Adams Tenders An Apology

s Accepted By the Court and Sandon Editor is Released.

f Justice Recited the Law as to What Constitutes Contempt.

liam McAdams, editor of the Sandon reak, committed to jail for nine s and ordered to give securities for ood behavior for twelve months, for ttack on the judges of the Supreme in the columns of his paper, was yes- y released after serving but a few s of his sentence The release was or- by the full court, which sentenced the Minister of Justice having in re- o the telegram of the Chief Justice, mending his pardon, said that the r was in the hands of the court, who full power to deal with it. McAdams therefore taken before the court yes- y morning and after receiving a ling down of the hands of Chief Jus- Hunter, was set at liberty. The case aroused a great deal of interest, most e leading Eastern papers commenting . Mr. Joseph Martin, M.P.P., inter- himself on behalf of McAdams, and a Curtis, M.P.P., and Rev. Elliott S. also exerted themselves to secure elease.

t. Hussey took McAdams before the , which consisted of Chief Justice er and Mr. Justice Drake, Mr. Justice em being indisposed. Deputy-Attor- General McLean represented the crown Mr. E. E. Wootton was present for A. E. McPhillips, K.C., counsel for dams. The deputy Attorney-General re- the facts of the case, which are well n and added that McAdams had sign- written apology and his counsel had taken that the apology would appear he Paystreak. The apology follows:

he only motive present to my mind riting the article was what I con- d to be the interest of the public. ote it on the impulse of the moment. long so I used language referring he court in terms which were intem- e and improper, and void of the ect due to their Lordships' persons office. The expressions were not erately intended to bring discredit he bench, but were the outcome of strong feelings. I deeply regret publication of the article and the rusable and insulting language in h I referred to the judges of the eme court, and herewith withdraw apologize for the same."

. McPhillips signed an undertaking that pology would be published in the Pay- k on Saturday, August 9th, and that a of the same would be duly filed in t with the records of the case. Mr. hillips added to his undertaking: nder these circumstances I shall ve your Lordships deem this ade- e, that the accused be discharged custody on condition that the terms he apology are duly carried out. I am ed to think that Mr. McAdams now gnizes that he acted wrongly in trying prejudice a person who had a case be- the court and in trying to scandalize judges."

. Wootton suggested that the release ld be unconditional.

lef Justice Hunter said: "The court expected that the release will be con- nal on the apology being published he Paystreak, otherwise the prisoner be re-arrested. This case seems to attracted considerable attention and e seems to be some doubt as to how newspapers can go in criticizing the t. In the case of Regina vs. Gray 7 Reports, 2 Queen's Bench Division,) Lord Russell, of Killowen, makes e remarks which apply very clearly this case. His Lordship said: "Any thing or writing published calculated bring a court or judge of the courts contempt or to lower his authority, contempt of court. That is one class Perhaps. Further, any act done or ting published calculated to obstruct interfere with the due course of jus- or the lawful process of the courts contempt of court. The former class ngs to the category which Lord wick, L.C., characterized as scan- zing a judge. That description of s of contempt is to be taken ject to one and an important qual- tion. Judges and courts are alike n to criticism, and if a reasonable ment or expostulation is offered inst any judicial act as contrary to or the public good, no court could or ld treat that as contempt of court. ey ought to be astute in such cases criticize adversely, whether under such umstances and with such an object published, but it is to be remembered in this matter the liberty of the s is no greater and no less than the rty of every subject of the Queen. , as I have said, no one has ever ed that this is not a contempt of rt, and nobody has suggested, and gest, that it falls within the right public criticism in the sense I have ribed. It is not criticism; I repeat it is personal scurrilous abuse of a ge as a judge. We have therefore to with it as a case of contempt, and are to deal with it then mann. s is not a new-fangled jurisdiction; it jurisdiction as old as the common law tf, of which are admirably treated in opinion of Wilmot, J. It is a jurisdic- , however, to be exercised with scrupul- care, to be exercised only when the e is clear and beyond reasonable doubt. If it is not a case beyond reason- doubt, the courts will and ought to re the Attorney-General to proceed by ninal information. How then are we to with this matter? That it is a seri- case no man can doubt, and I do not itate to say that if it had not been for conduct of Horard Graw since the pub- tion of the article and especially if it not been for the affidavit which he put before the court for its considera- , we should all have thought it our y to send him to prison for a consider- period of time. That gentleman hav- apologized and thrown himself upon mercy of the court was fined £100 and costs and ordered to be imprisoned ll those sums were paid."

I have noticed some comments in the wspapers concerning the sentence on Adams, which kept him in prison ll securities were furnished for his behavior, but that sentence was fectly just and proper in order to orce his due submission to the court. communicated with the minister of jus- in regard to that, and I have received answer that the court has complete ver to do as it pleases in the matter."

is Lordship said, addressing McAdams: illiam McAdams, you have been found ty of what was one of the greatest tempt of court ever recorded. I have rched the record of such cases, and I e found no case which approaches this. such cases as this the court must ex- se its jurisdiction, and the only reason t will take a lenient course is be- se the press has not been checked up such matters as it might have been. r ignorance of the decencies of one s behavior to another man seems to remarkable. I have perused these few es of your paper which I have here. I must say that a more disreputable scurious paper I have never seen."

is Lordship added that he had read ew extracts from the copies of the Pay- ak before the court, which were, he , of a scandalous character and con- ded that the paper was a disgrace to province.

r. Justice Drake said he concurred in remarks of the Chief Justice.

cAdams having been ordered released. court adjourned. He will spend a few s in Victoria before returning to San- , where his paper has been conducted R. T. Lowery during his enforced ab- ce.

is safe to say that there is no place the Coast in which such a programme iven for 10 cents every evening, and torians are to be congratulated upon ing such a place of entertainment themselves and their visitors.

akes, centipedes and others poisonous gs may assail you in your walks through and forest. Be sure to have a bottle Perry Davis' Painkiller in the house and run no risk. Directions on the wrap-

The Canadian government has decided." the Boston Boot and Shoe Worker. let the tariff alone for the present. This fiss the American shoe manufacturers." s gratifying to discover that the Fed- government is legislating in such a as to satisfy somebody. But it would better if the satisfaction were on the adian side of the line.—Mail and Em-

Murder Is Suspected

Facts in Cases of Whalley and Green Point to Foul Play.

The Dominion Alliance Will Ask Amendments to the Scott Act.

Indiana Authorities Refuse to Extradite a Couple of Swindlers.

Toronto, July 31.—While the police are reticent in respect to the Evans' Sons' drug warehouse mystery, it is known that they are now busily engaged collecting facts which go to show that both Whalley and Green were murdered.

The authorities are in possession of facts which will support this theory, and startling developments may be looked for on the conclusion of the coroner's inquest.

The Dominion Alliance in annual session yesterday adopted a resolution seeking amendments at next session of the Dominion parliament to the Scott Act in order to extend its scope.

Hon. Senator Vidal was re-elected honorary president, and J. R. Dougall president. Mr. J. R. Kennedy and Rev. A. E. Green were elected vice-presidents representing British Columbia.

The Attorney-General's department has been notified that United States Commissioner Logan, sitting at Fort Wayne, Ind., to hear applications of the department for the extradition of Benjamin Riley and W. Aker, accused of a series of robberies and frauds upon farmers in Kent county, has refused extradition, on the ground that the men proved an alibi.

Three witnesses from Kent county identified the men, and the officials here believe that the United States officials are being influenced by the Gaynor-Greene case at Quebec. An alibi is not admitted in extradition proceedings.

TO ESTABLISH TUBE WORKS.

Sault Ste. Marie, Ont., July 31.—It was stated yesterday, on good authority, that F. R. Clergue will soon establish tube works here which will give employment to 600 men.

$100,000 FOR DREDGING.

Sault Ste. Marie, July 31.—Hon. J. I. Tarte passed through here en route to Chicago yesterday and promised to recommend $100,000 for dredging the International dock to the Canadian canal, so that vessels of any depth may be able to pass through.

CHARGED WITH EMBEZZLEMENT.

Halifax, N. S., July 31.—Mr. L. L. Gullivan, stock broker, of Sydney, was arrested here last night charged with the embezzlement of $2,400.

HONORARY DEGREE.

Halifax, July 31.—Word has been received here that the University of Edinburgh has conferred the degree of Doctor of Literature upon Rev. Prof. Falconer, of Pine Hill college, Halifax.

MONTREAL CUSTOMS.

Montreal, July 31.—Customs returns for this port for the 30 days ended yesterday, amounted to $948,000, an increase of $12,000 over the month (thirty-one days) of last year. It is expected that with today's receipts the total will reach nearly the million dollar mark.

RAILWAY MAN PROMOTED.

Montreal, July 31.—Mr. R. Chapple, acting superintendent of the Lake Superior division of the C. P. R. at Chapleau, was today appointed superintendent of that division with headquarters at the same place.

IMPERIAL BANK STOCK.

Toronto, July 31.—An announcement was made last night that an allotment of $500,000 capital of the Imperial Bank of Canada will be made to shareholders of the record list of today, at 185, one share of the new stock going to the holder of the old.

DEATH OF A PIONEER.

Sandwich, July 31.—Thos. McKee, an old resident of Sandwich, and clerk of the County of Essex for many years, died suddenly today.

TERRIBLE DISASTER.

One Hundred Miners Entombed in Australian Coal Mine.

Sydney, S. W., July 31.—An explosion resulting in heavy loss of life has occurred at the Mount Kembla colliery at Wollongong, a port 40 miles from here. Twenty-seven bodies have been recovered. The buildings at the mouth of the pit were wrecked and 149 miners were rescued, but a hundred are still entombed. It is feared their release is hopeless. A portion of the colliery is on fire.

ROSSLAND NEWS.

Vogel, the Escaped Lunatic, Turns Up —Suit for Damages.

Rossland, July 31.—Joseph Vogel, who was committed to the New Westminster insane asylum last summer, turned up in Rossland, having again escaped from the institution. Vogel's estate here, valued at $500,000, is in the hands of the public administrator. He crossed the mountains afoot, being for days at a time without food more substantial than berries, and suffering other vicissitudes that would have turned back many a man. The Attorney-General's department has been notified of his presence in the city.

A Supreme court action of unusual interest has been started here by the Lion Brewing company, of Rossland, against Bradstreet's agency. In litigation over the settlement of a certain Rossland estate, the brewing company appeared as subsequent creditors, but in Bradstreet's report they were put in the position of defendants against whom a foreclosure was decided. The brewing company claims that its solvency was thereby injured and seeks substantial damages. This is the first action of this nature in this district, and the outcome is awaited with considerable interest by the business community.

BASEBALL.

Nanaimo Defeats Indians.

Nanaimo, July 31.—(Special)—The local baseball players defeated the Chemawa Indians today by a score of 6 to 3.

As a summer drink it is hard to beat a draught of that beautiful, sparkling soda water, fresh from the fountain, at Lilley's ice-cream parlors, 105 Douglas street. It is not only invigorating and refreshing, but is also good for the blood. Drop in and try it.

VETERANS CLAIM LANDS.

Toronto, July 31.—In response to its offer to give old soldiers grants of land in New Ontario, the Ontario government has received 18,000 claims. These will be largely wedded down. Deeds of 2,000 claims will be sent out this week.

Fruit stains may be removed from linen as follows: Tie up some cream of tartar in the stained part and let it boil in soapsuds for a few minutes. Then wash and rinse in clear water and the stain will be gone.

OTTAWA NEWS.

Census Report—Monument to Heroes—Dawson Telegraph Strike.

Ottawa, July 31.—(Special.)—The first volume of the census report will contain the area of every municipality and parish of the Dominion. The calculation of the area was done under the supervision of Mr. White, Dominion geographer. The book will be out in a few weeks.

The school teachers monument erected in front of the city hall in honor of Ottawa men who fell in South Africa, will be unveiled next Wednesday evening.

The trouble between the employees of the government telegraph line to Dawson, and the Department of Public Works has been temporarily smoothed over. The men have promised not to strike, nor to take any radical action until Mr. Tarte has been located, and his attitude towards them is ascertained. Mr. Tarte is supposed to be at or near Chicago, but communications from the department have not reached him up to this afternoon.

The customs revenue for July shows an increase of $29,000.

One of the large insurance companies which assumed risks on the lives of members of the last contingent of the Canadian Mounted Rifles, is finding that a good many of the men would escape, if they could, payment of more than the first quarter's premium. It is understood the Militia department undertook to pay the rest out of the deferred pay, but as the men are now being finally settled with, the department declines to assume responsibility.

Wonderful Winnipeg

The Prairie City's Bank Clearings Break All Previous Records.

July's Surpassed Those of Last Year by Over Six Millions.

Winnipeg, July 31.—The Free Press says tonight: "Winnipeg bank clearings for the past week and the month ending today are the most satisfactory of the whole year. The big increase is partially accounted for by the fact that exhibition week was one week later than in 1901.

"The clearings for the week show an increase of $1,899,053, while the clearings for the month reached the enormous total of $15,663,739, an increase of nearly six and a half millions over the clearings for July, 1901. This splendid showing is but a true barometer of the general prosperity of the entire Canadian West."

FROM FIELD TO FORUM.

Major Hamilton Merritt, second in command in the last Canadian contingent, is here en route to Calgary. The Major is interested in litigation covering anthracite coal mines, which will be tried before Chief Justice McGuire.

DEAN O'MEARA'S SUCCESSOR.

Rev. Canon Mathewson, of this city, has been appointed dean of the Anglican diocese of Rupert's Land, succeeding Rev. Dean O'Meara, deceased.

BICYCLE THIEF SENTENCED.

George A. Knight has been sentenced to three years in the penitentiary for stealing bicycles from six different people. He pleaded guilty in each case.

Great crowds attended the Brandon fair, special excursions carrying people from all directions.

NEW KASLO COMPANY.

The Giegerich, Byers & Green Company, Limited, Incorporated.

Kaslo, July 31.—(Special.)—A new company for wholesale and retail business has just been incorporated with a capital of $100,000, by which Green Bros., H. Bros., Geigerich and A. B. Morris will amalgamate their businesses under the style of The Geigerich, Byers & Green Co., Ltd. Their object, primarily, is to reach out for the fast increasing wholesale business of the neighboring district.

DROWNED AT VANCOUVER.

William Smith Swept to Death in the Narrows—Body Found.

Vancouver, July 31.—(Special.)—The body of Florian Schmalz, partner of Fritz Fabian, who was found clinging to a boat a week ago, and died from exhaustion, was found this morning on the beach at Jericho, whither it had floated.

William Smith, another fisherman, was drowned at the Narrows early this morning by falling over his boat. He was swept away by the tide before his companion could effect a rescue.

TWO MEN HURT.

Wellington McAlpine and William Wilson Meet With Serious Accidents.

Nanaimo, July 31.—(Special)—Wellington McAlpine, having been caught by the trouser leg when stepping from a coal car at the tunnel at Extension, was dragged some distance and had his arms broken in several places.

About midnight last night a special train on the E. & N., carrying a party who had attended the theatre here, struck a man who was lying beside the track near South Wellington station. The man was found to be William Wilson, who lives at South Wellington. He had his legs over the rail and was dragged or pushed by the tender some distance before the engine driver succeeded in stopping the train. His body was badly bruised and one hip torn, making a bad flesh wound. He is in the hospital here doing as well as could be expected. His condition is yet considered dangerous.

CAUGHT A THIEF.

Ingenious Device of a Vermont Man—A Surprised Community.

Chester Depot, Vt., July 31.—By the use of a spring gun, C. H. Waterman, a local mill proprietor, it is claimed, has revealed the person guilty of a series of robberies which have been going on in this town and vicinity for several years. The alleged robber is Clarence Adams, one of the most highly respected young men of this section. He is under arrest, and in his home, it is claimed, a large quantity of stolen property has been recovered. The detection followed the announcement one morning this week that Mr. Adams had been waylaid and shot on the previous evening. On that evening the spring gun set by Mr. Waterman and loaded with No. 6 shot, was discharged. When it became known that No. 6 shot were removed from Adams' wounds, suspicion was aroused and the arrest followed. Adams was not seriously injured.

ANOTHER REMAND.

Quebec, July 31.—On account of the number of authorities cited by counsel in the Gaynor-Greene case, Judge Caron will not deliver his judgment in the case tomorrow, but will remand the prisoner for eight days.

TO ASSIST SUFFERERS.

Toronto, July 31.—The Ontario government is to send a commissioner to Stormont and Dundas counties to enquire into the loss sustained by the residents of that section by the tornado of two weeks ago. A grant is to be made to them.

Favors U. S. Business

Merchants Say the White Pass Route Works Against Their Interests.

Board of Trade Members Tell Their Grievance to Commissioner Anderson.

Mr. George Anderson, the special commissioner, appointed by the Dominion government to investigate the trade conditions in Yukon, met the Board of Trade yesterday morning. President McQuade was in the chair, and there was a large number of members present.

H. A. Munn was the first to speak regarding the Northern trade question. He said the transportation question was the greatest difficulty with which local merchants had to contend, for the trade of the river was in the hands of a corporation which did not favor Canadians. The people of the North, now that the boom days were over, could not afford to pay the exorbitant prices which formerly ruled, and the railway and steamship companies charged rates out of all proportion to the value of the goods carried, and the only salvation, in the mind of the speaker for Canadian trade with the North, was the construction of a wagon road from Skagway to Bennett, which, although it might seem a retrograde movement, was necessary to allow of the transportation of freight over-land to the waterway, and thus force the railway to make a living rate. A competitive road was very necessary.

S. J. Pitts said that one reason why Canadian goods do not control the market in the North, was owing to the White Pass & Yukon company not offering inducements to Canadian trade, but rather placing obstacles in its way in preference of Seattle and San Francisco. The company gives the same rate from Seattle or San Francisco as from Victoria or Vancouver, but give no corresponding favor to Eastern Canadian points. An arrangement had been made by the White Pass & Yukon company with the N. A. T. T. company to carry the Commercial company's freight on the railway only, and the company's steamers carry it on sea and river. The company can therefore charge what they like, and make immense profits on the gain which they make by their freight arrangement, in fact, no one can compete with them on that basis. The W. P. & Y. route too, offers inducements to the heavy shippers, giving rebates, etc. The speaker knew of one case where last year they had given a rebate of $25 per ton to a Seattle firm. The company held the interests of Seattle and San Francisco in preference to those of Canadian shippers, and did not assist Canadian trade in any way whatever, although the road holds a Canadian charter.

The speaker instanced a case where his firm had an order for 200 tons of potatoes, and gave a bond of $5,000 on the freight when shipping. The railway company refused to accept the bond with the shipment as additional security, holding that the entire amount of $12,000 must be guaranteed. They would not give the guarantee and run the all too great risk. And the order was transferred to Seattle. At the present time, the speaker said, his firm, was shipping carload lots from San Francisco, which were formerly shipped from here, the consignee in Dawson having learned that the railway company charged the same freight rate from San Francisco as it did from Victoria. Victoria could not therefore benefit by handling these goods. The greatest mistake was not in encouraging the building of an all-Canadian route. (Applause.) This was the top and bottom of the whole thing. The White Pass & Yukon company were dickering with the big commercial companies, and making profits by allowing the commercial companies to make enormous profits, and the company did not care for Canadian trade.

Mr. Wollaston said the last speaker had expressed matters according to his understanding of the question. The difficulty was that the policy of the W. P. & Y. railway has been the conciliation of the large commercial companies doing business in Dawson. The W. P. & Y. railway has worked hand in glove with them, and made freight arrangements with them to the detriment of other dealers. The W. P. & Y. route has said to the big companies, "if you will charge a rate of $60 a ton by the lower river, we will make a charge of $70 a ton by the upper river." This policy has thrown the trade to the big companies to the exclusion of the small dealer, and to the understanding of the speaker, the small buyer was the life of the country, and it was Canada's policy to cater to them. However the W. P. & Y. company makes freight arrangements with the big companies, and they flourish and their business increases, while the small dealer goes out. The small buyer cannot come to the Coast to buy, for under the present conditions he is obliged to buy from the big companies, who, having their whole interest in the United States, throw all their business to the United States, and do not buy in Canada unless obliged to. Smuggling on the lower river is another thing. The speaker had not facts, but from hearsay and honest convictions, he was assured that smuggling in a large way existed on the Lower Yukon. This was one reason why Canadians were shut out of the trade. The rates made by the W. P. & Y. company in past years—not so much this year—have been utterly exorbitant, and no one in a small way of business could pay the rates and compete with buyers who buy in large quantities and take in their freight on their own steamers. The rate on freight by the lower river from San Francisco to Dawson was from $30 to $40 by way of the mouth of the Yukon, whereas the cost over the White Pass route according to the published tariff this year is $3 per hundred from Victoria or from San Francisco by the railway route and upper river—$65 per ton as compared with $30 or $40. The $65 per ton rate is, too, a commodity rate, and in order to obtain it the shipper must send in 50 tons of staples, and the rate does not cover meats and other things. As against this, the rate on the lower river, although so much less, covered everything, and was measured by weight, and not measurement, and there was no classification as on the White Pass route. The trip over the White Pass occupied some eight or nine days, whereas the time occupied from San Francisco to Dawson was from 35 to 40 days. These are facts, which in the opinion of the speaker, the Dominion government should enquire into, for it was incumbent on the company to see that the W. P. & Y. railway charged only such rates as it can fairly earn, and not such a rate as it can squeeze from shippers. Now the W. P. & Y. company is taking as much as it can get, and giving as little as possible. Until this matter of the rates is remedied, Canadian shippers cannot hope to control more of the Northern trade.

Ald. McCandless said that transportation was responsible for the evils which exist. It was impossible for the small trader, especially in heavy goods, to compete with the large companies. The fact is that the big companies can take trade from the Coast and land it in Dawson for so much less than local dealers. How can the small trader expect to take in goods for $100 a ton—and in one case his firm had paid $300 per ton—when goods can be shipped in from St. Michael and sold for so much less. The policy of the W. P. & Y. company had been to pretend they were doing all they could in the interest of Canadians when they were securing favorable legislation or privileges, whereas in reality the company was doing all it could to turn business to the United States. The company has had a tremendous pull in this city. In the opinion of the speaker a great mistake had been made in not having an all-Canadian road to the Yukon. The fact is, he continued, Canadians are afraid to take any action fearing action on the part of the Americans to prevent them entering the country. The Dominion officials do not wish to antagonize Americans for fear that they may take steps to prevent Canadians going into their own country. If there was a Canadian route, the speaker, concluded, there would soon be no Skagway, but cities would be built up along the route in Canadian territory.

A. J. Morris, traveler for J. Piercy & Co., said the large commercial companies have done all in their power to keep the trade from Victoria and Vancouver, and Canadian points. As things were this season the mine-owners employing large numbers went to the big companies for their season's supplies, and the company took a mortgage on the mines for the money. If the mine-owner could not pay, the company took the mine.

Dr. Milne said it seemed that the small dealer had been knocked out of the trade. There was no rush of men out now as there was in the past to buy goods—they had enough of the treatment of the White Pass & Yukon company. He had shipped some machinery to Dawson, and the company would not accept the weights given by the Albion Iron Works, but weighed the goods at Skagway, and when the consignment reached Dawson, although $160 per ton was paid as freight, an additional $160 was collected at Dawson. As to the falling off of the trade here, said the speaker, it has been said that the White Pass route cannot compete with the St. Michael trade. During conversation with managers of big commercial companies at Dawson, the speaker learned that the company could get its freight delivered at St. Michael by large steamers for $6 per ton, whereas last year the White Pass & Yukon company charged $125 per ton for staple articles. The small dealer could not compete with that.

The settlement of the Alaska boundary question should be urged on the Dominion government, for it was only a few days ago that he read despatches telling that the United States government was passing estimates for the fortification of Skagway, and the points in the disputed territory. If the boundary question was settled, a road could be built under government control, and if Skagway was within Canadian orders the government could control the W. P. & Y. company—or at any rate build a road and have competitive rates. It is between Skagway and White Horse where the excessive rates are charged. It is, the speaker said, ridiculous for anyone to pay from $12 to $13 per ton for hay on the Fraser river and pay $100 per ton to get it to Dawson. Under such a state of affairs, the small dealer was knocked out. Concluding, the speaker described the immense stores the commercial companies had at Dawson with their great stocks which might feed the district for ten years.

C. H. Lugrin, speaking of the lower river transportation arrangement, said that at present there were only two companies, the Northern Commercial company, which was composed of four amalgamated companies, the Alaska Commercial company, A. E. company, Empire Transportation line, and S. Y. T. T. company, which were made up exclusively of Americans, and the N. A. T. T. company, which was not exclusively an American company, but made up of men in Chicago and Canada, largely controlled by Canadians of prominence, in fact, two of the leading members were among the best known of Canadians—it was unnecessar to mention their names. The companies have an alliance with the W. P. & Y. company, and were understood to have a freight arrangement with that company. The commercial companies operated large steamers from San Francisco to St. Michael, which allowed of their carrying freight cheaper. A steamer could be put on the route between Victoria or Vancouver and St. Michael, but there would not be sufficient Canadian business to justify it running, it would have no return business as the American vessels have, and would have no connections on the lower Yukon, for although Canadians have the free navigation of that river, they would have to carry everything from sea to Dawson without touching at the American ports of call, as can the United States steamers. Consequently as far as the lower Yukon business is concerned, Canadians could not compete with the Americans, the trade must remain in the hands of Americans, and consequently in the hands of the big companies. The N. C. company has large ocean carriers, and its river steamers on the 1,700 miles of river between Dawson and the mouth can do the inland trade; the company has also the Nome and Alaskan Coast trade, and in fact, is in such a position that it is useless to talk of Canadian competition—but, the American companies could not put one pound of freight in Dawson if the Dominion government withdrew the coasting privilege from American vessels, and then went to the W. P. & Y. company and forced them to place their rates at living figures, conditions would be improved. The W. P. company have said their rates cannot be cut by the government, for the government has no jurisdiction over 20 miles of the road, but the government is surely not so paralysed that it cannot control the other part of the line. If the privileges were removed from the American boats, the speaker was of opinion, that the small dealers would start to come out again.

H. A. Munn, in speaking again, said the Dominion government, judging from results, seemed to be powerless to do anything. Strenuous efforts had been made to get the government to control the rates, and the pretence of an effort had been made to control the rates, but the effect was simply nothing—the rates had not been controlled, for today it costs five dollars more to place a steer in Dawson than it did last year, and so it is with other things.

Mr. Mara: Why do you say the government is powerless?

Mr. Munn said he was only speaking from results. The rates had been reduced on the Canadian side, but raised on the American side. The company reduced its rates privately to favor some, and to show how absurdly small was its workings, said the speaker, rates were given to some shippers with a condition that they were not to do business with the dealer against whom the line was prejudiced, and when business is done in this manner by the railway, it was difficult to get any part of the trade. Victoria and Vancouver enjoyed a large amount of the Northern trade at one time, and would do a large and profitable trade now, but for the fact that the railway company had set itself up to destroy that trade, and working systematically to that end, had done so. It was, however, better to suggest a remedy instead of scold.

Ald. McCandless said the remedy was the building of the All-Canadian route.

George Anderson, the commissioner to the Yukon, said he was glad to see so many of Victoria's businessmen present, for it showed how keenly they were alive to the Yukon trade. He could see clearly that the business of the Northern country was now in the hands of the two big commercial companies, for the reason that they controlled the transportation facilities. That must continue for a while, for as long as they were able to take in their own goods in their own vessels it was difficult for any merchant to attempt to compete. He did not believe a Canadian line to St. Michael could be arranged, for the freight would have to be taken up the river to Canadian territory without stop. How far the Dominion government could control the W. P. & Y. railway, he did not know. Speaking with the land in dispute considered as American territory, the line was an international one, and it appeared in those premises that the W. P. & Y. company held the key to the situation, and with their boats on the river from White Horse to Dawson they could make a through rate. He supposed tramp steamers were running, but the White Pass & Yukon company could charge excessive local rates to White Horse, and thus work against these vessels.

Mr. Allice—Which they do.

Continuing, Mr. Anderson said the matter appeared to be a difficult one to solve. The gentleman who suggested the all-Canadian route as a remedy did not mention a Coast port. He presumed Fort Simpson would be the coast terminal. It would be a difficult railway to build, but if the gold was there the country should be developed. The government was anxious to know why so much of the trade was in the hands of the Americans, and the speaker said he could see that it was not due to the apathy of the business men. The duty on American goods presumably was not a factor in the matter, for with the excessive freight rates, and the advantages secured, the companies could easily pay the duties, and would just as soon buy their goods in the United States as in Canada, as far as the duty was concerned. He understood that the commercial companies were buying considerable goods from Eastern Canadian merchants, but in the position occupied by Victoria and Vancouver, if the Dominion government could take action to secure the trade for Canada, much of the business should be done in these ports. Except in the line of manufactured goods and the goods imported around the Horn from England, trade matters with the North presented a problem that was difficult of solution. The commissioner said he would investigate closely into the class of goods which came from the United States and Canada, and hoped to be able to report that Canadian merchants would be able to do more business than they were doing at present, but how to solve the freight question was the difficult matter. He would be glad to recommend any remedy which would assist the merchants of the West to do the trade with the North, but he was not clear as to whether the government could control the rates over an international road—speaking of course subject to the disputed territory being classed as American. He would, however, get all possible facts. On his return he will visit Seattle and San Francisco to investigate the conditions there as affecting the question.

A vote of thanks was passed to the commissioner, who will leave for Vancouver this morning to meet the Vancouver merchants, and will leave for the North on Monday on the Princess May, accompanied by Dr. Wickett, the trade representative sent to the Klondike by the Canadian Manufacturers' association, who is now in Vancouver.

THE FAMOUS BELLS OF BOW

For More Than Twenty Generations They Have Commented on Life's Drama.

From London Telegraph.

Up in the steeple of St. Mary-le-Bow the bell-founders are at work upon the legendary chimes which have kept time with the "music of humanity" since London become famous among the cities of the earth. For more than twenty generations they have commented like a Greek chorus upon all the drama of life and fate packed within the walls of the old capital or acted in the modern arena that concentrates in its seething existence of everyday—more intense and innumerable contrasts for fortune than any other environment of the world. "Turn again Whittington, thrice Lord Mayor of London"—what child does not know that it was the faraway rhythm of Bow bells which spoke sooth to the ear of the poor apprentice in doublet and hose, recalled him within the gates of the picturesque mediaeval city, with its pitched roofs and gables, and made him the civic ancestor of Sir Joseph Dimsdale? There is no single episode in English folk-tales more profoundly characteristic of the spirit of the nation, or more expressive of the unique place which the typical church of Cheapside has always held in popular imagination. Westminster and St. Paul's have been the shrines of the realm, associated with all the pomps and vicissitudes of the state. But St. Mary-le-Bow alone has been regarded as the symbol associated with the joy and grief, the mirth and care of private men. The lives of centuries of citizens have been accompanied by the dancing peals or the iron sorrow of its bells. They have rung the generations into being. They have rung them away. They have been glad for births and weddings. They have been mournful for deaths and partings. And ever they have seemed like the disciples to speak to every man after his own tongue. In a word, the City and Bow bells "have triumphed and have saddened" together, and the changes in the steeple have made equal measure with the changes of life.

Outwardly there is no sign that the famous belfry is undergoing repairs. The tide of traffic pours as ever like a cataract through Cheapside. The familiar clock projects above the street. Over the great doorway the bellfounders, indeed, have hung out their sign. It is little noticed by the crowd, whose vision is either level and alert with the glance of hurrying vigilance, or who look downward as they go like Mulcher meditating gain. There is no time in the city for men to rest at, gaze, or to indulge the reveries of contemplation by standing with uplifted eye to follow the outlines of any "spire whose silent fingers point to heaven." Yet the belfry of Bow is Wren's masterpiece, and upon bright summer Sundays, when Cheapside is flooded with sunlight, but otherwise as silent and deserted as the tomb, any city man who has preserved some little wellspring of poetic sentiment, amid all the din and dust of practical existence could enjoy few more surprising and interesting experiences than that of paying a visit of pure love to the altered scene of his daily activities. The controversy as to whether London is or is not beautiful is one that will always remain open. It will continue to be decided in opposite senses according to individual experience or taste. But what there is no doubt about whatever is that London is full of beauties in an almost infinite number of the aspects of its vast being. None among them all is more exquisite of its kind than the belfry which soars with airy and delicious grace above the long profile of Cheapside. To say that Bow steeple is Wren's highest flight of clear and delicate invention is to say that it is one of the delights of all architecture. Study it in the right atmosphere and you will understand at once why it has been described by competent observers as the finest Renaissance campanile in the whole world. In all his sermons in stone Wren's most accomplished art is that of leading the sight insensibly from the massive lower lines, that present rather dignified harmony than abrupt contrast with the surrounding scenes of work-a-day life, to the ethereal developments of an upper structure which lifts the thought before it is well aware to the sphere of the spirit.

The belfry of Cheapside is a wonderful example of this combination. Look at it in the light of the pure and brilliant evenings of a few days ago, when the electric lamps dashing amid the luminous pallor of the air were like diamond upon pearl. Every feature of Wren's steeple is thrown out against the cool radiance of the evenings. It becomes visibly a thing of grace, so instinct with the rarest genius of Italy, that to think of it standing in modern Cheapside is like seeking credit for a miracle. The two lower storeys stand four-square, as dark and plain and massy as a mediaeval tower. But they are no more than a mighty plinth for the stage that carries the bells. From their lofty base the circle of columns springs up with indescribable grace, with slenderness; openness, magical adjustment. Above them the flying buttresses curve inward to one centre, and carry the tall and pointed pinnacle. Such is the winged genius of this architecture that it would seem to detach itself and float upward to the summer clouds it would only seem to have reached the last phase of its inspiration. And all around the lines of this fairy creation, majestic in the serene dignity of their repose as dream-like in their lightness, the telegraph wires weave their significant mesh.

All this might be appreciated by the judicious eye, but there is no exterior token to indicate that the campanile of Bow steeple is at present a muffled chamber. To admit of alterations in the structure the whole peal of bells, with one exception, has been taken down. The forlorn and solitary brother who remains amid such an unwonted and curious vacancy is the member of the tuneful family who discharges the routine duty of striking the hours. The others have been unshipped and stand down below, where you may test the musical quality of their metal by tapping them with a key. Londoners, as we have said, are generally unaware of what has taken place, and that Wren's campanile, for the moment, has become a delusion and a simulacrum, no longer the architectural tabernacle of Bow Bells. But the question is whether the removal of the principal member of the chimes has not raised an issue of prodigious import. "The Great Bell of Bow" has been credited in all ages with the peculiar power of conferring into true natives of Cockaigne all children born within the furthest limits to which its deep note will travel. It might be argued by a fitting advocate of the privileges of the Great Bell that Londoners cease to have any legitimate claim to that title and are metaphysically extinct when the king of the belfry has been temporarily dethroned. But it will not be for long, and the chimes of Cheapside will be as jubilant for the coronation of Edward VII. as for any day of festival or glory in the annals of the Empire. The remarkable thing is that the harmonious brotherhood is for the moment part almost exactly contemporary with the Empire itself. The old bells came jangling and crashing down when the ancient steeple fell in the Great Fire. Wren's new campanile was endowed with music worthy of it, for Strype wrote in 1720 that "surely for the number and melody of the bells, Bow, since the Fire, surpasseth former times." But seven of the eight bells then made up the entire peal were recast in 1758. Two more were added the year after the coronation of George III. Although the two finally required to make up the full chorus of twelve were only hung at a very recent date, the rest of the chimes date from Chatham's ministry, the greatest Government in our history, and they were first rung in the days of Quebec and Plassy and the Seven Years' War for the triumph of British arms in every quarter of the globe. At a moment when Bow Bells are about to renew their existence there is good augury in the thought.

INJUNCTION ISSUED.

To Restrain United Mine Workers From Interfering With Non-Unionists.

Charleston, W. Va., July 31.—President John Mitchell has been enjoined. A bill in equity was filed in the federal court here today by the Chesapeake & Ohio agency, New Jersey corporation, which has its principal offices in New York, in which 50 coal companies operating in the New River fields, the Chesapeake & Ohio railway company, G. W. Purcell, W. H. Wilson, John Mitchell, T. J. Carroll, J. H. Richards and about 150 members of the United Mine Workers of America are made defendants.

The bill sets up that the complainant is engaged in selling coal and coke, and has a contract for the output of the collieries, which are made a party defendant, and a contract with the defendant railroad company for the shipment of coal so purchased. That because of a strike in the field embraced by the various companies mentioned, which has existed since June 7 last, the coal companies have failed to live up to their contracts for deliveries of coal; that there exists a secret organization known as the United Mine Workers of America, of which John Mitchell is President and W. H. Wilson is secretary, under the orders of which the men employed in the mines who are members of this organization, refuse to do their duty, and in addition thereto assemble in marches and meetings, and so conduct themselves as to intimidate employees of the various companies, thus preventing them going to the work which they desire to perform.

The bill, which is a long one, was presented to Judge Keller today, and he issued a temporary order restraining and prohibiting the defendants, W. H. Wilson, John Mitchell, and others (all of whom are named in the order) and all others associating or acting with them, from in any way interfering with the management operation, or conducting of said mines by the owners of these operating them, either by menaces, threats of any character, or intimidation used to prevent the employees of said mines from going to or from the mines, and coke plants, or from engaging in the business of mining in said mines, or laboring upon said coke plants.

INCREASED LAND SALES.

C. P. R. Sales For July Amounted to Over Half a Million.

Winnipeg, July 31.—The Canadian Pacific Land Department sales for the month of July just closed were 155,344 acres for $564,892, as compared with 49,089 acres for $156,646, in July, 1901. The Canada Northwestern Land company's sales for the past month were 29,354 acres for $165,231, also a heavy increase.

ANOTHER BOUQUET.

From Lardeau Eagle.

Smith Curtis, Rossland's M. P. P., was presented with a beautiful (?) bouquet while in Ferguson last Friday night, by one of the guests at the Windsor hotel. The flowers were grown in a vegetable garden and had attained a height of three feet, while at the bottom was a fine specimen of last season's hort. This splendid bouquet, however, only reached Mr. Curtis by accident. It was intended for the party who had occupied the room the previous night, but this person had given up the room to Mr. Curtis for the night. Hence Mr. Curtis' good fortune.

Chinatown Celebrates. — Chinatown was en fete last night. Flags were suspended from balconies and flown high on the flag poles above the joss houses, while the quarter was also rally illuminated with paper lanterns. The celebration was in honor of the birthday of Kuangshui, the Emperor of China.

Kitchener--- Rosebery

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