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BRITISH PACIFIC RAILWAY.

SEATTLE, March 27.—Mr. Frank Bakeman, of Chicago, the principal promoter of the British Pacific Railway project, has been in the city for a few days on business. To a Telegraph reporter he said that for some time he had been in constant communication with the English capitalists who are behind the project and was in a position now to say that the financial arrangements were fully completed, so that the enterprise was an assured success. "The project is so large," said Mr. Bakeman, "that it required men of the greatest financial strength to handle it. We have secured their co-operation. I do not care to make public the names of the English capitalists just at present, because I wish first to communicate them to the British Columbia Government, but I am in a position to say that there will be ample money forthcoming for all the purposes of the road and its kindred corporations."

When asked if he had had any difficulty in impressing the Englishmen with the advantages of the project, Mr. Bakeman said as soon as the matter was understood by them they were ready to take it up. Capital was offered from London, Berlin, Frankfort, Amsterdam and Paris; but final arrangements had been made in England and with English capitalists to handle the whole affair.

"In what shape does the project stand?" asked the reporter.

In reply, Mr. Bakeman produced a cablegram from London announcing the organizing of what will be known as the Financial company, with a paid up capital of $5,000,000. The cablegram stated that this company had been organized under the Imperial Joint Stock Companies Act, that the articles of incorporation had been issued and the stock subscribed. This company, he explained, is to undertake to finance for the road and to raise all the money which the enterprise will need, not only for the purposes of construction, but for the carrying out of the large projects in connection with the road which the company has in contemplation.

"Then your company does not simply intend to build a railway?"

"Certainly not," was the reply. "The enormous resources of the Pacific Northwest are what led the English capitalists to take hold of the project and these resources they are determined to develop as speedily as possible, so as to develop business for the railway. Besides, the company receives a generous land grant from the British Columbia Legislature, and it will be necessary to develop this domain, to fill the arable portions with settlers, to find a market for the timber, to aid in the exploitation of its mineral wealth, in order that the road may pay and the company be able to meet the interest upon its bonds. In short, you might say that our company will not simply be a railway company but a development company. It is not necessary for me to say that the resources of British Columbia are enormous. We are satisfied that after a time a large traffic can be worked up over the road and an income be derived from the lands which will make the enterprise a most profitable one. The work of development and construction will go on simultaneously."

"It has been said that you proposed to employ Chinese chiefly in the work of construction," suggested the reporter.

"Well, there was some ground for that report, for we did at the outset make inquiries as to Chinese labor, but a full examination of the case has convinced us that it would be a great mistake to employ Chinese. You may say that we do not intend to employ a single Chinaman if we can get white labor to do the work. We intend to make our plans so as to get permanent settlers into the country in connection with the building of the road. We shall endeavor to induce those laborers who are in British Columbia and who will engage with us, and all who may come in for the purpose of getting work, to look forward to settling permanently in the Province. We have looked into this matter of employing Chinamen from every point of view, and have determined to abandon it. Chinamen make poor settlers, and we want to help fill the Province with people who will increase trade."

"Where will the terminus of the road be; that is, have the stories of change of route anything in them?"

"The terminus will be at Victoria. That is settled beyond change, but as for the route of the road the published statements on that point are subject to more or less change. Our original plans contemplated having the terminus of the Mainland division at the head of Bute Inlet, but we have under consideration three passes through the Cascades, and it is not yet certain which we will finally select."

"What part of the road will be built first?"

"Work will be begun simultaneously on Vancouver Island and the Mainland. We are anxious to get through the Cascades at the earliest possible day so as to reach the Cariboo country. We expect that the construction of the road into Cariboo will give an immense impetus to mining."

"When will work be begun?"

"We have some few preliminaries yet to arrange in British Columbia. If we succeed in getting these perfected during the present session of the Legislature we will be prepared at an early day to set the project fully in motion. Under any circumstances we will make a beginning during the present season. I am devoting myself now to getting these preliminaries into shape. The great requisite, namely, the capital, has been obtained. The men who have interested themselves in the road are financially able to carry through anything they undertake. I am prepared to show that in enlisting the interest of these capitalists a great step has been taken towards the development of the great natural wealth of British Columbia and the utilization of what, with all due respect to the State of Washington, I must call her commanding position in the Pacific Northwest. This project will bring into this part of the continent the one thing which it needs, that is money. In contradistinction to other great railway projects which looked for their profit to the development of a transcontinental business, the primary object of the British Pacific is the opening of this Northwest, and the men behind me have the money to do it with."

PORT ANGELES RAILROAD.

(Post-Intelligencer, March 24.)

EVERETT, March 23.—In relation to the proposed scheme for a railroad from Port Angeles to Port Ludlow, thence to connect with Everett by means of a steam ferry, President Hewitt, of the Everett land company, says he regards the scheme as in every way feasible, and it is in the hands of men who are capable of putting the enterprise on its feet. Stepping to a map and pointing out the projected line, Mr. Hewitt continued:

"You see that running from Port Angeles its course would be almost due east, touching the heads of several important bays, and opening an outlet for the enormous body of fine timber that lies between the Olympic range and the shores of the Sound and Strait. Then there are coal and iron in the mountains that would be developed under the stimulus of transportation. They wanted to know what we would do for them in Everett, and I told them I would favor giving a bonus of $75,000, provided they would call the road the Everett, Port Angeles and Pacific railroad, the bonus to be paid when the project was carried out and the railroad in operation, delivering its cars at Everett on the ferry. Their first scheme was to land at Mukilteo, but I showed them that they would be subject to frequent difficulties in making their landings by reason of the northwest wind, and, moreover, they would connect with only one road at that place, the Great Northern, while at Everett they would have the choice of three—the Great Northern, the Northern Pacific and the Canadian Pacific. It will open to Everett direct communication with a section of the state which is very rich in natural resources. As I said before, the route has been surveyed and found feasible. Its construction within a year looks very probable in view of the support which it is receiving and the backing that it is able to command.

CAUGHT IN THE ICE.

SAN FRANCISCO, March 28.—Among the arrivals yesterday was Captain Atkinson, late of the British ship Thirlmere, who came to San Francisco to take command of the British ship Goodrich, in place of Capt. Williams, who committed suicide a few weeks ago. Captain Atkinson, before leaving Liverpool, had a long chat with Captain Spurring, of the British ship Drumcraig, which left San Francisco for Liverpool about four months ago. "Captain Spurring and his crew had a most remarkable experience when rounding Cape Horn," said Captain Atkinson. "The Drumcraig came very near running down an iceberg, and when she got clear there was, in plain view of everybody on board, a wooden bark hard and fast in the ice."

According to Captain Atkinson, the Drumcraig was rounding Cape Horn and making good headway. All of a sudden the truss of the lower foretopsail yard gave way, and the ship had to be thrown up into the wind. Just as she came about the watch saw an iceberg ahead, which the ship came within an ace of running down. As she brushed past one of the starboard watch threw a biscuit on the iceberg, and then everybody saw a sight which occasioned at first astonishment and then sorrow. There was a wooden bark hard and fast on the ice. On the deck and in the shrouds could be seen lumps, which the sailors on the Drumcraig took to be human bodies encased in ice. From the appearance of the ship Captain Spurring came to the conclusion that she had been caught in the ice in the Antarctic ocean and has floated from there on the iceberg. The Drumcraig was about in latitude 45 south at the time, and numberless icebergs were in sight.

"Had the Drumcraig struck that iceberg," said Captain Atkinson, "the chances are that she would have struck there and all on board would have been frozen to death. Currents will eventually carry the wooden bark and the iceberg around the cape, and if the ship is not much damaged she will be picked up and towed into port. If the crew was on board when she was caught on the berg chances are they were all frozen to death. Being adrift on a mountain of ice must have been a fearful experience, and the horror of the situation must have added tenfold to the torture. One after another they must have frozen to death."

UNDER FALSE PRETENCES.

PORTLAND, Or., March 28.—The failure of Koshland Bros., hide and pelt dealers, which occurred on the 10th instant, was revived yesterday by the grand jury returning four indictments against Matthias Koshland, the only living member of the firm. The complaint is made by the Bank of British Columbia, from which Koshland obtained a large amount of money under false pretences, exhibiting fraudulent warehouse receipts. Koshland was arrested at his residence, but did not sleep in jail, his relatives coming to his rescue with $5,000 bonds. The firm of Koshland Bros opened a wool and pelt house here twenty-seven years ago. The brother died several years ago, but the firm name has been retained. Their business was extensive, and they were known in every Eastern wool market,

NEWS OF THE PROVINCE.

A Building Boom at Nanaimo—Water Works Extension—Infantry Captain Resigns.

Vancouver Helping Its Street Railway—The Salmon War—Anti-Home Rule.

(Special to the COLONIST.)

VANCOUVER.

VANCOUVER, March 27.—Negotiations between the city and the street railway company have at last reached definite shape. A private meeting of Council was held on Saturday night, when the City Engineer submitted a report on its plant. Acting on that a by-law was introduced to-night by which the city guarantees the interest on $350,000 bonds of the company, the city meanwhile to retain as security $1,500 monthly from the receipts from the lighting department of the company's work. The city is to have the privilege of purchasing at an arbitration price the works and franchise of the company at the end of five or ten years; nothing, however, is to be paid for the franchise.

The City Council propose to have all plumbers licensed and the work done under city inspection.

All the trains are now up to date, four arriving on Sunday.

There are many sneak thieves in the city. On Sunday night two boys were arrested in a vacant Dupont street house, where they had secreted clothing stolen from Mrs. Black's house valued at $200.

VANCOUVER, March 28.—The officers of the Burrard Inlet and Fraser Valley railway were elected in C. D. Rand's office this afternoon as follows: President, C. D. Rand; vice-president, Percy Dickinson; secretary, D. S. Wallbridge; treasurer, H. S. Huson, mayor of Tacoma; chief engineer, J. Q. Barlow; solicitor, A. J. A. McColl; directors, Messrs. Rand, Huson, Dickinson, Barlow, Wallbridge and J. D. Bryce.

Three families at Mount Pleasant were poisoned by eating corn beef from a butcher's. No deaths have yet occurred.

The opponents of the Parliament buildings appropriation are circulating a petition requesting J. W. Horne to resign his position as a member of the Provincial Legislature. Very few names are on the petition.

The crew of the Empress of India will hold a regatta on Thursday.

The Pacific express was twelve hours late.

The steamer Princess Louise left Vancouver for the North to-day. Among the passengers were R. H. Hall, M.P.P., who has gone on business connected with the Hudson Bay company.

WESTMINSTER.

NEW WESTMINSTER, March 27.—The lawyers here will close from Thursday till the following Wednesday and the Supreme Court registry officers are hoping the Government will give them the same holiday.

The fish war is easing off, prices this morning having gone down to $1 each salmon, which, however, is still high.

The council at its last meeting changed pay day to the 15th of each month. A big kick from all the employes brought them back to-night to the old day, the 5th of each month.

The L. O. L., No. 1,539, has passed a strong resolution, asking the people of Westminster not to assist by money contributions the Home Rule movement.

NEW WESTMINSTER, March 28.—While unloading seed from the steamer Telephone at London's Landing, yesterday, Lyman Fraser fell from the gang-plank, breaking his shoulder and several ribs.

Fifty thousand salmon fry were taken by road yesterday to the Nicomeke river and deposited there.

R. C. Lowery, a late arrival in the Province from India, has received land concessions from the city, and will erect a large match factory capable of an output of four millions daily. He will export largely.

The Council last night passed the following resolution: Moved by Alderman Herring, seconded by Ald. Ovens, and Resolved "that in the opinion of this Council the Mayor, in refusing the city hall for the indignation meeting held on Friday night last, acted wisely and in the true interests of the city, and that a copy of this resolution be forwarded to the Government."

The city is about to borrow $300,000 for various purposes, including the bridge.

The friends of Alderman W. H. Keary, accountant at the penitentiary, are stirred up over the apparently determined attempts to sully the reputation of that gentleman by circulating shameful untruths in the Seattle press, the Sunday Mercury being one of the media employed. This malicious work is being carried on, it is said, to attract the attention of Inspector Foster, who is at present overhauling penitentiary affairs. Those who know Mr. Keary best are persuaded that the tales are false.

NANAIMO.

NANAIMO, March 27.—The steamer Romulus will not go into dry dock at Esquimalt this trip, as at first intended, owing to their being no vessels up here now to load except the steamer Montserrat, which arrived yesterday, and the ship J. B. Brown, nearly loaded.

A building mania has apparently struck this town. If half the talked of blocks, halls, temples, churches, etc., materialize, the appearance of Nanaimo will be greatly changed—for the better—by the end of the year. Several lodges propose erecting suitable quarters for their own accommodation; the Spiritualists talk of putting up a building of their own, and now the Free Press is to follow suit, and according to present indications is to be housed in a fine three-story brick and stone block at an early date. It is a good evidence of the prosperity of Nanaimo when its newspaper can afford such a luxury as a brick block. The present quarters of the Free Press are decidedly antiquated, and have outlived their usefulness; the proposed change will be welcomed by all.

The wife of Mr. M. G. Clarke, contractor of this city, who was recently removed to the Westminster asylum, died at that institution on Saturday. The body was brought over from the Mainland for interment here yesterday. The deceased lady was a native of Charlottetown, Prince Edward Island, and was in her thirty-ninth year; the funeral took place this afternoon.

The Nanaimo water works company intends greatly improving its system this summer. Pipes and other material have been ordered for a fourteen-inch main to run from Chase river on to Albert street; from that point the city will be served by six-inch pipes. Newcastle townsite is to have connection with the system, a state of things greatly appreciated by the residents in that portion of the town. It is expected that over $25,000 will be laid out on the improvements.

The steamer Empire arrived this morning from San Francisco with a large consignment of freight for local merchants. She will load a return cargo of East Wellington coal.

W. McGregor, manager of the New Vancouver Coal Co., has resigned his position as captain of the Nanaimo infantry corps and his resignation was forwarded to the Minister to-day.

The steamer Crescent City has arrived from San Francisco, and sails to-morrow for Ounalaska. During the summer she will stay in the North, running between Sitka and Ounalaska.

The ships Tacoma and Columbia have arrived.

NANAIMO, March 28.—It is hoped Lieut. Praeger will accept the captaincy of the Infantry Corps vacated by the resignation of Mr. McGregor.

Ex-Mayor Gibson has accepted $300 for a strip of a lot on Commercial street, now part of the street, conditionally on a similar strip being expropriated from the Sabiston-Wilcox estate.

Civic finances are reported to be unsatisfactory. It appears that only $2,000 remain for street works, of which $1,000 have already been expended. It is proposed to tax improvements as the only way of raising sufficient money to carry on the necessary work. The Finance committee will have to report as to the rate of taxation and the amount of the improvement to be carried out this year.

The following have been elected officers of the Miners' and Mine Laborers' Protective association: D. McKeigan, president; A. Matheson, junior vice-president; F. Wagstaf, secretary; W. Neive, financial secretary; W. J. Keith, treasurer; R. Booth, trustee.

Sailed, steamer Costa Rica and Montserrat for San Francisco. Arrived, bark Matilda and steamer Romulus.

DUNCAN'S.

DUNCAN'S, March 25.—James W. Flett, Peter Flett and H. M. Graham went down to Victoria, Saturday.

Captain J. E. Butler and wife, and W. D. Mackintosh and wife after spending the day here left by the afternoon train yesterday.

J. C. Prevost and G. R. O'Driscoll, the latter with a basket of trout, took the afternoon train for the Capital.

A. C. Fraser left for Vancouver, via Nanaimo, this morning.

To-day was notable for accidents to Siwashes. Indian Tom shot Charlie Quidquarton with a revolver at Quamichan, the bullet passing through the leg immediately below and behind the knee, breaking some bones away and making an ugly wound. Indian Jim fell off a cart of hay near Koksilah, the wheel passing over both legs and smashing one ankle.

J. B. McDonald and A. Hill boarded the train for Victoria.

PLUMPER'S PASS.

PLUMPER'S PASS, March 27.—Lumber for the building of the fog alarm arrived from Vancouver on Thursday last and work commenced the following day. Messrs. Crowe & Wilson, the contractors, are employing a large staff of men with a view to early completion.

Judging from the number of applicants for permission to prospect on Saturna Island, one would imagine that the mining wealth of the country is not confined entirely to Kootenay. Doubtless the people residing on the island have good reason to be jubilant over the present outlook, as it was always surmised that coal existed there. Saturna is gradually looming up, and will occupy prominence in the near future.

Mr. J. I. Seabrook, of Galiano Island, is visiting friends in Seattle.

The value of land around these parts is keeping pace with the times. Since Mayne Island has been endowed with so many new buildings, the value has fluctuated considerably, and is now steadily rising. Every available piece of land on the other islands is being taken up, whilst on Saturna Island property cannot be purchased at any price. A few good farms on Galiano Island, however, are still in the market for disposal.

E. V. Bodwell and G. A. Kirk of Victoria paid a flying visit to Mayne Island Sunday.

T. F. Sinclair, and Mr. Day, architect, of Victoria, came up on the Louise Monday morning. Mr. Sinclair brought with him a number of men, and grading operations commenced to-day. The tennis grounds adjoining the proposed hotel have been well laid out, and an eight acre field near is being levelled off for use as a recreation ground. The lacrosse, cricket and baseball grounds are also receiving attention.

Miss Nellie Chester is on a visit to her aunt at Medicine Hat. H. Wright, F. G. Powell, and W. H. Mawdsley, were passengers on the Louise for Victoria Monday evening. Mrs. Bennett of Sunnyside Villa is visiting friends at the Landing. J. H. Deacon is at Saanich.

The Quadra is expected here the early part of the week to land provisions and supplies.

GOLDEN.

(From the Golden Era.)

W. H. Bainbridge, secretary of the Thunder Hill Mining Co., and Mr. Kerr, one of the Provincial World's Fair Commissioners, left on Monday morning for the mines. They have gone up to take a general look around and to see the first movements of the machinery.

Anticipating a rush of traffic, the Upper Columbia Co. are now making arrangements to handle it with facility by erecting a fine warehouse by the side of their tram line and close to the C. P. R. depot. Gordon Sutherland is building it. Each of the storekeepers will have space allotted for storage of flour.

W. Woods, who represents some Eastern capitalists who have invested cash in mining properties around Golden, says development work will be commenced at the Canal Flat copper claim at once and in the McMurdo country as soon as the snow flies.

H. J. Connan has been requested by the editor of the London Mining Journal to lecture before the mining section of the London Chamber of Commerce on "Mining in British Columbia." He has consented.

REVELSTOKE.

(From the Kootenay Star.)

A rock slide occurred Sunday just after the Pacific express passed, in the Eagle pass, about one mile west of Revelstoke. Several tons of rock came down from a height of about one hundred feet, and had the train been struck it would have been demolished. The rails were broken and several ties smashed. Foley's gang were employed all day clearing the track. Late in the afternoon more rock came away, and a Finn named Jacobson was struck on the head and rendered unconscious.

Two weeks ago at Lardeau, Mr. Underhill's dog went out on the ice on the Arm to play in front of his owner's cabin, when a large, gaunt wolf rushed from the underbush, grabbed the dog and started with him for the brush. Mr. Underhill seized his gun and gave chase, but the wolf dropped his prey and disappeared before he could get within shooting distance. The dog died the same evening. Mr. Underhill then poisoned the dog's flesh as a bait, and now the wolf's skin adorns his cabin.

J. W. Haskins has disposed of all his interests in the Orphan Boy and the claims on the Haskins ledge, near Trout lake, to responsible parties. These claims, more especially the Abbott and King William, will be developed and worked this summer, the latter being in an advanced state of development. Mr. Haskins will take up Lardeau as soon as he can go in.

The boys at Lardeau City killed a fine cariboo, and Chas. Taylor, of Fish Creek, shot another.

Revelstoke brewery is now running full time, the annual spring orders having begun to come in. Mr. Allen has been shipping large quantities over the C.P.R. during the past week or two.

KAMLOOPS.

(From the Inland Sentinel.)

P. C. Pilchin, an old timer who is placer mining on Trout lake, is having pretty fair success.

Mr. James Brady writes from Thunder Hill that the mine is looking splendid and that the concentrator will be in full swing shortly. The unusual severity of the winter has impeded progress.

Mr. N. Hansen, from Wasa, reports at Golden that the hay supply in the upper country is growing very limited.

There is a rumor afloat that the mill of the Upper Columbia Navigation and Tramway company has been leased for five years by Mr. Mike Carlin, of Carlin & Lake.

Engineer A. J. McMillan, of the Kaslo-Slocan railway, has received instructions to begin work at once locating the line.

Mr. George Turner, surveyor, has been sent to Revelstoke, instructed by the Dominion Government to make surveys and draw up plans of the Columbia river at that point, so as to enable them to decide on the best means for preventing the undermining of the bank during high water.

P. M. Walker, Charles Holden and Tom Downs have been blasting rock and cleaning the channel of the Columbia river in the Narrows, between the Arrow Lakes. They are also the owners of the Great Northern Silver ledge, and have had an offer to bond it for $10,000. The syndicate, composed of Seattle, Chicago and Boston capitalists, will visit the mine as soon as the snow permits, and if it is at all like what it is reported, they offer to buy it for $27,000, to be paid in three instalments of $9,000 each—on the 15th July, 1st Sept. and 1st Oct.

R. E. Smith's millinery department is now open, with one of the finest stock of millinery goods in the interior.

A four-year old son of Mr. E. H. Grindrod, playing with other children on the bridge last Sunday, lost his balance and fell into the river twenty-five feet. Mr. Neil McPhee succeeded in saving the child.

Mr. D. R. Reese, formerly of the Pennsylvania Collieries, and recently superintendent of the collieries at Canmore and Anthracite, left Wednesday morning for the North Thompson Coal mines, to superintend work there for the Kamloops Coal Co., Ltd.

A letter from Gang Ranch, of the Western Canadian Ranching Co., March 13th, states that there was a hard frost there every night, although most of the snow had disappeared from the winter ranges. Mr. Prentice, the manager, crossed the Fraser on the previous day and turned out three hundred head of stock that had been wintered at the Perry Ranch of the Co. near Ashcroft.

SALMON ARM.

The weather continues very pleasant, and slowly but surely old Sol is removing the snow.

The winter's work is about completed, and as a result of it a good many ties, cedar posts, etc., may be seen piled beside the C. P. R. tracks.

Land is still in demand, and almost every week sees some land-seeker wending his way back to the south end of the valley.

Several settlers are patiently awaiting the arrival of Mr. H. Clemes' portable mill in order to get lumber sawed for house building and other purposes.

A PROPERTY DISPUTE.

WATERTOWN, N. Y., March 28.—The story of a murder, which occurred in Canada about half way between Gananoque and Rockford, Ontario, last Friday has reached here. Charles Shipman, a farmer, had a dispute with Joseph N. Fitzsimmons, a hotel keeper at Halstead Bay, over the possession of a small piece of property. Shipman, as supposed, purchased the property from a relative of Fitzsimmons, who claimed to own it, but Fitzsimmons was the real owner, and he ordered Shipman off. The latter refused to go. Fitzsimmons carried the case through the Canadian courts and was successful. On Friday last Shipman approached the place, accompanied by his son, his daughter and son-in-law, and armed with a shotgun, seeing Fitzsimmons through the window he fired at him, but the shot only grazed his shoulder. Fitzsimmons then placed himself before the door to prevent Shipman from entering. Shipman placed the muzzle of the gun against the panel of the door and fired the charge, it passing through the wood and into the breast of Fitzsimmons, killing him instantly. Shipman and his party have been arrested and taken to Brockville.

THE COUNT DE PARIS.

PARIS, March 28.—The Count de Paris has sent out a circular letter to the Monarchist committees throughout France. In it he says substantially: "The present moment is most critical. The chamber has lost credit throughout the country. The Government has no courage to act against the Socialists. It is powerless at home and devoid of authority abroad. The time has come for all right-minded men to unite in a supreme effort to restore the honor of France. The Monarchists must not repudiate any political alliance required by the interests of the nation and for the defense of religious liberty, but at the same time they must let France understand that the monarchy alone can give her a strong and stable government, whose sole object will be the public welfare. My son seconds me in trying to realize this object. We shall spare no effort to place France upon a firmer foundation."

NEW YORK, March 28.—The Herald's Valparaiso correspondent says: General Saraiva's defeat by government troops near Alegro, Rio Grande do Sul, on Thursday was a greater blow to the Brazilian revolutionists than was at first thought. Advices from Rivera say that General Saraiva was not only beaten badly, but that 3,000 of his men were made prisoners. He also lost a large amount of ammunition and arms.

OUR OTTAWA LETTER.

Prorogation Prospects—McCarthy's Tariff Amendment—Canadian Cattle and the Schedule.

Arnoldi's Punishment—B. C. Representative Sons of England—The French Treaty Difficulty.

(From our own Correspondent.)

OTTAWA, March 18.—Parliament is within measurable distance of prorogation day. It is conceded on all hands that most of the members will be eating their Easter eggs at home on Easter Day. Of course it will not be possible for the British Columbia members to do this, but they will have the privilege of obtaining them on the C.P.R. dining cars. During the past week, members on both sides have buckled to work with a will, and those members of the House who take an interest in agricultural pursuits are delighted at the prospect of being able to get home in time for the spring ploughing.

The debate upon Mr. McCarthy's amendment, which was feared by some timid Conservatives as likely to lead to important secessions from the party ranks, turned out to be a good deal of a fizzle. By assiduous coaching Mr. McCarthy succeeded in capturing the Independent member for Carleton county, who, since his election, has solidly voted with the Government. But even such an ardent tariff reformer as Mr. Calvin claims to be was *non est*, and the only followers whom Mr. McCarthy could muster from the Conservative ranks, were the man from Shanty Bay (Col. O'Brien) and Mr. Hodgins. The Grits voted almost solidly for Mr. McCarthy's amendment, although it was a bitter pill for them, many of the propositions contained in it being obnoxious to the Liberals. Mr. Davies is credited with having shirked the vote, but for what reason seems inexplicable. Mr. Davin, who sailed all around the subject in the course of his remarks, and could have been claimed as a supporter of either side, closed with the remark that he intended to vote against the amendment, but he was also absent. The Government's majority of 52 was most gratifying, and will have the effect of inducing Mr. McCarthy to transfer his agitation to the country, seeing that he cannot expect much support at Ottawa as the House is at present composed.

The cattle raisers and exporters of Ontario are becoming rather nervous over the delay on the part of the Imperial authorities about removing the embargo on Canadian cattle entering Great Britain. It was hoped, in view of the strong presentment of the Canadian case made to the Home Government, that, long before this, Canadian cattle would have been taken off the schedule list, but, it appears, Mr. Gardner, the Imperial Minister of Agriculture, is being subjected to a cross-fire. While his inclination is to restore Canadian cattle to the old privileges, yet, at the same time, the decided opposition manifested by the English and Irish agricultural interests, who oppose any step which is likely to increase the competition of foreigners in their home market, has induced the Minister to take a conservative course. Our side of the case is strengthened by the fact that the Scotch raisers look to this country for a supply of lean animals to fatten and, therefore, they are strongly backing the Canadian claim. Nothing, it appears, will be done by the Imperial authorities until the shipping season has actually opened. Mr. Gardner has stipulated that the first shipment of Canadian cattle to arrive in Great Britain must be slaughtered at the port of debarkation. The lungs of these animals will then be examined by the Government's inspector, and if they be found free from traces of pleuro-pneumonia Mr. Gardner implies that the scheduling order will be removed. This is not as gratifying as if the embargo had been lifted, but under the circumstances Canadian exporters must be content with it.

J. R. Arnoldi, of "brass dogs" renown, is at the present time cooling his heels in Carleton county jail, and the leaves will have commenced to turn before he is a free man again. As Ned Farrer used to say, "it was a sockdolloger" which Mr. Justice Falconbridge administered to Arnoldi on Thursday. No sooner had his lordship charged the Grand Jury than Mr. Osler moved for sentence upon Mr. Arnoldi, who at a former sitting of the High Court of Ontario had been convicted before Chief Justice Armour of malfeasance of office. The judge asked Mr. Arnoldi if he had anything to say why sentence should not be pronounced upon him. Mr. Arnoldi replied in the negative. Thereupon the judge stated that the Chief Justice felt that this was not a case in which the public interest could be guarded properly and the law of the country administered justly by a merely nominal sentence and by the imposition of a mere pecuniary penalty. If such were done, the ends of justice would practically be defeated. The purity and efficiency of the public service were necessary to be maintained, and in order to the accomplishment of this, and as a warning to others, the sentence imposed was, as already telegraphed, a fine of $1,000 and imprisonment for six months in the common jail. Unquestionably the judgment will be a deterrent to others in the public service who may be disposed to act as Mr. Arnoldi has done. The extent of the sentence was a matter of surprise to everybody. The case has dragged along so long that it was thought of a certainty Arnoldi would escape. Time has shown that in this respect he and his friends were entirely mistaken.

Bros. Prior and Corbould had a great reception at the Sons of England Grand Lodge meeting in Montreal this week. Owing to the distance of the location of the lodges which they represented, from the meeting place of Grand Lodge, a special welcome was accorded the two delegates. They were called upon the dais and formally welcomed by the Grand President, ex-Alderman Stroud, of Ottawa, after which both members made appropriate replies. The principal topic of discussion before the Grand Lodge was as to the advisability of adopting a new constitution which had been drafted by a special committee during the past year. Copies of this draft constitution had only got into the possession of the subordinate lodges in Eastern Canada a few days before the meeting of the supreme body. The point was rightly taken that not enough consideration had been given to the proposed changes to enable a decision this year on the important suggestions made, and accordingly the whole project was deferred for twelve months. Messrs. Prior and Corbould took part in the discussion in reference to the institution of Provincial grand lodges, and here it should be noted that a curious incident occurred. Mr. Corbould had been especially instructed by his lodge to advocate the institution of a Provincial grand lodge, while Col. Prior's instructions were in a directly opposite direction. It would be well before next year's meeting for the Sons of England in British Columbia to harmonize their differences and endeavor to agree upon a uniform line of action before the next Grand Lodge meeting, which is to be held in the city of Toronto. Col. Prior's remark that in view of the contradictory nature of his and Mr. Corbould's instructions it would have been well if they had paired on the matter, evoked hearty applause and laughter. Both honorable gentlemen advocated the recognition of the Daughters of England society.

A lively row is brewing between the High Commissioner and the Government of Canada over the Franco-Canadian treaty. After the substance of the statement which Mr. Foster made in the House of Commons in reference to the provisions of the treaty had been cabled to England, Sir Charles Tupper was interviewed by an enterprising newspaper man, and observations are attributed to him which are generally regarded as exceeding what Sir Charles should properly have stated. The declaration of the High Commissioner that every detail of the French treaty was before the Canadian Government when the authorized British Plenipotentiaries signed it, is flatly contradicted by the documents which were presented to Parliament this week. Sir Charles admits that the wishes of the Canadian Government in regard to the most-favored nation clause had not strictly been carried out. It appears that fully two weeks before the treaty was signed Mr. Bowell cabled Sir Charles, specifically stating that the most-favored-nation treat ment must only apply to the articles mentioned in the treaty itself, whereas Sir Charles allowed a general provision to be inserted, making this clause applicable to every article of the Canadian tariff. He defends this action on his part by stating that preferential trade with the mother country is a long way in the future, and that it will be quite possible for Canada to renounce the treaty with France in ample time for any other treaty or arrangement taking effect, either with the mother country or the United States. In regard to the point that the Dominion Government had all the details of the treaty before it, the documents show that the greatest confusion existed in the minds of the ministry at Ottawa, and on the very day the treaty was signed Sir John Thompson cabled the High Commissioner that the provisions of the treaty could not be understood. Up to that time the ministry had only had telegraphic communication on the subject, and up to the very day the treaty was signed in Paris the the document itself had not been received here.

The strongest objection of all which Canada has to the treaty, apart from the doubts as to the meaning of the wording of the document, is with reference to wooden ships. It appears that Canadian wooden ships in the past have been purchased to a considerable extent by the merchants and fishermen of the northern ports of France. The duty on these vessels up to recently was a maximum of five francs a ton and a minimum of two francs. Canadian wooden ships under the treaty were to come in at the minimum rate, an important concession seeing that the duty was merely nominal. By accident, however, the Government learned that since the draft treaty was agreed upon, French legislation had intervened which made that compensation to Canada a nullity. France for a number of years has paid a bounty upon the construction of wooden vessels and a bounty upon the sailing of both wooden and iron vessels; and the legislation which has taken place within the last few weeks has been of such a kind as largely to increase the construction bounty upon wooden ships, as well as largely to increase the sailing bounty. Moreover, this new legislation has made it imperative that the sailing bounty shall not be given to vessels constructed outside of France which may be bought by the citizens of France. Under these circumstances, with one of the most important provisions of the treaty completely nullified, little wonder that the Government hesitates to ask Parliament to ratify the treaty, and if it be staved off altogether no one on the ministerial side of the House, so far as I can judge, will regret it.

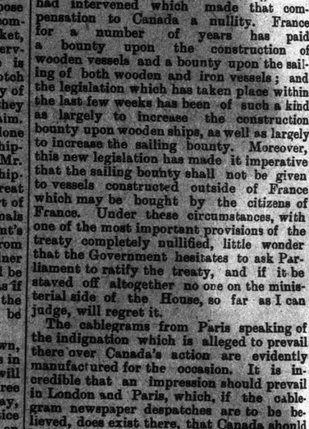
The cablegrams from Paris speaking of the indignation which is alleged to prevail there over Canada's action are evidently manufactured for the occasion. It is incredible that an impression should prevail in London and Paris, which, if the cablegram newspaper despatches are to be believed, does exist there, that Canada should be expected to swallow the treaty holus bolus. Neither the French diplomatists, the Imperial Government, Lord Dufferin or Sir Charles Tupper surely suppose that ratification by the Canadian Parliament is simply a formal matter. As the situation is at present, and in view of the note of warning uttered by Mr. Foster, the lesson to be derived from the controversy is that in an important step of this kind the Canadian Parliament should exercise the greatest care in ratifying a document which affects so materially her interests.

DIVISIONAL COURT.

(Before the Chief Justice, and Crease, Walkem and Drake, JJ.

An appeal from orders of His Honor Jude Bole, in the case of Lehman vs. Wilkinson, was heard in this court yesterday. Defendant was ordered by McCreight to pay $1,380 before February 21, upon which plaintiff was to deliver certain title deeds which were deposited with him. The order was not obeyed, and an application to Judge Bole was dismissed with costs, owing to some error in the summons, and the costs made a charge on the lands in question. The appeal was from this latter order. The appeal was allowed with costs, the order to be amended.

PICTON, March 28.—The residence of H. K. Fox, near Northport, was burned this morning. Loss $3,500; partially insured.



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