

# Col. Steele is a Fighter

## Some Incidents in the Career of Commander of Strathcona's Contingent.

### Comes of a Fighting Family and Has Seen All Kinds of Service.

It is not surprising that Lieut.-Col. S. B. Steele should be respected and beloved by the men of the Northwest Mounted Police force. For nearly 30 years Col. Steele has been associated with these men on terms of the closest intimacy—for there is no intimacy that teaches men of what snuff their comrades are made like that begets of life in the prairie and in the mountains in the service of Canada's little army of regulars. It is here that men live under the same tent, undergo the same hardships, face the same dangers, until they know the fellows as city-bred men never can. It is when men have to rely for their very lives on the courage, foresight and judgment of their leader that they learn his true value, and no higher compliments can ever be paid to Col. Steele than the unadorned admiration felt for him by all the men who have served under him.

For 30 years Col. Steele has endured the strain of frontier life, and has on numerous occasions given proof of his qualities as a soldier and as a leader of men. Time and again he has carried his life in his hand, facing mobs of infuriated white men and bands of rebellious Indians. One of the most notable of these occasions was the dispersion of some 1,500 men who were congregated at the end of the C. P. R. track in 1888.

When Col. Steele started to enter the Yukon he found that the contract for the carriage of the mails was not being properly performed, and during the "hot" of the last winter his men performed the work regularly on 35 miles a day over a trail sometimes deep in snow, sometimes slippery with ice, oftentimes precipitous, and always rough. One splendid fellow on one occasion covered 70 miles in one day in order to make proper connection of two mails. Such work as this could not have been secured from these men for mere money. The credit of the corps of which they were so proud was at stake, and they did the work with an uncompromising aim, as much as a matter of course as one of them would walk into the midst of a crowd of armed savages and arrest his man.

In Dawson and vicinity Col. Steele performed duties of the most varied character, supervising all the public works until the machinery of civil government was firmly established. He acted as magistrate and disposed of hundreds of cases. He was in himself the Dawson board of health. His force looked after the execution of the Federal royalty—a work of much responsibility, and peculiarly rich in temptation. He was a member of the executive council, on which his wide knowledge and sound judgment gave him a preponderating influence. He thoroughly did Col. Steele fill all the numerous demands upon him that there was an almost unanimous expression of regret from the citizens of Dawson upon his departure.

A Fighting Family. There is reason in his blood for the work Col. Steele has done as a soldier and for his promptness in volunteering for service in South Africa. That Col. Sam Steele comes honestly by his pug-nacity appears from the following: His father, the late Capt. Elmes Steele, R. N., who sat for Stencel in the Canadian Assembly in 1841-42, was a member of the Gloucester (Forest of Dean), and was one of the six sons of Dr. Steele, family physician to the Fitzhardings, Earls of Berkeley. Elmes entered the navy at 14 years of age in 1785, and was actively employed in wars from that time to 1815, having encountered Spaniards, Danes, Turks, Russians, French, Dutch and Americans. Two other brothers—Tom and Edward—also joined the navy. The former was killed in battle, the latter was drowned in the Baltic when in command of a line-of-battle ship at the age of 28 years—2,000 men perished at the same time. Capt. Elmes Steele was under Sir John Gore when his four ships of war, and was commended for his gallant conduct. On board the captured Leopard the captain, Humphreys, enforced the right of search on the American Chesapeake. Landing on the coast of France, in command of the Archibald's company, he defeated a regiment of infantry, destroyed the guns and signal stations, and captured a prize. He was on board one of the ships which decamped Villeneuve out of Trafalgar Bay. Next day he assisted at the capture of some vessels. Having served on at least twenty of the most famous British ships, among others the Triton, Barfleur, Aechusa, Caroline, Leopard, Atlas and others, he was out of several brothers who fought for their country, the only one who died in bed.

Sam, Henry and Richard, three other brothers, entered the army as officers and went through the Egyptian campaign under Sir Ralph Abercrombie, fighting under Sir John Moore at Corunna, and going through the Peninsula war under Wellington. Sam and Richard were killed at Waterloo. Henry, who was in the 11th Dragoons that day, received a wound from which he died later.

His Indian Titles. By the Cree Indians Lieut. Col. Steele has been nicknamed "Manisankook-pisque," that is, "Spirit of Iron." By the Blackfeet he is called "Manisankook," that is "Protector (father) of Many Children."—Toronto World.

# B. C. Southern Land Grant

## Digest of the Opinions of Eminent Counsel Consulted by Provincial Government.

### General Agreement Amongst the Legal Authorities on Main Points at Issue.

The following is a condensed statement of the papers in relation to the British Columbia Southern Railway Company's land grant, called for by Mr. Joseph Martin and brought down in the House yesterday:

Mr. Joseph Martin's letter of March 20th, 1899, submitting the case, by Mr. R. B. Haldane, Q. C., M. P., of London, England, includes an abstract of the statutes of British Columbia connected with the British Columbia Southern Railway Company, and several Dominion statutes for the guidance and information. Mr. Martin points out that the 20,000 acres of land per mile was not "granted" to the company, but the Lieutenant-Governor was authorized to grant that amount for every mile of the Dominion of 1897 declared as the British Columbia Southern Railway Company's territory, and applying for a "peculiar" because it makes special provision with regard to a portion of territory then known to contain valuable deposits of coal. He also draws counsel's attention to the fact that a statute of the Dominion of 1897 declares the British Columbia Southern to be a work for the general benefit of Canada. As is known, the C. P. R. having purchased all the capital stock of the British Columbia Southern Railway Co. and built the line as agreed over British Columbia territory, it is applying for a conveyance to them of 20,000 acres of land per mile under the provision of the statutes submitted. Mr. Martin, as attorney-general, on behalf of the government, desired counsel's opinion on the following points:

1. Under the circumstances above stated, has the Crown's Nest Pass railway been constructed by the British Columbia Southern Ry. Co. within the meaning of sec. 1 of chap. 40 of the British Columbia statutes of 1897 or, has not the line of railway been constructed by the Canadian Pacific Company itself?

2. If, in your opinion, the Canadian Pacific Company has, as a matter of law, constructed the said railway line, as contemplated by the Dominion statute, would the Lieutenant-Governor-in-Council be ordered by the court to make this grant by proceedings by the company by petition of right?

3. What is the effect upon the rights of the said lands to the British Columbia Southern Railway Co. of chapter 36 of the statutes of 1897, by which that railway is declared to be for the general advantage of Canada, and thus, under the provisions of the B. N. A. Act (sec. 92, subsec. 2, D. C.), being a work entirely under the legislative power of the Dominion parliament?

5. If, in your opinion, the Lieutenant-Governor-in-Council is bound to grant the said lands to the British Columbia Southern Railway Co., and said railway company is authorized to receive them, in spite of the said legislation which has taken the said company out of the legislative control of the Legislature of British Columbia, what is your opinion as to the effect of section 16 of said statute of 1897?—That the company, if said section has been modified by subsequent acts set out in the enclosure?

6. Is the government bound in said section 16 to the railway company as part of their grant?

Mr. Haldane's opinion. In reply to the English counsel said he had arrived at a conclusion, but was doubtful what view a tribunal might take of the controversy after hearing arguments. The case is not only novel, but also one of considerable difficulty. Mr. Haldane was of the opinion that the language of the statute really amounted to a contract with the Crown's Nest Railway Company, which they are entitled to enforce by petitions of right, and that the power given the Lieutenant-Governor was not purely discretionary.

As to the line having passed from provincial to Dominion control, he holds that the considerations for the grant is confined to the construction of a railway of the proper gauge. That done the grant is earned. Then follow the answers to the specific questions:

1 and 2. The Canadian Pacific Railway Company has bought all the shares of the British Columbia Southern Railway Co. and controls it, but the British Columbia Southern still remains a legal entity, and in law has constructed the railway and complied with the conditions, and is entitled to the grant.

3. Yes.

4. In my opinion the effect of the Dominion legislation has not been to deprive the British Columbia Southern Company of its title to a grant. As I have already said, this is the conclusion that I have arrived at. I am far from feeling confident about it. I think the strongest argument the other way is the true one, that what the contract contemplated was a grant subject to provincial control, and it is only because of the explicit definition in section 1 of the Railway Aid Act of 1890, that I think it ought not to prevail. It may well be, if generally, that the law which I think should be run, worth while to try the question.

5 and 6. I am unable to differentiate between the lands referred to in sec. 16 of the Railway Aid Act, 1890, as amended by sec. 3 of the act of 1893, and the other land. I think that the company has a similar title to it.

Other Opinions. Messrs. Robinson, Q. C., Osler, Q. C.,

# Pacific Cable Offer

## Text of the Correspondence Between the Local Government and Ottawa

### Hon. Mr. Cotton Explains the Province's Offer to Premier Laurier.

The entire correspondence with relation to the Pacific cable offer of the local government, asked for by resolution of the legislature, has been laid before the House, and is as follows:

(Telegram.)  
Victoria, May 5, 1899.  
Rt. Hon. Sir Wilfrid Laurier, G.C.M.G., Ottawa, Ont.

This government observes with great regret that further difficulties have arisen in connection with the Pacific cable scheme, and regards the enterprise as of vast importance, and absolutely necessary if Canada is to secure her proper share of the Pacific. On these grounds this government feels justified in undertaking a portion of the expense involved in the realization of the scheme, beyond what is involved in its provincial share of Dominion responsibility. This government, therefore, will assume for the province one-third share of cost of cable, on arrangements similar to those with Australian colonies. Hoping that in thus strengthening the hands of the Dominion government the consummation of this Imperial enterprise may be achieved.

(Signed) F. CARTER-COTTON,  
Minister of Finance.

The telegram was supplemented by the following letter:  
Victoria, May 5, 1899.  
Rt. Hon. Sir Wilfrid Laurier, G. C. M. G., Ottawa, Ont.

Dear Sir Wilfrid—I sent you last evening the following telegram (here the telegram is duly set out). I have now the pleasure of confirming the above telegram by stating that this government will be prepared to assume the responsibility for one-third share of the cost of the cable on the same terms and under the same arrangements in respect to the control and management of the enterprise as have been proposed by the colonies of New South Wales, New Zealand, Queensland and Victoria.

This government, of course, realizes that as that of a province of the Dominion it will have to bear its share, with the governments of the other provinces, of any responsibility incurred by the Dominion in regard to the enterprise; it also recognizes the fact that in making this offer it departs somewhat from the course which a provincial government would generally follow in regard to this enterprise.

But, in the opinion of this government, there are sound reasons for its adoption of the course which has been intimated to you. As the province which abets on the Pacific ocean, British Columbia is most directly and chiefly interested in any scheme, the object of which is to foster and develop commerce with all communities bordering on that ocean, it has some times seemed that the federal parliament did not fully grasp the potentialities of the Pacific commerce, and of the events which are now transpiring, destined, as this government believes, to have an immense influence on the policies and fortunes of the great power of the world.

This government, therefore, viewed with much satisfaction the decision taken by your government a few weeks ago to assume one-half of the proposed Imperial cable, and provided the Imperial government did the same, with the contributions of the four Australian governments, would have provided a requisite sum and assured the early completion of the enterprise.

It has been, therefore, with the greatest regret that this government observed that a check had been sustained by the refusal of the Imperial government to meet your government's proposal.

With the aim of strengthening the hands of your government and of inducing the Imperial government to reconsider its decision, this government decided to assume that share of responsibility in the enterprise of which my telegram informed you, and it will await with anxiety your reply that your efforts have been successful, and that at last the negotiations of several years have been brought to a satisfactory conclusion.

Although, as this government understands from the dispatches which have appeared in the newspapers, the Imperial government is prepared to make an annual contribution to any deficiency which may occur in the earnings of the cable to meet the expenses for maintenance, operation, and interest on capital of a larger sum than would be its share if it became the owner of the cable, this government, in the opinion of the greatest importance that the Imperial government should be a co-partner in the scheme, whether to the extent proposed, or of a smaller one.

It is of great moment that the necessary capital should be obtained on the most favorable terms, and to this end it is essential that an Imperial guarantee should be given jointly with that of the various colonial governments. As this government is in ignorance of the actual situation beyond what has been disclosed by press reports, which may or may not be accurate, it is unable to discuss the subject more fully. It would suggest, that even should the Imperial government decline to accept any share of ultimate risk for the capital invested in the enterprise, it might be induced to give its guarantee to the subscribers to the capital, provided that a joint indemnity to it against any financial loss from the giving of such guarantee.

I am, dear Sir Wilfrid, faithfully yours,  
(Signed) F. CARTER-COTTON,  
Minister of Finance.

To this the Premier replied as follows:  
Hon. F. Carter-Cotton, Treasury Department, Victoria, B. C.

Dear Mr. Carter-Cotton—I have the honor to acknowledge the receipt of your favor of the 5th inst. repeating and confirming your message of the preceding day. You are probably of your telegram I caused it at once to be communicated to the press, both here and in England; there is nothing more to do at present in the matter of the Pacific cable. We have strongly represented to the Imperial authorities that any deviation from the terms

# Provincial News

### GALLIANO ISLAND.

(Special Correspondence of the Times.)  
The bachelors ball held on Jan. 25th at Mr. Robson's hotel, Mayne Island, was the best of its kind ever held at the "pass." The music rendered by the well-known musicians, Mr. Callison and Mr. Snelclair, was excellent. The ball was opened with a waltz. At 12 o'clock p.m. supper was served. A large number of guests were present, Mr. and Mrs. Robson, of the Mayne Island house, deserve credit for the excellent supper which they served.

### ALBERNI.

(Special Correspondence of the Times.)  
The Van Ambrosen Scriben is coming in to preach at the English church for the 1st Sunday in February. The church is to be dedicated to All Saints.

The annual bachelors ball was held in Huff's hall on Friday, the 26th. The large number present enjoyed a pleasant evening's dancing, as well as a good supper, supplied by F. Bishop, the local caterer.

Dr. A. Watson is moving his quarters into the settlement.

The Paisy Clark mineral claims on Mineral Hill has been sold, so no particulars are at present available.

There is to be a mag's lantern entertainment here on Friday, Feb. 2nd, Mr. Guilloid being the entertainer.

The weather here is cold and raw.

### COMOX ALBERNI.

Alberni, Jan. 24.—A prominent Alberni mining man interviewed Mr. McInnes this week. Mr. McInnes said that he expected that Alberni and Clayoquot would have a telegraph line connecting the two points via Spruce Lake in the early future, as he was pressing the point before the Dominion authorities. He cannot guarantee a trail, as that is a provincial matter.

It is rumored the Hayes mine has been sold. An engineer was down there lately.

The Bishop of Columbia held a confirmation and baptism this (Wednesday) afternoon.

Alberni was to-day enlivened by a double wedding, the first double event of that description which has yet taken place. Dr. Watson's two daughters being married. The contracting parties were Edward Burnett Garrard, fourth son of Major F. T. Garrard, Strath Hill, London, and Eleanor Mary Watson, eldest daughter of Dr. Watson, Alberni, and of Percy Clitherose Bayne, second son of Mr. S. Bayne, of Victoria, and Margaret Louisa Watson, youngest daughter of Dr. Watson. A reception was held at the residence of the doctor at the close of the ceremony, at which many friends attended to congratulate the double team.

(Special Correspondence of the Times.)  
Local Scotchmen and their friends in Comox celebrated Burns's birthday by a banquet and dance. The usual toasts were given and a very enjoyable time was spent up till 4 a.m.

Considerable speculation is being indulged in as to the outcome of a visit made to Cumberland this week by the vice-president of the Southern Pacific and other influential men of the Union Colliery Co. Shipping from the mines is very brisk now, and the coal trains are running night and day.

Excellent indications of a good lead are found in the tunnel being made at the copper mine, Union.

There was a good deal of interest, not unshared with a little anxiety, when it became known that two sick stowaways from Honolulu had been landed from the ship Hawaiian at Union wharf on Tuesday. However, it transpired the men had passed the health officer in Victoria and were destitute, but, by the kindness of a few citizens, were provided with funds and sent to Vancouver, where it is expected the Spanish consul will care for them.

Mr. G. E. Drabble, an old-timer in Comox district, is very seriously indisposed. For upwards of 25 years he has been a prominent figure in the settlement.

The contest over the majority of Cumberland is still unsettled. Some say we have two mayors, other say only one, while most people think we have none at all.

### FRENCH NAVY.

Government Propose to Spend 470,000,000 Francs for New Ships.

(Associated Press.)  
Paris, Jan. 30.—The Government navy bill asks for 470,000,000 francs for the fleet, and provides six first-class battleships, five armored cruisers, 29 torpedo boat destroyers, 112 torpedo boats and 20 submarine boats. It also asks for 140,000 francs to defend the coast, including 38,000,000 francs for the defence of Bizeret, the French naval stronghold on the coast of Tunisia.

Another bill provides for the establishment of independent cable communication between France and her colonies, reducing the total expenditure up to 900,000,000 francs.

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VOL. 1

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Gen. B

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