

HER CHELL'S ATTITUDE

Imperial Representative on the Commission Keenly Supported Canadian Rights.

His Death Must Delay Proceedings Because Investigation Was Orally Conducted.

By Associated Press. London, March 17.—The Times in an article this morning dealing with the American and British-Canadian joint commission, after pointing out that Baron Herschell's successor will be unable to resume the negotiations at the exact point where they were dropped, owing to the investigation having to a large extent been conducted orally, says:

"That Canada alone has much to gain by a satisfactory settlement is an entirely fallacious presentation of the case. American interests are equally deeply involved and many well informed advisers of the Canadian government persisting to be the case are endeavoring to produce a rupture of the negotiations."

"The article then proceeds to point out that the United States will soon be compelled to look to Canada for supplies of timber, in view of the rapid depletion of their own forests. Dealing largely with the whole question of the lumber interests between the two nations it concludes as follows:

"It will be felt by all who are disposed to take a broad view that the interests of both nations would be better served by a policy of mutual consideration. Canada happens to possess certain supplies of raw materials necessary to American industries. If American desires free access to these supplies, the price to be paid, as between the protectionist countries, is clearly a free trade in manufacturing articles for which Canada has no advantage. Otherwise the Canadian authorities will have obvious difficulty in resisting pressure at home to keep raw material in Canada and force the American manufacturers to establish their factories in Canada for the benefit of Canadian labor."

A WHEEL TRUST.

Fifty Millions of Capital to Make Profit Out of the Chainless Variety.

New York, March 15.—The Herald tomorrow will say: Makers of bicycles have arranged the details of the formation of a trade combination that will have a capital of \$50,000,000. It is understood that ten of the leading makers of wheels have entered the combination and that several others will probably be persuaded to add their signatures to the agreement.

A. G. Spalding is credited with being the moving spirit in the combination. With him are associated A. A. Pope and Jeffrey Manufacturing Company, of Chicago.

Attempts to form a bicycle combine have been made in the past, but have been futile, primarily because the small manufacturers could not be eliminated.

With the combine of the chainless bicycle, however, the situation was altered. While the transmission of power by means of shaft and gears is not a novelty, which is the case with the bicycle, the adaptation of it to the bicycle is a novelty, involving the construction of the complicated machinery necessary to turn out more than \$300,000. A company was formed in Jersey and licensed to manufacture bevel-gear bicycles, but its patents were granted to someone else.

When this had been arranged A. C. Spalding set sail for Europe. At the time it was said that he went for his health. In the course of Mr. Spalding's several health absences it is said he obtained information concerning the new organization, which is considered to be the foundation of the bevel gear wheel, the French, having used this form of power transmission several years before it was tried in this country. In England the cross-roll or gear bicycle was obtained. No change in the middle man's profits being made, the entire profit was carefully planned in the hands of the recent organization of a \$5,000,000 bicycle combine, headed by A. G. Spalding, former president of the National Bicycle Board of Trade.

To this is to be added the steel tube combination and the wood rim organization. Aside from the bevel gear wheel, there are two chainless bicycles manufactured, each of which is declared by its maker to be equal to those which will be controlled by the organization. The terms have already been offered to the independent concerns, which will probably be accepted.

A POSTAL SCANDAL.

The Boundary Country's Vain Appeals to Ottawa for Regular Mail Service.

From the Cascade Record. A short time since, when the mail service into the Boundary country was so bad that it seemed to be almost beyond remediation, the Record did not hesitate to present facts and figures showing that it was up in its true light. The matter was presented to the post office inspector, W. H. DeWain, of Vancouver, and he promised to do what he could to improve it. Coast and eastern mail destined for Cascade was sent through the United States, as should have been done before. This was a decided improvement, and the Record made haste to make a note of it.

Now, however, the malady has broken out again, in fact it is raging at present with great violence. No one can tell where it came. There are indications that it is confined largely to southern British Columbia.

But to be specific, some times the Rossland sack reaches Cascade in its usual surely time of two days (an individual traveling the distance over the same route, in eight hours or less), and occasionally it occupies three or four days. The Grand Forks mail is delayed in Cascade, and has a penchant for visiting the Cascades first—perhaps to see how long it takes. Then again, mail sacks destined for Cascade from Marcus take two days for the Cascades, and one day for the Record reported.

MR. OGILVIE'S OPINION.

The Yukon Mining Regulations in Need of Radical Amendment.

Present Conditions on the Klondike and the Prospect for the Future.

Morley M. Ogilvie, a son of the Commissioner of the Yukon and himself a pioneer of that great gold district and a claim owner on Hunker creek, is spending a day or two at the Dominion on his way home to Ottawa. He left Dawson about the 5th of last month and made a leisurely trip out, stopping en route at Stewart river for some days. The past year has been his first year of residence in the North as a mine owner and operator; he was on the Yukon with his father in 1885, however; then he accompanied the survey party that was sent out from the States, and this year he has experience of northern mines to boot.

Money has been decidedly tight in the Klondike district this year, he says, although this was to have been anticipated. In the first fever of the Klondike, money is spent with a free hand. Then the clamor wears away, and miners adjust themselves to a more businesslike and common sense basis. But there must of necessity be the reaction.

This is how the Klondike is this year—with but little money in circulation until the spring washup is over, and hunters and prospectors are ready to announce the country a failure. A matter of fact the man of experience knows it to be one of the best mining fields the world has ever produced, but experienced miners cannot graduate in a day from the store or office.

Last year and the year before, thousands of disappointed prospectors were killed literally nothing about mining. Each had his six months' or a year's residence on the Yukon, and many of them had made a fortune. His first desire was to get a claim, and he therefore joined in each crazy stampede of the long succession. Getting a claim, he proceeded to dig on it—more or less, but he got a claim, and he therefore joined in each crazy stampede of the long succession. Getting a claim, he proceeded to dig on it—more or less, but he got a claim, and he therefore joined in each crazy stampede of the long succession.

Usually if the first hole proved a failure, the miner was inclined to try another hole or perhaps two or three.

Very Few of the Sealing Fleet Go on Spring Cruises This Year.

The steamer Dirigo, which the Sound Press has been practically well acquainted with in her adventure on Medway island, is the testimony of the Humboldt's officers in just about as bad shape as a vessel could be kept in.

When the reporting steamer called at Juneau, preparations were being made to patch, without which it would be impossible to tow her down to a dock. The bottom was described as a patchwork of holes and strained timbers, while the pumps had to be kept going continually in order to hold the ship on top of the water.

The first movement was toward the engine room, where each man was ordered to roll up his blankets and get three feet clear from the bed plates, so that it is a safe conclusion that had not the vessel come to the rescue at the opportune moment, the Dirigo would by this time be resting easily somewhere at the bottom of the waters to the south of Juneau.

THE PILGRIM SOLD. The steamer Pilgrim, which was patched up at the Juneau machine shops and then ran on a rock and sank a second time, is being sold to the hands of a receiver, and is to be broken up.

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Indeed the entire programme of the Klondike is in Mr. Ogilvie's opinion a large number of amendments. The government reserves are idle property. It is a fact that is constantly deteriorating in value, this is a constant danger to it and new creeks are exploited and revert to the attention of the mining men.

The question of a wood famine is a very serious one for Klondikers to consider at the present time, although it will probably not be much longer before electricity is adopted for the working of the ground that still has to be thawed with fire. Economy of wood is nevertheless very necessary.

Ever steam consumption next summer the N. A. T. Co. expect to have coal available from the Coal Creek mines, a four-foot seam of excellent lignite being worked here. The area is also rich in coal and the coal of the district will also come into general use for fuel next year.

As for the past winter, Mr. Ogilvie pronounces it one of the mildest of many years, and that the winter otherwise would have been frozen to death in the numerous stampedes. He regards with some amusement the tales of this year's northern travelers who relate with precision and exactitude that at this point on the trail they had it 70 degrees below zero, and at this other point 65 degrees below!

How do they know it, asks Mr. Ogilvie? Do they all carry thermometers with them, or is a thermometer part of the outfit now at every Indian's shack or backwoodsman's advent?

All agreed that it was of great importance that the road should be built, and that gentleman had stated that he would do all he could to further the project. The letter was referred to the railway committee.

The report of the streets and bridges committee, part of which was dealt with in the columns of the Record, is being considered by the city council.

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MAY ERECT A BUILDING.

One-Third of Mutual Life Company's Canadian Business Done in British Columbia.

Mr. William B. Carlie, superintendent of agencies of the Mutual Life Company of New York, who has been in the city for several days in company with Mr. Sherwood Gillespie, the Coast superintendent of the company, left for the Sound last evening.

Mr. Carlie stated that one-third of the business done by his company in Canada, came from British Columbia, which was considered a banner district by life insurance men.

The strike situation on the White Pass & Yukon railway has recently assumed a very serious phase, according to the reports of passengers on the steamer Humboldt, arriving here yesterday morning.

Secret meetings were held almost daily throughout last week, and on Sunday a party of the strikers, variously estimated as composed of from 25 to 300 men, invaded Camp No. 1.

Non-strikers to quit work immediately to take the consequences; and even went so far as to threaten that if the camp were not abandoned by 7 o'clock the following morning, it would be blown up with dynamite.

Other threats of violence were made at the same time freely indulged in, and where workers were absent from their tents or cabins, notices were conspicuously displayed, three samples being hereunder produced:

"Move out and avoid trouble."  
"Quit this camp."  
"Alaska Confederation of Labor."  
"All you fellows in this camp are requested to get out of here as quickly as possible."  
"By order of Alaska Confederation of Labor."

The overpowered numbers of the striking union induce practically all the workers to accept of the terms offered to act upon the advice given and quit work.

The Dirigo Badly Wrecked in Her Introduction to the Rocks.

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