THE NEWS OF JAPAN

Subsidies for Trans Pacific Steamers—Consulate at Montreal to Be Established.

Members of Diet Excluded From Fortresses Because Paid Spies of Foreign Nations.

Oriental mail advices up till February 27 have been received via San Francisco. Regarding the big storm on the Japan coast, of which the Northern Pacific steamship Victoria and the C.P.R. line Empress of China had a taste, a Kobe paper says: "From investigations made by the authorities it appears that about 80 Japanese vessels were sunk or damaged, and about 1,830,000 catties of coal and 600 bales of rice were lost at Hiogo and Kobe."

It had been the original intention of the Japanese government to subsidize the European and American lines of the Nippon Yusen Kaisha only, but as opposition to the partiality was evinced because no subsidy was going to be bestowed on the San Francisco line of the Toyo Kisen Kaisha, while it is to be given to the Seattle line of the Nippon Yusen Kaisha, the decision had been altered to subsidize the European line of the N.Y.K. only. But now the decision has again been changed and the government has decided to subsidize all the Japanese lines to Europe and America.

Mr. Kato, the Japanese minister to London, is expected to return in May next, and his successor has not yet been appointed. Mr. Kurino, the minister to France, is mentioned in this connection. Another story is that Mr. Kato will again be appointed as ambassador.

Owing to the trade between Japan and Montreal having greatly developed of late, the Yokohama chamber of commerce (Japanese) held a general meeting on February 23, when it was decided to propose to the government to establish a consulate at Montreal, where the trade is now controlled under the Japanese consulate at Chicago. Tea shipped for Canada during last year amounted to the value of 1,223,762 yen, as against 1,601,494 yet in 1897.

The Nippon writes that on the 27th inst. the members of both houses will visit Yokoshuka to see the forts and shipbuilding yards, but inasmuch as there are among the members many who are in the pay of foreign nations as spies, it is proved by the fact that what transpires at secret sessions of the diet it as once revealed to the foreign legations, the interiors of the forts will not be shown. The corruption of the diet has indeed reached its zenith!

About 20,000 double-barreled rifles have already been made to the order of the government of Japan, and 40,000 will be made this year. The former lot have already been distributed among the divisions of the army.

The bill for appropriating 50,000,000 yen, the balance of the indemnity, for the following purposes was submitted by the Japanese government to the diet recently. It includes 30,000,000 yen as a supplementary fund for warships and torpedo boats, 10,000,000 yen as reserve fund for emergencies, 10,000,000 yen as an educational fund.

A Seoul despatch, dated February 24, says: 'Although the treaty between China and Korea is not yet signed, the negotiations are almost concluded. The treaty consists of sixteen articles, and does not greatly differ from that between Japan and Korea. One section of art. 14, however, regarding the boundary question and the land trade will be adjusted after the conclusion of the treaty.

During February 959 Russian soldiers and 30 officers arrived at Nagasaki, en route to Vladivostock.

The Kobe Chronicle says: "It is reported that in an interview with Viscount Aoki at the latter part of last month, Sir Ernest Satow, the British minister, asked the minister for foreign affairs in a friendly way, whether or not it would be possible to grant foreigners the right to hold landed properties after the 17th July next. Subsequently Baron von Leyden, the German minister, is said to have made a similar suggestion to the government. It seems that the question has also been arousing attention in London, and that in consequence M. Kato, the Japanese minister to Great Britain, has been addressing telegrams to the foreign office in Tokyo. As a result the question is being considered as an important matter by the cabinet. It is said that Marquis Yamagata is opposed to the grant of this privilege, and that Viscount Aoki does not thing the time is yet ripe."

ENCOURAGING REPORT.

Work on Sunset No. 2 Adjoining the Property of the Nest Egg Co.

The shareholders of the Nest Egg-Fire Fly Mining Company, many of whom are residents of this city, will be pleased at the following account, from the Rossland Miner, of the progress of mining operations on Sunset No. 2, which immediately adjoins their property, and the veins and ore bodies of which run through the Nest Egg property:

"Sunset No. 2.—Since the strike reported on this property, the management has been overhauling the property and making arrangements to do more rapid development. With this end in view, a new system of ventilation is being put in at the 350-foot level; 550 feet of eight-inch piping is now being laid, and this will continue in with the workings. The men have been greatly bothered by smoke and gas, and the work retarded. It is expected that with the new system much more rapid progress will be made. The mine was shut down by Friday afternoon to allow the necessary changes to be made for burning coal in place of wood in the engine room. Work will be started again to-morrow under the new management. Under the new law it is intended to run three eight-hour shifts in place of two ten hour shifts, as at present. The assays obtained from the five-foot ledge, recently struck, continue to give good values, and the ore body shows no sign of pinching out. J. C. Drewery, managing director of the Canadian Gold Fields syndicate, which owns the Sunset No. 2, recently stated to the Toronto Globe that he had disposed of the 500,000 shares recently placed on the market by the company, realizing about $40,000 for future work. The original stock of the company consists of 10,000,000 ten-cent shares, all treasury. Of this about 6,700,000 remain intact."

MICA AXLE GREASE lightens the load—shortens the road.
Makes the wagon pull easier, helps the team. Saves wear and expense. Sold everywhere.

MARTIAL LAW AT SKAGWAY.

The Strike Situation Induces Extreme Measures—White Gets Six Months.

In consequence of the critical turn the strike on the White Pass & Yakon railway has assumed, the city of Skagway has been put under martial law; business has to a great extent been suspended, and the United States troops from Dyea, assisted by the specially selected citizens' brigade under Marshal Tanner, patrol the streets.

There has been no serious conflict as yet since the raid upon Camp No. 1 on Monday last, but the strikers have made very definite threats against the many who have returned to work on the road and the commissioner has in consequence deemed extreme measures necessary. White, the leader in Monday's raid, was brought to trial for inciting riot as soon as his condition permitted, and sentenced to six months' imprisonment at hard labor.

The recent acts of the strikers are declared to have alienated the sympathy of all citizens.

GAMBLERS RAIDED.

Over a Score Come Before Justice Harper and Are Heavily Fined.

Messrs. Davies, Miln and McMillan, three of last night's arrivals on the steamer Danube, left Dawson on February 26 and reached Skagway on the 14th inst. without accident and without hearing of any disaster en route, although hundreds were met on the trails going to and coming from Dawson and Atlin. Great quantities of freight was also seen on the trails, that for Dawson including butter, tobacco, etc., being largely goods such as the city is already stocked with. The coldest weather experienced on the trail was 58 below zero, but this was in no way obstructing traffic. Mr. Davies had been working for wages on Eldorado, and says the diggings appear to be turning out rich, although no actual result of the winter's work would be known until the wash-up. Just before leaving Dawson he met W. H. Perry and Jos. Kirwood, of this city, whom he reports in good health and doing well.

On the Sunday previous to his departure for the Coast the gambling houses of Dawson were raided by the Northwest Mounted Police. The following day the defendants lined up before Justice Harper, and out of a total of twenty these offenders all but four pleaded guilty and were each sentenced to pay a fine of $50 and costs or to serve a month in prison. The total amount mulcted from the players and proprietors was something over $1,200.

UNDER WHICH FLAG.

Russian Boundary Mound Discovered One Hundred Miles East of Dawson City.

American Citizens Therefore Contend That the Gold Belt Should Belong to Them.

The whole of the Klondike gold belt is in the United States—not Canada! The same flag that waves over the Philippines, free Cuba and the Capitol at Washington will soon be floating over Dawson City, and the millions making up the Upper Yukon gold output for 1900 will be credited to the United States, not Canada!

Such is the astounding information brought by each of a large party of Dawsonians arriving here by the steamer Danube last night, the last of whom left the Klondike capital as recently as February 26. They bring "extras" of the Nugget and the Miner with them, too, in corroboration of their strange story, and they have the official authentication of United States Consul McCook that he will represent the facts to Washington without delay.

Briefly the facts are these, according to G. A. Wulfman, of Evansville, Ind., J. T. Hutches, of Chicago, and Frank Gumther, of Buffalo—a trio who have in the past season been among the most fortunate of the Hunker creek claim owners and who are just now in this city.

On the 18th of February a party of Russian Finns who had been working at the headwaters of McQuestin creek, 100 miles east of Dawson, reached that city in a state of considerable excitement. They inquired first for a Russian official, and subsequently waited upon United States Consul McCook, to whom they made the statement formally that while prospecting in the locality designated, they had accidentally stumbled upon a monument of stone many years of age, and bearing a partially effaced inscription.

The antiquity of the remarkable evidence of man's former presence in this remote land led the discoverers to investigate with care, and they finally made out the half-obliterated letters to be Russian characters—the only language of which they had a knowledge.

Pursuing their researches still further, they were amazed to find that they had unearthed one of the boundary mounds set up by surveyors long before the foothold of the Czar upon the American continent was relinquished.

The magnitude of their discovery did not at first present itself to the discoverers. As soon as they realized, however, that the location of the old boundary, here 100 miles to the east of Dawson, meant that the whole of the great Klondike gold belt belonged not to Great Britain but to Russia, and therefore as a sequence belongs not to Canada but to the United States, they lost no time in carrying the news to Dawson.

United States Consul McCook and Commissioner Ogilvie heard their report attentively and a joint commission was at once arranged and sent by them to investigate and report. The intelligence was received in Dawson on the 18th of February, and it was anticipated that the experts on the committee, led by the Finns to the scene of their find, would be back in Dawson in three weeks from that date.

It is not unnatural that the news should have made a sensation in the whole Upper Yukon region.

FOR CUTTING A CABLE.

Newhaven, Conn., March 20.—The Commercial Cable Company, through its attorneys, to-day filed a libel in admiralty in the U. S. district court for this district, and under it the U. S. marshal has seized the schooner William H. Bailey in New Haven for cutting the submarine cable of the Commercial company running from New York to Europe by way of Canso, N. S.

HUNKER VERY RICH.

Returning Miners Predict It Will Eclipse Bonanza and El Dorado.

Search for the Intermediate Pay Streak—Successful Thawing Machines.

While it is impossible as yet to estimate the Klondike output for 1899, Messrs. Frank Gumther, J. T. Hutches and G. A. Wulfman, who are just out from the heart of the gold country, declare that it will be vastly more than that of last season.

Hunker creek, they assert, has shown and is showing up the best of any stream in the district, and will this year surpass in productiveness either Bonanza or Eldorado. Dominion has turned out only fairly well, it is thought—in comparison with the old creeks—while those who built their hopes on Sulphur gulch are fated to grievous disappointment. Hunker proves to have the longest, widest and best paystreak yet uncovered; and in addition the bench diggings are proving equally rich.

At present experienced men are busy prospecting between Hunker and Bonanza for the paystreak, which if found will undoubtedly prove of amazing richness.

Another factor that will contribute materially to the output of 1899 is the complete success of the steam thawing machine, by which the work of getting to bedrock has this year been accomplished ten times as readily and economically as in the past—100 cubic feet being an average day's work for one machine—while the fact that the dumps can be promptly thawed out for handling as soon as the water comes is another very material consideration.

ALASKA EXPLORATION.

United States Government to Send Out Other Survey Parties This Season.

From the Seattle Post-Intelligencer.

Government exploration of the wilds of Alaska is not to cease, despite the fact that the war with Spain, the latter conflict with insurgent Filipino bands, and the constantly expanding trade of the Pacific has taken interest away from the mines of the Yukon. Assistant Quartermaster, W. W. Robinson, Jr., yesterday received orders to purchase 41 pack animals, to be used in carrying the provisions for the Abercrombie and Glenn Alaska exploration parties. It is expected that Capt. Abercrombie, who operated last summer and fall in the Coper river basin, and Capt. Glenn, who ascended the Sushitna river nearly to its headquarters, will reach here during the present month to prepare for the resumption of operations in the north.

From the information which Capt. Robinson has received up to date, it is apparent that the work of exploring the recesses of interior Alaska is to be pushed with vigor during the ensuing season. The purpose of the government primarily is to open up the country to the prospector and the settlers. It has been demonstrated that stock-raising can be successfully prosecuted in the valley of the Copper river. Beyond lie the gravel beds of the Sushitna, the Chittya, the Tanana and the White rivers, all rising in a district which is ideally the realm of the gold hunter.

Many streams, passes and mountain ranges have been added to the government maps of Alaska by the parties commanded by Capts. Abercrombie and Glenn. In the Copper river valley Capt. Abercrombie was successful in finding a better means of getting to the interior of the country than had been known before. It is his purpose to carry his researches and explorations over the divide to the Yukon and thence possibly to the Koyokuk river, which many Alaskans predict will be the centre of the gold excitement in Alaska during the coming year.

Little aside from the legendary accounts brought to the white traders of Alaska by the Indians of the interior has been known of the vast country drained by the Sushitna river, which has its outlet in Cook inlet. Capt. Glenn penetrated to the interior of this country for a considerable distance last summer.

The early approach of winter, however, and the difficulties of transportation compelled a suspension of operations before the task allotted him by the war department had been accomplished.

Capt. Robinson is now looking for a river steamer of 75 tons carrying capacity, light draft and high horse-power, to purchase for the government. The steamer is to be used by Capt. Glenn's party in ascending the Sushitna river. Capt. Robinson has inspected several vessels in Seattle which have been offered to the war department, but has thus far found nothing which will comply with the specifications named by the assistant secretary of war. These are:

Length, 120 feet; beam, 23 feet; depth, 2½ feet; draft, 2 feet, when loaded with 15 tons of freight; power, 225, with a speed of approximately 15 knots per hour.

It is altogether probable that the government, finding it impossible to purchase such a steamer here on the coast, peculiarly adapted as she must be for the navigation of the shallow streams of Alaska, will let a contract for the construction of a boat.

Left Prostrate
Weak and Run Down, With Heart and Kidneys in Bad Condition—Restored by Hood's Sarsaparilla.
"I was very much run down, having been sick for several months. I had been trying different remedies which did me no good. I would have severe spells of coughing that would leave me prostrate. I was told that my lungs were affected, and my heart and kidneys were in a bad condition. In fact, it seemed as though every organ was out of order. I felt that something must be done and my brother advised me to try Hood's Sarsaparilla. I procured a bottle and began taking it. Before it was half gone I felt that it was helping me. I continued its use and it has made me a new woman. I cannot praise it too highly." MRS. SUMMERVILLE, 217 Ossington Avenue, Toronto, Ontario. Get only Hood's, because
Hood's Sarsaparilla
is the best—in fact the One True Blood Purifier. Sold by all druggists. $1, six for $5.
Hood's Pills are purely vegetable, mild, reliable, dependable. 25c.

SHAKESPEARIAN RECITAL.

Series of Subscription Recitals Opened at Institute Hall by Mr. Williams.

Shakespeare's delightful historical play, King Henry IV, served the excellent purpost last evening at Institute hall of opening auspiciously the series of subscription Shakespearian recitals given by Mr. and Mrs. Hannibal A. Williams, of New York. Besides reciting over 2,000 lines of the play without faltering or hesitating, Mr. Williams made scholarly comments on the drama, serving to make the story clear to every auditor. As a feat of memory alone it was a remarkable performance, and yet this was but a small part of the evening's entertainment, for the twenty odd characters were vividly portrayed by appropriate changes of voice and facial expression, which were maintained with remarkable fidelitp to the very close. Perhaps the most praiseworthy feature of the evening's recital was found in the artist's ability to engross the interest and sympathy of his auditors in the varying moods of the different characters. Intelligence, feeling, naturalness, force and artistic finish characterized Mr. Williams' efforts in every scene of this charming play. He was especially happy in the part of Sir John Falstaff, whose wit flashes and scintilates in each of the five acts. Mr. Williams proved himself a master in the unique professional line of platform interpretation of classic dramatic literature.

On Wednesday evening Mrs. Williams gives, in the same manner, Shakespeare's pastoral comedy, "As You Like It." A brilliant audience was in attendance last evening, which augurs well for the success of the course.

BACK FROM ENGLAND

Mr. Maitland-Kersey, Manager of the Canadian Development Co. Returns From His Trip.

Intentions of His Company in Respect to Transportation on Northern Lakes.

Mr. H. Maitland-Kersey, manager of the Canadian Development Company, has just returned from London and New York. He says in England the feeling on the Atlin bill is against the measure, and there is also considerable disappointment felt there because of the royalty on the output of the Klondike mines not being reduced as was expected. Personally he thought the Atlin bill extremely unwise and harmful to the best interests of the country, although in principle he was in sympathy with it. Mr. Kersey's reasons for thinking the bill indiscreet are chiefly that British Columbia is too sparsely settled for the carrying out of such a policy by the government; and secondly that in miners' licenses and in moneys otherwise spent by those going into the country more would be expended than is likely to be taken out of the country for some considerable time.

Mr. Kersey refutes the statement published in a press despatch in regard to the chartering in New York of two ocean liners to run between Victoria and Vancouver and the Lynn Canal, and says the story must have emanated solely in the mind of some newspaper man, as no such vessels were thought of by the company. The new steel steamer built in the East in sections for the Canadian Development Company is now being shipped North, Mr. Kersey states, part being now on the way to Skagway. She will be a magnificent steamer, replete in every detail, and practically unsinkable from the number of bulk-heads with which she will be provided.

Mr. Kersey greatly regrets that the Dominion government has not before this removed the rocks out of the main channel on Thirty-Mile river. In a letter he has received from the North, the statement is made that last year on the 30th of May there was only 19 inches of water in the river, the depth increasing until June 20, when it was 40 inches above low water level. Because of the rocks mentioned, Mr. Kersey does not calculate on the navigability of the river before the latter part of June. As previously stated, the company will operate a fleet of seven steamers on the northern lakes this coming year, and will supply almost a daily service between Dawson and Bennett, besides giving a frequent service to Atlin. The Canadian is now at the foot of Thirty-Mile river, and when navigation opens will proceed to Dawson and probably to Andriashi, picking up whatever freight there is offering for up the river. The Victoria is at Fort Yukon, and her first move will be towards Dawson.

Mr. Kersey says that they will book passengers through from Dawson to the Sound, Mr. Worlock, the company's agent at Skagway, arranging the ocean end of the voyage to the best advantage of those travelling.

Mr. Kersey expects to leave shortly for the North, and will go as far as possible on the ice.

LOOTING THE CASTILIAN.

Horde of Pirates Stripping the Great Wreck of Everything Moveable.

Halifax, March 20.—(Special)—The official inquiry into the wreck of the steamer Castilian opened at Yarmouth to-day. The government steamer Aberdeen has been forced to send an armed boat's crew to the wrecked ship in order to drive off and keep away the hordes of hungry wreckers, who for several days have been engaged in despoiling the Castilian of everything that could be moved.

The steamer Delta has arrived from St. Vincent with the salvage of the cargo of the Castilian. Members of the crew of the Delta report that the Castilian may be floated. They say she is apparently not any more damaged than when she went on the ledge. The Delta's people are loud in their denunciation of the vandalism they saw and they were informed of. A hundred boats swarmed around the Castilian and the people in them denied all authority. They carried away everything they could in the shape of cargo and smashed the saloon doors for the sake of the brass fittings. Capt. Barrett attempted to drive the wreckers off the ship at the pistol's point, but they dared him to shoot.

Customs officers from Halifax and Yarmouth were also put on board, but the wreckers only treated them with contempt and went on with the work of destruction uninterrupted. Hundreds of boats were there from all around, while men swarmed over every part of the ship, hacking, smashing and destroying.

A MATRON APPOINTED

Miss Grady, Head Nurse at the Jubilee to Succeed Miss Macmillan.

Regular Monthly Meeting of the Board of Directors—Resolution of Sympathy.

Miss Jessie M. Grady, a graduate of the Royal Jubilee hospital of 1895 and for two years head nurse in that institution, was last evening appointed matron, vice Miss McMillan, leaving at the end of the month. The appointment was made at the regular meeting of the board of directors on motion of Mr. C. E. Renouf, who verbally added a high testimonial to the young lady's worth, there being also in connection with the application several recommendations from medical men, who spoke highly of Miss Grady's ability.

The question of who should succeed Miss Grady as head nurse was left in abeyance, the secretary being instructed to write the medical officer and matron asking them to recommend graduates for the position.

The other business of the evening was disposed of quickly. Salaries for March amounting to $1,367.90 were ordered paid. The doctor's monthly statement for February showed daily average number of patients to be 48.2; the total days' stay to be 1,374 and the average cost per patient $1.26. The matron reported the hospital and training school "to be steadily going on." The vacancies caused by the retiring of the Misses Gordon and Coppock have been filled for the time by probationists. The matron acknowledged with thanks donations of magazines from Mrs. McPherson and Mrs. Geo. Gillespie and of old cotton from Mrs. Henderson.

It was decided to pay the fire insurance premiums, and to have the policies in future renewable on the 1st of July in each year. Messrs. Davies and Renouf were appointed a committee to look after the matter.

Communications from graduates acknowledging the receipt of gold medals and two from Dr. Hasell were read. The Doctor reported that a patient named Thomas Waterhouse is now convalescent and able to leave the hospital but has no means of livelihood. He considered him a fit candidate for the Old Men's Home. Dr. Hasell reported also that Rev. Mr. Gowen is about to re-visit the city and has volunteered to hold services for the maternity home. The offer of a motion of Mr. Davies was thankfully accepted.

During the meeting the secretary was instructed to forward a copy of the following resolution to Mrs. Byrnes:

"That the board desires to place on record its deep sense of the great loss it has sustained by the death of the late George Byrnes, who besides being an original subscriber to the funds for the erection of this institution, has acted on this board for several years, part of the time being its vice-president and during the time of serving on this board he took special interest in the organization of fire protection at the hospital and was chairman of the special committee having charge of the construction and equipment of the Pemberton Memorial; and the board further desires to extend its sympathy to his widow and family in their sad bereavement."

CUBAN POLICE SHOOT.

Major in Native Army Taught to Keep Quiet—Bystander Stops Stray Bullet.

Havana, March 20.—Emil Cassin, former chief trumpeter in Roosevelt's Rough Riders, who recently enlisted as a lieutenant in the Havana police, shot a major in the Cuban army at the Hotel Englaterra this evening. Another man was wounded in the affray that followed.

Cassin, dressed in plain clothing, happened to be seated with friends at a table in the cafe. A row was started outside, and he went to separate the combatants, one of whom refused to obey him and used threats. Cassin, who showed his shield, threatened to shoot unless there was an immediate surrender. The man, the major in question, refused to surrender, and Sassin shot him, wounding him in the legs. The major staggered to the cafe next door, and Cassin followed, pistol in hand. At this juncture the American patrol of eight men arrived, and ordered Cassin to put up his pistol. The latter refused, and one of the patrol, in an attempt to shoot Cassin, severely wounded a bystander. The police then cleared the streets of the agitated crowd looking on and momentarily expecting a general shooting affray.

It Gives True Life!
Paine's Celery Compound
Indorsed by Physicians as the Best Spring Medicine.
The records and history of medicine point to Paine's Celery Compound as the most successful remedy even given to sick and suffering humanity. It is endorsed by the medical faculty because they know its formula and have confidence in its life-giving virtues.
Paine's Celery Compound works glorious and marvelous cures. This is the secret of its success, and accounts for its world-wide and enormous sales.
It is in the spring time—this very month—when men and women are weak, nervous, rheumatic, neuralgic, dyspeptic, have headaches, kidney and liver troubles, and blood that is sluggishand impure, that the great medicine should be used to restore nervous energy, rich blood, healthy digestion, natural appetite and sweet refreshing sleep. The winter has been a time wherein men and women have stored ill health instead of keeping the body sound, clean and full of true life. The nerves, blood and digestive organs must be fed, nourished and cleansed by Paine's Celery Compound if true and lasting health is looked for.
At this time we honestly urge the use of the medicine that has restored thousands to full and robust health after medical skill and ordinary medicines failed. One bottle of Paine's Celery Compound will convince you that you have found a true friend and helper.

THE CORBIN SCHEME.

(Continued from Page 5.)

general principles to be followed for the advantage of the province of British Columbia.

And here it was that he took issue with Mr. Bodwell. He felt that it was not for this meeting or the citizens of Victoria to consider why Mr. Heinze had seen fit to reduce his smelter charges; or why the smelter at Northport had been located there instead of somewhere else; or wherein Northport had the advantage of Trail as a smelter location. These were not the issues to be faced. The question as he viewed it was what was best for British Columbia in this matter of railway building—and as a sequence best for Victoria, for what benefited the province benefited Victoria.

Mr. Bodwell had made a strong point in his pleading of the great advantage to be gained through the introduction of competition, and in this it was interesting to note the utterances recently of so thorough a student of railway policy as the editor of the Toronto Globe, Mr. Willison, the Globe having been one of the foremost advocates of the Corbin charter. Mr. Willison after thoroughly investigating the question had come to the conclusion that there could be no such thing as railway competition—that it was an impossibility, and that, realizing this, it was the duty of the government to appoint a commission to regulate railway rates. And he had private information that this was at the present time receiving consideration by the government.

If, said Mr. Willison, two railways were found in a territory, each costing a million dollars, it was self-evident that each would have to have its set of officers, its separate machinery of administration, and to earn a profit upon its cost. Throat-cutting would not pay the bills, and so a combination was made to regulate rates to a living basis. If such a combination could not be made to adjust the rates to the mutual satisfaction of the two companies, then a pool of earnings was arranged, which could not be prevented, and by which the same end was ultimately attained. Across the line in the United States the interstate law had been devised to prevent railway combination. Yet earnings were pooled and the same result achieved. And if this proposed road were built to-morrow, there was nothing whatever to prevent a combination being made or a pool of earnings arranged that would maintain rates at what would be considered a living standard.

Take the example of the competition, so-called, among the several lines of steamships now catering for the Northern trade. Go into the offices of each and all and it would be found that a standard rate of charges had been adopted; the companies had agreed upon a regulation rate, and there was nothing to prevent them from so doing. The competition was supposed to exist, but did not exist in reality.

Railway competition, so much talked about as a great boon to the land, was in truth very much of a myth. Was there, he asked, any competition between the Northern Pacific railway and the Great Northern railway in the carrying of goods into Seattle? There was not. Or was there any competition in the real sense of the word between the Southern Pacific and the other lines for Portland business? There was not. The competition will-o'-the-wisp was very alluring no doubt, but it would be of more advantage to the people of British Columbia to look about for the best means of making their country contribute to the prosperity of its own people, and think very seriously before lending aid to get this road in from the south.

Mr. Bodwell had made another strong point of Mr. Corbin's rare generosity in offering to give the Dominion government the supervision of the rates on ore hauled over his line. But how much more was it to the interest of British Columbians and British Columbia merchants that the Canadian Pacific railway gave the government jurisdiction to regulate the rate, not only on ore, but upon all freights.

Mr. Bodwell had gone to considerable trouble to correct what he described as the mistakes of the Colonist, in stating that this projected road was to go from one American point to another. And yet in the very next breath Mr. Bodwell had said that it was contemplated to construct a branch into Republic across the line. The only difference was that Mr. Bodwell chose to call the Republic extension a branch, and the Boundary spur the main line, while he (Mr. Lugrin) looked upon the former as the main line and the latter as the branch. The fact remained just the same.

Then, again, Mr. Bodwell had declared with emphasis that Mr. Corbin was building this road, or proposed to build it and operate it, as a business investment. But how was Mr. Bodwell to be taken as authority for what Mr. Corbin might or might not do in the future? Mr. Corbin had built the Spokane Falls & Northern—and had sold it to the Great Northern. How could Mr. Bodwell say that if he built this line Mr. Corbin might not straightaway sell it on completion to the Northern Pacific railway or the Great Northern railway? The Colonist had therefore been quite right in its assertion that the projector of this road proposed to have its two termini in the United States.

Then, as to Mr. Bodwell's contradiction that the Red Mountain railway had been built as a feeder to the Northport smelter, carrying to that institution in the United States the ores of the Rossland camp. What was the fact to-day? The railway in question is carrying those ores to Northport—a fact that cannot be denied. Whatever the object of the projector of the Red Mountain railway, whatever the cause of that railway's existence, the effect remained self-evident. The Red Mountain railway is diverting the ores of British Columbia for smelting in the United States, and the effect of this Kettle River road if constructed would in all probabilities be the same.

But, said Mr. Bodwell, the mine owners can for $75,000 build a 300-ton smelter for himself. And what chance, he would ask, would this $75,000 smelter proposition have as opposed to the smelter trust of which Mr. Ker had spoken, with its capital of $65,000,000? Was it probable that any small capitalist, by comparison, would invest his $75,000 in opposition to a trust of $75,000,000? Or if he did what were his chances in the fight?

Mr. Bodwell, he was glad to see, had shown great appreciation of the wealth of the Boundary country in natural resources; the mineral wealth of this great district was unquestionably magnificent. Then why not develop it for the benefit of ourselves and not our neighbors?

One of Mr. Bodwell's arguments had been very much of a surprise to him. Mr. Corbin's advocate had read an official telegram saying that during the last three months 620,000 pounds of Canadian freight came into Kootenay—and he spoke of this as something unusually gratifying to Canadians. Six hundred thousand pounds would be something like 300 tons, and this for the quarter, meant only about 100 tons of Canadian freight per month. He did not know whether any of the railway men present could inform the meeting, but it certainly would be interesting to know what the total of freight receipts in Kootenay were.

Mr. George McL. Brown—From 1,200 to 1,800 tons per week is the average haul into West Kootenay.

Mr. Lugrin repeated the information, in amazement that Mr. Bodwell should have stated the Canadian receipts under such circumstances. Here was as strong evidence as any man would desire that Canada, and British Columbia as a part of Canada, should be up and doing to combat the southern competition that was apparently getting all the trade of the country.

Mr. Bodwell in prefacing his remarks had made a special declaration of his position before the meeting, not as an advocate for Mr. Corbin, but as a citizen of Victoria. And yet, if Mr. Bodwell came before the meeting simply as a citizen of Victoria, he could hardly have forborne to make some reference to what the Canadian Pacific railway had done and is doing for the development of the country, not only in railway building, but—as stated over the signature of its vice-president—in the erection of smelters through the country, in order to develop its resources in the best possible manner, while creating thriving towns at the mouth of the mines. If Mr. Bodwell had come forward simply as a citizen, he could scarcely have helped showing the two propositions in contrast—allowing the meeting then to examine them intelligently and choose between.

For his own part, he (Mr. Lugrin) wanted to see all parts of the rich mineral district in question prosper; he wanted to see mines opened, towns arise, smelters in operation, and a market created for the rich agricultural sections of Yale—contributing to Canadian enterprises and the prosperity of the Canadian people, and not those of the country to the south, at the expense of our own.

The amendment that had been offered, and which in concluding his remarks he proceeded to read, was the logical result of the several preambles—and these in turn were indisputably justified by the facts.

It was 6 o'clock when Mr. Lugrin concluded his remarks, and as there were other speakers who wished to present their views—while yet others desired opportunity to consider the arguments pro and con before casting their votes—Mr. W. H. Ellis moved, seconded by Mr. J. H. Todd, that the debate be adjourned until 8 o'clock on Wednesday. This motion finally prevailed.

Attending the meeting were the following members of the board: G. A. Kirk, C. A. Holland, W. J. Pendray, R. H. Hall, E. V. Bodwell, S. Jones, Capt. J. G. Cox, R. W. Greer, W. Walker, Hon. R. W. Pearse, A. E. Greenwood, John Piercy, C. T. Dupont, C. E. Renouf, T. W. Paterson, C. H. Lugrin, Joshua Davies, D. R. Ker, James Mitchell, T. H. Bone, Lindley Crease, R. T. Williams, T. S. Futcher, W. H. Evans (the new manager of the Canada Paint Co.), A. Henderson, William Jensen, J. H. Todd, H. Cuthbert, J. S. Harvey, C. F. Todd, H. Robertson, John Nicholles, Hon. Fred. Peters, H. D. Helmcken (M.P.P.), A. G. McCandless, H. B. W. Akerman, R. E. Wootton, F. C. Davidge, Clive Phillipps-Wolley, H. P. Bell, Charles Hayward, T. N. Henderson, D. W. Higgins, A. St. G. Flint, F. Elworthy, William Wilson, W. H. Ellis, S. Leiser, B. Boggs, William Munsie, Capt. C. E. Clarke, R. Hall (M.P.P.), Capt. William Grant, L. G. McQuade, G. McL. Brown, E. E. Blackwood, R. Seabrook, Jacob Sehl, A. L. Belyea, E. M. Johnson, W. J. Hanna, Max Leiser, W. T. Andrews and J. J. Shallcross.

BORN.

MILES—On the 14th inst., at 16 Stanley avenue, the wife of G. W. Miles, of a son.

GRAHAM—In this city, on the 11th inst., the wife of F. A. Graham, of a daughter.

MARRIED.

EVE-EARL—At St. Paul's church, Esquimalt, on March 21, by Rev. C. Ensor Sharp, M.A., Mr. B. Eve, Royal Navy boatswain of H.M.S. Imperieuse, to Catherine May, the eldest daughter of Mr. E. Earl, Royal Navy carpenter, Esquimalt Naval Yory.

MURIE-ORR—At the residence of the bride, 29 Frederick street, on the 14th instant by the Rev. W. Leslie Clay, Mrs. Janet Orr, to Mr. James Murie, Victoria.

STEVENSON-MASON—At St. Peter's, Quamichan, on March 11, by the Rev. A. Leaky, rector, John Stevenson, sheriff of Cariboo, to Ada A. B. Mason, relict of the late Joseph Mason, M.P.P., of Cariboo.

DIED.

JOHNSTON—On the 19th instant, at St. Joseph's hospital, Mary Jane, widow of the late Hugh Johnston, native of the County of Antrin, Ireland, aged 59 years.

ROBINSON—At her residence, 43 Victoria Crescent, on the 20th inst., Margaret Robinson, a native of San Juan Island, aged 31 years.

STRATFORD—On the 14th inst., at the family residence, Victoria West, Annie R., the beloved wife of John H. Stratford.

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