Signs of Fuel Oil

Prospecting With Good Outlook Is Being Conducted at North Vancouver.

Fraser Salmon Pack Conditions This Year Seem to Be Peculiar.

Vancouver Assay Office Will Not Be Moved to Dawson.

From Our Own Correspondent.

Vancouver, B. C., Aug. 15.—Emil Gunther is interested in a discovery of fuel oil, or rather unmistakable evidence of its presence in North Vancouver, across the inlet from Vancouver City. The land on which oil discovered has been secured and operations started in development.

Wm. H. Dillard has been arrested by the Vancouver police for systematic fraud in San Francisco. Dillard, who is a colored man, is chief clerk in the Chinese department at San Francisco, and is accused of issuing Chinese certificates and signing the name of Collector Lynch to them.

A convention of the Lord's Day Alliance is called for August 29, to determine what legislation is desired to compel observance of Sunday as a day of rest.

A prominent official of the B. C. Packers' association stated this morning that this year's sockeye run was the most peculiar run on record. According to the nature of things Puget Sound should have the advantage as to the extent of the pack in a small run. They were away in the lead in a big run last year, and they should be more in the lead this year, as when fish are running thin and straggling, the traps should have a great advantage over gill nets. Instead of this the traps that caught a million and a half cases last year, and were prepared for that this year, caught but 250,000 cases of sockeyes the present season. The Fraser river thus had a big advantage, for while the Fraser river canners in the case of a small pack were under very much less expense than if the pack was large in the maintenance of the fleet. Puget Sound would be under the same expense for their small catch as they were last year as far as maintenance of traps is concerned. The Fraser river had also led the Sound in the extent of the pack, as they now had 270,000 cases up, and the surprising statement could safely be made that their fish under the circumstances had not cost them any more than the trapped fish cost the Puget Sound canners. Another peculiar feature of the run was the abrupt way it terminated. The run is considered over, and many of the fishermen desire to be paid off. This the canners cannot do as they are not absolutely certain what the pack will be until the end of the season.

Dr. Hanlan, who has practical control of matters pertaining to the assay office here, stated in an interview when on his way through Vancouver, that the government had no intention whatever of removing the assay office from Vancouver to Dawson. Very influential representations had been made from Ottawa to have the assay office established there, but this the government deemed impossible. Dr. Hanlan would not commit himself regarding the possibility of the rebate being again placed on the gold brought to Vancouver. It was inferred from his remarks, however, that there would be no delay in building the mint at Ottawa. The excuse given by friends of the government here regarding the government's action, in not encouraging the Vancouver office more, is that without a mint it does not pay them to handle the gold and sell it in Seattle, and all the gold they want is that brought in by miners who are liable to spend some of it in Canada, with the mint running a rebate could and would be allowed on gold here. The manager of the assay office here states that the office is kept busy by gold brought in from many different sources.

A well known mill man from Puget Sound is in Vancouver to size up the timber situation in the interest of a syndicate of mill men who have engaged him for the purpose. He has engaged cruisers, and is already actively at work in making a general investigation of the Coast limits. He will subsequently have the situation of Vancouver Island and the interior investigated in the same way.

Mr. Jos. Foebert is to erect a very handsome three story brick and stone hotel on the southwest corner of Pender and Howe streets. It will contain 50 rooms, and will be 52 by 120 feet.

The road race around the park, a distance of about nine miles, on foot, open to members of the Duke of Connaught's Own, was run yesterday by teams from C and D companies, for a cup. C company won the cup, which has become their property, having won it two years in succession. Corpl. Foster came in first, covering the distance in 52 minutes, and winning a gold medal. Ptes. E. G. Boult, R. O. Boult and Warne won silver medals.

Vancouver has an annoying charity case on her hands. According to Mayor Neelands, it was reported that a feeble old woman named Tapley was lying in filth, poverty and disease in a shack near the very heart of the city. He ordered her taken to the City hospital, and the City hospital have shunted her off to St. Paul's hospital, where the city would have to pay $15 a week for her. The Mayor said he thought it was a case of "getting rid of the old woman because she was troublesome." The Mayor then ordered her back to the City hospital, where she was placed in the convalescent ward. The Mayor further referred to the numerous complaints made of the City hospital, that there seemed to be no head to the institution. Miss Clendenning, the hospital matron, states that there was no room in the hospital for Mrs. Tapley, and this is why she was refused admission. Dr. McGuigan, chairman of the health committee, stated that there was no room for the old woman, except in the men's ward, and rather than see her suffer he had instructed that she be sent to St. Paul's. The occurrence has caused much public comment and will likely lead to an investigation and reforms.

BICYCLE DECLINE.

Montreal, Aug. 15.—That the bicycle is fast passing away in Montreal is evidenced from the fact that so far this year only 2,240 licenses have been issued compared with 7,973 in 1898; 7,550 in 1899; 4,443 in 1900 and 3,755 last year.

Attractions for Today.—The tramway company will no doubt do a record business this afternoon on their Oak Bay line, as the baseball match promises to be one of the best of the season, and the balloon ascension afterwards will undoubtedly form a great attraction for the juvenile portion of the community. Professor Miller promises to add several daring feats during his perilous ride, and he can be depended upon to keep his word. The professor has been many years engaged in his dangerous calling and is master of every trick in the trade, so that unless the wind is blowing a gale, those journeying to the Bay to see him make his ascension will not be disappointed.

INTERNATIONAL TENNIS.

English Players to Take Part in Newport Tournament.

Newport, R. I., Aug. 15.—The drawings for the National tennis tournament for next week were made today by Dr. James Dwight, president of the United States National Tennis association. There were 83 entries, the largest number in the history of the tournament. R. F. Dougherty, H. L. Doherty and Joshua Pim, the English players are among those on the list.

COMING WEST.

Distinguished Travelers by the Canadian Routes.

Winnipeg, Man., Aug. 15.—(Special.)—Prince Tsia Chen, member of the Royal House of China, as envoy of the Emperor to the coronation of King Edward VII. passed through Winnipeg this morning en route to Vancouver.

Montreal, Aug. 15.—(Special.)—Madame Melba the famous Australian prima donna, passed through Montreal this morning en route to Australia via Vancouver. She was accompanied by a companion, a business manager and a maid. The party arrived from New York in a special car and were at once transferred to the Imperial Limited and went West without delay.

S. O. E. Grand Lodge Election

Supreme Grand Officers For the Dominion Chosen at Winnipeg

Warm Weather in West Looks Favorable For the Wheat Crop.

Winnipeg, Aug. 15.—John Aldridge, of Toronto, who has always taken deep interest in the welfare of the Sons of England, was elected Supreme Grand President of the society at its session today, the choice as shown by the vote was a most popular one.

Mr. Tattersoll, of Montreal, was the unanimous choice of the Grand Lodge for Supreme Vice-President. Montreal was selected by a vote of a large majority as the next place of meeting. The rivals for the gathering were Toronto, Sarnia and Vancouver. The complete list of officers is as follows:

Supreme grand president, John Aldridge, Toronto; supreme grand vice-president, A. Tattersoll, Montreal; secretary, John W. Carter, Toronto; treasurer, Ben. Hinchliffe, Toronto; past supreme president, Mayor Fred. Cook, Ottawa; supreme auditors, G. C. Coy and W. Baker, Toronto; trustees, T. J. Davis, Toronto; Ald. W. R. Stroud, Ottawa; A. E. Miller, Aylmer.

These officers were installed this evening.

Fine weather, with favorable temperature is reported from all points along the C. P. R. lines in Western Canada. The rise in the thermometer has dispelled any fears of frost for at least a while. Hot weather is general.

Thomas Seaborn, who was struck last Monday by a trolley car, died today at the general hospital.

CONTINGENT HAS SAILED

Canadian Soldiers Who Were at Coronation Start For Home.

London, Aug. 15.—The Canadian contingent sailed for Canada on the steamer Corinthian yesterday.

So far £30,000 has been received in contributions to the Victoria memorial, London.

The British portion of the estate of the late Hon. R. R. Dobell, of Quebec, has been probated at £3,325.

Lord Strathcona, Canadian High Commissioner, laid the memorial stone of the United Free church at Forres on Wednesday. He completes the edifice with a gift of £2,600.

KETTLE VALLEY LINES.

Track Laying to the Various Mines in Republic.

Grand Forks, B. C., Aug. 15.—H. A. Durkee, roadmaster of the Kettle Valley lines reports rapid progress in track laying to the various mines at Republic. Spurs have been laid to the Sam Scott, a distance of 1½ miles to the Black Tail, a distance of half a mile. Rails have been practically laid to the Lone Pine, and the spur to the Quilp will be completed soon as additional steel arrives. A spur will be built for the Zelta M., but the ore will have to be hauled five miles over a wagon road that has just been finished. The work of building the depot at Republic was begun today. The Howe truss for the bridge at Nelson, Wash., is being placed in position. Next week a similar improvement at the Curlew bridge will be undertaken. Ore shipments to Grand Forks will not be started until the Granby smelter blows in.

LONG HOURS.

Men on Intercolonial Ferry Work Double Time.

Sydney, N. S., Aug. 15.—About a hundred men employed on the Intercolonial railway ferry steamer Scotia, plying across the Straits of Canso, are on strike as a result of inability to adjust a long-standing grievance of hours. The men demanded a 12-hour day, but claim nothing has been done, and are obliged now to work between 16 and 18 hours a day.

PROVINCIAL REFORMATORY.

Buildings For Erection of Which Tenders Are Being Called.

The plans for the reformatory to be built by the Provincial government near Vancouver, tenders for which are being called, show a very pleasing looking cottage building of two and a half stories, with a roomy basement: a school house and a large barn, for the boys at the reformatory are to be taught farming among other useful occupations. The cottage is to be of brick, with stone foundations, in fact the foundation of the main building has already been completed by a separate contract. The first floor of the cottage is given over to day rooms, office, library, kitchen, dining rooms, bake house, wash and cleaning rooms, lavatories, and parlor, and the second floor to dormitories, of which there will be two, a sick ward, bath rooms and bedrooms for the attendants. The basement will be taken up almost entirely with the heating apparatus, although there will also be store rooms there. The barns and school house are some distance from the main building, around which there is lots of room, and which is within easy reach of the salt water. In fact it is an ideal situation for the institution. It will be ready for occupation in the spring.

HON. COL. PRIOR AT ROSSLAND

A Business Man's Speech to Business Men Which Was Appreciated.

The following report of Hon. Col. Prior's speech at the complimentary banquet tendered him by the mining and business men of Rossland, appears in the Daily Miner of that city:

Mr. Chairman, Vice-Chairman and Gentlemen:

In looking at the Rossland Miner this morning I noticed a very nice and kind little article in regard to myself, and one item stated that as soon as I came to Rossland, I should find the latch string hanging on the outside. Well, Mr. Mayor, I have found that to be the fact, for at none of the places I have visited since I went into public life, has there been kinder treatment or more general comradeship shown me than I have experienced since landing in Rossland this time. (Hear, hear.) I know, sir, this town is famed for its splendid banquets (hear, hear), and I know that the accounts of these banquets have been telegraphed to the ends of the world. I am only glad that it is my good fortune to be present at one of them tonight.

The paper also said it wanted me to be frank and cordial, not diplomatic. I don't think I can assume or live up to the role of the diplomat, but, I think anybody who knows me, and those who do not know me will kindly look at my physiognomy, will say that I am pretty frank as a rule.

I come here, not to make any promises that I cannot fulfill or that my colleagues cannot fulfill, but come to be perfectly frank with you. If you will allow me to say so, I believe, not only from what I think myself, but what I have heard from men who are competent to judge, that there is a splendid future for this beautiful mountain city of yours; a splendid future. Not only have you mountains filled to overflowing with precious metals, but I am proud to say I see here tonight around this festive board, men who have made this their home, and whose ability, energy, knowledge and determinatoin I am sure will place this city in the proud position of being, if not the largest, at least one of the largest cities in the province of British Columbia. I say that from my heart, gentlemen, because I firmly believe it.

Now, gentlemen, this is my first visit to Rossland since holding the position of Minister of Mines, a position, I can assure you, whatever you may think, I am very proud of. I saw noted in the Victoria Times newspaper, a paper which sees fit to oppose me politically, that the Minister of mines was coming up to the Kootenay district, and that men there had prepared a pretty hot time for him.

Now, I am of the opinion, Mr. Mayor, that it is my duty as a minister of the Crown, to travel the length and breadth of the province of which I have partly to take charge. I don't think anyone will begrudge the few hundreds of dollars it requires for a minister to travel around the country and see what are the needs of the people and the districts in which the people live, and I hope, if I am allowed to hold the position I now do, or other public positions, that this will not be by many times my last visit to your Golden City. I can assure you, Mr. Mayor and gentlemen, that the members of the government are most anxious to do what is best for the welfare of the province, and I am sure I can speak specially for my own department. They are all very anxious to see the mining industry put on a proper and paying basis. We have to have revenue, you will admit that, but the members of the government wish to see that that revenue is collected in a manner that will press in the lightest and best possible way on the men who have put their capital in this country.

There is no doubt that the mining industry is the principal industry; they may say what they like about the fishing industry and the millions of cases of salmon they get, the lumber industry, or any other industry; but when you come to compare them with the mining industry, it overshadows every other industry in the province. It is to the success of our British Columbia mines that we owe the ultimate welfare of this beautiful province of ours. If I am not tedious—(no, no, go on) I will go on to say that I have come to this banquet for the purpose of talking business, talking shop as it were, because it lies with you, gentlemen, tonight to see that I go away from this city, filled up to the brim with truthful facts with regard to this industry.

I have heard some pessimists say that the mining industry is about dead and that there is no hope for it. (No, no.) But when we know the yield attributable to it we see that it is far from dead. (Hear, hear.) The production of the minerals in the year 1901 amounted to the very large sum of $20,086,000, quite a respectable sum. They talk about the Klondike, but we see from the blue books that it only gave $18,000,000. Have we not a real Klondike in British Columbia? Now, the increase for 1901 over 1900 was the respectable sum of nearly $4,000,000, or an increase of 23 per cent. I don't think anybody can say that this is a small increase in the mineral output of British Columbia; the tonnage increased 66 per cent. In 1899 the value of the output was $3,229,000; in 1900 it was $2,739,000; in 1901 I am glad to say it was $4,621,000 from this district. The gold in British Columbia as a whole increased 26 per cent.; silver increased 25 per cent.; the output of copper increased 175 per cent. Lead, as you all know, has been suffering under great disadvantages, and we did not expect it to increase. The decrease was 25½ per cent., a state of affairs for which I hope the Dominion government will find a radical cure by giving increased protection.

I was down today at the Trail smelter, and Mr. Aldridge kindly allowed me to be shown over that plant. I was astonished to find it was of such magnitude. I was also gratified, as I know you all are, to find the new electric process for refining lead has turned out to be such a success. No doubt large additions to this plant will be made in the near future, and this will tend very greatly to remedy the depressed condition of affairs so far as lead mining is concerned.

I can assure you it will give my colleagues and myself the greatest pleasure to endorse any resolutions your boards of trade may see fit to forward to the Dominion government asking for the necessary tariff changes as regards this question.

I might say, gentlemen, that I am sure you agree with me that it is a matter of great congratulation that the coal strike at Fernie has been brought to an end, because that strike was very far-reaching in its effects, not only to the coal miners and those mines, but to every mine and smelter in British Columbia. Now that it is happily over there is no doubt but that you will have an unlimited supply of coke once more to carry on your mining and smelting. One word I would like to be allowed to say, and that is concerning a little item appearing in the Nelson News in giving an account of that strike. It said that when I went to Fernie I went and saw the company, but totally ignored the men. Now, I am not standing here to make political capital with the men or the companies, but I have the right to correct an untruth. When I went to Fernie I knew it was my duty to endeavor to bring both sides together and effect some settlement whereby this conflict would end. As soon as I landed in Fernie I tried to see Mr. Dan Mackenzie, the secretary of the Miners' union, and Dr. Hizgins kindly took a message to him from me saying I would like to talk with him, so I cannot see how I ignored the men. I just wanted to tell you this to set matters right.

The government of which I am a member is not either Liberal or Conservative, but, as you know, has both Liberals and Conservatives in it. I therefore do not appeal to you as a Conservative, and certainly not as a Liberal. I am here on a visit to learn something; I am here to find out from you gentlemen who are present here tonight, and who are perfectly able to teach me, what you think is the best thing for the government to do and what action they should take to put the mining industry on a firm and paying basis. I don't know whether any action of any government can do that, but there is one thing we can do, WE CAN TRY. I ask you one and all, I ask you gentlemen to speak and kindly give me what information you possibly can which will be of service to me in order that I may lay the facts of the case before my colleagues and see whether, with the little ability I have in me, I can make out a case for you so that before long you will be able to say, "Well Prior's visit did some good, anyway." Whatever is done will have to be for the greatest benefit of the mining industry as a whole.

I thank you again, Mr. Mayor and gentlemen, for your great kindness to me in offering me this banquet and in giving your time here tonight. I can assure you all it will make a great impression on my memory, and I only hope you will have the same good impression of me that I have of you tonight. (Cheers.)

An ovation was tendered the Minister of Mines on the conclusion of his address. The manner in which Colonel Prior delivered his remarks was devoid of diplomatic mannerisms, being, in fact, the expression of a business man to business men. As such the minister's sentiment appealed strongly to the gathering and this substantially contributed to the warmth of the applause following his remarks.

LETTERS TO THE EDITOR

FISH TRAPS.

Sir,—At a time when the Klondike boom was in progress, and the wholesale merchants of this province were catering on a large scale to the wants of the people of that district, good times prevailed, and the various commercial industries prospered. Today this trade has been diverted into United States channels, and after the lapse of a few dull seasons on the part of B. C. shipers, it is now becomes necessary for the Dominion government to appoint a commissioner to meet the people of the province and enquire into the reason why the business men of the Sound cities should prove such successful competitors for the trade of the Yukon. At this present juncture the fishery question, a matter of more paramount importance than the Yukon trade, is threatening the commerical and industrial interests of the province, and the matter of allowing fish traps to be erected in British Columbia waters, is bound to receive the consideration it deserves at the hands of the Dominion government. The trade of the Yukon, controlled by Puget Sound merchants, and the Fraser river salmon, corralled by the Puget Sound capitalists, seems to an outsider too ridiculous to be realized, and royal and other commissions will be the order of the day until the government has grasped the true significance of that well known saying, "never put off doing whatever you can be done today." It is a well known and established fact that the salmon after running along and leaving the West Coast of Vancouver Island on their way to the Fraser river spawning grounds, head for American waters and follow a course along the San Juan Island shores, where the majority of them are intercepted by the numerous traps erected at that place, and after dodging the purse seines and gill nets of unlimited length, the remainder are allowed to proceed again to Canadian waters, across the Gulf to the Fraser river, where the gill net fishermen are awaiting them. Last winter, at great expense, over 15,000,000 young sockeye were hatched and liberated from the Bon Accord hatchery, above Westminster, and for what purpose? To be caught later in the American traps. No wonder a deputation of cannerymen and trap owners from the Sound, with becoming modesty, approached the Canadian officials, asking that they might be allowed to contribute their share towards the expense of maintaining our hatcheries, and Mr. Drysdale, president of the A. P. Association, when cruising around in his launch in search of the salmon, intercepted and brought through schools of sockeye for a distance of 20 miles on their way to the San Juan shores. Surely he must have laughed in his balloon sleeves at the doclling of the Dominion government in allowing such a state of affairs to exist. With the exception of the year 1896 the Puget Sound salmon pack has always been in excess of the Fraser river pack, and last year whilst the pack on the Fraser amounted to 920,000 cases, the pack on the Sound amounted to 1,360,000 cases. The pack of 1901 on the Fraser was not comprised entirely of salmon caught in the river, as according to the report issued by the collector of customs at Friday Harbor, San Juan county, over 250,000 salmon, at the invoice price of 8 cents, were exported from that port alone to Fraser river points, between the 27th of July and the 3rd August, not to mention the quantity of salmon exported during the preceding two weeks, and from other parts of the State, when there were no fish in the Fraser. Thus it will be seen that the Fraser river pack of last year comprised a large percentage of fish purchased from United States sources. The collector of customs at Friday Harbor, in his report for 1902, says "there have been a large number of entrances and clearances at the custom house here during the past 10 days, and many at Roche Harbor, most of the vessels returning from and going to Fraser river points, coming in ballast and returning with salmon, mostly purchased from the purse seines fishing near Richardson," all of which clearly indicates that the capitalists of this province are assisting in building up the various industries operating on Puget Sound, money that should be expended in this province in establishing our own industries. To date, some of the Fraser River canneries have not succeeded in packing over 4,000 cases of salmon, and in many instances 3,000 cases is the reported pack, whilst on Monday, the 3rd inst., the salmon pack of the P. A. F. Co., a Puget Sound syndicate of packers, amounted to 105,000 cases, of which 60,000 were packed at Fairhaven and 45,000 at Blaine. The question may fairly be argued, why not permit trap fishing and purse and drag seining on the West Coast of Vancouver Island, and in waters south of the 49th parallel? where fish may be caught before they enter American waters on their way to the San Juan Island shores? In the taking of evidence at the sittings of the salmon commission held in February last, ample proof was forthcoming that trap fishing in B. C. waters was an absolute necessity in order that the canners on this side may successfully compete with the Puget Sound packers, who have been operating in the past with traps on a large scale, and who are now proving, and have proved, formidable competitors in the foreign and home markets. Many of the fishermen at those sittings contended that by the introduction of traps, their mode of livelihood would be dispensed with, and their services as gillnetters would no longer be required. It must not be surmised that by the introduction of trapfishing and purse-seining on the south shore of Vancouver Island, gillnetting would be dispensed with in the Fraser river. On the contrary, the fish, after leaving the salmon banks at San Juan, would enjoy a free and unobstructed passage among the Gulf islands on their way to the Fraser river, and the same amount of labor would be required as heretofore in making the catches by gill-net. By the erection of traps on the south shore of Vancouver Island, some of the fish would be intercepted before they reach the American traps, a large amount of capital would be further invested, new canneries would be erected at convenient points, employment of additional labor would follow and the salmon pack each year would be largely increased, to say nothing of the various industries that would benefit by such an extended enterprise. A late census bulletin showing the comparative growth of the fishing industry in Oregon and Washington, U. S. A., for the decade from 1890 to 1900, might be read with interest by those opposed to fishing by traps. In 1900 Washington had 36 salmon canneries: Oregon had 26. Oregon is anti-trap, while Washington is a trap-fishing State. The capital invested in Washington in 1900 was $2,222,726: in Oregon, where there were less canneries, the investment totalled $2,558,642. There were 2,190 wage earners in Washington to only 638 in Oregon. The Washington product was worth $4,831,068, that of Oregon for the same year was worth $1,788,800. Commenting on these figures the Wharfoon Reveille says: "To the man who has made little or no study of fishing, this does not mean much. To explain: Oregon has one-third less canneries than Washington, or to make it plainer, the actual canning capacity of Oregon is 66 per cent of Washington; Oregon, however, has more money invested in the business than the State of Washington. Her product is one-third the value of Washington's and the number of persons drawing benefits as wage earners in Oregon fisheries is but one-fourth that of Washington. This showing is a complete refutation of the statement that gill-nettings makes big pay rolls. Trap-fishing is better both for the laboring people and the capitalists. It insures better returns for money invested, and gives a much longer season to labor. The long season tends to bring about the fisheries a permanent and responsible rather than an itinerant and irresponsible class of labor.

HERBERT MACKLIN.

Ladner, August 12.

FRICTION ON THE FISHING GROUND.

Sir,—A considerable amount of trouble is likely to arise owing to the arbitrary actions of some of the coast and river canneries in attempting to deny to incoming and outgoing steamers the right to navigate the waters at any hour of the day or night. Recent arrivals at this port admit that it was almost impossible to get through the maze of nets at some parts in one or two cases, so much was the navigation channel obstructed that the captains had the alternative of lying to until morning or else cutting their way through their usual course without considering the presence of either nets or boats. Under different circumstances much sympathy might be felt for the fisherman who loses his nets but when a passenger boat comes along and finds no passageway, and when its commander is told to clear out and seek passage among the rocks, he is surely justified in asserting his right to what the law allows him. That is, one-third of the channel, and in making his way along it, despite the threats of angry fishermen and still angrier cannerymen. The Department of Marine and Fisheries has clearly stated in its order to boat and net owners that indiscriminate casting will not be allowed; that one-third of the navigable channel must be left clear and no obstruction put in the way of any passing vessel. Otherwise, any damage done is entirely at owner's own risk, and a steamship owner or captain cannot be held responsible for it. That, surely, is clear enough, but the actions of the fishermen are not at all in harmony with the law, and as things are just now, it is beyond the power of any man to find one uncovered stretch of water either along the coast or in the Fraser river, and the result can be nothing else than disastrous to the property that should be better looked after, for even if the fisherman has erred, the canneryman is not ignorant of the law, and instructions should have been given their servants how to act when on the fishing ground. To imagine that an oversight was the cause of all the trouble would make matters more easy of adjustment, but often results show clearly that no mistake has been carelessly made and that the canners have relegated unto themselves the right to control the waters wherever they have a mind to. Warnings have been sent to the effect that unless the nets were lifted, ships would cut through them, but no attention was paid, and when repeated warnings were treated in the same way, different captains carried out their threat and cut through the nets and then the canners spoke. Reports a yard long have come into Victoria during the last few days to complain of the action of some captains and threatening due reprisals, and the same thing has happened in Vancouver, and in each case when examination was made it was found that the captains had acted well within their right, and necessity alone had compelled them to do as they have done. The whole trouble is regrettable, and surely could easily be avoided by a little attention to business. The average ship captain is not anxious to work havoc among another man's property, but at the same time he has to defend his own interests and when running a passenger steamer, especially, his principal duty is to see that he gets in on scheduled time, instead of waiting until the canneries should send the fishermen home. This has happened too often already. One instance might be mentioned which took place some days ago. The tug Lorne had a 1500 ton ship to take from here to Vancouver and when in the stream, and under ordinary conditions, should have reached Vancouver at 4 o'clock next morning; instead, it had to wait outside until the fishermen had cleared, thus making it nearly 4 p. m. before it got in. The Seattle steamer from Vancouver is also one of the sufferers; indeed, so impossible did it find navigation that it had to change its sailing time nearly four hours, for under its usual time bill it had repeatedly to slow up to have its wheel cut free from the nets entangling it. The same thing happened recently to the Pacific N. steamer Tees, to such an extent that after creeping along at two knots an hour it had to be beached and cut free. These things all cost money and time and expensive to the shipowner as to the fishermen, with this difference, that the fisherman is a wilful seaman, and the ship captain an offended individual. In an interview with Captain Gaudin, representing the Fisheries Department, has elicited further information regarding the Fisheries Act. It seems that no blame can be attached to a captain who runs through his usual channel, even if he does not give warning to the men fishing, for it is part of the duties of the employees to inform their men of the provision of the Fisheries Act, and it also is part of the duty of the inspector appointed by the Department to see that they are not cast in the navigation channel to the obstruction of shipping, on one side of this, even, nets should not be allowed to overlap so that it becomes impossible for any vessel, fishing boat or steamer to avoid one another without coming into another. An attempt will certainly be made to stop the evil, and this will likely mean application by the Shipmasters' Association to the Department at Ottawa, asking that the law be enforced, and that inspectors are instructed accordingly. Otherwise a strong assertion of right on the part of navigators will be made, despite threats of withdrawal of business from steamship companies, and that surely will if nothing else will compel the owners of the fishing fleets to understand that they are not lords paramount of earth and sea.

F.M.K.

PROVINCIAL FINANCES.

Sir: In a letter published in the Times during the last session of the Legislature I expressed the opinion that there were two things which ought immediately to receive the attention of the people of British Columbia to the exclusion of everything else. One of these was the restoration of the principles of responsible government, the other the establishment of the equilibrium between income and expenditure. The withdrawal of the provincial loan, after it has been underwritten at a ruinous sacrifice, gives emphasis to the latter proposition. The general understanding of the public is that the provincial account at the bank is overdrawn to the amount of $2,000,000. Whether this is exact is immaterial; a few hundreds of thousand dollars one way or the other would not affect the principles involved. The fact is indisputable that during a period of unusual prosperity throughout the Dominion, when the revenues of Canada and all the other provinces are buoyant, British Columbia, the richest province naturally of them all, has run behind a very large sum of money on account of current expenditure and finds itself unable to borrow the amount in the money market upon terms that can be entertained by the Finance Minister. Therefore, it seems conclusive that the treasury must arrange so as to add to its overdraft, for there are certain expenditures to be met for which no provision has been made out of revenue.

It would be easy to use this fact as the basis of an attack upon the government, but I think the wiser course is to attempt an honest diagnosis of the disease of which this unsatisfactory financial condition is one of the outward and visible indications. The present provincial government is no doubt in part responsible, and so are the present provincial opposition, and so, Mr. Editor, are you and I and every one else who has in any way neglected to affirmatively countenanced the happy-go-lucky policies, which have characterized the administration of British Columbia's affairs, and have imposed upon the people a very costly civil service, an extravagant method of conducting public works and a practice of over-expending that will be exceedingly difficult to curtail. Very little consideration is given by the press or the Legislature to the Public Accounts, but if any one will take the trouble to examine them, he will be amazed at the smallness of the proportion of the public revenue, outside of the grant for education, that is expended for purposes which contribute to the comfort of the people or advance the welfare of the community. I shall not occupy space to go into details upon this point, but will content myself with asking each reader to decide for himself what the government of this province is doing, so far as his knowledge extends, to make the conditions of life easy, to promote the development of industries or contribute to the prosperity of those already in existence. I repeat that this is not to be understood as a criticism upon the present government in particular, but only upon the system that we have all more or less contributed directly or indirectly to establishing.

My object in writing this letter is to assist, if I can, in concentrating public attention upon the financial condition of the province, in the hope that a resolute effort will be made to make receipts and expenditures upon current account balance. I remember hearing Col. Baker defend the system of borrowing money for public improvements by pointing out what had been done with the money so borrowed. He included in the "assets" repairs to roads, wooden school houses and court houses in new districts and wooden bridges. It seemed to me at the time to be idle to call these things assets in connection with a loan having some forty years to run. I can understand why it may be advisable to borrow money to make new trunk highways, permanent bridges and public buildings that will last a lifetime, but I cannot see how any one can justify the borrowing of money to pay for repairs or for the erection of temporary structures. It may be well to cast upon posterity a part of the burden of that which will benefit posterity, but it is poor finance, I submit to disregard the fact that each year brings its own quota of responsibilities and to anticipate possible revenue to meet ordinary current expenditure. If we cannot raise enough this year by taxation and from the other sources of revenue to meet this year's ordinary expenditure, what right have we to suppose that next year we can do so and so and at the same time make up a shortage in this year's receipts? The whole policy of overdrafts, except in anticipation of current revenue, is wrong. The province ought to pay as it goes for its ordinary public services. If extraordinary expenditures are required, it may be wise to borrow money to meet them; but before a dollar is borrowed the Legislature and the public should be informed in advance what the money is to be used for. No indebtedness by overdraft or otherwise ought to be incurred except for work to be done and without the sanction in advance of the Legislature. How to reach such a position that such a policy can be adopted is too complex a problem to be treated of in this letter.

CHARLES H. LUGRIN.

THE PROVINCIAL LOAN.

Sir: Your article of Tuesday evades the main issue in connection with the recent futile attempt to float the £721,000 loan in London. The question involved has nothing to do with the state of the money market. That was a matter which concerned the men who had agreed with the government to pay 92 for the bonds. Before making the agreement they believed they saw an opportunity to realize a handsome profit by throwing the loan on the market, at—say 100. That belief was not well grounded. They found that they had made an error, and that all colonial securities were depressed and practically unsaleable. A heavy loss stared them in the face and in their extremity they approached the government with a petition for relief. They asked to be discharged from the liability to take over the bonds. The duty of the government was to have declined to entertain the proposition. The bargain had been made. The province had been forced to submit to an unconscionable shave by the underwriters, because the necessities of the government were great. The money expected from the flotation of the loan has been practically expended in advance. Nearly $2,000,000 is owing the bank. Seven hundred and twenty-five thousand dollars has been appropriated for the Westminster bridge, and the remainder of the £721,000 is needed to meet the running expenses of the government and pay for public works provided for in the estimates. The situation was, and is, extremely grave. It is an open secret that banks are not enamored of overdrafts unless the security is first class. In 1895 Mr. Davie was forced to call the House together in November for the purpose of passing a loan bill from the proceeds of which a big overdraft was extinguished. The situation then was not nearly so serious as now. The province had several million dollars less indebtedness in 1895 than it has in 1902. The revenue was less, but the provincial credit stood high in London. Its present credit can be imagined. But, as I said at the beginning, the value of our securities is not now under discussion. The one great absorbing question of the government must face sooner or later, and which you, Mr. Editor, cannot evade, is the unprecedented and scandalous action of the government in reckoning the underwriters at a time when the province is in such desperate financial straits that its only recourse is to turn back on the bank for an increased overdraft. The affair is so unbusinesslike and irregular as to create a suspicion in the public mind that the personnel of the underwriters when disclosed will be found to be comprised of men very close to the government.

When it was argued that the presence of the Premier in London would have a good effect on the credit of the province, men who had in mind the failure of Mr. Dunsmuir's and Mr. Eberts' mission to Ottawa eighteen months before shook their heads in doubt, and when Mr. Eberts crossed the raging main to supplement the influence of his colleagues among the aristocratic money lenders of the world's money centre it was felt by many that all was lost; and it has so proved. With the Premier and his Attorney-General, not to mention Mr. Turner, in London, the public credit has declined, and the opportunity to obtain 92 for the bonds has been thrown away by the "generosity" of the Finance Minister, acting under orders, no doubt, from the Premier.

On the 30th ult. you published an interesting interview had by a Birmingham editor with Mr. Dunsmuir, in which the Premier referred to the credit of the world's province as being greatly improved, as shown by an active demand for the new loan. How can this startling statement be reconciled with the facts of the case a few weeks later? And if all the Premier's other statements and foreshadowings are worthless as his opinion on finance, what good to the province can possibly flow from his visit to London?

The plain duty of the government was to have held the speculators to their agreement. The terms should have been insisted upon. "Business is business." Sympathy is out of the question in trade. If these men had purchased a cargo of coal from Mr. Dunsmuir or a shipment of salmon from Mr. Turner, for a fixed price on arrival, would the sellers have released the buyers from their bond because the commodities while en route had declined in value? If the invariable rule of trade would hold the buyers to their purchases, how much more is it necessary that speculators in government bonds, where the interests involved are so large and far reaching, should be compelled to adhere to their engagements.

SCRUTATOR.

THAT VOTERS' LEAGUE.

Sir,—The success that has so far attended the efforts of the League is gratifying to the members and to all citizens who appreciate its work and understand its intentions. That there are many who do not is evident from the amusing suspicions that find vent in questions and remarks regarding the organization and its members. Copies of our constitution can be had at the meetings each Tuesday evening at the City Hall, or from the secretary. The careful reading of which should be sufficient to set at rest the minds of the most sceptical. However, for the benefit of the uninitiated I would impress upon them that the Voters' League offers to every voter, male or female, an equal opportunity, without fear or favor, of uniting their intelligence and energy on the matters pertaining to the prosperity and well being of our city and province, and through properly organized means bringing their united influence and action to bear upon all matters affecting the general welfare. Those who through their unwarranted suspicions or apathy stand aloof from a share in such efforts are, by their inaction discouraging enterprises, and encouraging the continuance of those conditions that have been and are, such a menace to our province. We have the right to demand that all offices, government and municipal, shall be filled by practical, competent persons, and that they carry out the duties of their office with the same energy and despatch given to private enterprise. That systematic efforts shall be made by the different departments to open up and encourage the immediate development of our great natural resources, and above all that our representatives shall transact the business of the province promptly and to the best interests of the people. To this we must have men forgetful of self and self-interest, conscious of the sacred trust resting on them. In our last meeting our worthy postmaster hit the nail on the head when he said that the fault lay with the people; that if they displayed no interest or energy in matters affecting their welfare, how could they expect their representatives to do otherwise. The power is in our hands (if we combine our efforts), to not only demand these things, but to compel them, so let us wake up and pull together and the results will surprise us. I have continually urged that meetings be begun promptly at the time set. There is no hope for a city whose people are not prompt to an engagement. The League has undertaken to break up the most lamentable condition and henceforth its meetings will begin at 8 p. m. prompt. Hoping that others will follow suit.

A. J. MORLEY,
Secretary Voters' League.

August 15th, 1902.

NEWS OF MOUNT SICKER.

There is a scarcity of dwelling houses at Mount Sicker. Several families are desirous of establishing themselves there, but cannot find accommodation. Work on the Copper Canyon tunnel is being pushed. The working force now consists of 17 miners who are working continuously in eight hour shifts.

The government road gang is at work on the wagon road between the Lenora and Copper Canyon and the bridge over the Chemainus river near the tunnel is being strengthened and widened to render it available for the passage of heavy machinery.

Approves Of Action

Order in Council Passed Regarding Steamship Line to South Africa.

Headquarters Wants to Know Qualification of Militia in Signalling.

Important Work in Cheese Preservation Being Carried on By Mr. Ruddick.

From Our Own Correspondent.

Ottawa, Ont., Aug. 15.—At a cabinet meeting yesterday, the action of the Canadian ministers in England regarding the establishment of a steamship line between Canada and South Africa was approved by order-in-council. The subsidy of $150,000 was also approved, but the action will yet have to be ratified by parliament.

All officers commanding units of the militia will forward not later than August 30, through the usual channel, a return showing the qualification of officers, non-commissioned officers and men of their respective corps in flag, heliograph and lamp signalling.

A work of importance to the cheese industry is being carried out at the government central cheese curing rooms under the supervision of J. A. Ruddick, chief of the dairy division of the Department of Agriculture. All cheese at these curing rooms is now dipped in melted paraffine wax as soon as received, by which process the cheese is covered with a thin impervious coating that improves the appearance, reduces shrinkage, and effectually prevents the growth of mould, or staining of the surface of cheese. Mr. Ruddick has been experimenting for some time, and while it is hardly expected that the cheese factories with ordinary curing rooms can adopt this method, after the trials by the government officers a full report of the work will be published for the benefit of those interested in the industry.

A SLAUGHTER MARKET.

Massey Harris Company Thinks Trust Menace to Canadians.

Toronto, Aug. 15.—Hon. Lyman Jones, general manager of the Massey Harris company, fears that Canada will be made the slaughtering market