TALK AGAINST TIME.

Opposition Try to Prevent the Resolution Against the Corbin Charter Passing.

They Are Foiled on the Previous Question Being Put at the Night Session.

The house yesterday had a somewhat unexpected night session over the resolution by Mr. Helmcken to ask the Dominion not to grant the Boundary Creek charter to Mr. Corbin. Some of the opposition wanted delay in the matter until they got more information and as a result when six o'clock came and their efforts to get an adjournment were voted down by the majority of the house, a night session resulted, as it was some time after six o'clock before the speaker could leave the chair.

The house was opened with prayer by Rev. J. B. Haslam.

Mr. Kellie moved for a return of affidavits presented to the government by him in regard to the Nelson & Fort Shepard Railway company taking timber off mineral claims.

It was carried.

REPAYMENT TO DOMINION.

Mr. Higgins moved for a return of correspondence respecting the erection of cattle guards on the E. & N. railway line.

This was carried.

Mr. Sword spoke again in a different form the resolution that had already been ruled out of order of three, referring to the payment back to the Dominion of the $333,153 received by the province in 1874 and 1875. This time it only asked that the government be requested to give the matter attention. The motion read Whereas in 1874 and 1875 the province of British Columbia received from the Dominion government two sums amounting in the aggregate to $339,150, and the semi-annual payment of interest from the Dominion to the Province (on the difference between the debt of the province at Confederation and the debts of the other provinces) was proportionately reduced: And whereas the British North America Act, section 2 of the Terms of Union, provides that the Dominion shall pay to the province interest semi-annually on such difference at the rate of 5 per cent. per annum, and any change in said Act would be ultra vires both of the Dominion and the provincial legislatures: And whereas the provincial legislation sanctioning the acceptance of such sums from the Dominion and the Dominion legislation authorizing their being advanced, each specifically provide for their payment by the province at any time to the Dominion as may be jointly agreed on: And whereas the inscribed stock of the province bearing 3 per cent. interest is now quoted in the market above par: And whereas the investments of the trustees for the sinking funds of the various loans in inscribed stock, at the present rates, do not yield only 3 per cent. per annum: And whereas the repayment of the aforesaid advances would result in a saving to the province of between $6,000 and $7,000 per annum, and to this extent relieve the burdens of the people. Resolved, that the government respectfully requested to give their attention to this matter.

The Premier had no objection to the object of the resolution 'for it was a matter to which the government was already giving attention. He noted a reference to the inscribed stock sinking funds and did not know whether Mr. Sword intended that to be utilized to pay back the Dominion. If he did, it was very serious ground he was dealing with for it was very questionable whether the trustees would agree to it and it was a very serious thing to divert such trust funds. As to the $6,000 or $7,000 profits referred to, the Premier did not think it would amount to more than $3,000 or $3,400 allowing for the sinking fund. He would not mind the resolution if it was amended to strike out the portion between "to people" and "$6,000, etc." down to "people."

Mr. Sword remarked that while the payment by the Dominion was in perpetuity and therefore the profits of $6,000 would come after the sinking fund had wiped off the debt.

The Premier agreed with this and that the sinking fund could not properly be called a part of the debt, but he reminded the opposition that they were always trying to make people think otherwise when they spoke of the cost of provincial loans. In repaying the money there would, however, have to be 3 per cent. put aside for sinking fund so that the gain would not be five per cent. for the next fifty years.

Mr. Cotton was of opinion that the change of security would give a gain of two per cent. to the province and referring to the loan of 1892 said the bonds did not bring more than 96 per cent.

The Premier—"They brought 86."

Mr. Rither said his view of the resolution was that as the equivalent of five per cent. was allowed on the amount in question by deducting it from the subsidy due, the province would, if it borrowed the money at three per cent. save the amount stated in the resolution. The payment as at present was in perpetuity while the allowance of one per cent. to provide a sinking fund would in time extinguish the debt. There could not therefore in his opinion be any doubt that the province, if the amount stated were borrowed at three per cent. per annum, would make the saving of two per cent. per annum.

The amendment proposed by the Premier was carried on division.

At first a good many hands went up on the opposition side but on the after noon-general calling for names, there was a general laugh when only three hands went up against the amendment, Messrs. Kennedy, Macpherson and Kidd.

The resolution then passed without opposition.

KETTLE RIVER RAILWAY.

Mr. Helmcken moved: Whereas it will is now before the railway committee of the House of Commons of Canada asking for the incorporation of a company to construct a line of railway, to be called a railway to the Canadian smelters of $2 known as the Kettle River Valley Railway as a company (which railway, when constructed) will be a portion of the Red Mountain Railway company, whose terminal is at Northport, in the United States of America: And whereas the construction of such line by the company seeking such act of incorporation will draw the ores and traffic from the province of British Columbia into the United States, and will most materially affect the commercial and industrial interests of this province and of the portions of the Dominion of Canada: Be it therefore resolved, that a humble address be presented to His Honor the Lieutenant-Governor, praying him to communicate with the Dominion government, urging that government to oppose the granting of such charter, or of any other having for its object the diversion of traffic from this province to the United States of America, and to request that the said charter be not granted.

In speaking for his resolution Mr. Helmcken referred to the question raised in the house a few days previously as to what jurisdiction the Dominion had in granting charters through the province. It was a difficult question and he purposed abstaining from giving an opinion on the legal aspect though some day it must form a subject of discussion between the two governments. He did not move the resolution for the purpose of favoring one railway against the other in the discussion now going on before the railway committee at Ottawa, but the policy of the Dominion as laid down by Sir Alex. Campbell in 1883 was not to grant charters to such roads as were calculated to divert commerce from this province to the United States. The opinion held by the vast majority of the people of the province was that the railway asked for by Mr. Corbin would divert the ore of British Columbia to the smelters on the United States side of the line. He was strongly in favor of protecting our industries against those to the south. The argument had been brought to bear that if the line were not built, people of the lower portion of the province would be made to suffer from a monopoly. He did not believe this would be the case and considered the resolution in the best interests of the province.

Mr. Graham did not believe that the resolution should be allowed to pass. To adopt this would be for the house to stultify itself. There were several other charters in which permission had been given to cross to the American side and there was greater need for such a line now than there ever was, for he did not think that the line could handle all the freight from the Boundary country. He spoke of the great increase in the revenue of East Yale, which in the past six months had doubled, and was sure that in a very few years the revenue of that district would equal West Kootenay. It would not be right to put obstacles in the way of that section getting railway construction. The C.P.R. had gained possession of the Heinze charter and would build upon that charter if it was ever built upon, and the only opposition they could have would be the Corbin road. It was not right to put the C.P.R. in full possession of that district. He was not an enemy of the C.P.R., but he believed in legislating for the people instead of for a railway company's interests. It would be a great mistake for the house not to allow a certain amount of competition to be entered into and it was quite reasonable to suppose that the C.P.R. might not build their line into the country for another year, but to hold back for better terms. However, if the Corbin charter was granted the C.P.R. would in self defence be compelled to build at once. He did not think that the trade of the province would be injured by the Corbin road. There had been some disposition to put an export duty on lead, but the reason that it was not done was that the Canadian smelters were not ready yet to compete in this with United States smelters. Mr. Corbin had promised that if his road was built he would deliver ore at the British Columbia smelters as cheaply as at the Northport smelter. The ore in Boundary Creek was to a large extent of low grade that would not bear transportation and there was little doubt that a smelter would be erected on the spot to treat the ore. Consequently there was little fear that the ore would be carried out of the country to be smelted.

Mr. Semlin was not sufficiently acquainted with the Boundary country to make up his mind at once on the subject. He, and he supposed all the members, had at heart the best interests of Canada. A railway was not a patriotic institution, but a business enterprise. The C.P.R. was built for business purposes. When they wanted to shut off an opponent they raised the patriotic cry, but when any of them wished to build by their own best interests. He was not at all in love with Mr. Corbin or his railway actions hitherto. Mr. Corbin was not actuated by sentiment in his railway enterprise any more than the C.P.R. He wanted to make money and so did the C.P.R. The ground Mr. Graham had taken was that the railway competition was best for the people of the district of which he spoke. He would, however, like to be better informed as to the condition of things in the Boundary Creek country, and he was of opinion a committee should be formed to make enquiries and report to this house. He moved that the question be referred to a select committee of enquiry. The committee to be composed of Messrs. Rithet, Graham, Higgins, Stoddart and Hume.

The Premier did not believe in this way of burking the resolution. The question was an urgent one if it was anything, and a committee would take too long to gather the information asked for. The fair way was to consider the resolution on its merits. For his part he thought there was something in what Mr. Graham had said, but Mr. Graham went too far. That gentleman had spoken of the benefits of railway communication. There was a certainty of a railway going in there this summer from this side of the line, a line that would be much better than the one under discussion. He referred to the line from Penticton, a line that would connect with the Shuswap & Okanagan and make that railway in which the province had an interest, and which was now costing largely every year a paying line. This was a great thing in favor of the resolution. The Premier spoke of the way that a line running into the States had handicapped the Nelson smelter, which charged $3 a ton and at the same time handed to the United States smelter for 60 or 60 cents a ton. That was something that told against British Columbia smelters. There was no wonder that this had been the case for the powerful United States smelters did not mind taking a portion of their profits in an endeavor to capture the British Columbia ores. American merchants followed the same methods to get trade by selling their goods at lower prices than they did in their own country. It was all very well to say the people got the benefit of this, but it did not help us to build up our industries. He believed the Dominion should do something to build up the smelting industry in any way of bonusing perhaps. At any rate the resolution was in the right direction. We should stand up for ourselves and he believed in passing the resolution. (Applause.)

Mr. Kennedy seconded the amendment because he would like to get some further information. There was quite a difference of opinion as to where the line ran, and for that reason he would like to have a committee investigate and get information.

Mr. Forster would like to have had more information, but it seemed to him as if it were a second edition of Nelson & Fort Shepard. The same arguments were used against that that the trade of the country would be carried to the United States. The C.P.R. wanted the Boundary Creek country kept back till they were ready to build in, while Mr. Corbin was ready to build without any assistance. He believed that the competition of the two roads would be a benefit that would more than make up for any trade the American company carried out of the country.

Hon. Col. Baker could not see anything in the amendment except to strangle the resolution. For it would be impossible to get the information asked for before the house rose. There could not be a doubt that the Corbin road would carry the ore out of the country to the American side, and the trade would go south instead of being kept in British Columbia. If they voted against the resolution they could not take a

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more effective way of injuring the business interests of the province.

Mr. Williams did not believe in keeping the country back unless there was some assurance that there would be a road built in there soon. If the government had made the road from Penticton a provincial road last session it would have settled the difficulty.

Mr. Higgins agreed with Mr. Williams that it would be desirable to get some kind of assurance as to the intentions of the projected railways. He would like to know how long this committee would require to gather the information.

The leader of the opposition did not know how long exactly it would take as that would depend on the committee itself.

Mr. Higgins said that the want of railways in that country was very urgent, but if the committee could report in a few days he would vote for the amendment.

Mr. Hunter supposed Mr. Higgins knew what he meant, but Mr. Hunter could not gather from his remarks whether he would vote for the resolution or amendment. As to the amendment he would like to know what scope that enquiry would take. The committee could not in less than 18 months gather the information wanted. He had nothing to say about the patriotism of a railway after it was built, but they had to use their patriotism before hand to say whether the railway should be built. For his part he would vote for the resolution. The amendment of the gentlemen on the other side was to give them a chance to find out whether they would lose or gain votes by voting against the resolution.

Mr. Graham thought that in a few days the committee ought to get enough information to lay before the house.

Mr. Macpherson had no doubt that the railway committee at Ottawa had all the information they needed. He could not vote for the resolution as it was drafted, for they had no business to turn this house into a body to pass resolutions to move the Dominion government. The first thing the Dominion would do would be to turn round and ask this house to mind its own business.

Mr. Sword was opposed to the resolution on many grounds unless he could see very much more reason in favor of it than he did at present.

Mr. Cotton did not know enough about the proposed line to vote upon the resolution without more information. He referred to a statement of the Chief Commissioner at Grand Forks, that if it had not been for the opposition there would have been a railway in the Boundary Creek district last session.

Hon. Mr. Martin—"That's true."

Mr. Cotton claimed that it was the government had voted down the attempt of the opposition to get a railway to that district. (Laughter.) He said the Chief Commissioner's statement at Grand Forks was deliberately false. The government had had a secret understanding with Heinze that he should get aid for his road last year and if he did not do body should. (Cries of "No, No," and laughter from the government side.)

Mr. Cotton went on to say that if an American road would get into the country before a Canadian one he would favor the American road by all means. Sir Wm. Van Horne, he claimed, had stated that the C. P. R. would not build into the Boundary Creek country without more aid and Sir Wilfrid Laurier had announced that there would be no more railway aid granted this session. That being the case the Penticton road would not be built this year.

Hon. Col. Baker agreed that Mr. Cotton had made the opposition position plain. They had neither the courage to vote for the resolution nor against it. If the select committee had been appointed as asked for it would have been impossible to get the information from Boundary Creek for at least two weeks, when it was well known that opposition of Mr. Corbin's charter would be before the Dominion parliament to-morrow (Thursday). By a series of amendments the opposition had tried to evade the resolution. Mr. Cotton had with breath and breath said that provincial rights should be preserved and with the next breath he was ready to support an American line. Mr. Cotton in his advocacy of the American road had asserted that the C. P. R. would not build and asserted that Mr. Corbin would. "At least that was the way I (Col. Baker) understood your remarks," he added, as Mr. Cotton made a denial. Continuing, Hon. Col. Baker said that Mr. Cotton had tried to dictate to the government and force them to disclose their hand on the railway policy. The government with bring down their policy all in good time, but certainly not at the dictation of the opposition. Turning to smelting it was a fact that the United States roads were already competing for British Columbia ores, and if this road were built very likely a smelter would be erected close to the boundary on the United States side to smelt British Columbia ores. Hon. Col. Baker would surely vote for Mr. Helmcken's resolution and he hoped the attempt to delay the question till after it came up in the Dominion parliament would not be continued.

Mr. Williams claimed that the resolution had been forced upon the opposition. They were not trying to dictate to the government. The opposition could not help being small in numbers and he did not expect next session to have to apologize for the smallness of their party.

Dr. Walkem—"You won't be here." (Laughter.)

Mr. Williams: "I may not be here, but if I am not, I hope to be succeeded by some one more worthy." He claimed that Mr. Hunter, Hon. Mr. Eberts and Hon. Mr. Pooley in supporting the present resolution had changed their views since three years ago when they were in favor of the Red Mountain Railway.

Mr. Walkem—"What about yourself?"

Mr. Williams—"I was opposed to it." (Laughter.)

Mr. Williams went on to say that he would still oppose a road for the States if there was assurance that a Canadian road would build into the country.

Mr. Hunter as Mr. Williams wanted some information from him would oblige that gentleman. He referred to the extraordinary attitude Mr. Cotton had assumed. Mr. Cotton had practically said he did not want the Vancouver, Victoria & Eastern Railway built. He thought that gentleman's constituents would have a day of reckoning in store when they read Mr. Cotton's speech in the News-Advertiser. Mr. Cotton was an editor and could and did advocate one set of principles in his newspaper and another set in the house. He could preach political assassination in his paper and as member for Vancouver could repudiate the sentiments in the house. He thought Mr. Cotton had taken an extraordinary position. He knew that gentleman conscientiously felt the responsibility was right, but could not bring himself to vote with the government. The resolution dealt with the power given the Dominion under section 92 of the British North America act, which dealt with railways which connected a road from British Columbia with one outside the province. That road had to be challenged. Mr. Williams had asked him why he had changed his views since he voted for the Red Mountain Railway. That gentleman had seemed to change his views, too. However, circumstances had changed and at the time the Red Mountain bill came up there was no prospect of any other road coming in. Therefore Mr. Williams had really voted against the only chance the country then had of a railway. Now, however, when there were both a Canadian and an American road ready to build into the Boundary Creek country Mr. Hunter would support the Canadian road.

Mr. Forster while prepared to oppose the extension of the Dominion in granting charters within the province, yet he did not want it mixed up with the main resolution with which he was not in sympathy.

The leader of the opposition agreed with Mr. Hunter, that the amendment did not go far enough as it seemed to tacitly agree that the Dominion had the right to charter a railway within the province.

Mr. Cotton speaking on the amendment said it would not be voted upon intelligently without more information as to where the road runs so as to show whether it came under the category of a provincial road. He would move the debate be adjourned, but this was voted down.

Mr. Rither, when Mr. Sword concluded, objected to the talking against time and moved "that the question be now put."

..his was at a quarter to eleven o'clock.

Mr. Forster raised the objection that the previous question could not be put after an amendment had been moved.

Mr. Speaker ruled that there was now no amendment before the house and no debate could be permitted till the previous question was put and decided.

Thereupon Mr. Forster shouted, waving his arms and thumping his desk, cried "This is a most cowardly proceeding." He was interrupted by shouts and protests and slamming desks. Waving his fist in front of him the member amid the noise was heard to yell in imitation of M. Zola, "Cowards!" while he shook his fist at the other side of the house.

Quiet being restored, Mr. Forster said that the debate should not have been stopped as there was enough material to keep it going for two or three days more.

Mr. Speaker showed by the rules that the question must be put and Mr. Higgins agreed that the speaker's ruling was correct.

The previous question was carried by 18 to 12 and Mr. Helmcken's resolution was carried on the following division:

For—Messrs. Huff, Williams, Smith, Baker, Mutter, Helmcken, Turner, Martin, Rithet, Adams, Stoddart, Walkem, Pooley, Eberts, Bryden, Rogers, Hunter, Braden, McGregor, Higgins—20.

Against—Messrs. Sword, Kennedy, Hume, Forster, Macpherson, Kidd, Vedder, Semlin, Cotton, Graham—10.

The Premier presented the estimates and gave notice that the motion to go into committee of supply would be made on Friday.

Hon. Col. Baker presented a return of the number of voters in the province.

Mr. Helmcken presented the petition signed by over 2500 names asking for the female franchise. The petition was about 60 feet long.

The Provincial Secretary presented the report of the legislative librarian.

Hon. Mr. Martin presented the report of Crown lands surveys for the year.

It was half past eleven when adjournment was reached.

Mr. Sword spoke next practically going over the same ground that he had in the afternoon and in the course of his remarks he asked Mr. Helmcken to withdraw his resolution.

It was now half past ten and the members seemed to come to the conclusion that they were in for a long sitting. As a consequence more than half the members were absent from their places as Mr. Sword stood with quite a pile of books before him quoting back history and going over his objections at some length.

Mr. Rither, when Mr. Sword concluded, objected to the talking against time and moved "that the question be now put."

..his was at a quarter to eleven o'clock.

U.S. CURRENCY SCHEME

Congress Asked to Place Upon Banks Responsibilities Now Borne by the Treasury.

Substantial Service Required for the Privileges Enjoyed by the Banking Corporations.

Declared Easy Method of Finding Gold for Export Without Financial Convulsions.

Washington, March 23.—The house committee on banking and currency today brought up the proposed general currency legislation for the session. The measures is entitled "A bill to provide for strengthening the public credit, for the relief of the United States treasury and for the amendment of laws relating to national banking associations."

The method of dealing with the greenbacks is not by direct retirement but by the substitution of a legal tender note, which the banks are requested to assume and for the redemption of which they are required to find the gold so long as they are conducting a solvent business.

In explanation of this provision the committee say they have endeavored to formulate a system which would be subject to none of the criticisms made against the issue of interest bearing bonds or the taxation of the people with the payment of this demand debt. They declare: "The system adopted is such as to continue to the governments all benefits of such a loan without any of the disadvantages of its character as a demand obligation.

"The proposed bill imposes upon the banks the whole burden of carrying and sustaining this debt. The form of the proposition submitted by your committee makes that portion of the demand debt which is not now covered by gold in the treasury a loan by the banks to the government. This loan is made without interest and without any compensation to the banks except what is afforded them by the power to issue a banking currency which is granted in other sections of the bill.

"There is no profit or return to the banks in thus carrying the nation's debt and they are required by the bill to assume the entire obligation as to consummate for the franchise and provisions granted the national banking associations.

"The purpose and effect of the proposed bill is to throw upon the national banks the entire burden of finding gold for the notes of the country. There is no doubt of their ability to do this if it is required by law. They have power to regulate the rates, within the narrow limits marked out by economic law, in such a manner as to attract gold to the country by restricting their circulation when necessity arises.

"The system proposed by your committee provides an easy and adequate method of obtaining gold from the banks without exposing the United States treasury to the alarm and convulsion which have attended gold export during the last five years."

UNCLAIMED LETTERS.

Remaining in the Victoria Post Office on the 22nd Instant.

A—Fred. A. Adams, Barnett Anderson. Mary Adams (2), John Adams, H. Alpen, W. Aiken, C. Andrews H. W. Armstrong, Mr. Auld, Miss Hazel Atwood, Mrs. Austin.

B—Walter Barnes, J. Boshford, W. A. Bauer, Perry Bockner, A. C. M. Berry, J. C. Birch, Mrs. Berks, Richd J. Blake, Mrs. J. M. Brittain, Wm. M. Brewer, A. J. Bartram, W. C. Burns, James Burt, Geo Buss, C—D. M. Carter. Alex. Campbell, A. H. Cawley, Geo. Chapman, Mrs. Ida A. Clay, J. B. Collins, Mary A. Conway, Mrs. R. Corbett, W. H. Cunningham & Co., Mr. Crittenden, C. Crockett, H. Cruickshank, G. Cuthbert.

D—H. Davis, Jean Robert Darrow, W. A. Dinan, M. Doseen
E—Miss Grace Eloy, P. G. A. Egnew, Gus Evans.
F—A. E. Fawcett, Alex. Ferguson, Howard, E. Fisher, Madame Fisher, J. H. Ferguson, Rosalie Filippo.
G—Wilfrid George, Chas. A. Giffen, Jack Gilchrist, P. Gouge, Miss M. Gooch, J. W. Glader.
H—Will Hagan, Z. T. Harlow (5), Geo. H. Harris, Miss Flora Hastings (2), W. E. Heal, J. Heney, Miss Mary Hewett, Saml. Henderson, George S. Hicks, E. F. Holliday, H. R. Honeyman, C. W. Hogen, D. C. Hutchison.
I—D. R. Irvine.
J—Dickie James, H. B. Johnson, Ernest C. Jones, Will Jones.
K—X. Kurzo, Joe Kune.
L—J. Lagarde, C. B. Lantenbach, W. R. Lakos, N. A. Lazier (2).
M—H. Marsden. H. C. Marr, J. S. Martin, Jas. Marstall, Richard May, Mrs. Matheson, Miss Alice Miller, E. A. Moore, John McAllister, Lewis Macfarlane, Jno. Jas. McEwen, M. McGillivray, D. M. McIver, A. D. McDonald, D. McDonald, R. C. McDopald, Mrs. B. Mackenzie.
N—Arthur Neave, A. M. Nelson, Cecil Nash, A. H. Nichol, W. D. Nicholls.
O—Charles Orcong.
P—Mrs. M. N. Parkinson, Mr. Palmer, E. W. Peabody, W. Pearson, J. A. Pike, A. H. Phillips, D. W. Phillips, W. F. Pooler.
R—E. W Ridgway, Mrs. W. H. Richardson, D. Robillard, F. R. Robinson, C. A. Rose, Jas. Russell, S. T. Rumbals, Charles Rutherford [3].
S—Leonard G Shaw, Geo. Sheddon & Co. (2), Capt. H. Smith, Jos. Smith, J. Brooks Smith, M. Smith, S. W. Smith, Ole Sodal, H Snider, Fred Spath, Miss Rose Speed, Miss L. Stockman, P. Stone, A. W. H. Simpson, F. E. Strawbridge [3], J. Sutherland, Dr. Addis Swans, W. J. H. Suden, Miss J. St. Louis, Geo. St. Quinten.
T—E. T. Taylor, R. Taylor, care of J. F. Baxter, Mrs. O. M. Taylor, A. W. Thurstans, J. J. Thornton, O. M. Thumler, Ed. Thompson, Jack Thompson, N. F. Townsend, D. B. Truwell, J. Tregurtha, 2; Miss Susie Tracy.
V—P. A. Vidler, 2.
W—Wallis & Co, Andrew Walker, Frank Walker, Capt. Thos. Wastie, R. Watson. G. W. White, Mrs. H. J. Wilkerson, Mrs. M. Wilson, Miss E. C. Williams, Geo. Williams, Mrs. Ella Wolford, Mrs. C. H. Woolford, Mrs. S. A. Woodworth, Jas. Wolf Co., Mrs. H. E. Woods, R. A. Wyllie, Quong Yuen Lung.

AFTER RECESS.

Mr. Cotton resumed the debate renewing his objections to the resolution on the ground of want of information. He referred to a statement of the Chief Commissioner at Grand Forks, that if it had not been for the opposition there would have been a railway in the Boundary Creek district last session.

Hon. Mr. Martin—"That's true."

Mr. Cotton claimed that it was the government had voted down the attempt of the opposition to get a railway to that district. (Laughter.) He said the Chief Commissioner's statement at Grand Forks was deliberately false...

BRIDGE RIVER MINES.

To the Editor:—Your article of the 23rd inst., relating to the Lillooet mines, which was taken from the Mining Journal, contains a misprint which might affect the property in question. The Monarch group, on Caldwalder Creek, Bridge River, is owned by the British Columbia Gold Property Company, and the ore assays from $4 to $714 per ton. The four veins on the property are well defined and will be developed this summer. Other properties, notably the Ida May and Ben D'Or groups, will prove of great value. Already three hundred claims have been staked in the locality. Thomas Sword, J.P., of Lytton, mined on Bridge river thirty years ago. In a letter to the writer he states: "I have always had great faith in the Bridge River country, and knew that rich leads would be found. I believe the time is not far distant when we shall have in that country one of the best mining camps in the province." It is not my intention to boom any particular property, but the reports from Bridge River prove that a free milling country exists in this province second only to the famous Cripple Creek in Colorado.   MONARCH.

And now comes another treat. Most people thought that with this one hundred and twenty-eight columns every week of the best reading in the world a great paper might be content, but the most successful paper in Canada rests not at any pitch of success. It keeps soaring and spreading throughout Christendom. We of course refer to the Family Herald and Weekly Star of Montreal, which is now commencing to lay before its readers a startling series of papers each week, showing how to start a boy or girl in the world in the best way, and how to keep them in the middle of the road to success. We congratulate the Family Herald and Weekly Star of Montreal. It is truly a marvel of a paper.

THE POTLATCH LETTERS.

To the Editor:—Will you allow me, for the information of your readers, to state that "Mr. Alfred I. Hall" is a devoted missionary who for the last eighteen years has lived amongst the Indians at Alert Bay. He is not likely to be disturbed by the letter signed Henry I. Buler, which, as you say, "purports to be" an Indian communication—nor are the members of the Church Army likely to proceed against the writer for libel. Personally I have never seen a more devout congregation than that which worships at Alert Bay. The Indians themselves who have given up the potlatch—for instance, those living at Metlakahtla—are the best witnesses; they would no more think of returning to it than we should to the mysteries of the Druids. While it is a serious question whether it would be advisable for the government to use the powers which it possesses of forcibly suppressing the potlatch, there can be no doubt that it is the duty of the Christian church to preach the Gospel to these Indians, which, being accepted, the potlatch would at once disappear.

W. W. COLUMBIA.
Bishopsclose, Victoria, March 22, 1898.

Mistress (severely)—If such a thing occurs again, Norah, I shall have to get another servant.

Norah—I wish yez wud—there's nearly enough worruk for two av us.—Boston Traveller.

Spectre—I've just joined the Beginner' Cycle Club. Handlebar—What are your colors? Spectre—Black and blue.—Chicago Inter Ocean.

Quite True.—"What is the rest of that poem," she asked, "that begins, 'Art is long, but artists are equally short.'"—Truth.

Johnny had been playing around the piano and had had a fall.

"What are you bawling about?" asked Willie, contemptuously. "It was the soft pedal your head fell."—Chicago Tribune.

The whaleback Titania, which is now engaged in the Nanaimo-California coal trade, carrying coal from the New Vancouver Coal Co.'s mines, has arrived at San Francisco with nearly 4,000 tons of coal, and it is stated in the San Francisco press that this is the largest cargo of coal that ever entered the harbor of San Francisco.

Cuspidors for railroad and street car use are mounted on sliding frames and placed in compartments under the seats, to be pushed into position for use by touching a lever with the foot.