Whitney's Arraignment

Leader of Ontario Conservatives Scores Ross and His Boodlers.

Government Asks For Trial by Tribunal of Its Own Choice.

Three Members of Cabinet as Well as Stratton Are Accused.

From Our Own Correspondent.

Toronto, March 12.—In the House today Premier Ross asked the attention of the House to the matter brought up by the member for Manitoulin. He referred to the denial which Mr. Stratton had given yesterday afternoon.

"I have reason to believe that the statement of my esteemed colleague is true," he said, and went on to pay a tribute to Stratton. He could not permit the charge to stand without an investigation. The Lieutenant-Governor had been notified and the government proposed to proceed at once by means of a royal commission.

"When I have any more to say I will say it in the House," he said in closing. The Premier said in moving for this commission, that he would ask the House to adjourn for three weeks while the investigation was going on. He thought this was advisable because the government did not wish to continue business with this cloud over their heads. If the government could not govern as honorable men, they did not wish to govern at all.

In conclusion he submitted a formal resolution, which was seconded by Mr. Gibson. The resolution provides that the commission should consist of two members, one the Chief Justice, and the other the President of High Court of Justice, or one chancellor and other one of the judges.

Mr. Whitney was greeted with great opposition applause. He said: "So it seems, Sir, the decision is that the accused parties are to choose their own tribunal. We, who have been accused are not willing that any tribunal should try us except a tribunal appointed by ourselves, was the government's position. It was a fitting climax to the revelations. They forget that the pitcher goes too often to the well, and they forget people will not longer condone these outrages on decency."

Furthermore he pointed out it was "state prosecution" which was wanted, and the prosecutors are to prosecute themselves and those who made the charges are to be graciously permitted to be represented by counsel. He defied any man to show from the pages of history any parallel for such an outrageous proposition as that which a Liberal Premier had dared submit. They wanted to load the dice and nominate the tribunal to try their own case.

He reviewed the evidence as given by Gamey, and declared the Premier could not be ignorant of what was going on. The men they accused, included not only the Provincial Secretary, but three other members of the government. He declared that the government wanted to emasculate the legislature for three week but this would be resisted by the opposition members. There was no reason for an adjournment, and there was nothing to prevent the House meeting every day while the trial was going on. He reviewed in detail the precedents mentioned by Mr. Ross, and concluded by warning him that if he proceeded in the course he had marked out, his bitterest enemy could not wish him anything more unfortunate. At 6 o'clock the House adjourned.

DEBATE IN FRENCH CHAMBER

Application of Religious Orders Causes Animated Discussion.

Paris, March 12.—The Chamber of Deputies was the centre of great interest and animation today at the opening of the debate on the religious orders. To-day's debate included the main issue, the question of the discontinuance of teaching by the religious orders. The matter came up on a proposition submitted by the Premier refusing the request for authorization to teach made by 54 male religious congregations. The early stages of the debate were devoid of exciting features.

WINNIPEGGER SHOT DEAD.

Killed by Accidental Discharge of Pistol While Cleaning It.

Winnipeg, March 12.—D. D. McArthur, brother of J. D. McArthur, manager of the Canadian Pacific railway, accidentally shot himself dead while cleaning a revolver in the hall of his home today. An inquest will probably be held. Mr. McArthur had been a resident of Winnipeg for about four months and formerly resided in Glengarry.

MUCH CRY, LITTLE WOOL.

More Trouble Abroad Than at Home According to Pekin.

Pekin, March 12.—Inquiries received at the legations here from foreign governments indicate that greater importance is attached abroad to the disturbances in China than the most competent observers here think the outlook warrants. The foreigners are entirely confident of the ability and disposition of Yuan Shi Kai, the governor of Chili province, to suppress the occasional Boxer demonstrations in Chili. Of the other revolts, the Canton movement is now alone considered serious. The remainder are regarded as having no national significance. While the hatred of foreigners and the discontent with the Manchurian rule has increased since 1900, co-operation between the discontented elements is lacking, and there appears to be absolutely no formidable revolutionary movement. Lung Lu, the first grand secretary, is critically ill of dropsy. His death probably would promote Prince Ching, president of the foreign office, to the head of the government.

In the "Smart Set": First divinity student—"What is the subject for discussion in the Debating Society to-night?" Second ditto—"The Influence of Creased Trousers on the Decadence of Prayer."—Ex.

And collect damages: Hiram—"Where yo' goin' with that blind hoss, an' that ol' rumshackle wagon?" Si'as—"I'm goin' up the road a piece, an' see if I can't meet one o' them automobiles."—Smart Set.

KLONDIKE RAILWAYS.

Severe Weather Will Not Impede Railways.

Winter weather in the Klondike will not interfere with the construction and maintenance of a railroad in the mining camps around Dawson. This conclusion was reached as the result of a trip made into the Klondike over the ice early last month by E. C. Hawkins and M. J. Heney. Mr. Hawkins left February 4, and Mr. Heney a few days later. They returned on the Cottage City.

Mr. Hawkins went North in the interests of the proposed new railroad to be built from Dawson to Stewart river, a distance of eighty-five miles. As engineer and general manager of the White Pass & Yukon railroad, Mr. Hawkins has had considerable experience in Alaska railroad construction. Since 1898, when he first went into the country, he was struck with the possibilities in that region for a railway into the rich mines, and last month's trip was made to see what the country is like in winter.

"We had a fine sleigh trip from White Horse to Dawson," said Mr. Hawkins last night, "making the journey in four days and six hours. We came out in five days. I went to Dawson in a business way, partly in order to investigate mining and conditions, in regard to the possibility of railway construction in the future. I found a very satisfactory outlook. We traversed quite a range of country.

"Winter snowfalls, one of the principal dangers of railway building, were comparatively light. I came out to conclude arrangements in regard to the proposed line. Dawson itself is very quiet just now, but there is plenty of work in the mines."

DR. PARKINS IN THE SOUTH.

Confers With Californian Educators With Reference to Rhodes' Donations.

San Francisco, March 11.—G. R. Parkins, representative of the Rhodes scholarship committee, visited the University of California yesterday for the purpose of conferring with California educators relative to the adoption of a scheme whereby the Rhodes scholarships may be carried out. Mr. Parkins has already held conferences in New York, Philadelphia, Washington, Atlanta, Kansas City, Chicago, Minneapolis and Spokane. From California he will go to Denver, where he will complete his work in the United States. He will return at once to England to make his report to the Rhodes trustees.

Mr. Parkins' visit to the United States is for the purpose of determining what shall be the qualifications for holders of scholarships. He says the general opinion of educators in this country is that students should have completed at least the second year of their studies in an American university before being sent to Oxford. He thinks students will be eligible up to their 24th year. Each State in the Union will be allowed two three-year scholarships, the first appointment to be made in 1904.

OCEAN TRAVEL.

The Increasing Population of the Big Atlantic Liners.

The advance in the average population of all liners is, says Engineering, very striking, and suggests that the increase in size of ships is fairly universal. Thus, in the past year, there were 922 arrivals of passenger ships in New York, and the average number of passengers carried by these was 773, whereas, in 1901, the average was only 639. In 1900 there were 893 arrivals at the port, the average number of passengers being 645; in 1899, 947; and in 1898, 368. It will thus be seen that in five years the average has more than doubled. At the same time there has been a very satisfactory development, not only in the commodiousness but in the general comfort of the steerage quarters, so that it is not surprising to find the proportion of cabin passengers to steerage passengers, in 1901 it was 1 to 3.4, in 1900 it was 1 to 3; while in the years prior to that it was even less, the proportion in 1897 being 1 cabin to 2 in the steerage. In the years preceding 1899, the highest average ever attained by the ships of any one line was well under 700 per trip, the average for four years being just over 600. In 1900, continues Engineering, there was a very distinct step forward by the White Star line, due to building of the large ships which marked the beginning of the present-day tendency, the average number per liner increasing, in their case, from 665 in 1899 to 886 in 1900. The German lines in the meantime had taken up the running, and in 1901 the North German Lloyd returned the very high average of 1,130 per trip. For the past year the same company returned for their Bremen ships and average of 1,242; the Hamburg-American line, of 1,012; the Red Star line, of 999; the French line, of 985; Navigazione Generale Italiana (who run mostly steerage ships), of 962; La Veloce (also by steerage ships), of 941; the Prince line (with steerage ships), of 928; the White Star line, of 902; and the North German Lloyd Mediterranean ships, of 819; Holland-America line, 807; Anchor line Mediterranean ships, 795; Cunard company, 784. We thus find that, whereas two years ago the highest average was 886 for the White Star line, we have for the year under review eight lines exceeding this, and three others closely approaching it. As regards the number of cabin passengers, the Cunard company again take first place so far as numbers are concerned. The average of the Cunard line is is 320, as compared with 312 per ship in 1901. This is the highest average yet reached, but the increase in this respect is not by any means so marked as in the case of the steerage passengers, for in 1896 it was as high as 315. The White Star line again takes second place with 283, as compared with the 275 which gave them the corresponding position last year. The North German Lloyd, with the Bremen ships, have again come into third place with the largely-increased average of 289, as compared with 237 in 1901, 229 in 1900, 179 in 1899, and 158 in 1898, so that in their case there has been a very steady advance, the average since 1896 having increased more than three-fold. The American line takes fourth place this year with 267 cabin passengers, as compared with 310 in the year 1901, 373 in 1900, and 313 in 1899. The Hamburg-American company have not improved upon their average in 1900 and 1901, the mean for the past year being 194. The Anchor line have stepped in front of the Hamburg-American line with 200 cabin passengers, as compared with 189 in the previous year; a result which is, in a large measure, due to the recent additions to the fleet, including the Columbia. The French line has an average of 146 cabin passengers, as compared with 135 in the previous year, but it cannot be said generally that they have made the same progress as the German companies whose ships call at Cherbourg.

FROM OFFICIAL GAZETTE.

Matters Affecting the Public Welfare Notified in Yesterday's Issue.

INCORPORATIONS.

The Oak Bay Hotel Company, Ltd., has been incorporated for the purpose of erecting the building, which has before been alluded to in the Colonist. The capital zation of the company is $25,000, divided into 2,500 shares.

Notice of incorporation for The Daly Reduction Company, Ltd., appears. It is capitalized at $300,000, divided into 3,000 shares. The objects of the company is to carry on an ore smelting and reduction business.

A notice appears that the Adams Investment Syndicate, Ltd., is to be wound up. All claims against the company are to be sent to Wm. E. Murdock, No. 1 Castle Court, Cornhill, London, England, the liquidator or his British Columbia solicitors Wilson, Senkler & Bloomfield, Vancouver.

APPOINTMENTS.

Joseph Richard Seymour, of the city of Vancouver, is appointed a justice of the peace in and for the province of British Columbia.

William James Kirkwood, alderman, and Fred B. Holmes, of the city of Greenwood, are named members of the board of licensing commissioners for that city.

Herbert Buting, alderman, and Duncan McIntosh, of the city of Greenwood, are named members of the board of commissioners of police for that city.

L. Y. Birnie, alderman, and W. R. Williams, J. P., of the city of Phoenix, are made members of the boards of licensing commissioners and commissioners of the police for that city.

F. M. Gillespie, of Hedley, is appointed deputy mining recorder for the Similkameen and Osoyoos Mining Divisions, with sub-recording office at Hedley.

RESIGNATIONS.

The resignation of John D. Sibbald of the office of police magistrate of the city of Revelstoke, has been accepted. The resignation is to take effect on the 1st of April, 1903.

The resignation of Cory Menhinick, of Cranbrook, of the office of justice of the peace, has been accepted.

TENDERS.

Tenders are invited for the erection of a one room frame school house for Grand Prairie. Applications will be received up to March 30th.

Tenders are also called for the erection of a lockup at Atlin. Tenders to be sent to J. A. Fraser, government agent, Atlin.

VARIOUS.

The minister of agriculture authorizes the organization of a Farmers' Institute in the District of Lillooet. The first meeting is announced to be held at 7:30 p. m. on the 15th of April, at Lower Nicola.

Notice is given that block 9 in the town of Lillooet is set apart for a park. Lots 5 and 6 in block 14, townsite of Hedley, is reserved as a site for a Methodist church.

A notice appears to the effect that under Quieting Titles Act in answer to a petition of the Bank of Montreal, application is to be made for a title to certain property held by that institution in the city of Vancouver.

The assignment of Wm. Morris and Thos. Steed, general merchants, Revelstoke, is announced. The meeting of the creditors is to take place on the 23rd of March at Revelstoke.

A copy of the Cape of Good Hope Immigration Act is also published. This contains the restrictions imposed upon intending immigrants.

The examining board for assayers' certificates give notice that a certificate has been issued to Richard L. Wright, of Rossland.

FOUR SENATORS APPOINTED

Three Are From Ontario and One From Nova Scotia.

Ottawa, March 11.—Four new senators were appointed today. They are: J. K. Kerr, K. C., Toronto; T. Coffey, of London; F. T. Frost, ex-M. P., Smith's Falls; and Currie, shipbuilder, of Windsor, N. S.

Yukon Sun got $2,693 last year for government advertising; Victoria Times received $405.

SAILORS' YARN IS DENIED.

Italian Captain Says Wrecked Mariners Did Not Ask Assistance.

New York, March 11.—Hirzel Faltmann & Co., agents of the Italian Royal Mail Steamship line, have received a cable from their home office denying the accuracy of the despatch from St. John's, Nfld., which stated that the crew of the Algeria had been refused assistance in mid-ocean on February 1 by Capt. Cauzoneri, of the Italian steamer Lombardinia. The cable declares that no assistance was asked for, and thus could not have been refused.

THE PHILIPPINE HIERARCHY.

Proposal to Appoint Three American Bishops to See of Manila.

Rome, March 11.—The Vatican has received from Monseignor Gaudi, the Apostolic delegate at Manila, propositions regarding the appointment of new bishops under the archbishopric of Manila, the centre around which the Philippine Catholic hierarchy will gather. Monseignor Guida proposes three American bishops as candidates for the new sees. The Spanish bishops of Cebu and Jaro having resigned, there are now four bishoprics vacant, two of which the Apostolic delegate proposes to fill by natives and the two others by Americans. It is understood at the Vatican that the two Americans proposed are persona grata both at Washington and with Governor Taft.

A NEW CURIO FOR THE PARK.

Chinese Bell of Ancient Manufacture Taken From the Boxers.

Herewith is a sketch of what will soon be an addition to the attractions at Beacon Hill park, owing to the thoughtfulness of Charles Hayward and the generosity of the city council.

The bell possesses great historic value and will prove a curio of more than

BELL TAKEN FROM BOXERS.

usual interest. It was taken by the British troops from a settlement in the interior of China during the Boxer troubles, and is supposed to have been erected in 1637.

The idea that it was possible to secure for the park such an unique curio occurred to Mr. Hayward during his occupancy of the mayoralty chair last year, and through the co-operation of Lieut. Macdonald, son of Senator Macdonald, of H. M. S. Pique, the bell was secured and forwarded to Victoria. It came over on one of the recent Oriental liners and will soon be in position in the park, the council having agreed to set aside the sum of $100 to erect it in the fashion as shown in the sketch.

IN A RAILWAY WRECK.

Victim of Grand Trunk Accident at Whitby Reaches City.

It is a long jaunt under any circumstances from Bangor, Maine, to this part of the continent, but the trip is rendered longer still when one is unfortunate enough to get mixed up in a railway accident and as a result is laid up in a hospital. Such has been the experience of Mr. David L. Barber who arrived yesterday by the Sound boat to take a position with Fletcher Bros., as salesman, and also having charge of the sheet music department. Mr. Barber was in the Grand Trunk accident at Whitby, and was obliged by reason of injuries received to undergo treatment in the emergency hospital at Toronto for three weeks. He is none the worse though for his mishap, being quite restored to health. Mr. Barber has been specially secured by Fletcher Bros. on account of his reputation as a pianist. He is also a solo horn player, and it is likely that he will join one of the local bands, where his presence will certainly be much appreciated.

YOU TAKE NO CHANCES.

All druggists and dealers guarantee every bottle of Chamberlain's Cough Remedy and will refund the money to anyone who is not satisfied after using two-thirds of the contents. This is the best remedy in the world for la grippe, coughs, colds, croup and whooping cough, and is pleasant and safe to take. It prevents any tendency of a cold to result in pneumonia.

DOINGS AT DUNCANS.

Developments at the Richard III. Mine Make Satisfactory Progress.

Duncans, March 12.—Several of the owners of the Richard III. mine visited that property today and were very highly gratified at the prospects. Development work has been steadily prosecuted on this property for the past four months, and a 4x8 (in clear) well-timbered two-compartment shaft, has been sunk 300 feet, stations have been installed at the 100-foot level and drifting is now being pushed along the strike of the lead. Ore has been encountered in the shaft, but the best strike of all was made by the night shift. Last night a strong body of rich ore was encountered in the West drift from 18 inches to 2 feet wide. The ore is identical with the rich ore in the adjoining Tyee and Lenora mines, and proves the continuity of the very rich ore bodies. Crosscuts will now be driven to prove the width of this new strike. The gentlemen brought about a 100-pound chunk as a sample, which is now on exhibition in their office at Duncans. It should not be long now before this property will be a shipping mine.

There is no cessation of work at the Tyee. A big force of men are rushing ore to the surface at the rate of 130 tons a day, and the aerial tramway is rolling it down the mountain to the railway. From present indications, mining on this end of the Island will move very rapidly this year.

NEW YORK TRAGEDY.

Woman Found With Fractured Skull Lying on Street.

New York, March 11.—Detectives of the West Thirteenth street station are much mystified over the finding of the body of a young white woman lying at the foot of the stairs leading to a billiard room, owned and patronized by negroes, on the second floor of 104 Thirtieth street. The woman was of good appearance and well dressed. A surgeon who examined the body said death was due to a fracture of the base of the skull. There was blood upon the stairs leading to the club room, as though the woman had either been thrown down or had tried to drag herself up after she was hurt. Thirteen colored men who were in the club rooms were taken to the station house, and four of them were locked up on suspicion of knowing something of the manner in which the woman came to her death.

Thrilling Tale Of the Seas

(Continued From Page One.)

thing they could lay their hands on in order to lighten the vessel. The masts were cut away, the stumps alone being left when the vessel rigated and the entangled rigging and gear was cut away and washed seaward. Forward the anchor chains had fouled when the vessel capsized and righted and they were sawing away the bow. As they grated when the vessel labored, cutting into the timbers it was but a matter of time when they would cut a hole that would have foundered the vessel.

William Hallgren was injured in endeavoring to cut away this fouled chain. He was chopping at the chain and fouled gear when a heavy sea swept over the broken vessel, and he grasped the chain to prevent himself being washed overboard—he having a narrow escape from going. His fingers were caught between the pole-bar and the broken bow and two of them were smashed. Notwithstanding the pain from his injured fingers, he continued his work to free the schooner, and managed to break the chain.

The schooner had a catch of 81 skins when she was lost, and when the shipwrecked crew were landed in Seattle at 10 o'clock on Thursday, when they advised C. S. Baxter by wire of the wreck, they thought the total number had been lost, but soon after they landed from the Majestic they found they had 29 skins. The Indians—at least some of them—had tried to steal that 29 skins, together with the compass, and some minor articles. When the Conemaugh's boat approached the schooner to take off the shipwrecked men the Indians had loaded up their dunnage bags, and having surreptitiously saved some of the skins when the others were working to keep the derelict free, they hid the skins in their bundles.

At Seattle some of the whites listened to the "wawa" of the siwashes, and an inkling was obtained that some skins were probably hidden in the bundles. When the effects were landed they were carted up by an express and the Indians went with them. Then the white men went through the bags while the Indians stood by. Bag after bag was opened and the owner would hold out that there were no skins in it, but there were usually, and often other things, valuable and valueless. One fellow had the compass and half a dozen skins, and he was quite indignant when his loot was taken from him. He wanted to know who was going to pay him for getting his shoes torn in the wreck. He ought to have had the compass and half a dozen skins to pay for those shoes, he thought, but the sealers didn't.

The schooner was owned by several Victorians, including Messrs. Matheson, Peddle, V. Gullin and C. S. Baxter. Emil Ramlose had a mortgage on the vessel. She was valued at between $5,000 and $6,000, about the latter figure with her outfit. There was $2,000 insurance on the schooner and $2,000 on the outfit. The skins were not insured.

INVOKES MONROE DOCTRINE.

Brazil Quotes Chapter and Verse to American Syndicate.

Washington, D. C., March 12.—Mr. Assiz, the Brazilian minister to the United States, came over from New York yesterday to make some representations to the State Department touching the dispute over the possession of the territory of Acre. The minister was very firm in his tone, and made it clear that Brazil, in taking possession of Acre, was performing what she regarded as a sacred duty to other nations in South America. He held that to permit the government of that territory by a foreign syndicate, the great majority of whose members were not Americans, would be in violation of the spirit of the Monroe doctrine, and would be an opening wedge for the division of South America among the Europeans.

A WOMAN IN THE CASE.

Burdick Was Suing His Wife for Divorce—Leaves Her Penniless.

Buffalo, N. Y., March 13.—The will of the late Edwin L. Burdick, murdered in his home on Ashland avenue on Friday, February 27, was made public today. In his will Burdick cuts off his wife, whom he was suing for divorce, without a cent. He leaves $2,500 to relatives and the rest of his property to his three children, share and share alike. The will was made on December 8, 1902. Mr. Burdick names Charles Parke and Risley Tucker, his business associates, as guardians of his three children.

In the petition for probate no definite idea of the correct valuation of Burdick's estate is given.

"Yes," said the great scientist, "this specimen was put away in alcohol when that article of commerce was worth a king's ransom." "So?" remarked the visitor. "Well, I should say, for a dead one, it seems to be in high spirits."—Baltimore News.

THE MOST NUTRITIOUS.

EPPS'S COCOA

An admirable food, with all its natural qualities intact, fitted to build up and maintain robust health, and to resist winter's extreme cold. Sold in ½ lb. tins, labelled JAMES EPPS & Co., Ld., Homœopathic Chemists, London, England.

EPPS'S COCOA

...NG ST...TH & VIGOUR

think it was but a matter of time, and the end would come. With the dawn came an abatement of the gale, but the sealers were men with little hope. If the weather continued fine, they might rig a jury rig and work the schooner into the beach, which was a bad beach at its best.

This was the situation at 8 o'clock on Wednesday morning when another steamer was seen bearing directly toward them. The derelict was right in the steamer's path. The three oars were braced up, and the Jack flown upside down. Closely they watched the oncoming steamer to see if the signal had been seen, and then to their great joy, they saw, as the steamer approached, that men were working at the davits. Yes, they were lowering a boat. Rescue was at hand. The steamer was the Conemaugh, bound from San Francisco to Seattle and the officers sent a boat to the wreck.

The siwashes packed together their "ictas"—and as later events proved, more than their ictas, and the four white sealers gathered the sextants, instruments and what few belongings they could, but their savings were very little, for besides the sextant, and compass, their salvage amounted to little more than the clothes they stood up in. Each of the siwashes had his bundle, and the steamer's boat took them over to the Conemaugh. The boat's crew then bored holes in the vessel so that she would sink, for the derelict was right in the path of steamers bound up and down the coast. On board the steamer the shipwrecked men were treated with every courtesy, and they are profuse in their praise of the officers of the Conemaugh.

Capt. Emil Ramlose said when the crew landed from the Majestic yesterday, scarred and battered looking, that he had given up all hope when he was swept overboard, and tried to drown when he saw the wrecked state of the vessel. He said: "I was standing at the wheel, when some great seas broke right under the port side, all along the schooner, and over she went, turning turtle. I was thrown overboard and the wheel broke off, and I held it in my hands when I was in the water. Three Indians were on deck with me and they all went into the sea. If the others had been on deck they would have gone too.

"I came up about 70 yards to windward of the schooner, and when I saw the vessel I thought it was all off. Her masts had gone overboard when I was lucky that they were or she would never have righted. Her bulwarks were swept clean off, and she was almost level with the water, her port side being underneath the surface. It looked as if she was sinking, and I didn't want to go back on board to drown amongst that jabbering crowd of Indians, so I threw up my hands and let myself go down.

"I tried to swallow water as I went, to get it over with. I went down and then came up, and I went down again. As I sank the second time—I had given up all efforts to save myself—I felt a piece of wire rigging. The moment my hand came in contact with the wire it was like an electric shock. It woke me up and I felt that I must cling for all I was worth to that wire. I felt so and worked myself to the bow of the vessel. There was a lot of loose wreckage jarring about there, and I got hurt more or less, but I held on, and after some time an Indian looked over and saw me and he hauled me on deck.

"There was work with the others to cut away the wreckage. We had to keep going. Hallgren got his fingers smashed but he worked on, and Gullin had been knocked on the head by the stove and was dazed, but he was working away, although he did not know what he was doing for a couple of hours. There were two Indians, Jackson, whose brother was lost, and Tommy Billy of Alberni, who worked well, but the others lost their "tum-tum" and were no good. We were 29 hours on the schooner—and it was far from a pleasant time. We saw two or three schooners just before the big blow in which our vessel was wrecked, and I am afraid that the Annie E. Paint would be caught in that gale of wind. There was a steamer coming into it, too, I think, the Queen, but she turned and ran back."

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Riojun Maru From the Orient

Japanese Liner Reaches Port After Rough Passage From Yokohama.

Princess May In From Skagway—Haddon Hills Is Chartered.

Steamer Riojun Maru, of the Nippon Yusen Kaisha line reached port last night—two days late—from the Orient. She encountered heavy weather throughout the passage, with strong head winds prevailing continuously. Capt. Ohno reports that two days ago a mountainous sea prevailed, but the wind was not as heavy as previous blows, the heavy storm reported on that date off the coast having evidently not covered a large area seaward. The seas were very high though, sweeping over the vessel and flooding her decks. The Japanese liner brought a cargo of 3,310 tons of matting, rice, silk, soy, saki and general Chinese and Japanese merchandise. She landed 152 tons of general freight at the Outer docks and will sail this morning for the Sound.

She brought no saloon passengers and six intermediates for Seattle and San Francisco, all excepting one being Japanese. For Victoria she had one European, Mr. Chandler, three Japanese and 15 Chinese and seven Japanes and 19 Chinese also debarked here en route to Vancouver. There were 21 Japanese for Seattle; seven for Portland, and one Korean and 33 Japanese for San Francisco.

When off the Cape yesterday the steamer sighted a two-masted freight carrying steamer, which Capt. Ohno took to be the steamer Pleiades of the Boston Tugboat Company, which left Yokohama at the same time as the N. Y. K. liner for this port.

NEW SOUND STEAMERS.

Not Probable That They Will Enter the Seattle-Victoria Trade.

The announcement of the coming of the new fast-running steamers to the Sound from Portland to engage in the Puget Sound trade, has caused much discussion, and some theories have been advanced that one of the steamers, the Arrow, is probably intended for the Seattle-Victoria run, but shipping men do not consider this likely, in view of the style of the craft. The Seattle P.-I. says: "There are many runs on the Sound, and until it is definitely known what route these vessels will take their proposed invasion will continue to arouse the liveliest interest.

"There is not much likelihood of the new vessels attempting to occupy the Seattle-Victoria or the Seattle, Port Angeles and Neah bay run, as the steamers are not sufficiently seaworthy for those routes.

HADDON HALL CHARTERED.

Will Go to the Sound to Load Lumber For South Africa.

British bark Haddon Hall, Capt. Smith, which reached port some days ago from San Jose de Guatamala, was chartered yesterday to load lumber on the Sound for South Africa. On the receipt of the news Capt. Smith began to discharge his ballast, and will probably tow to the Sound today. The tug Lorne, Capt. Cutler, returned to port yesterday afternoon after towing the British ship Tasmania to sea. There was a heavy Northeasterly breeze prevailing when the Lorne dropped the lumber ship yesterday morning. The tugs Tyee and Sea Lion were at the Cape seeking. No shipping was in sight. The British ship Pythomene, which has been chartered to load grain on the Sound for South Africa, is expected to leave this morning, a tug coming from the Sound for the vessel.

The British ship Wentur, which is loading at Chemainus, holds the record for the fastest passage home from Tacoma with grain. She went home from Tacoma with a cargo of wheat in 100 days, about four years ago or thereabouts. The nearest her record has been approached since, so far as recalled, is the voyage just completed by the Forteroift, Captain Kidd in 105 days. The steamship Kintuck, which sailed early in October with a part cargo of wheat via the Suez, was 72 days to Liverpool, which indicates that the wind-jammer's 105-day voyage is certainly a fast one.

RITHET'S REPORT.

The monthly freight and shipping report of R. P. Rithet & Co. for February, just issued, says: The high price of grain ruling in San Francisco has caused the vessels chartered since our last to load at Portland and Tacoma, 17s. 6d. to U. K. being the rate paid from the former port. The rate for new crop has been fixed at 21s. 3d., at which price several charters have been put through. Other charters show 23s. 9d to 25s. 6d. to be the rate ruling Portland to Cape, while 24s. has been paid Tacoma to Fremantle.

Lumber freights show no material change, although a slight hardening is observed in the Australian voyages.

We quote as follows:

Grain.—San Francisco to Cork, f.o., 10s. 6d. to 11s. 3d.; Portland to Cork, f.o., nominal; Tacoma and Seattle to Cork, f.o., nominal.

Lumber.—British Columbia or Puget Sound to Sydney, 32s. 6d. to 36s. 3d.; Melbourne or Adelaide, 40s.; Port Piric, 37s. 6d.; Fremantle, 47s. 6d. to 50s.; Shanghai, 37s. 6d. to 40s.; Kiao-Chau, 40s.; Taku, 45s.; Vladivostock, 40s.; West Coast, S. A., 32s. 6d. to 35s.; South Africa, 52s. 6d. to 56s. 3d.; U. K. or Continent, 50s.

FROM SKAGWAY.

Princess May Arrives From the Lynn Canal Ports and Goes on Dock.

Steamer Princess May, Capt. Gosse, arrived yesterday morning from Skagway, and after debarking her passengers proceeded to Esquimalt, and was hauled out to be cleaned and painted on the Esquimalt Marine ways. She will leave the ways today, and is expected to sail for Skagway again tonight. Two new propellors will be placed on the liner at Esquimalt. The Princess May had an uneventful pasage. She brought down 15 passengers, three for Vancouver, four for Victoria, and the remainder for Seattle. Those for Victoria were Dr. Scharlschmidt of the White Pass & Yukon railway; Mrs. E. J. Braemer, Miss H. Snyder and E. S. Busby, the Canadian supervising customs officer at Skagway.

THE ALSTERNIXIE.

The specifications are being drawn up for the repairs necessary to the hull of the German bark Alsternixie, which went ashore on February 9 off the Columbia river, and was fast for many days. The bark was surveyed as she lies in the dry dock at Esquimalt yesterday morning by Capt. J. G. Cox and Capt. Fowler, Lloyd's surveyors in Victoria and Vancouver, and specifications are being drawn up on the recommendations made by them. The contract for repairing the upper work stanchions, etc., has already been awarded to the Albion Iron Works. The Alsternixie sustained less damage than was thought as a result of her stranding. Three plates will have to be removed for straightening, and there are some bent frames, as well as much riveting to be done.

Opening of Parliament

Third Session of Ninth House Commences With Great Brilliancy.

Speech From the Throne as Already Outlined Read by Lord Minto.

Gamey's Revelations the Talk of the Town at Ottawa.

Ottawa, March 12—The opening of the third session of the ninth parliament of Canada for brilliancy will rank with any that has preceded it. The scene in the Senate Chamber was a most brilliant one. Lord Minto arrived at 3 o'clock, attended by a large suite. The Commons were sent for and then the Governor-General read the speech from the throne.

In the senate two new members were introduced, Messrs. Legris and Frost. When the Commons got down to business, several new members took their seats, including Messrs. Prefontaine, McPherson, Thompson, Etier, Mayrand, Christie and Law. Mr. R. L. Borden asked for explanations regarding changes in the government. Premier Laurier said they would be given as soon as the Speech from the Throne had been disposed of.

Revelations by Gamey in the Ontario legislature are the all-absorbing theme in political circles today.

Mr. Casgrain will ask whether the government intends to increase the salaries of judges. Bourassa will call for all documents connected with the abrogation of the Clayton-Bulwer Treaty.

The Stanley has got clear of the ice in the Straits of Northumberland.

Following is the full text of the Speech from the Throne:

Hon. Gentlemen of the Senate; Gentlemen of the House of Commons:

I am glad to be able to congratulate you on the continued prosperity that prevails throughout the Dominion. It has received many blessings during the past year, which call for the expressions of your heartfelt gratitude to a kind Providence.

I had the pleasure of visiting London last summer in anticipation of the coronation of His Majesty and to meet on that occasion representatives from all parts of the Empire, bringing with them assurances of the loyalty and contentment that prevails throughout His Majesty's widely extended possessions, and though at one time fears were entertained that the King's illness would have involved a further postponement of the ceremony, it was a source of much joy and happiness to His Majesty's subjects that his health was so speedily and perfectly restored.

Representatives of this government participated in the important colonial conference which was called by His Majesty's government in connection with the coronation.

The report of the proceedings of the conference, including the documents submitted by the Canadian representatives, has already been given to the public by His Majesty's government in London. I feel assured that much good will result from bringing the leading public men of the great self-governing colonies into direct contact with each other, and with the statesmen of the Motherland.

The great influx of population into our Northwestern territories and the very great additional areas of fertile land which are being brought under cultivation combine to further press upon us the need for increased transportation facilities for the forwarding of our grain and other products to the markets of the world, through Canadian channels. The whole question of transportation and terminal facilities continues to occupy much attention and my government will immediately appoint a commission of experienced men to report on the subject.

A treaty has been entered into between His Majesty and the government of the United States under which the proper delimination of the boundaries between Canada and Alaska is to be judicially determined by a tribunal of six impartial jurists of repute.

As a result of the recent decennial census the representation of the different provinces must be readjusted as required by the British North America Act, and a bill will be introduced for that purpose.

Bills with respect to the creation of a railway commission, the amendment of the patent laws, the militia, Chinese immigration, the reorganization of the department of marine and fisheries, the settlement of railway labor disputes, and various other subjects will be submitted to you.

Gentlemen of the House of Commons:

The public accounts will be laid before you and also the estimates for the coming year, which have been prepared with due regard to economy and the rapid growth of the Dominion.

Honorable Gentlemen of the Senate; Gentlemen of the House of Commons:

I pray that in the consideration of these matters and in the performance of all the labors which will devolve on you during your deliberations, under Divine guidance, will tend still to increase the prosperity and happiness of our people.

LATEST FROM VANCOUVER

With Freight Moving the Strikers Begin to Lose Ground.

From Our Own Correspondent.

Vancouver, B. C., March 12.—Because the master teamsters drove their own teams to remove the block of freight on the C. P. R. wharves, caused by the strike, all teamsters in the city were called out today. The master teamsters held a meeting tonight and decided to write "Cancelled" across the agreement signed by them with the journeymen and refuse to employ union teamsters any more, filling the stables and drays with non-union men.

Yesterday afternoon the teamsters promised the master teamsters that they would reconsider their decision, and were prepared to haul freight to and from the C. P. R. At night, however, Geo. Estes, the California president of the Brotherhood, who is acting as manager for the strikers, induced them to change their point and stand by the strikers in a body. With the freight moving it is not thought possible that the strike can last, and the Brotherhood have not the sympathy of any other union in the railway employ, while the trains worked by unionists are daily hauling substitutes from the East to take the place of striking members of the Brotherhood.

BANANAS ARE SCARCE.

Drought and Largely Increased Demand Exhaust the Supply.

Kingston, Jam., March 12.—Owing to the extreme scarcity of bananas, the United Fruit Company has decided to alternate their Jamaican service with Port Limon, Costa Rica, their steamers thus leaving Jamaica and Port Limon every fortnight. This arrangement will be only a temporary one. The scarcity of bananas is due to the largely increased demand and the drought. The drought, however, is now breaking.

Dumleigh—"I was talking with Synnex just now about breakfast foods. I said that oats, however prepared, were not for me, as I was no horse." Gildden—"And what did he say to that?" Dumleigh—"He said there was no reason why oats should not be as good for a donkey as for a horse. I say, Gildden, I wonder what he meant?"—Boston Transcript.