anada and Naval Reserve

oard of Trade Council Discuss Colonial Aid to Imperial Defence.

derman Grahame Brings Up the Bank of B. N. A. Question.

The council of the Board of Trade met esterday morning in their rooms, President L. G. McQuade presiding, and essrs. D. R. Ker, Simon Leiser, C. H. gria, R. Seabrook, with Ald. Grahame d McCandless being present.

The minutes of the last meeting held the 18th March were adopted as read the secretary.

The following communications were en read and disposed of:

From H. Crowe, of Halifax, referring the shipbuilding industry, and asking at the question now being urged at tawa be taken up in a broad way for e entire Dominion, and not allowed to exclusively considered from the standnt of the Great Lakes. Referred.

From F. W. Swannell, secretary of the lson Board of Trade, asking for coeration in a memorial to the Dominion government advocating an increase duty on lead products coming into country. Referred.

From Jos. Pierson, secretary of the al branch of the Navy league, asking the board to endorse a resolution oring the discussion of the subject of perial defence and colonial contribun to the navy at the conference of onial premiers during the coronation emonies of the coming summer, and losing a resolution for the consideof the board, the substance of ich was a recommendation that Canada and the other colonies contribute vards the support of the navy along lines of naval reserve work.

Mr. Ker thought that the Dominion s already contributing both in men d money towards the support of the ion's defence.

Ald. McCandless thought that it was e for Canada to join in some conbution towards the navy. For years Dominion had enjoyed its protection nothing, and today it was quite able do something in this way.

Ald. Grahame stated that it was neary to overcome that Eastern nch prejudice, and that while this vince might, perhaps, be small, it uld do well to make a beginning in s direction. The matter was then od over until next meeting.

From Fred'k Stephenson, secretary of Atlin District Board of Trade, asking the board to assist them in keeping t part of the province free from cheap iatic labor. As the Japs were said to ve already quitted the Atlin camp, the ter was left on the table.

From J. J. Shallcross, complaining of extra charge for freights on hogs m the Northwest Territories, by ich those imported here cost 35 cents hundredweight more than the Vanver merchants had to pay. Referred the secretary to submit to Mr. Peters. from James Sutherland, minister of rine and fisheries, acknowledging the ter of the board regarding trap nets, se seines and drag seines, and stat that the report of the evidence taken the commission last winter was now fore him and was being considered. ed.

Ald. Grahame then brought up the estion of the strictures of the genemanager of the Bank of British North merica in his recent report upon the siness of this city. Extracts from this port was then read, and Mr. Grahame ought that as manager of a Canadian nk would treat any city as this bank d treated Victoria. He also pointed how prejudicially these strictures uld affect the business prospects of city. Already an instance of this d occurred, through which a good ed project had been thrown down, and a result considerable business hac en lost to the local merchants. He d brought the matter up at the coun- but could not get the city's account ansfered to another bank, but was not ough with the matter yet. This nk was one of the oldest colonial nks in London, and its statements card very much weight with them; so he considered that they would iniously affect the flow of capital towards not only this city, but the whole vince. He considered that the obtionable clauses had emanated from manager of this bank in Vancouver, whom questions of provincial interwere often referred by his institun, and who had always been strongly judiced against Victoria.

resident McQuade inquired what uld be done to help matters. The tement had gone forth and the wrong been done, and it was a great wrong. such things were very hard to it.

Mr. Ker branded some of the statemts of this report as deliberately false. his personal knowledge the business ditions of this city were good, and did authorize any such references as se extracts contained. They were ing considerable influence in the Old tain, and had occasioned letters of uiry being sent to him from there.

Mr. Lugrin thought that the matter erited deliberation and suggested that e articles in the financial papers of ndon, England, might head off the e and misleading statements.

Seabrook said that this bank had ie very large sums of money in Vicia for many years. It had been here ost since the city had and up till 10 rs or so ago had never suffered much. he matter was then laid over and the eting adjourned.

TORONTO BRICKLAYERS.

ess Demands Granted Will Strike in May.

oronto, Ont., April 9.—Bricklayers e agreed to strike May 1 if employhave not granted 45 cents per hour that date.

ARCHBISHOP LANGEVIN.

s Issued Pastoral Letter on the School Question.

Vinnipeg, April 9.—(Special)—Archop Langevin, of St. Boniface, has ued another pastoral letter dealing h the school question.

TO LOOK FOR HURONIAN.

miralty Orders Cruiser Thames to Make Search.

ondon, April 9.—The Admiralty has ered the cruiser Thames to search North Atlantic for the missing Alline steamer Hibronian.

MEMORIAL CHURCH.

to Be Erected for the Late Hiram Walker.

Windsor, April 9.—(Special)—Messrs. lker have offered to erect an Anglicn church at Walkerville as a memorial the late Hiram Walker.

PANAMA TROUBLES.

vernment Gunboats Pursue Revolutionary Vessel.

anama, April 9.—The revolutionary boat Adalla was seen this afternoon miles from Panama. Government boats have left here to pursue her.

More Vessels Reach Port

The J. D. Everett From Manila—Queen City's Large Cargo.

Siwash Story Regarding the Viva—Derelict Drifts From Barkley Sound.

Several of the inbound sailing craft coming in ballast for cargo have arrived within the past few days. The J. D. Everett is the last of the fleet to reach port, coming in 64 days from Manila, after a stormy passage. The J. D. Everett, which is chartered to load lumber at Hastings, encountered heavy monsoons after leaving the Philippines, and was storm-tossed for many days, but after passing the storm belt in the Far East, she had a fair passage across the ocean, and is now lying in the Royal Roads, awaiting orders to proceed to Hastings. The Charles B. Kenny has arrived at Ladysmith to load coal, and the Peter Iredale, a bark, which was listed for the Royal Roads, is in Port Angeles awaiting orders, for it is the custom of the tugboat captains to take unchartered carriers that are seeking to Port Angeles or Port Townsend in preference to the Royal Roads. The Sonoma, a bark which sailed from Honolulu on March 11, and has arrived at Port Townsend, is to be towed to this port today to be hauled out on the Esquimalt marine ways for repairs. She was aground when at the islands and injured her hull somewhat. The Sonoma is chartered to load lumber at Chemainus, and will proceed to that port when her repairs are completed.

Among the fleet of lumber carriers now bound to the Royal Roads is one of the oldest carriers on the Pacific, the Norwegian bark Antigua, which has been chartered to load lumber at Hastings for the United Kingdom. The Antigua, which sailed from Callao for the Royal Roads on April 3, is 33 years old. She began life as the British ship Cathcart, being built at Greenock in 1869, and sailed under the British flag for about a quarter of a century. She then became the bark Teocle, and sailed under that name until two years ago, when she became the Norwegian bark Antigua. There were not many iron ships in existence when the Antigua began her career, and there is a still smaller number sailing the seas now than were afloat when the venerable lumber carrier was launched.

MORE CHEAP FREIGHTS.

Steamer Kaisow Gets Lowest Rate Yet Taken on This Coast for Wheat Cargo.

The freight market is still sliding down, and if there is no advance within the next few months, it is hardly likely that the salmon pack will be sent to the United Kingdom by steamer, as was announced, unless the steamers will offer as low a rate as that taken by the China Mutual line for a shipment of 4,500 tons of wheat—practically a cargo—from Tacoma for Europe. The Kaisow has loaded some salmon at Vancouver, and has some freight for the Orient, otherwise it is likely that she would follow the Glenshiel and sail for Europe via the Straits of Magellan instead of the longer haul via Suez and the Orient. For this big cargo of wheat the Kaisow is only getting 26 shillings and 3 pence, which is the lowest freight that has yet been paid on this coast for steam wheat freights.

The experience of the Kaisow is a good illustration of the big slump in freights which has been going on for the past few months. The Kaisow carried wheat out of Portland in January, 1901. For the Portland cargo, which went by way of the Straits of Magellan, the Kaisow received 45 shillings per ton. At that rate 4,500 tons would have brought her owners gross returns of $48,600. On her present trip the same amount will return but $28,350, a loss of over $20,000 in profits. This is the direct loss, but there is another item of loss in the increased expense in taking Pacific Coast products by way of the Suez canal. The canal dues, which must be paid out of the freight money, are over $1 per ton, so that the net earnings, if there are any, on her present cargo, will be less than half as large as those of a little over a year ago. When regular liners are accepting wheat in 4,000-ton lots at the rate made by the Kaisow, the outlook for shipowners is certainly not a bright one, and the interests of the wheat producers are promoted accordingly.

DUE AND OVERDUE.

The Charles Cotesworth Due—Past Records of the Rock Liners.

The salmon laden ship Chas. Cotesworth, which sailed from this port on November 5, is now fully due at Liverpool with her cargo of 41,941 cases of salmon from this port. She is now out 157 days. The Cotesworth was last spoken in the South Pacific. The Red Rock, now reinsured at 25 per cent., will soon be due at Liverpool, being 137 days out today. The Red Rock is, however, a noted slow sailer, being a big carrier and slow traveler, and she is not expected for at least a fortnight. The Rock has the record in slow passages, for in 1880 she was an hopelessly overdue vessel when she reached Liverpool from New Caledonia. The underwriters had paid 92 per cent. on the overdue, and not only that, she had been officially advertised, preparatory to being posted at Lloyds as missing, when she arrived in port. Her sister ship, the Beacon Rock, was reinsured at 90 per cent. as an overdue in 1901, and the same year the Castle Rock, of the same line, reached 90 per cent. because of her tardy passage to the Royal Roads from Hongkong. The Beacon Rock sailed from Port Pirie for Wellington, N. Z., a short voyage, and as the months passed and she failed to arrive, the reinsurance mounted, and reached 90 per cent., when, to the amazement of all, the vessel was reported from Lome, on the west coast of South America—having been blown past New Zealand and across the Pacific. With the arrival of the Windsor Park, and the burning of the Frankistan, there are few vessels left on the overdue list, the worst risk being that of the Olivier de Clisson, long overdue from Cayenne for San Francisco. She sailed from Cayenne on September 9. The British ship Speker reported overdue in a local paper, arrived at Portland a week ago.

FROM LYNN CANAL.

Alki Sails from This Port—Princess May from Vancouver.

Steamer Alki arrived at the outer wharf yesterday to load a consignment of powder for the North, shipped by the Giant Powder company. The Alki had no passengers, being loaded with freight, and with a large consignment of explosives in her magazine. The steamer Princess May of the C. P. N. fleet, will sail today from Vancouver for the North, and every stateroom will be filled. Included among her passengers are a number of river navigators, engineers and crews of the sternwheelers who are hurrying north to be ready for the opening of navigation on the Yukon. The list booked from Victoria by the steamer, all of whom left by the Charmer this morning to join the steamer, was as follows: E. Davis, W. R. Shaw, R. Denison, J. Lauderdale, W. H. Kettle, A. Borrowman, C. Blackett, R. C. Blackett, R. P. Roberts, W. Denilson, K. Sharpe, W. T. Bragg, R. Cooper, Embrie, J. Webber, W. J. Jackman, Mrs. T. Walters, J. Fall and Dr. Troughton.

ORIENTAL LINERS.

Several Liners Now on the Way Across the Pacific to This Port.

The steamer Empress of China left Yokohama today en route to Victoria. She will be due here on Tuesday, the 22nd instant. The Braemar sailed from Yokohama on April 6, and is due here on the 20th. The Olympia, of the Northern Pacific line, is also en route here, and will arrive towards the end of the month. The steamer Riojun Maru, of the N. Y. K. line, which would have been due here, according to her schedule, on Wednesday last, is also en route, and is expected to arrive at the outer wharf on Wednesday next. She was detained as a result of being placed in Quarantine because of the death of two of her crew from cholera at Kowloon.

AGAIN A MENACE.

Derelict Schooner Amethyst Breaks Loose from Barkley Sound.

The derelict lumber schooner Amethyst, which turned turtle during the February gales, when bound from San Francisco to Coquille river, in ballast, and Capt. Zimmermann and his crew of four lost their lives, is again drifting off the coast, a menace to navigation. The derelict drifted into Barkley sound about two weeks ago and held fast by a dragging anchor. She was visited by the Indians, who cut holes in the upturned hull and took everything that was of value. The schooner was afterwards visited by some of those resident at Alberni and found useless. She afterwards broke loose and has drifted to sea again.

FOR WEST COAST.

Steamer Queen City Sailed Last Evening With a Heavy Cargo.

The steamer Queen City, Capt. Townsend, sailed for the West Coast yesterday, and carried a heavy cargo. She took saws and machinery, four large machines in all, for a new shingle and saw mill, which a local company is establishing at Old Alberni. There was also a consignment of 20,000 feet of lumber for Bamfield Creek, and pipes, cement, bricks, and a miscellaneous collection of shipments of building material for the new cable station at Bamfield Creek. The supplies for the sealing schooner Mary Taylor, now in Bamfield Creek, were also taken, and there were many varied shipments for other ports. Included among the passengers of the steamer was A. J. Hayward, of the Tacoma Steel company, who went to Ahousett, together with Mr. Buckland, to examine some iron properties on the West Coast, with a view to investment. H. McKenzie went to Clayoquot, G. and B. Trayne, H. Davidson, G. Bishop and A. Marion to Port Renfrew, H. Lovering to Alberni, Mrs. Anderson to Ahousett, Mrs. S. Martin to Bamfield Creek, W. P. Daykin, T. Daykin and Miss Daykin to Carmanah, and Provincial Constable Spain and Johnnie Thorsen to Clayoquot. Thorsen is an alleged whiskey smuggler, who was released on habeas corpus proceedings yesterday, when sent to Victoria on a badly drawn committal, and he was re-arrested and taken back to be re-tried at the West Coast point. The Queen City will have an equally large—it would be hard to have a larger—cargo when she leaves again on the 20th for the coast, for she will have then in addition to the supplies for Bamfield Creek and other ports, a number of horses, and 50 tons of supplies for a mining company at Quatsino, and the supplies for the Clayoquot cannery.

OFF THE HORN.

Senator Spoken Near Cape Horn 62 Days from Victoria.

The British bark Senator, which had so many troubles before Capt. Morrisey came to replace Capt. Harrison, seems to be doing better under her new master. She arrived off Cape Horn from Victoria with her cargo of lumber, loaded at Chemainus a year ago, in 62 days. The Senator was spoken on January 25, and she was then in latitude 57 degrees south and longitude 73 west, which is in the neighborhood of the Cape. If she makes as good a run up the Atlantic as the Senator should be well within sight of port at the present time. She was reinsured at 10 per cent. soon after she left here, it being but 10 days prior to the big storms of December when she sailed, and she had a bad record as a result of her trip to Hilo and back with the same cargo she is now carrying to Liverpool.

IS THE IROQUOIS LOST?

Fears That She Has Gone Down With All Hands in Java Seas.

A despatch from San Francisco says word has been received there of the loss of the ship Iroquois in the Java seas. The despatch does not report the safety of the crew, and it is feared that they are lost. The Iroquois was a ship of 1,991 tons, commanded by Capt. Thompson of San Francisco, and manned by 30 men. The San Francisco despatch is not borne out by the advices received on March 26, when a London despatch stated that a cablegram which arrived from Maccassar six days before, stated that the Iroquois, which was bound from New York for Chefoo and Tsintau, was ashore in Semi strait and making no little water. The captain was in Maccassar seeking assistance at that date. A later message, however, stated that the ship had been blown to sea.

A SIWASH STORY.

Klootchmen From Neah Bay Weave Yarn of Disaster to Viva.

An alarming Indian story was circulated yesterday, and were it not for the fact that Indian stories are seldom borne out in fact, there would be grave fears for the sealing schooner Viva. The story was widely circulated yesterday, but when traced to its source, it was found that three klootchmen who had come across from Neah Bay by canoe had circulated the report. When interviewed as they were leaving on the Queen City for Clayoquot last night, the klootchmen adhered to the statement that before they left Neah Bay on Wednesday the Quillayute Indians, who have a rancherie at the mouth of the Quillayute river below Cape Johnson, thirty miles south of Cape Flattery on the Washington coast, sent up a paper telling of how a sealing schooner had come rolling towards the beach and had gone ashore and there were some broken canoes. The klootchmen said their tillikums had seen the schooner and read the name Viva on her. This story is not borne out by advices from Neah Bay or elsewhere, and if it was a fact it is quite likely that the news would not have been brought from Neah Bay by canoe, but telegraphed from that point. The Viva is a well found schooner, well equipped, and was in competent hands. She was commanded by Captain McPhee and had a crew of six whites and eighteen Clayoquot Indians.

MARINE NOTES.

R. A. Alley, who says he represents large numbers of sheepowners in Australia and New Zealand, is in Seattle in connection with a scheme to start a woollen mill, and in a speech before the Chamber of Commerce of Seattle, he said that a London Navigation company had offered to place a line of steamers on the run between Seattle, New Zealand and Australia, to furnish the raw material for the mill.

The steamer Mount Royal, which was built by the Victoria Machinery Depot for the Hudson's Bay company, and which stuck on the ways when being launched, was placed in the water yesterday. The hull was uninjured. The machinery of the steamer is well under way, and it is expected that the steamer will be complete and ready to proceed north very shortly.

Capt De Vries, of the steamer Wilhelmina, who is charged with having landed three Chinese from that steamer at Port Townsend, has been fined $1,500, and the steamer, which is chartered to carry wheat from Portland, is released.

The coal ship Oriental, which took coal to San Francisco from Comox, sailed from the Golden Gate on Wednesday for Pyramid Harbor.

The ship Glory of the Seas sailed from San Francisco on Wednesday for Comox.

The British ship Speke, which arrived at Astoria a week ago, has been fined $5,000 for having failed to bring consular bills of health from Adelaide. No action has been taken yet by Capt. Stott, but it is understood that he will appeal to have the fine remitted or reduced. A number of ships have been assessed this large fine for similar offences, but on every occasion the fine has either been remitted or reduced to a normal penalty.

A London despatch says the Norwegian ship Thor, Capt. Anderson, from Savannah, November 26, for Glasgow, and the Italian bark Maria Magdalena, Capt. Garibaldi, from Mobile, August 2, for Rosario, have been posted at Lloyds as missing. Neither vessel has been heard from since she sailed.

Steamer Yangtse, of the China Mutual line, sailed from Yokohama on Tuesday for Victoria and Seattle, from Liverpool via the Orient.

Steamer Eagle is now on her way north carrying a party of capitalists, who, under the guidance of Mike King, are bound as far as Naas to inspect the limits reserved on account of the pulp industry.

Steamer Cottage City is due from Skagway, and steamer Danube is due from Naas via ports.

MARINE NEWS.

San Francisco—Sailed, April 9, sh Oriental, for Pyramid harbor; schr Repeal, for Grays Harbor; schr Monterey, for Coos bay. Arrived, schr Albion, from Coquille river; schr Parkersburg, from Coquille river; str South Coast, from Tillamook.

Port Blakeley—Arrived, April 9, Am schr H. D. Bendixsen, Capt. Mathias Alsen, from San Francisco, to load lumber here for destination as yet not known.

Portland—Sailed, April 9, bk Ernest Legouve, for Queenstown; bk Forrisdale, for Queenstown.

Seattle—Sailed, April 9, str John S. Kimball, for San Francisco; str Queen for San Francisco; str Dolphin, for Skagway; str Elihu Thomson, for Skagway; str Al-Ki, for Skagway; sh America, for Uyak bay; sh Guy C. Goss, for Fairhaven. Arrived, str Dirigo, from Skagway; str St. Paul, from San Francisco.

Port Townsend—Arrived, April 8, Br. sh Scottish Hills, from San Francisco; schr J. H. Tallant, from Halphong. Inward, schr William Renton, for Whatcom, at 11 p. m. Arrived, April 8, sh Roanoke, from San Francisco. Inward, str Dirigo, from Skagway for Seattle, at 10:15 a. m. Arrived, schr Luzon, from San Pedro; schr J. H. Bruce, from San Pedro; schr Ethel Zane, from Salinas Cruz; schr M. E. Smith, from San Francisco; bk Sonoma, from Honolulu. Inward, schr Queen, for Port Gamble, at 12 noon; schr Marion, for Tacoma, at noon; bk Bidette, at noon; sh Roanoke, for Fairhaven, at 12:30 p. m. Arrived, schr Albert Meyer, from San Francisco. Inward, str St. Paul, from San Francisco for Seattle, at 2:30 p. m.

Neah Bay—April 9, 10 a. m., cloudy; southwest wind, fourteen miles. Inward, str St. Paul, from San Francisco for Seattle, at 9 a. m.; a three-masted schooner, at 10 a. m. 5 p. m., cloudy; southwest wind, fifteen miles. Inward, Br str Wyefield, from Port Los Angeles for Comox, at 1 p. m.

San Francisco—Sailed, April 9, str Meteor for Whatcom; schr Courtenay Ford, for Port Hadlock; bktn Ruth, for Tacoma; sh Glory of the Seas, for Comox.

Whatcom—Arrived, April 9, schr William Renton, from Port Harford.

Port Gamble—Arrived, April 9, bktn Skagit, from San Pedro; schr Queen from San Francisco.

Fairhaven—Arrived, April 9, sh Roanoke, from San Francisco.

Tacoma—Arrived, April 9, schr Marion, from San Francisco. Sailed, April 8, schr Susie M. Plummer, for San Pedro.

Hamburg—Arrived, April 8, Br bk St. Munco, from Tacoma.

Yokohama—Arrived, April 7, Br str Yangste, from Liverpool for Seattle.

Valparaiso—Sailed, April 8, sh Irine, for Port Townsend.

Comox—Arrived, April 9, Br str Wyefield, from Port Los Angeles.

CECIL RHODES LIES BURIED

Whites and Natives Perform the Last Honors at His Grave.

Buluwayo, April 10.—Amid an immense throng of soldiers, civilians and natives, the body of Cecil Rhodes was committed to its rocky tomb in the Matappo Hills today. The coffin was shrouded in a Union Jack and the wreath sent by Queen Alexandra was laid upon it, as it was lowered into the grave.

The funeral party started from Fuller's hotel early this morning. The procession was five miles long as it wound through the hills and gorges. Every sort of conveyance was made use of, some were on foot. When the procession was a mile from the grave, everybody dismounted and concluded the journey on foot. Twelve oxen hauled the coffin to the almost inaccessible summit of the kopje where Chiefs Shombli, Faku and Umgula and 2,000 natives had assembled to witness the Christian burial rites, which they afterwards supplemented in their own fashion, by the sacrifice of 15 oxen to the shade of the great dead chief.

The Dead March echoed through the hills and the natives stood like statues. Tears were in the eyes of many of the onlookers. The Bishop of Mashonaland, who conducted the burial service, said, "I consecrate this place forever, for here he thought, here lived and died for the Empire."

When the coffin was lowered into the tomb, chiselled in the solid rock, all those present sang "Old Hundred" and "Now the Laborer's Task Is O'er." The remainder of the funeral service was chanted and the band played the "Dead March in Saul."

The tomb was covered with wreaths. At the close of the ceremony, those present slowly inspected the spot where Cecil Rhodes lies buried, and threw flowers upon his grave.

Dr. Jameson, Col. Francis Rhodes and all of the other mourners left Buluwayo on a special train.

SANTOS DUMONT.

The Airship Navigator Is Visiting the United States.

New York, April 10.—Albert Santos Dumont, builder and navigator of airships, arrived here today, on the liner Deutschland. He comes to the United States to discuss plans for an exhibition of aerial navigation with the managers of the St. Louis exposition, and will be on the road for three weeks. He will do no flying during this visit. "I have no doubt but that in my time, that is if I get encouragement and help, aerial navigation will be an accomplished fact. I have no doubt but that I will live to see passengers transported by airships across the Atlantic from New York to Paris. I have not patented my airship in this country, and I do not intend to. I want other men to take my ideas and improve on them if they can."

Provincial Legislature

Motion By Mr. Curtis Raises Debate on Foreshore Rights and Fish Traps.

Several First Readings—House Adjourns Till Monday 14th Instant.

Legislative Chamber, April 11, 1902.

Mr. Speaker took the chair at 2:15 p. m.

After prayers by Rev. J. G. Hastings, Mr. McBride asked the government if they had received any further telegrams from Mackenzie & Mann in reference to the abandonment of the Yellowhead Pass route by the Canadian Northern railway company?

Hon. Mr. Dunsmuir replied that the government had not received any further telegrams on the subject.

The Hon. the Provincial Secretary presented a statement of special warrants signed by His Honor the Lieutenant-Governor, together with the expenditure incurred thereon, between 28th March, 1901, and 10th April, 1902.

Hon. Mr. Prentice moved that the House go into committee on supply on Monday.

FIRST READINGS.

The following bills were introduced, read a first time, and ordered to be read a second time at the next sitting of the House:

Hon. Mr. Eberts—An act to amend the Creditors' Trust Deeds Act, 1901.

Hon. Mr. Eberts—An act to amend the Trustees and Executors Act.

Hon. Mr. Wells—An act to amend the Bush Fire Act.

Hon. Mr. Prior—An act to amend the Coal Mines Act.

THE FISHERIES.

The adjourned debate on Mr. Curtis motion, that an order of the House be granted for a return of all applications for foreshore rights on the Pacific Coast of British Columbia during the past two years, giving the name of each applicant, the description of the foreshore applied for, and the purpose, if any, for which the applicant stated such rights were to be used.

Also, copies of all correspondence from the applicants, and from the government, or any member thereof, to the applicants respecting the same, and a list of all applications granted, or promised to be granted, by the government, and the terms of such grants was resumed by Hon. Mr. Eberts. He said the government had no intention of going into the fish trap business as appeared to be the apprehension of Mr. Curtis. The fishing rights of the province were very fully set forth by the delegates to Ottawa, and it was the earnest desire of the government to secure an amicable arrangement with the Dominion through which the rights of the province would be fully recognized. He contended that among those rights was jurisdiction over the foreshores of the province. The government had employed a fishing expert of reputation, Mr. Babcock, to examine into the fisheries of the province, and his report had been presented to the House on Thursday last. He hoped the question of the issuing of licences would be settled in favor of the province. Last year, and while there was any question of a clash of jurisdiction, the government deemed it advisable to allow the Dominion to continue issuing licences, the province to receive a proportion of the fees collected. The government also had the intention of claiming from the Dominion at least a portion of the large amount collected by the Dominion in past years.

Answering Mr. Curtis, Hon. Mr. Eberts said that in 1890 the foreshores had been reserved by order-in-council, and in the last issue of the B. C. Gazette these reserves had been thrown open for the purpose of asserting the province's jurisdiction in the premises.

Mr. Neil warned the government against allowing foreshore privileges getting into the hands of speculators.

Mr. McBride thought in justice to fishermen and the public generally, the government should give immediate notice if they had the intention of permitting trap fishing on the shores of Vancouver Island. He was opposed to fish traps. If they were permitted it would have the effect of throwing out of employment thousands of men on the Fraser river. He did not believe the reports that the canning industry was languishing, on the contrary, he believed it was in a healthy condition. In any dealings with foreshore rights, the first interests to be consulted were those of the fishermen and fishermen's unions. He observed in the British Columbia Gazette an application from C. F. Todd, a prominent canner, for valuable foreshore rights on the Strait of San Juan de Fuca. He expected within the next few weeks to see every foot of valuable foreshore applied for by prominent canners to the detriment of the fishermen, and causing a great loss of revenue to the province. He asked the government to exercise care in disposing of these valuable concessions. On the Washington shore large amounts were paid for foreshore rights, and the government should insist on securing for the province all that was possible. He also hoped to see the government insert an amendment to the Fisheries Act, so as to bar all but white men and Indians from fishing licences.

Mr. Hayward believed that there was nothing more important in the interests of the province than that British Columbia canners should be placed in an equal footing with those of Washington. He was thoroughly in favor of trap fishing, and would support the government in their endeavor to bring about an arrangement which was calculated to so greatly benefit the province.

Mr. Hall said the United States canners had adopted modern methods, and it was quite time those of British Columbia should follow their example. Trap fishing permitted United States canners to can fish at more than a dollar less per case than those of British Columbia. The argument against fish traps was on a par with that which was used against the introduction of steam, when it was claimed the innovation would ruin the laboring classes. The prosperity of the towns on the Washington shore of the Straits had been built up by trap fishing. The regulations would permit the poor as well as the rich man to secure foreshore rights.

Mr. McPhillips attacked the government for going abroad for a fisheries commissioner. He declared there were British subjects fully capable to fill the office. He did not question Mr. Babcock's qualification, but he could not agree with the principle involved in his appointment. Exception had been taken to his opinion that alien property owners should be granted the municipal franchise, yet the government went to the United States for a fisheries inspector. He argued that the province had no right to permit trap fishing, also that the granting of foreshore rights was an infringement of the riparian rights of those persons who owned property fronting on the water. The Provincial Fisheries Act, he contended, was not worth the paper it was written on, the Dominion alone had jurisdiction, excepting in the case of interior lakes and streams.

Mr. Oliver said before any foreshore rights were granted, the government should consider very carefully the value of the concession. He thought the best way of disposing of these rights would be by public competition. One effect of the fish traps on the Washington shore was said to be the partial destruction of the Fraser river fisheries. There was a large population of respectable fishermen on the Fraser who would suffer severe loss by the establishment of more traps.

Mr. Kidd agreed with Mr. Oliver that a better method might be adopted for granting foreshore rights. The Land Act should be amended so as to allow the government to dispose of these privileges to the best advantage. He was in favor of fish traps to place our industry on an equal footing with the United States canneries, even if such a policy should result in depleting the rivers of salmon, our own people should have a chance to reap a portion of the harvest. One of the advantages of the establishment of traps on the southern shores of Vancouver Island would be that British Columbia canners would secure a supply of fish earlier in the season than the United States canners. There was no reason why the Dominion and provincial government could not operate in promoting the interests of the Canadian canners and fishermen. He would favor granting leases for short terms, and would confine the areas to reasonable dimensions.

Mr. Helmcken was glad to hear Mr. Kidd speak favorably of fish traps, although they were not under discussion, as the resolution called for papers in connection with foreshore rights. It recalled the excursion of last summer, when he and several honorable members had visited the fish traps on the United States side. Over there one had to pay $50 for a licence, and then he was at liberty to build a trap. Consequently the shores were lined with traps. According to a United States fisheries report, the salmon were first seen in the spring at the southeast corner of Vancouver Island, near Sooke. They struck the island fully two weeks earlier than they reached the mouth of the Fraser, and fish traps on the south shore would not interfere materially with the river fishing. At the union British Columbia did not relinquish her proprietory rights in her fisheries, although the Dominion government as a matter of mutual convenience undertook to protect and administer the fisheries of the province. Until the bill was brought down he would refrain from going further into the question.

Hon. Col. Prior took exception to Mr. McPhillips' remarks regarding Mr. Babcock's appointment. He thought them very uncalled for. The government had shown great interest in the matter, and they had secured the very best man possible for the position. Mr. Babcock had been the unanimous choice of the British Columbia Canners' association. Mr. Babcock was the best authority living on the fish of the Pacific Coast, and of salmon in particular. He was also an expert on the very important subject of fish culture. It was impossible to have satisfactory fisheries without the maintenance of plenty of hatcheries. The Dominion government had endeavored for several years to arrange with the United States government for the prohibition of trap fishing. The United States Federal government had no jurisdiction in the matter, and the government of the State of Washington declined to act. So the matter came down to the point that the only thing left was to allow our canners to take equal advantage of the run of the fish and catch all they could by the use of traps.

He disagreed with Mr. McBride that the cannery industry was in a flourishing condition. It was, he regretted to say, far from flourishing, and how could it be expected to be so when the United States canners had an advantage on every fish caught in the traps.

He did not consider that three-quarters of a mile was too large an area for a trap privilege. He was informed that often fish would be caught in one trap while none would enter another a few hundred yards distant. He concluded by assuring the House that the government had no intention of acting hastily, and would take every precaution to safeguard the public interests.

Mr. Hawthornthwaite said it was impossible to compete successfully with the United States canneries under the old methods. The interests of fishermen should be conserved, and he hoped the government would take steps to prevent traps being operated by Chinese and Japanese.

Mr. Curtis closed the debate. He contended that if fish traps were allowed a tax should be paid on every fish caught.

The resolution was adopted.

QUESTIONS.

Mr. Tolmie asked the Hon. the Chief Commissioner of Lands and Works:

Is it the intention of the government to remove the office of the Timber Inspector from Vancouver?

The Hon. Mr. Wells replied "No."

REPORTS.

The Hon. Mr. Prentice presented a return showing the total arrears of taxation on December 31 last, under the different heads. Also (1) the amount owing on account of land sales; (2) arrears of rentals and leases.

Mr. Hopeton presented the third report from the Printing committee, as follows:

That the following papers—

1. Report of fisheries commissioners;
2. Statement of special warrants, March 28 to April 10, 1902;
3. Return, correspondence re Pine Creek Power Co., were submitted to the committee, who have ordered the same to be printed.

AID TO HOSPITALS.

The House, in committee, resumed the consideration of the bill to regulate Public Aid to Hospitals, Mr. Kidd in the chair. Considerable progress was made before 6 o'clock, when the committee rose and reported progress, and the House adjourned till 2 o'clock on Monday.

NOTICES OF MOTION.

By Mr. E. C. Smith, on Monday next—To ask the Chief Commissioner of Lands and Works:

1. How many acres of land is the B. C. Southern Railway company entitled to under the B. C. Southern Subsidy Act?
2. How many acres have been crown granted to this company?
3. For how many additional acres is the company now entitled to have crown grants issued?

On Monday next Hon. Mr. Eberts to ask leave to introduce "An Act dealing with Youthful Offenders."

On Monday next Hon. Mr. Eberts to ask leave to introduce "An Act to amend the British Columbia Fisheries Act, 1901."

On Monday next Mr. E. C. Smith to ask leave to introduce "An Act to amend the Coal Mines Regulation Act."

On Monday next Mr. McPhillips to ask leave to introduce "An Act to amend the County Courts Act."

On Monday next Mr. McPhillips to ask leave to introduce "An Act to amend the Bills of Sale Act."

On Monday next Mr. McPhillips to ask leave to introduce "An Act to amend the Wills Act."

On Monday next Mr. McPhillips to ask leave to introduce "An Act to amend the Supreme Court Act."

By Mr. McBride, on Monday next, that the conduct of the government with regard to the water concessions granted the Pine Creek Power company is deserving of the censure of the House.

On Tuesday next, Mr. Curtis to ask leave to introduce "An Act to amend the Municipal Clauses Act."

On Tuesday next, Mr. Curtis to ask leave to introduce "An Act to amend the Municipal Elections Act."

COMMITTEE MEETING.

The private bills committee will meet on Monday, 14th April, at 10 a. m., to consider bill No. 34 intituled "An Act to Incorporate the Victoria and Seymour Narrows Railway company."

MAJOR WALLER'S TRIAL.

Pleads Justification for Killing Filipinos Without Trial.

Manila, April 11.—Major Littletown W. Waller, of the Marine corps, who is being tried by court martial on the charge of execution of Samar natives without trial, addressed the crowded court today. The major said he was either right or wrong in his actions, and added that he desired to cite five precedents which came under the head of his own case. He alluded to the naval battle at Santiago and the humanity he had shown the Spaniards who were captured, and said he had many letters from Spaniards thanking him for the kindness he had shown them.

Continuing, Major Waller said that in 1882 he was with the British forces in Egypt, where Arabs captured pickets of Bengal cavalry, decapitated the prisoners and placed their heads on poles. Afterwards all the Arabs who were caught were shot without trial.

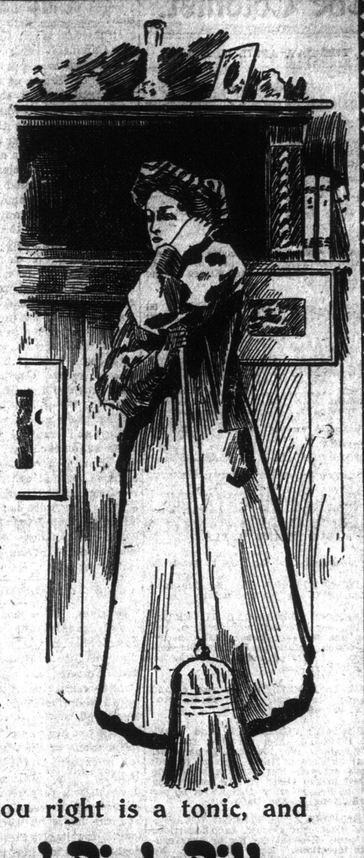
During the campaign in China the Chinese mutilated the dead and tortured the wounded to death; consequently when a Boxer or a fanatic was captured, he was executed immediately without reference to a court. This was true in the case of the troops of every nation in China. It was true the three weeks he commanded the Americans there, but the same thing occurred later, when he was no longer in command. No protest was made and he had every right to believe that his acts were approved so far as the United States forces were concerned. He knew they were approved by those of the other nations.

"It is impossible to conceive such treachery as that of the natives of Samar," said the major. "They revel in blood and have an appetite for wanton satrilege of the human body. These fiends stole Capt. Connell's class ring, filled the soldiers' bodies with jam and jelly, and attempted to murder my command. I shot them. I honestly thought then that I was right, and I believe so now. Neither my people nor the world will believe me to be a murderer."

Capt. Arthur Marix (Marine corps), representing Major Waller, in a forcible argument, maintained that Waller's actions were justified by martial law, quoting numerous authorities on the subject. Capt. Marix also said he regretted very much that the prosecution had seen it to call Gen. Smith. He claimed that the testimony went to show that the major was justified.

The Judge Advocate, Major Henry P. Kingsbury, of the Third cavalry, will reply tomorrow.

The Spring Feeling.



Not exactly sick; but neither are you well. Sometimes you have a headache; slight exercise fatigues you; your appetite is variable; there is a want of energy; you are easily irritated; you feel depressed and "out of sorts." That is the Spring feeling. It is easily accounted for; close confinement; indifferent or bad ventilation and want of exercise during the winter months are responsible. What you need to put you right is a tonic, and

Dr. Williams' Pink Pills

is the greatest of all tonic medicines. These pills make rich, red blood, build up tired and jaded nerves and make weak, depressed men and women bright, active and strong.

Rev. Geo. Read, Methodist Mission, Hartley Bay, B.C., says:—"Dr. Williams' Pink Pills have been of great benefit to my wife. She was greatly run down in health, and very weak and nervous. They have made her an feel an entirely new woman."

W. C. Graham, 98 Lombard Street, Winnipeg, Man., says:—"We keep Dr. Williams' Pink Pills in the house all the time and have found them invaluable as a blood builder and regulator of the system. As a spring medicine they are unequalled."

The world over, Dr. Williams' Pink Pills are known as the greatest tonic medicine medical science has yet discovered. What these pills have done for others they will do for you. But you must insist upon getting the genuine with the full name "Dr. Williams' Pink Pills for Pale People" on the wrapper around every box. If you cannot get these pills at your dealers, send direct to the Dr. Williams' Medicine Co., Brockville, Ont., and they will be mailed post paid at 50c. per box, or six boxes for $2.50.