

POWER PRIVILEGES TOO FREELY GRANTED

President Roosevelt Urges Congress to Adopt New Policy

Washington, April 12.—In a message vetoing a dam bill President Roosevelt warned Congress that there was pending in this session bills which propose to give away without price, steam rights capable of developing 1,300,000 horse power whose production would cost annually 25,000,000 tons of coal, urged in vigorous terms the establishment of a policy, such as the filibustering minority in the house demands, which will safeguard the granting of bridge and dam privileges and require the grantees to pay for them, and definitely announced a future policy on his part with regard to prompt utilization of construction privileges by refusing his signature to a bill giving an additional three years to the Rainy River Improvement Co. within which to build a dam in Rainy river.

"I do not believe," said the president, "that natural resources should be granted and held in an undeveloped condition either for speculative or other reasons. So far as I am aware, there are no assurances that the grantees (in this case) are in any better condition promptly and properly to utilize such opportunity than they were at the time of the original act (granting the privilege) ten years ago."

Discussing broadly the federal policy, the president says: "Every permit to construct a dam on a navigable river should specifically recognize the right of the government to fix a term for the dam, and to impose such charge or charges as may be deemed necessary to protect the present and future interest of the United States in accordance with the act of June 21, 1906."

AMUR BRINGS NEWS OF ANOTHER FIND

Reports Gold Discovery on West Coast of Queen Charlotte Islands—Brought Ore

Bringing news of another rich gold discovery on the west coast of Moresby island, not far from the elusive pocket of gold on the gold harbor long sought after in the Pioneer days, the steamer Amur of the C. P. R. Capt. Locke, reached port yesterday from Jedway, Ikeda bay and other Queen Charlotte islands ports, Prince Rupert, Port Eslington and northern British Columbia ports. The Amur brought 52 passengers and included in her cargo was 250 tons of ore from the Aways Ikeda Mining Company's property at Ikeda bay, Queen Charlotte islands. The Japanese had 2,000 tons of ore on the dump when the Amur sailed, and when their big bunkers are ready to ship a full cargo of ore. The Norwegian steamer Thordis, under charter to the Mackenzie Steamship Company, is expected at the Japanese camp, bringing a large shipment of mining machinery brought from the eastern states, as well as oil, explosives, etc.

The Amur brought news that workmen are gathering at Prince Rupert, and it was announced there that the contractors had publicly stated to the assembling workmen that 6,000 men would be engaged in railroad construction in the north before May ended.

The steamer took 20 passengers to Queen Charlotte island ports, where there was considerable mining activity. Several new discoveries had been reported, and the Amur's arrival on the west coast of the island attracting the most attention.

Among the passengers brought south by the Amur was Major Newberry, who came down to register the town site of Charlottetown, at the mouth of the Noon river, where he will erect a big sawmill. Mr. Scribner and family also came on the Amur. Mr. Scribner has taken up a large section of country near Skidegate, and will take in a party of 50 families, who will settle there and turn their attention to farming, it being Mr. Scribner's theory that the mining development along the coast will mean a big demand for farm produce.

Capt. Locke, of the Amur, has now achieved a permanent niche in history for a harbor has been named after him close to Skidegate, and an open way made at Locke harbor coming down.

The Amur sails for Prince Rupert and Queen Charlotte islands ports tomorrow night.

DAWSON CONDITIONS

Bishop Stringer Speaks of Social and Industrial Prospects in Yukon Capital

Vancouver, April 14.—"The social conditions in Dawson city and the Yukon generally show an improvement over what they were a few years ago. Last winter the dancehalls were closed up and I believe that they have been closed for good. Much of the gambling that rendered the place so notorious a few years ago is being weeded out, and all around there seems to be a general cleaning up morally."

So spoke at night Rev. J. Stringer, Bishop of the Yukon. Bishop Stringer is in Vancouver for a few days on his way to London, England, where he will attend the Pan-Atlantic congress which assembles there next month. He is accompanied by Mrs. Stringer and his two children, and they are stopping at the Badminton hotel.

"What was the general impression caused by the sensational statements of Rev. John Pringle affecting conditions in the Yukon?" asked the newspaperman.

Bishop Stringer paused a moment. "Now I would rather not touch upon the question. It is very acute and particularly at the present time when an inquiry is being made. I know Dr. Pringle personally, and I tell you for him that he is perfectly familiar with conditions there, and there must be a large amount of truth in what he says."

"Of course, you must understand that you will always find conditions in a mining camp that you would not find in a settled community. It depends entirely as to the attitude you take. Conditions are so varied that you must inevitably have a variety of opinion."

"The general impression in the Yukon was that Dr. Pringle's letters may have prejudiced the people of the outside world against that country. That seems to be the most serious grievance. Take the statement that it was not safe for a woman to walk on the streets of Dawson, that is absurd. I don't know of any place where women

are safer than they are in Dawson, or where they get better treatment. But I would rather leave it to those who are judging."

"How are labor conditions there?" "Things are picking up. We didn't feel the financial stringency this winter as you did. The companies felt it all right, but the people escaped as a rule. There was a scarcity of work during the winter months, but that is more than remedied now through the opening of many new works as well as the old ones."

"Industrial conditions in the Yukon are as good as they ever were, and probably better. The country has been most recovered from the effects of the boom, and is now assuming a more substantial state."

NAVIGATION ON SKEENA

Expected That Hazelton Will Leave Port Eslington on Arrival of Princess May

Advice received by the Hudson's Bay Company indicate the early opening of navigation on the Skeena. A telegram from Hazelton, B. C., reported very mild weather at that point and mild rainy weather to the north with a consequent rapid rise in the river. Barometrical and other conditions are continuous of these conditions and in view of that there is every likelihood that the steamer Hazelton will make her first trip as proposed on the arrival of the Princess May, which left here on Monday night.

GEORGIA BOUND TO VICTORIA FROM GUAYMAS

Canadian-Mexican Liner Bringing Shipment of Salt From Carmen Island to This Port

The steamer Georgia, of the Canadian-Mexican line, left Guaymas on Sunday for this port. A telegram to this effect was received yesterday. J. H. Green, general manager of the steamship line from the Mexican port. The Georgia, is due here about a week from today. She has passengers and a fair cargo, including 200 tons of salt loaded at Carmen Island. The steamer Lonsdale took a shipment of steel rails and a consignment of torpedoes on a trip for using a wharf and railroad to give the salt mines on the island in the Gulf of California an opportunity to make further shipments.

FUGITIVE HINDU DELAYS JAPANESE MAIL STEAMER

Aki Maru Takes Racing Automobiles to Yokohama—Carried a Large Cargo

(From Wednesday's Daily)

A fugitive Punjabi, a Sikh named Hadda Singh, held the Nippon Yusen kaisha liner Aki Maru, Capt. Togi, some hours yesterday and delayed the racing automobiles from France and Italy with their driver Dion and Zuzi, who are hurrying to Vladivostok to scour across the Siberian steppes on the way to Paris. Hadda Singh arrived a month ago by one of the Japanese liners, the Kure Maru, and was ordered deported, owing to his being afflicted with trachoma. Yesterday morning an expressman was sent to the steamer to bring the fugitive to the city. The Sikh was held, and he was loaded on the wagon with the effects of some Japanese steamer passengers. A call was made at a Hindu colony in a house on Government street, where the Sikh's baggage was to be loaded. Into this house went the expressman. When he returned the Indian had disappeared.

At the outer wharf E. R. Stephen, local agent of the N. Y. K. and Dr. Milne, immigration inspector, telephoned to the Nippon Yusen kaisha, and reported that the Indian ordered deported had not arrived as the steamer was being delayed. Then the tidings were told. He had vanished. At the outer wharf, the steamer was again delayed. Finally, after many places where Hindus congregate had been visited and the city had been scoured for a fugitive Hindu, the Nippon Yusen kaisha, and answering to the name of Hadda Singh, the steamer proceeded. If the Hindu is not found and deported by the next outward Japanese steamer, the Nippon Yusen kaisha, two weeks from date, the line will be fined \$500.

The Aki Maru carried a large cargo of general freight, including shipments of machinery, a number of locomotives in pieces to be unloaded at Kobe, cotton, flour, and general cargo. Lashed to the 'twain decks of the steamer were the De Dion and Zuzi cars. In the round-the-world automobile race organized by Le Matin of Paris and the New York Times, these were brought from San Francisco by the steamer Puebla and discharged at Seattle, where the drivers were preparing to leave for Alaska where they were to win the prize money had been changed as a result of the failure of the American car to make headway in Alaska. This car, and some of the prize money, is now in the hands of the Japanese car now on the way to Seattle by rail, will leave on the next outward Orient-bound liner. The motorists will leave the steamer at the mouth of the Skeena, and cross the Sea of Japan by steamer to Vladivostok, from where they are expected to drive their cars to the Pacific coast of America, and thence to Paris.

Included among the steamer passengers of the steamer were three prominent Japanese, Father Volz, from Washington, D. C., who is bound to Manila.

The steamer Iyo Maru, of the Nippon Yusen kaisha line, due today from Hongkong and Japanese ports.

SEALING SCHOONERS HAVE SECURED CREWS

Tees Brought News That Thomas F. Bayard and Markland Have Left for Sea

(From Wednesday's Daily)

Bringing news that the sealing schooners Thomas F. Bayard and Markland had both been successful in securing crews at Clayoquot and left for the sealing grounds beyond the 130th meridian, the steamer Tees, Captain Townsend, returned yesterday morning from Quatsino and way ports of the west coast. News was brought that eleven whales had been taken by the steamer whaler Orion to the Sechart station during the past week, making a total of 15 whales brought to station this season. At Kyquoot the weather had been rougher and the whalers had taken few mammals. Since the season started, the Kyquoot station shipped 174 barrels of whale oil and the Sechart station sent 164 barrels of oil and 278 sacks of fertilizer.

The sealing schooner Thomas F. Bayard had been unsuccessful at Kyquoot, where only four canoes were signed, and the Indians are reported to be signing Indians. There eight more canoes were secured and both the Markland and Thomas F. Bayard have put to sea with twelve canoes each. The schooner Sechart was taken by the Tees to Banfield creek last night and that vessel is expected to put into the Barkley sound port within the next few days. There were 25 passengers on the steamer from west coast ports, and when she left last night, carrying a full complement of freight, she had the following among her passengers: R. Fleming, Miss Redfern, A. Watson, Mrs. Watson, W. Marchant, A. Bechtel, H. Jensen, Mr. Russon and others.

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DIVIDEND REDUCTIONS

Railroad Experts in States Look for General Cutting in Stock Returns

New York, April 14.—Some leading bank officials and railroad men are very frank in discussing the prospect of future stock prices. The New York central and other corporations are expected to reduce their dividends. One leading financier who represents a powerful interest in the railroad industry expressed the opinion that perhaps greater necessity had existed in the case of the New York central for a reduction in the dividend rate than in that of any other first-class system. It is realized that the circumstances in general affecting the railroad interests have changed. All of the railroads in the country could use money more profitably than they are now doing. The New York central management has cut down dividend payments that were being distributed in excess of the company's temporary financial abilities.

Many of the most noted railroad experts are of the opinion that a contraction of dividend payments, lowering of wages and, possibly, reorganizations for some of the weaker lines.

DONDERO NOW MUST FACE HIS TRIAL HERE

Detective Perdue Brings the Italian Prisoner From the Golden Gate

(From Wednesday's Daily)

After calling to his aid every device, legal and otherwise, to defeat the intentions of the Victoria police authorities, Ludvig Dondero, the Italian arrested in San Francisco two months ago arrived in the city yesterday afternoon on the steamer Whetcom, in company with Detective George Perdue. Today the prisoner will be arraigned on a charge of having stolen \$14,400 from Tony Paravincini on November 21 last. The complainant in the case, Paravincini, took the city on Monday afternoon with his bride, whom he wooed and won while he was waiting in San Francisco for the outcome of the legal proceedings instituted by Detective Perdue.

Since February 13, the on which Detective Perdue arrived in San Francisco, the case has been pending before the authorities here. There was no difficulty in getting the preliminary papers, but owing to the time which it took to have the documents sent from that city to Washington, thence to Ottawa and back to the city and down to San Francisco, the local police officer was greatly delayed.

The trip from the Golden Gate to Victoria was not without incident. The prisoner, who had no trouble with his prisoner, and he arrived safely yesterday. Dondero is now behind the bars here and will probably be arraigned today, though his case will be remanded until the evidence is produced.

Dondero, while in the toils in San Francisco, was aided by his compatriots to the extent of being supplied with money and every other facility was made to prevent the extradition proceedings. One of the leading criminal lawyers of San Francisco was engaged to defend him, and the government through the lower criminal courts, but in the face of the positive identification by Paravincini of Dondero as one of the three who purloined his money in the Poodle Dog case here, the order was made for his extradition and all that was required was the assent from Washington. This was given in due time and on the receipt of the papers Detective Perdue brought his prisoner north.

Detective Perdue, who is no stranger to San Francisco, having resided there for some time prior to his coming to this city, while he was the recipient of many favors from the police force there, Victoria is good enough for him. Business conditions have been very tight, and the rush in building operations which occurred after the earthquake, has been practically suspended, owing to the fact that the building industry has shown a remarkable increase, and what with the exceptional prices charged in the leading hotels and the work of the hold-up men on the chief thoroughfares, a stranger has but little opportunity of getting about without first being mulcted to an alarming extent.

The manner in which the Italian held together was demonstrated by the aid which was given to Dondero, who apparently had lots of money to enable him to fight extradition. That the great bulk of the money he got through the legal fight is shown by the fact that when he arrived here he was the possessor of \$10 in cash, a pipe, comb, tobacco and a few papers.

The balance of the trio which victimized Paravincini are supposed to be located in San Francisco, but they failed to put in an appearance, and Detective Perdue is now on the trail of the three.

Detective Perdue stated that San Francisco, which he remembers in its former state, before the earthquake, is now a very different place. Besides the building industry, which has been going on since the earthquake, there are still large portions which have been built upon and now that times have turned dull it is not probable that building will be resumed for some time.

"I am glad to get back," he remarked, "to the city of the earthquake. The weather was all right, but remarkably hot in the daytime and cool in the evenings."

Detective Perdue, apparently did not suffer from the extremes of climate.

His official duties did not take away from his healthy appearance and he was gladly greeted by the members of the local force.

Alberta Parliament Buildings, Edmonton, April 13.—The work on the foundation walls of the new Alberta parliament buildings is nearing completion. A large force of men have been engaged on the work all winter, and it is now expected that by the middle of May the foundation will be ready for the steel for the superstructure. This steel has been already ordered, and will arrive in the city next month.

MANX KING IS RACING TO SAVE HER CHARTER

Must Reach Sound Within Next Five Days or Her Engagement Will Be Canceled

Unless the old British ship Manx King, 1,823 tons, Captain Cannell, arrives on the sound within the next five days, her charter for the purpose of carrying grain from this port to the United Kingdom, and will run the risk of lying idle on the sound all summer until next season's wheat begins to ripen. The Manx King, which lost her charter last week by reason of slow passage, the Manx King is at present attracting considerable interest in shipping circles. Her owners are on the coast, and for fear the vessel will arrive too late.

The Manx King has a chance of winning her charter. She is now sixty-one days out of date, and from sixty to sixty-five days is considered an average passage. In the face of the slow passage being made by other vessels, the evidence relied upon to establish them turning out to be merely hearsay, and the complainant himself, although he furnished this information, refusing to give the name of a witness supposed to have personal knowledge of the said facts. Before taking action under the so-called 'anti-trust law' it has been the unvarying practice of the department to thoroughly sift the evidence of such complaints, and the considerable proportion of successful prosecutions under the said statute, seems to justify this practice. In this instance information as aforesaid furnished, when sifted, showed an undoubted general and considerable increase in the prices of certain kinds of paper, but that such increase was due to any contrivance, combination or conspiracy in restraint of trade, was a matter of conjecture and suspicion only, although it seemed probable that the department to establish this might be found through a searching and judicious inquiry.

"I regret that the public interest prevents me from fully and promptly dealing with the request contained in the above mentioned resolution."

"When this investigation has been completed and the report of the United States attorney entrusted therewith is received, the department will be in a position to furnish the result of representative with the papers and information called for, without injuriously affecting the interests of the public."

"If, however, the said investigation should lead to civil or criminal proceedings, it may continue expedient to keep the public informed of the evidence and information now before secured, bearing on the situation, until such proceedings shall have been finally determined."

MAVERICK HAD A ROUGH TRIP NORTH

Standard Oil Steamer Buffeted by Heavy Weather on Way From San Francisco

The Standard Oil Company's steamer Maverick which has arrived at Victoria from San Francisco had a very rough trip north. The windows of her wheel house were boarded up and her deck showed evidence of her rough passage.

"Imagine being suddenly awakened from a sound slumber," said Captain Daniels, "and finding yourself literally buried under a mountain of water. It was a most unpleasant experience, and I must confess I was more than startled."

The huge sea which smashed in the windows of the wheel house and swept over the deck simply struck my room and set me fairly swimming in my berth."

"We encountered foul weather immediately after leaving San Francisco and from Point Reyes until we passed Thursday night about 10 o'clock the third mate was on watch. We shipped a tremendous sea which broke every window in the wheel house and threw some of us who were below. I was surprised that even greater damage was not sustained. I have never experienced such a rough trip before."

We pulled through it in fairly good time, making the run in in eighty-six hours."

LET'S ITS LIGHT SHINE

New Westminster Arranging to Make Its Attractions Known to Outside World

New Westminster, April 14.—The New Westminster Publicity association was formally launched at an enthusiastic and well attended meeting held in the board of trade rooms last night. The association was organized for the purpose of advertising and promoting New Westminster, and its attractions to the outside world. The meeting was called for the purpose of forming a Twenty-five Thousand club for the purpose of advertising and promoting New Westminster, and its attractions to the outside world. The meeting was called for the purpose of forming a Twenty-five Thousand club for the purpose of advertising and promoting New Westminster, and its attractions to the outside world.

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TINPLATE DUTY

Ottawa Authorities Do Not See Their Way to Granting Request of Salmon Canneries

Vancouver, April 14.—Advice reached Vancouver this morning from Ottawa to the effect that the Dominion government was unable to grant the request of the salmon canneries of British Columbia that no import duty should be placed on tinplate until December 31 next. It was also announced that the duty would be at least 4,750,000. At present tinplate is admitted free.

The result of the collection of this duty next month will be that a large quantity of tinplate will be imported on route from England to Vancouver on Blue Funnel liners will be forced to pay. Much of the tinplate required by the British Columbia salmon canneries for this season has however been received.

The reason for the imposition of the duty is that a one-horse plant has been established in Ontario, where the tinning of iron plates bought in the United States is carried on and is being bonused, this factory is now forcing all canneries to pay duty on material it could not even commence to supply.

The schooner Commerce has been chartered by the Alaska Commercial company to load coal at Nanaimo for Alaska.

EVIDENCE DOES NOT SHOW COMBINATION

Attorney General's Reply to Speaker Cannon on Paper Question

Washington, April 13.—The attorney general today sent to Speaker Cannon a letter in reply to the House resolution asking what steps have been taken by the government to investigate the alleged combination of wood pulp or print paper manufacturers. The attorney general says an investigation is in progress, but no evidence has yet been obtained to justify legal proceedings. He says that when the investigation is completed, it may continue expedient to temporarily withhold from the public the evidence and information.

"It is proper for me to say in this connection," says the attorney general in his letter, "that certain alleged facts were submitted to this department when the above-mentioned investigation was commenced, which apparently authorized the belief that serious and readily proven offenses against the laws of the United States had been committed in the premises, and immediate action by the appropriate officer was thereupon ordered, but these orders disclosed that no legal proof could be secured of the alleged offenses, the evidence relied upon to establish them turning out to be merely hearsay, and the complainant himself, although he furnished this information, refusing to give the name of a witness supposed to have personal knowledge of the said facts. Before taking action under the so-called 'anti-trust law' it has been the unvarying practice of the department to thoroughly sift the evidence of such complaints, and the considerable proportion of successful prosecutions under the said statute, seems to justify this practice. In this instance information as aforesaid furnished, when sifted, showed an undoubted general and considerable increase in the prices of certain kinds of paper, but that such increase was due to any contrivance, combination or conspiracy in restraint of trade, was a matter of conjecture and suspicion only, although it seemed probable that the department to establish this might be found through a searching and judicious inquiry."

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NOTE AND COMMENT

Cecil Rhodes's great dream of a Cape-to-Cairo railway is pushing on towards realization. It is announced that a recent press cable from London that:

Negotiations have just been completed for the extension of the road from its present terminus at Broken Hill to the Cape, through the Congo, the Congo and German East Africa. The gap between the Congo and Khartoum is not yet arranged for, but it can scarcely be doubted that the great enterprise will be carried through in the not distant future.

About the very worst fate that can befall any public man or author is to be ignored. There seems every assurance that Mr. Klipping will never suffer from such disability, though possibly even so brilliant a genius as he would be satisfied with less attention of the press than he is at present receiving from all quarters. We find the following paragraph in the editorial columns of the Toronto Mail and Empire:

"Several communications have reached the Mail and Empire in reference to Mr. Klipping's article regarding English remittance men and Socialists. One of them is as follows: 'I'm a remittance man, and I thank God I am a cunning Canadian, or in any way connected with your mendacious journal.' To this pious ejaculation we can only say 'Amen,' but we would advise our correspondents that protests should not be addressed to the newspaper that merely summarized Klipping's article, but to the author himself."

That the United States was "hard hit" by the industrial depression following the financial panic of last fall is made very clear from some figures which are at a convention of labor bodies recently held in New York. A press dispatch appearing in an eastern exchange reads as follows:

New York, April 7.—A convention of representatives of various labor organizations was held yesterday at the Hotel Astor to enquire into the number of unemployed throughout the United States, and the reasons for their idleness. Samuel A. Stodel, a representative of the Industrial Workers of the World, said that "a reasonable estimate of the number of unemployed throughout the United States at the present time would be at least 4,750,000." He asserted that matters are going from bad to worse.

The people of Australia are just a little restless. The country is being enjoyed by Canada in the eyes of emigrants from Great Britain and there have been calling upon the government of the Commonwealth to embark upon a policy of encouraging immigration, which would achieve some practical results. That their appeal has met with prompt response is shown by the Stevenson tour on very friendly terms with the missionary, but was apparently not so good a Sabbatharian as Mr. Clarke would have wished. He was very much of a Bohemian. On

Melbourne, April 6.—Australia is doing everything she can to encourage immigration from Britain. Hon. T.



Styles Worth Seeing

FIRST of all we ask you to view correct styles—Fit-Reform sets the fashions. What appears in the Fit-Reform Wardrobe is accepted, without question, by Canada's well-dressed men.

Let us show you some of the many new Suits and Overcoats for spring.

Special Shipment of Easter Suits Just Received

ALLEN & CO.

FIT-REFORM

1201 Government Street, Victoria, B. C.

NOTICE

CHAS. DAY & CO., LONDON,

Are The Sole Export Bottling Agents For

John Jameson & Son's Whiskey

And on each LABEL must be found the following Notice and Signature:

"In order that Consumers may feel assured of genuineness, we would request the attention to this our Special Export Label, and to our Trade Mark and Name on all Corks, Capsules and Cases, also to age mark."

John Jameson & Son's

Bent, Premier of Victoria, has offered an immense tract, 2,000,000 acres in extent, which he has developed for the purpose, for settlement by British immigrants. Premier Deakin expects that a majority of the Premiers of other States will make equally encouraging offers.

We had a brief reference the other day to the fact that considerable interest had been aroused by the report that the White Star Steamship Company contemplated inaugurating a service between Liverpool and Montreal. We find the following dispatch in the Montreal Gazette:

London, April 7.—The Dublin Express states that the White Star line is about to order four great steamers for the Liverpool-Montreal service, with a maximum speed of 24 knots. In addition to first-class accommodations, each will carry between 3,000 and 4,000 emigrants. It is stated at Liverpool that the Grand Trunk Railway Company is co-operating with the White Star line. It is not known yet whether the reported White Star scheme contemplates either the remodeling of the Dominion line or the establishment of a new line. A further statement is expected shortly.

An instance of the attention which the fast Canadian steamship service has attracted in other countries than Great Britain, was furnished recently when three huge propellers arrived in Montreal from the French government for shipment to a disabled French battleship at Yokohama. The Montreal Gazette makes the following remarks on this unusual and interesting shipment:

The battleship, the Ceylon, while maneuvering in Japanese waters, was broken off by the propellers, and was towed into Yokohama one day in 1883. It was then towed to Paris for a fresh supply of propellers, and the French government decided to rush them to Japan. The propellers were shipped by the Dominion Express company on the Overseas Limited to connect with the Empress of Japan at Vancouver. The propellers arrived at Yokohama on the 30th, or within 17 days of leaving the Atlantic Express. However, after the arrangements were made, the Japanese government called that the Japanese authorities had supplied the Ceylon with a new set of propellers, which would enable her to continue her voyage to her home port, and they were accordingly forwarded by freight. The propellers were huge affairs, weighing four tons apiece, and took up a whole car to themselves.

When Drury Lane theatre was last destroyed by fire, Sheridan, its owner, was occupied in the Commons with his parliamentary duties, and his sympathetic colleagues immediately voted the adjournment of the House and hurried off to see the conflagration. Sheridan himself opposed the adjournment, being outvoted, went and watched the destruction of his property from a neighboring house of refreshment, sharing a bottle of port with Barry Cornwall, and a bowl of punch with some friends to expostulate with him, whereupon the author of "The School for Scandal" petulantly observed, "It is hard when a man cannot see his own house burning."

This fire completed Sheridan's financial downfall, and, forsaken by his friends, he died soon after the new theatre began its chequered career.

It is officially announced that the National Transcontinental Railway between Winnipeg and Moncton is to cost \$35,419,466. Mr. Fielding's estimate was \$51,000,000. The chances are that when all the accounts are in Mr. Blair's estimate will be exceeded.

In death's unbending room we strip from round us
The garments of mortality and earth;
And breaking from the embryo's skin,
We rise as from a grave, and stand as men.

Our day of dying is our day of birth.
—Cardinal Newman.

Look one step onward, and secure that step—Browning.

Last year a Copper seal schooner was captured by the Japanese. The schooner was a Russian vessel, and was carrying a large quantity of copper seal. The Japanese captured the schooner and took it to their base. The schooner was then sold to the Japanese government, and the copper seal was used for the Japanese navy.

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