# Michel Is Fire Swept

## Twenty-Four Houses In Little Town Destroyed and Fifty Families Homeless.

## Some of Inmates Barely Escaped With Their Lives—Heavy Loss.

## Australia Will Need Foodstuffs From Canada This Year—Ballot Stuffing.

Michel, B. C., June 9.—A disastrous fire here today destroyed 24 houses, leaving 50 families homeless, some barely escaping with their lives. The loss to the Crow's Nest Pass Coal company is about $50,000. Ten cars were also destroyed. The wind was blowing a hurricane from the East.

Winnipeg, June 9.—Mr. W. R. Macinnes, assistant freight traffic manager of the Canadian Pacific railway, has received advices from Mr. F. W. Jackson, manager of the Canadian-Australian steamship line, Sydney, Australia, that owing to the continued drought in Australia, there is likely to be an unprecedented demand for wheat, flour and other food stuffs at remunerative prices. Mr. Jackson will be very glad if those interested in this subject would keep him informed as to the conditions of the markets in this country for food stuffs, as merchants in Australia frequently ask him for such information, and if supplied him he would be in a position to assist them. Mr. Macinnes also stated that quite a few shipments had been booked for the steamers of the Canadian-Australian line from Vancouver, and that negotiations are in progress for an extra steamer either in July or August.

Montreal, June 9.—In the Court of King's Bench today, Arthur Brunet pleaded guilty to the charge of fraud in connection with the recent elections in St. James' division. Brunet bribed one of the representatives of Bergeron to permit stuffing the ballot boxes in favor of his uncle, and then attempted to clear himself by paying witnesses to disappear. Sentence will be pronounced tomorrow. Chief Justice Lacoste refused bail. A petition bearing a thousand signatures was presented praying for clemency.

Four men attacked and beat Mrs. Wilson, of Breboeuf street, into unconsciousness this morning and then robbed the house of $30.

Onion Lake, N. W. T., June 9.—Yesterday afternoon, while James Eufresne and Benjamin Patnaude, both aged 15 years, were out duck shooting, Eufresne accidentally shot Patnaude, the entire charge entering the unfortunate lad in the left side of the back. He was immediately taken home and Dr. Matheson called, but nothing could be done, and he died at midnight. Two years ago the same lad shot a brother of deceased, but he recovered.

Toronto, June 9.—(Special)—The Toronto Methodist conference this morning passed a resolution favoring the admission of women to church courts. The question came up on a resolution passed by the districts of Toronto West and Winnipeg. The Toronto conference endorses these and forwards them to the general conference at Winnipeg.

The conference voted in favor of abolishing the Wesleyan Methodist college, Montreal.

# ENGLISH TEAM WINS AT POLO

## Beats United States in Second Match By Six Goals to One.

London, June 9.—The English team won the international polo match today by 6 goals to 1.

The game won by the Englishmen today was one of the most brilliant ever played at Hurlingham.

"The only thing we have to complain of," said Mr. Keene, after the game, "is that they beat us. There was nothing the matter with ourselves or with our ponies. We hope to give a better account of ourselves on June 14."

The English team seemed to take the ball down to the United States goal as they liked, and nothing but the superb defence of Waterbury, which was ever conspicuous, prevented them from making a still higher score.

The spectators were all at high tension when play began. The English stood on their chairs, yelled and cheered. Buckmaster was the special hero of the home crowd. He was accorded a great ovation when he rode off the field at the finish.

English hopes of winning the final game are now high, and there is no question that next Saturday's contest will draw out one of the greatest fashionable sporting crowds ever gathered at an annual contest here.

## RECOUNTS.

### So Far There Have Been No Changes in Seats.

Toronto, June 9.—(Special.)—So far the recounts have not changed the general election results. Monteith, Conservative, is confirmed in his seat for North Perth by 2 majority.

The West Huron recount ended today. The majority of Cameron (Liberal) was reduced by 2, making 21.

## A BAD FALL.

### Mr. Fred. Sherbourne's Son Falls from Hurricane Deck of Unican.

As the steamer Unican was docking at Sidney on Sunday evening, the little son of Mr. Fred. Sherbourne, contractor for the Crofton smelter, fell from the hurricane to the main deck of the steamer, striking on his head. It was thought at first that he must have been killed, and even after a casual examination by a physician it was feared that he had suffered concussion of the brain. It happily proved otherwise, and yesterday the little fellow was pronounced out of danger. The accident was caused through the steamer striking the dock with unusual force, the boy being thrown from his position by the jar. The wharf was also damaged where the steamer struck.

## TELEGRAPHIC BRIEFS.

dor to King Edward's coronation, had the degree of doctor of laws conferred on him yesterday by Cambridge.

An Imperial parliamentary paper, issued yesterday, presents the reviser financial statement for 1902-'03. It is estimated that the expenditure will total £176,359,000 ($881,795,000), and that the revenue will amount to £152,435,000 ($762,175,000). The deficit will be met out of the proceeds of a consols loan of £29,920,000 ($149,600,000) leaving £5,996,000 ($29,980,000) available for war contingencies, and the redemption of part of the national debt.

# Provincial Legislature

## The Victoria and Yellow Head Pass Railway Bill Passes Committee.

## Progress Made In Committee With Vancouver to Midway Railway Bill.

Legislative Chamber, June 9, 1902.

Mr. Speaker took the chair at 2:30 p.m.

Rev. Canon Beanlands said prayer.

Mr. Oliver was granted leave to move the following resolution:

That a select committee consisting of Messrs. Martin, McBride, Smith (A. W.), Hunter and the mover be appointed to examine Mr. F. C. Cotton, late finance minister in the Semlin-Cotton government, and any other person or persons, as to the negotiations between the government of British Columbia and the Columbia & Western Railway company in respect to the substitution of a cash subsidy in lieu of land grants, as outlined in the Queen's Speech at the opening of the spring session of the legislature in the year 1900, with power to summon the said F. C. Cotton and any other person or persons, and call for books and papers, and report the evidence to the House.

Mr. Oliver called attention to a statement made in the Queen's speech in 1900, to the effect that negotiations were then pending, whereby the Columbia & Western railway were to receive a cash subsidy instead of a land bonus. It was with a view of obtaining all the facts in connection with those negotiations that he moved his resolution.

Hon. Mr. Eberts said the government had no objection to the resolution as he believed all available information should be laid before the House.

Mr. Martin suggested that the scope of the committee should not be confined to Mr. Cotton's evidence, but should include that of such other persons as might be of value.

The resolution was altered to meet Mr. Martin's suggestion and was adopted.

The report on the bill to amend the Assessment Act was adopted.

### CANADIAN NORTHERN.

The House resumed consideration of the Victoria and Yellow Head Pass railway.

Mr. McPhillips offered an amendment which provided for the operation "forever" of the railway when completed, which was adopted. Mr. McPhillips moved another amendment, making it compulsory on the company to build the road up to the present standard of the C. P. R., instead of the standard of that road at the time of construction. He wanted a railway with all the modern improvements.

Hon. Col. Prior said it would be unfair to any company to ask them to construct, in the first place, a road equipped with all the facilities which it had taken the C. P. R. 14 years to procure.

Mr. McBride argued that the company might use all kinds of old materials and build a third-class road. He argued that the company should be obliged to put in steel or stone bridges, the same as the Intercolonial.

Hon. Mr. Eberts said Mr. McBride's and Mr. McPhillips' object in moving the amendment was to defeat the bill by making impossible conditions, which no company could accept. Mr. McPhillips had used the case of the C. P. R. and had read from the Dominion statute, which showed that the C. P. R. had been bound to construct a road up to the standard of the Union Pacific at the time of its construction. Surely hon. members would not seriously argue that any railway company would build an inferior road. Such a policy would mean utter failure, as such a road could not compete with its rivals.

Mr. Houston cited the cases of several railways, which had been equipped in the first place with wooden trestles, but which now had steel bridges and were continually spending large sums in improvements.

Mr. Hall said it would be very unfair to ask the company to perfect the road in the first instance. Every railway had to straighten curves and put in permanent bridges as soon as it possibly could, and it must be remembered that the first location of a road was very often changed, in order to shorten the mileage or secure a better grade, work which it would be impossible to do in the first place. It seemed to him that Mr. McPhillips was attempting to burk the bill and prevent Victoria from having a railway.

The amendment was defeated.

An amendment by Mr. Curtis, making the standard that of the Columbia & Western, was also defeated.

Capt. Tatlow moved to make it optional with the government to pay the subsidy, either in cash or debentures. If provincial stock went above par, this would be an advantage.

Hon. Mr. Prentice accepted the amendment, which was adopted.

The following amendment, moved by Mr. Green for Mr. McNeill, who has gone home, was adopted:

"Provided, however, that if the construction of the railway from Victoria to Seymour Narrows, via Alberni, mention in sub-section (b) of section 2 hereof, shall not have been completed before the commencement of the last one hundred and fifty miles of the railway from Bute Inlet to Yellow Head Pass, then the subsidy for the said last one hundred and fifty miles shall only be paid in the manner following, that is to say—

"When the subsidy for the first 20-mile section shall have been earned, it shall not be paid over to the company until satisfactory proof has been furnished to the Lieutenant-Governor in Council that the subsidy mentioned in subsection (b) of section 2 hereof has been earned in respect of the construction of 20 miles of the railway from Victoria to Seymour Narrows, via Alberni. The subsidy for the second 20-mile section shall be paid in the same manner, and so on, section by section, so that the subsidy for the last 150 miles of the railway from Bute Inlet to Yellow Head Pass shall not be paid over until the construction is completed of the railway from Victoria to Seymour Narrows, via Alberni."

Mr. Hawthornthwaite moved an amendment fixing the minimum rate of wages on construction at $2 a day. He said this would effectually shut out Chinese.

Mr. Curtis supported the amendment.

Mr. Hall opposed the amendment. He believed in fair wages to white workmen, but he did not believe in dictating to employers what they should pay their men.

Mr. McBride wanted to know what had become of the resolution regarding workingmen and wages which was adopted by the House some years ago, and went on to attack the government for not having protected the workman in drafting the bill.

Hon. Mr. Eberts said it was a wonderful thing to hear Mr. McBride tear a passion to tatters over the government's neglect in guarding the interests of workmen, but his latest strictures only proved beyond a doubt that he had not read the bill which he had undertaken to criticize so closely. (Laughter.) If he would turn to the bill he would find that the rights of workmen had been looked after in subsection h of section 3, which read as follows:

(h.) The subsidy under this agreement shall be subject to the condition that the workmen, laborers or servants employed in or about the construction and operation of the railway in aid of which such subsidy is granted shall be paid such rate of wages as may be currently payable to workmen, laborers and servants engaged in similar occupations in the district in which such railway is constructed and operated, and upon breach of such condition by the company there may be deducted and retained from any moneys payable in respect of such unearned subsidy such amount as the Lieutenant-Governor in Council may think proper, and in case the subsidy shall have been paid before such breach, such part thereof as may be determined by order in council may be recovered back from the company, with full costs of action, at the suit of the Attorney-General of the province in any court of competent jurisdiction.

(i.) The government shall be entitled to retain the subsidy on each section when the same becomes due until the company produce satisfactory evidence that the wages of all workmen employed on said section have been paid.

The amendment was defeated.

Capt. Tatlow moved the following as a new sub-section, which was adopted:

"The workmen, laborers or servants employed in or about the construction of the said railway, and each of them, shall be charged fair and reasonable prices for any board, provisions, clothing and other necessaries of life, and reasonable comfort supplied by the company, their agents, or any person or persons authorized by the said company to supply such goods and accommodation; and upon the breach of any of the provisions of this section, or in the event of exorbitant charges being made by the railway company, their agents or other person or persons authorized by the railway company, there may be deducted and retained from moneys payable in respect of such unearned subsidy, or hereafter to be granted subsidy, such amount as the Lieutenant-Governor in Council may think proper."

Mr. McPhillips moved to make it compulsory to operate a ferry "forever" between the Mainland and Vancouver Island, provided no bridge was built over Seymour Narrows.

Mr. Clifford suggested that Mr. McPhillips' amendment should be changed to read "forever and a day."

Mr. McPhillips' amendment was defeated.

Mr. Helmcken's amendment, as follows, was agreed to:

"The company covenant that, as a condition of receiving aid under the provisions of this act, the terminus of the Pacific division of the line of railway shall be at the city of Victoria."

On motion of Capt. Tatlow, it was provided that the insertion of specifications of any contract shall be subject to the approval of the Lieutenant-Governor in Council.

Mr. Helmcken had a new section inserted providing that the Victoria & Seymour Narrows railway shall form a portion of the main transcontinental line of the Canadian Northern.

Several minor changes and amendments were made, and the committee reported the bill complete with amendments.

### COAST-KOOTENAY.

The House went into committee of the whole, Mr. Hunter in the chair, to consider the Vancouver to Midway Railway bill. Some progress was made and the House adjourned at 6 o'clock.

### NIGHT SITTING.

Mr. McBride's bill entitled The Live Stock Breeders' Protection Act, was introduced and read a first time.

Mr. Curtis called attention to a notice in the British Columbia Gazette interpreting the meaning of certain regulations in the Mineral Act. He claimed that the Legislature being in session the proper course to pursue would be to bring in a bill to amend the act.

The bill to amend the Assessment Act was read a third time, and passed, on motion of Hon. Mr. Prentice.

### COAST-KOOTENAY.

Consideration of the Vancouver to Midway railway bill was resumed in committee of the whole. On motion of Mr. Oliver the city of Victoria was made a starting point of the railway as well as Vancouver.

Capt. Tatlow's amendment to make it optional for the government to pay the subsidy in cash or provincial stock was adopted.

Mr. Helmcken moved the following new section, which was adopted:

"And the company also covenants with the government to construct, operate and maintain or otherwise provide a suitable car-ferry, propelled by steam, between the terminus of the said railway, at or near the mouth of the Fraser river, and the most convenient point on Vancouver Island, so as to afford the most direct feasible route between the said terminus and the City of Victoria, and to lay out, construct, equip, fully complete and maintain or otherwise provide, or cause to be laid out, constructed, equipped, fully completed and maintained or otherwise provided, a railway from the terminus of the ferry on Vancouver Island as above-mentioned to the City of Victoria, provided that a traffic agreement with any company or companies operating a car-ferry propelled by steam between the Mainland of British Columbia and Vancouver Island, or operating a line of railway on Vancouver Island terminating at the City of Victoria, shall be a sufficient compliance with this covenant as long as a continuous service suitable for the transportation of freight and passengers is maintained between the terminus of the railway at or near the City of Victoria."

Mr. Helmcken also proposed a provision to enable the company to begin work at any time before the granting of a subsidy by the Dominion, which was agreed to.

Mr. McBride moved that no subsidy should be given to the portion of the railway from Vancouver to New Westminster.

Mr. McPhillips supported the motion.

Mr. McInnes opposed the motion on the ground that the portion of the road between Vancouver and New Westminster was as necessary to the completion of any other portion and should therefore be aided. The company was asked to build several miles of railway for which they would receive no subsidy, to the mouth of the Fraser and south of the river.

Capt. Tatlow also opposed the motion. The bill was not providing for a connection between Vancouver and New Westminster but for a through line from Vancouver to Midway.

Mr. Houston supported the amendment, as he did not see the sense of bonusing a line between two points which were already connected by a bonused road.

Mr. McBride insisted that a principle was at stake, the principle that it was not advisable or businesslike to subsidize a road between two points where there was already a state aided railway. It was a case of granting a double bonus and clearly a mistake.

Mr. Curtis also supported the motion. He did not believe in duplicating railways or granting double bonuses. He saw nothing to prevent this railway from securing running rights over the electric railway tracks, which had received aid from the government.

Mr. Martin thought it would be a mistake to bonus the road between Vancouver and New Westminster, where there would soon be another connecting road and possibly two, without any bonus.

Mr. Ellison said if the principle was carried out, they had no right to subsidize a railway which ran parallel with a navigable river. He thought the government would do better to subsidize roads in other parts of the country, where there were no navigable streams.

Mr. Hall suggested that the portion of the road on Vancouver Island should also be withdrawn from receiving a subsidy.

The motion, as amended, was carried.

Mr. Helmcken secured the adoption of a provision that no portion of the said grant for the construction of the sections of the said railway shall be paid until at least twenty miles of the railway from Hope eastward shall have been constructed, and a certificate therefore shall have been given by the engineer of the government."

Messrs. Oliver and McBride moved somewhat similar amendments, which were defeated. Mr. McBride's amendment proposed that no bonus should be paid until the completion of Vancouver-New Westminster and the Mountain sections.

Mr. Curtis supported Mr. McBride's motion and declared the government were attempting to bonus the C. P. R. to build a road to Spence's Bridge.

Hon. Mr. Eberts ridiculed Mr. Curtis' argument and referred to the bill for its refutation. The bill expressly provided that the road should be built from the Coast to Hope and from Hope to Allison before any subsidy should be paid. He strongly deprecated the action of hon. members opposite in making reckless charges and insinuations against the government, and accusing gentlemen who were at least trying to be sincere and honest. It was, he assured the House, the earnest desire and intention of the government to have the Coast-Kootenay railway through the Hope mountains and they should be given credit for sincerity.

Mr. Curtis proposed to restrict the right of way to 100 feet instead of 200 in width, which was defeated.

The committee rose and reported progress and the House adjourned at 12.30 a.m., until 2 this p.m.

### SELECT COMMITTEE.

The select committee appointed to secure evidence re Columbia & Western land subsidy, met in the Cedar committee room at 8:30 p.m., and heard the evidence of Mr. F. Carter-Cotton, ex-minister of finance. It is understood that the committee will report to the House this afternoon.

Legislative Chamber, June 10, 1902.

Mr. Speaker took the chair at 2:45 p. m.

Rev. Canon Beanlands said prayers.

On the report on the Victoria & Yellow Head Pass railway bill, Capt. Tatlow's amendment providing for payment of subsidy in cash or stock was adopted.

Mr. McPhillips moved that the standard of the railway should be up to that of the C. P. R. at present.

Mr. Hunter was amused by the anxiety of Messrs. McPhillips, McBride and Curtis to fix the details of specifications and construction work of the railways. Here they had three lawyers attempting to regulate something of which they had no knowledge. The insertion of such a clause in the bill would prevent any company from undertaking the building of the road. It would be utterly impossible in the country traversed by the V. & Y. H. P. railway to put in steel and stone bridges in the first place. It was difficult enough in most cases to get machinery on the ground and cut timber for the bridges and trestles. When the road had been pushed through and traffic arrangements established, the company would take steps to improve the road bed, bridges, culverts and cuts, that was what every railway of which he knew any knowledge had done, and it would be in the company's interest to bring their road up to the modern standard as soon as possible.

Mr. McPhillips amendment was lost on a vote of 19 to 11.

Mr. Kidd moved the following:

"No portion of the subsidy payable under this agreement shall be paid until at least one hundred miles of the railway to be built inland from Bute Inlet has been constructed."

Mr. Kidd argued that it would be very unfair to withhold the subsidy for the most difficult portion of the road. It would cost the company $2,500,000 for supplies, and the construction of that 100 miles, and he thought it monstrous to insert such a provision. He accused the opposition of attempting to kill the bill by the insertion of impossible provisions.

The amendment was lost.

Two amendments proposed by Mr. McPhillips were defeated. One provided that the ferry from the Mainland terminus to Vancouver Island should be operated "forever," and the other provided that the ferry should be established when required by the Lieutenant-Governor-in-Council.

Mr. Curtis moved:

"That portion of the company's line aided under this Act, and any branch lines thereof or any lines of railway leased by the company, or under its control, be at any time amalgamated with the Canadian Pacific railway, or any of its branch lines, or with any branch lines leased by the Canadian Pacific, or under its control. Any such attempted amalgamation with any arrangement for making a common fund or pooling the earnings or receipts of the said two companies' railways, or any of their branch lines or any railway lines or parts thereof leased by the said companies, or either of them, shall be absolutely void. This provision, however, shall not extend to traffic or running arrangements made with the assent of the Governor-General-in-Council or Governor-in-Council."

The amendment was adopted.

The following new sub-section, moved by Mr. McPhillips, was carried:

"The subsidy granted under this agreement and the receipt thereof shall be subject to the condition that the Lieutenant-Governor-in-Council may at all times provide and secure to other companies such running powers, traffic arrangements, and other rights as will afford to all railways connecting therewith reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways."

Still another amendment by Mr. McPhillips providing that the company shall, when required, produce and exhibit to the Minister of Finance, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof, was carried.

The House adjourned at 6 o'clock until 8:30 p. m.

### NIGHT SITTING.

The following bills were introduced and read a first time:

Mr. Martin—To further amend the Supreme Court Act.

Mr. Martin—To amend the Companies Winding-up Act, 1898.

The House proceeded to take up public bills in the hands of private members.

On motion to adopt the report on Mr. Martin's bill to amend the Legal Professions Act, Mr. McPhillips moved several amendments, similar to those which he had proposed in committee, and spoke with great force, and at considerable length, against permitting the practice of champerty, using the same arguments which he had advanced at the earlier stages of the bill. Incidentally he expressed the opinion that the legal fees allowed in this province were far too high.

Mr. Kidd suggested that the legal members should leave the chamber, as they were the only ones whose personal interests were affected by the bill.

Mr. Martin resented the insinuation that he, or any other member of the legal profession in the House, was supporting the bill in his own personal interests. It had been argued by Mr. McPhillips that the bill would have the effect of increasing law costs, which he denied. He had, during a former session, tried to have the tariff of costs reduced, for he considered them far too high. It was a misfortune to the lawyers themselves that this state of affairs existed, for litigation was decreasing because people were afraid to go to law on account of the unreasonably heavy costs. In a case where $500 or $600 was involved, the costs often amounted to as much or more than the claim. He held that it was the duty of the House to have the tariff reduced, there was nothing to justify the high figures now allowed. The costs here were about three times those of Ontario and no good reason could be shown why they were, for the expenses of living, though higher in British Columbia, were not greater in such a proportion. The people of British Columbia were heavily taxed to maintain the courts, and it was outrageous that they should be forced to pay an exorbitant price when they had business to transact before those courts. He had protested in the House against a tariff which allowed a solicitor to charge $125 for drawing a deed which should have been done for $5. It was outrageous that a conveyancer should be allowed a commission on the value of a piece of property for drawing a conveyance of it. It was the duty of the legislature to revise the tariff; he did not believe in leaving it in the hands of the judges, who were not the proper persons to frame it. He had advanced that proposal in the House at a former session, but it had been voted down. He made these remarks as a protest against the unworthy insinuations which had been made by the hon. member for Richmond.

Mr. Hawthornthwaite gave Mr. McPhillips credit for sincerity in opposing the bill, but personally he believed that the bill would be a blessing to the poor man. He considered the amendment by Mr. Kidd last session, that a lawyer should not receive more in any case than the tariff allowed him, a fair one. He had known cases where the preparation of a deed required a great deal of study and research, which it would be unfair to expect for $5—in cases where the property involved was of great value. In such cases the laborer was worthy of his hire. The question before the House, however, was whether or not the lawyer should be allowed to bargain for a commission on the value of the judgment received. He thought the lawyer should in no case receive more than the tariff allowed him. He would therefore support the amendment, which would leave the law as it stands at present.

The amendment was lost.

The following amendment by Mr. McPhillips was adopted:

"9. Notwithstanding anything contained in this act, it shall be construed so as not to affect any pending legislation."

Two further amendments by Mr. McPhillips were defeated, and the report was adopted.

### THIRD READINGS.

The following bills were read a third time and passed:

Mr. Helmcken—To amend the Highway Dedication Act.

Mr. Garden—To encourage the manufacture of steel rails in British Columbia.

### PROVINCIAL ELECTIONS.

The House went into committee of the whole on Mr. Martin's bill to amend the Provincial Elections Act, Mr. Oliver in the chair. The following new section, proposed by Mr. Hawthornthwaite, was adopted:

"8. Polling day in any riding shall be a public holiday, and every registered elector of the riding who is within the riding on that day, and who is a workman or employee for hire, shall be allowed by his employer to be free from his employment on that day for at least four consecutive hours between the opening and the closing of the poll, and every employer who offends against this provision without reasonable justification, shall be liable to a penalty of not more than $100, to be recovered under the Summary Convictions Act and amendments."

Mr. Curtis proposed the following amendment, which was defeated:

"Provided, however, that where the nomination paper is subscribed in addition to the proposer and seconder by at least 40 other registered electors of the same district, as assenting to the nomination, the said deposit of two hundred dollars shall not be necessary or required."

The following amendment, proposed by Mr. Curtis was adopted:

"11. No sailor, marine or soldier on full pay in the Imperial service shall be entitled to have his name placed upon the Register of Voters for any electoral riding, save and except those living in their own or rented houses, and not in barracks or aboard ship."

Mr. Curtis also proposed extending the franchise to women, which was defeated.

An amendment giving power to collectors at a court of revision, power to administer oaths and require that evidence should be given on oath, was adopted.

The bill was reported complete with amendments.

### TRADE UNIONS.

Mr. Martin's bill relating to Trades Unions was considered in committee of the whole, Mr. Kidd in the chair. Mr. Hawthornthwaite offered the following, which was accepted by Mr. Martin:

"No trade union nor any combination of workmen or employees in British Columbia, nor the trustees of any such union or combination in their representative capacity shall be liable in damages for any wrongful act of commission or omission in connection with any strike, lock-out, or trade or labor dispute unless the members of such union or combination or its council, committee or other governing body acting within the authority or jurisdiction given such council, committee or other governing body by the rules, regulations or directions of such union or combination, or the resolutions or directions of its members resident in the locality or a majority thereof, shall have authorized, or shall have been a concurring party in, such wrongful act."

Mr. McPhillips argued against passing such legislation until it had been tested in Great Britain.

Mr. Helmcken read from the London Times of the introduction of a similar bill in the Imperial House, and saw no reason why the bill should not be passed.

Mr. Dickie thought labor men were fully protected under the law as it stood, and did not believe class legislation was necessary.

Mr. Hawthornthwaite strongly urged the House to accept the bill as amended. It could do no possible harm, and would be acceptable to the workingmen as an acknowledgment of their right to protection from unfair discrimination.

Mr. Dickie had every sympathy with trades unions, but he considered the bill an unnecessary piece of legislation. New Zealand had experimented with all kinds of class legislation, and the result had been very unsatisfactory. The condition of the working classes and general business being far from prosperous.

Mr. Martin declared the hon. member was mistaken. He was informed by Mr. McMillan, who had recently returned from New Zealand, that the laws in force there were working splendidly and the business was very satisfactory. In the matter of state-owned railways, the experience had been gratifying in the extreme. There was a proposal now that no freight rates should be charged on the government railways, they were to be as free as the ordinary highways.

After some further discussion the committee rose and reported progress.

### SECOND READINGS.

The following bills were read a second time:

Mr. Martin—To amend the Municipal Clauses Act.

Mr. Martin—To amend the Investment and Loan Societies Act. The bill enables a society to act as administrator of a member who dies intestate, leaving in the funds of the society an estate of less than $300. In this way it is proposed to save the expense of administration of certain small estates.

The House adjourned at midnight until 2 p. m. today.

## CANADA AND BRITAIN.

### Letter From Postmaster General on Postage.

Mr. C. Wentworth Sarel, of Vancouver, has received the following in reply to his letter in reference to newspaper and periodical postage rates between Canada and Great Britain:

Ottawa, June 3, 1902.

Dear Sir,—In reply to your letter of the 27th ultimo with reference to cheaper postage on periodicals and newspapers passing between the United Kingdom and Canada, I have to say that commencing in 1897 and extending down almost to the present time I have made advances to the English postal authorities in this direction, but regret to say that the English post office department has as yet not seen its way to acceding to any reduction in rates. Their consent is necessary to a reduction, and therefore your influence might be advantageously directed in that quarter.

Yours sincerely,

(Signed) J. W. MULOCK.

C. Wentworth Sarel, Esq.

## IN FOUR DAYS.

### Three Imperial Limited Trains Weekly During Summer.

The fast summer service of the Canadian Pacific railway will start on June 15, and the trains to be sent through from coast to coast will be equipped in a manner not eclipsed by any transcontinental line in America. In addition to the regular daily service now in operation, three flying specials, running on the old Imperial Limited schedule, will go each way each week. These trains will cross the country from Montreal, a distance of 2,906 miles, in 97 hours, including stops. The first of these trains will leave Montreal for the West on June 15, and Vancouver for the East on June 17.

These fast trains will only stop for water outside of divisional and junction points. There will be two double drawing room sleeping cars attached between Montreal and Vancouver, as well as an extra sleeper from Toronto and Winnipeg. Another will be used on the run between Fort William and Winnipeg to accommodate the passengers from the lake steamers. Dining cars will be on the run from Montreal to Canmore. On the trip through the Rocky mountains special observation cars will be provided for sight-seers. A tourist sleeper will complete the train, as on these specials the bid will be for transcontinental traffic only. The ordinary trains will have the same equipment as is carried now.

Grand Lodge.—Last night quite a deputation of the local Odd Fellows took the Mainland ferry en route for New Westminster, where their Grand Lodge meeting begins this afternoon at 2 o'clock. Amongst the crowd were noticed Grand Secretary Fred. Davey, D. G. M. Grahame, Robt. Livingstone, Henry Siddall, George McConn and J. York, of Victoria lodge No. 1; Peter Dempster and Thos. Fox, of Columbia lodge No. 2, and Jos. Bell, P. Babbington and Andrew Sherrett, of Dominion Lodge No. 4. The sessions of the Grand Lodge meeting will continue until Friday evening next.

## PRESS COMMENTS.

"Heroic efforts are being made to look cheerful under the influence of a minority of four, and collateral efforts to persuade Liberals that a majority of four should superabounce despair. These subversions of the order of things are picturesque, but they are not war. If the enemy are content with a minority of four, then the electorate has performed a miracle—pleased everybody.—Toronto Globe.

Lord Hopetoun's resignation as Governor-General of Australia is due to the fact that the Commonwealth has been slow to settle the question of the seat of government. Under present circumstances the Governor-General is compelled to maintain two official residences, one at Sydney and the other at Melbourne. This cannot be done, his Lordship judges, on a salary of $50,000 a year. He therefore asked for an addition sufficient to make good the deficiency. As the majority in the colonial parliament would not consent to the increase there was nothing left for Lord Hopetoun to do except to resign.—Toronto Mail.

An interesting report concerning the growth and extent of municipal industries in Great Britain has been made to the state department by James Boyle, the United States consul at Liverpool. From a summary of the report in Public Opinion it appears that during the last quarter of the nineteenth century the capital invested in such enterprises increased from $465,000,000 to $1,500,000,000.—Tacoma News.

The Canadian militiaman has made his mark in the history of the world, and has worked himself into the confidence of the British war officials. And if, unfortunately, he is ever again called upon to fight for the Empire, he will at once take the place he is so well qualified for, in the front.—Hamilton Spectator.

Mr. Wright's figures show that in the period named, (1880 to 1900) there were in the United States 22,793 strikes, involving 117,509 establishments, and throwing out of employment 6,105,694 wage earners. The average duration of strikes in this period was 23.8 days. The loss to the employees concerned is estimated at $257,983,473, against a loss to employers of $122,731,121. The total is $380,594,509, or $19,000,000 a year, a sum sufficiently large to make both sides think well before doing anything to add to its amount.—Montreal Gazette.

# ENTERPRISE OF FORMER SEALER

## Capt. Jacobs to Install Wireless Telegraphic System on Fishing Steamer.

Capt. Solomon Jacobs, of the fishing steamer Alice M. Jacobs, who is well known to Victorians—having gained considerable notoriety when engaged in sealing here—is now operating with his fishing steamer from Gloucester, Mass., and has been making experiments with wireless telegraphy.

The Jacobs is the only fishing steamer on the New England coast. As an experiment, to determine the value of a steam vessel in the fisheries, she is being watched with more than ordinary interest, and now that Captain Jacobs has decided to install the wireless telegraph system on board more importance than ever will attach to his doings.

The mackerel fishery, in which this steamer is engaged, is a peculiar one. It sometimes happens—in fact it was the case this spring, that the fleet in pursuit of the fish lost track of them. Often the whereabouts of the fish are discovered by steamers and coastwise shipping when they arrive in port, and if the fleet could get this information quickly it would mean much to the fishermen financially.

There is now no practical or effective means to communicate it quickly. Recently Captain Jacobs has been cruising in the neighborhood of the South Shoal lightship and has had occasion to speak the ship, which is in constant touch with passing shipping, in relation to reports of the whereabouts of mackerel. On board this lightship there is a wireless telegraph plant, and the thought occurred to Captain Jacobs that it would be a good idea to have one on board his craft.

On Beacon Hill, in Gloucester, a wireless telegraph company has erected a pole for the transmission of these messages. The operators say they have received messages from the South Shoal lightship, 163 miles away. Other stations have been established all along the New England coast, and it is the intention of the company to erect poles along the Nova Scotia shore line at regular intervals.

It is thought that a fishing vessel with a wireless equipment could be apprised of the whereabouts of fish at all seasons all along the seaboard. This would save much time in searching for the schools, as mackerel are erratic in their movements, and liable to disappear at one point and reappear 1,000 miles away a few days after.

Again, the fleet could be informed as to the condition of the market. Another branch of the business to which this system would be peculiarly applicable would be the fresh halibut fishery. Advance information in this branch of the business would be particularly valuable and it was at one time suggested that carrier pigeons be employed for this purpose.

Still another and a very important part the wireless service might be made to play on board fishing schooners would be to give warning of danger to a vessel on a bad shore during fog or storm. Many a fine fishing schooner and crew have been lost through lack of such information. Ocean steamships when crossing the banks can avoid the risk of running down these fishermen by the use of a wireless system.

Capt. Jacobs brought the sealing schooner E. B. Marvin, then known as the Mollie Adams to Victoria from the Atlantic coast, and also the schooner Webster afterwards lost in the North. After arriving here from one cruise, he got into trouble with a Seattle man regarding his skins and was placed in jail here as a result. He sold the schooner Mollie Adams to E. B. Marvin & Co., who named her the E. B. Marvin, and afterwards went East and has since engaged in fishing off the Atlantic coast.

## NEW PLACER MINES.

### From Revelstoke Herald.

The discovery of rich placer ground on Monashnick creek, which practically runs through Revelstoke of Goldfields, is causing a big excitement here. The whole river has been staked from one end to the other. Clarence McDowell and his partner have eight claims staked from which a splendid sample of coarse gold was taken a few days ago. This fact further demonstrates that Goldfields is the banner camp of the famous Fish River district. Within a mile of the town are the largest free milling gold groups in British Columbia, to say nothing of this last strike of rich placer ground practically within its boundaries.

## THE GARDEN VALLEY.

### From Chilliwack Progress.

Our valley never looked better than at the present time. Crops are all in. The growth is something remarkable. The stock cannot keep the grass down. There is a large volume of water running down the old Fraser and there is almost a certainty that the water will not be high enough to do any harm. Taking it altogether the outlook is bright.

## EVERYTHING LOVELY.

Winnipeg, June 10.—Mr. Whyte, assistant to the C. P. R. president, has returned from the West after accompanying Sir Thomas Shaughnessy's party over the branch lines of the road in the province.

Mr. Whyte, in an interview with a city paper, said: "The country looked beautiful; the grain was growing thick and well, such a rich, deep green color; in fact, I never saw the prospect better." "Was the president well impressed?" "Yes, he appeared very much so. He spoke with the farmers at different points, and all the accounts he overheard were of the most gratifying character."

Mr. Whyte has returned to be present at the wedding of his daughter to Mr. Charles Meek, of Toronto, which takes place tomorrow at Knox church.

# Mrs John Batty Found Drowned

## Vancouver Woman Pioneer's Hard Struggle With Poverty at an End.

## Proposal that Foreign Canners Build Salmon Hatchery in Canadian Waters.

From Our Own Correspondent.

Vancouver, June 10.—The dead body of Mrs. John Batty was found floating in the water near Granville street bridge today. Her husband died some time ago, and Mrs. Batty has had a terrible struggle with poverty since then. The poor woman was a pioneer in Vancouver, and for the past few years has had a terrible struggle for existence. The neighbors believe she committed suicide. On an apology for a bed in her dirty little shack on the water front, was a piece of paper on which was written what she intended to be her epitaph. The first four lines of it were: "In speaking of another's faults, pray don't forget your own. Remember, those in houses of glass should never throw a stone."

A tap carelessly turned on over Evans and Dyke's music store all night ruined $1,700 worth of musical instruments by pouring down from above.

Mr. A. C. Hershfield, of Atlin, was married this morning to Miss M. E. Miller, daughter of Jonathan Miller, postmaster.

The warships Grafton and Shearwater and survey ship Egeria will visit Vancouver for Dominion Day.

The pastorate of Rev. E. E. Scott will close with Wesley Methodist church on June 30. Mr. Scott declined a fifth term.

When it was suggested some time ago that the state of Washington should build a fish hatchery on the Fraser river, British Columbia, the Fraser river canners objected on the ground that it would be placing the country under an obligation to a foreign government, who might imperil the Canadian industry by some means. They suggested that the canners and trap owners of Washington state build the hatchery. T. R. J. Cranshaw, representing the Washington canners, is now in communication with Provincial Fishery Inspector Babcock in regard to the matter.

# MASSACRED A CARAVAN

## Arabs Murder all But Twenty Out of Five Hundred Persons.

London, June 10.—The Vienna correspondent of the Daily Express says in a despatch that a report has reached there from Constantinople to the effect that Arab tribesmen have massacred a caravan of wealthy merchants in the desert at a point 100 miles from Koweit, in Asiatic Turkey. According to the report only 20 persons out of the 500 who composed the caravan, escaped.

## PROVINCIAL PRESS.

### THE HORSEFLY PLACERS.

From Nelson News.

A letter was received in Nelson from W. R. Champion, from Ashcroft, containing a short account of the Horsefly placers, in which he states that they are turning out very well. No strikes of any great importance have been made, but a large number of men are making good wages, up to $25 a day being averaged by many. He says that the cost of getting into the placer of the winter was about $100 and for about $100 and the good reports that have been received since the snow went off are causing quite a rush.

### LE ROI TO BOOM.

From Rossland World.

It may be taken for granted that there will be a very considerable increase in the staff of the Le Roi next week, and that the shipments of ore from that mine will be increased from the present output by about 15,000 tons per month. Enough men will be engaged to ship that amount