back in town.

Imperial Free Trade

Montreal, Jan. 30.—At the annual meeting of board of trade today the retiring president W. I. Gear made an appeal for free trade within the empire as a means of perpetually cementing the ties which now bind the colonies to the motherland and assisting Great Britain in her fight with the United States and competing powers for commercial supremacy. Mr. Gear did not believe that the preferential tariff policy as proposed by Mr. Chamberlain would ever be of any material value to this end. The British elector would never consent to the imposition of taxes until he could be assured that those taxes would not have to be paid by himself. But Mr. Gear thought that if the colonies were to approach the British electors and say we will admit your goods free of all duties in return for placing by you of duties on foreign goods and admitting those of Canada free. The people of Great Britain would enthusiastically endorse proposition.

Loss in Windsor Fire

The amount to be paid by insurance companies in satisfaction of claims in connection with the Windsor hotel property for damages sustained by fire and water on the night of the conflagration has been fixed at about $100,000. This loss is much less than it was at first supposed to be, but does not take into account the loss of revenue that has been sustained through the interruption of business.

Mackenzie & Mann's Latest

Toronto, Jan. 30.—It is reported that Mackenzie and Mann have purchased for ten thousand dollars an option on ten iron mines at Hutton, Ontario, and that a huge smelter will be erected in Toronto for the treatment of the ore. The location of the smelter will be it is said, in Ashbridge's marsh at the mouth of the Don, and color is lent to this rumor by the fact that the James Bay branch of the Canadian Northern will enter this territory by way of the Don valley, going as far south as possible in the direction of the marsh. It is said $5,000,000 will be expended in the erection of the smelter.

Cotton Mills Assign

The Dominion Linen Mills company of Bracebridge, of which Dr. Beattie Nesbitt, M. P. P. is president, was ordered to be wound up this afternoon by Justice Anglin. The company assigned yesterday. The assets are $75,000 to $80,000 on plant and materials and $25,000 in unpaid stock. Liabilities are $140,000, principally owing to the crown on secured paper and $30,000 to unsecured creditors.

Frederick Templeman, baggageman at Union Station here met C. P. R. train from Montreal last night to welcome his wife and six children. On arrival he was horrified to be confronted with body of his ten months' old daughter. The child had died in the mother's arms a few minutes before train reached the city.

One Family's Affliction

Kingston, Jan. 30.—Rosanna McFadden aged 73 and Martha McFadden aged 54 are lying dead in the same house on Wellington street, one dying Sunday and the other last night. A third sister is very ill.

Royal He

OGILVIE'S ROYAL HOUSEHOLD

Legislative Assem

(Continued From Page Two

section (5) of this section carry
addition to any or all of the b
therein specified, the business o
ing and selling real estate, the p
of the sales of such real estate,
cess of the assessed value of the
sold shall be deemed to be part
gross revenue of said corporatio
the purpose of assessment and ta

Mr. Ross said the object was to
the double taxation which was p
under the present law.

Mr. Parker Williams (Newcast
jected to Mr. Ross' amendment
grounds that it sought to exemp
from taxation because they mig
doing a dual business, coal and
real estate and lumber.

Hon. Mr. Tatlow said he thou
object of the amendment was
vent dual taxation. Mr. J. A. M
aid (Rossland) said dual taxati
sometimes right. The object wa
lieve a corporation from paying t
land which they had received fr
province as a subsidy and subs
ly sold at a high figure. That
relief which should not be affor

Mr. Ross demurred to this.

Mr. J. H. Hawthornthwaite
there was something wrong in t
tem of taxation if the land w
sessed at less than the sale value

Mr. Hawthornthwaite poin
that already these corporatio
great privileges from the provin
they wanted more. They had give
ing for their land, now they wa
evade taxation through the amen
On a division Mr. Ross's ame
was passed by 17 to 11 and add
substantive clause of the Bill.

The Bill then passed.

The House then went into co
on the Bill with respect to the
of timber in Crown lands.

Mr. Manson in the chair.

Mr. Hawthornthwaite moved
after the word "lumber," in the
line of section 2, the following w

"Provided always, that logs
hewed by bona fide 'hand logge
at all times be exported."

Mr. Oliver moved to insert
the words "sawn" and "lumb
line 3 of section 2, the words "o
and to insert between the word
ber" and "that," on the same l
words "or timber"; and to st
the last word of the section and
the following words: "or hewn
or timber."

Hon. R. F. Green said the
amendments cut at the very
of the Bill. They would simply
easy to export logs for trading
es.

Mr. John Oliver urged that t
square timber did not come u
designation of sawn lumber.

Hon. R. F. Green said this
so. To pass these amendme
simply to enable hand logge
"bona fide" loggers but simpl
those licences as a cover for tr
logs and then having crossed
to rush them to a saw-mill.

Mr. Paterson (Island) did n
with the chief commissioner.
were timber areas which woul
be cut except under hand lo
cence, and to do away with
preventing the product from b
ported would deprive the gov
of an important source of reven
it necessary to crush an indu
cause the government had failed
inspection. He claimed that
sent system was defective.

Hon. R. F. Green said this
beside the question. The point
the province want to permit th
tation of un-sawn lumber or n
had been decided in the negati
asked Mr. Paterson where he h
information from that hand-logg
a tax of $10 each.

Mr. Paterson said he had h
nation from those who paid
Hon. Mr. Green—Under wha
of the Act.

Mr. Paterson—Under a regu
the department.

Mr. W. J. Bowser (Vancouv
the trouble was that one
abused the hand-loggers licences
sought to escape the restriction
ing exportation. This man
ployed a large number of m
chased licences for them and u
with a first class equipment
75,000,000 feet of lumber. T
done against the express inte
the legislature and although th
had sustained him on a legal
point, the fact remained that i
every sense opposed to the
of the House. The amendment
perhaps unintentionally, to pro
hand-loggers, but wealthy expl
hand-loggers and in particular