CONSUMPTION.

2 Adams street, Brooklyn, N. Y.,

much in favor of Peruna. About piecely worn out, had a serious which seemed to be in danger of my system had been in a stronger uld have been much easier to old, but I could not seem to get I took Peruna, and I must say e work thoroughly. Within a see a wonderful improvement, na four weeks and am in perfect

ALICE O'NEIL.

ch afflictions. I, and others to recommended it, are using with beneficial results."—W. man.

ou do not derive prompt and satisfy results from the use of Peruna atonce to Dr. Hartman, giving a atement of your case, and he will ased to give you his valuable adratis.

ress Dr. Hartman, President of Hartman Sanitarium, Columbus,

morning, leaving his wife to look her household duties and get the m of to school. Some people think en may play truant for days at a and the parents know nothing of it. ther cannot afford to leave off work if the children are at school. It he would soon lose his job. And how worse it is with a widow with family to provide for, and look after. There to be always a great deal more atn given to the good children that are to learn at school than there is to rdless and indifferent ones. The rs are to blame for this. I hope er who is elected as trustees for the year will see to it that a truant be appointed at once. We want no policeman, but an intelligent, smart man, suitable for the work.

A WORKINGMAN.

SUPERIOR GENERAL.

er Lecoq Elected Head of the Sulpicians.

ntreal, Dec. 3.—At a meeting of council of the Sulpician Order, Rev. e M. C. Lecoq, director of the d Seminary, was elected superior al to succeed the late Abbe Colin. Father Lecoq is known favorably ghout the country as an eminent ar and a powerful speaker. He was in France in 1846, and was orpriest in September, 1870. Six later he came to Canada, and in was elected director of the Grand nary at Montreal.

TO MURDER KING.

Arrested in Spain With a Dagger.

drid, Dec. 3.—A man named Perez ar has been arrested at Orenze ng a poinard. He said he was an ntine anarchist, and had come to to murder the King, but had been le to procure means to travel to rid. Pulgar is believed to be in-

ssionary Services.—This week is ap ed throughout the Anglican church time of special intercession for onary work amongst the heathen. following services will be held in t Church cathedral on Thursday, m., holy communion; 10 a. m. ns; 8 p. m., special service with ad by the Bishop.

angelistic Services.—A large conation attended the evangelistic ser at the Metropolitan Methodist ch last night. Rev. E. S. Rowe deed a telling sermon on "Temper" which roused the utmost enthusi Tonight the pastor's subject will 'A Sermon by a New Convert."

Save Labor.—The post office offsuggest that persons mailing large hes of letters might make them up undles, which would greatly facilthe work of sorting.

ATCH FREE

Gold Ladies' watch costs from $25 to $50. throw your money away. If t a Watch that will equal for time ld Gold Watch made, send us me and address at once and agree to y 9 boxes of our famous Vegetable le Pills at 25c. a box. A grand for all impure and weak conditions lood, Indigestion, Stomach Trouble, ation, Weakness and Nervous Disand for Female Irregularities they are led. A grand tonic and life builder. re our regular 50 cent size; they are sell. Don't miss the chance of life. Send us your order and we nd the nine boxes by mail, when n send us the money ($2.25) and l send you the WATCH with UARANTEE FOR 20 YEARS he day money is received. A rare quickly introduce our grand remedy, please show it to your friends. Hunre than delighted with them. This is a without paying a cent for it, and you REMEDY CO., DEPT 428, TORONTO, ONT.

# The Semi-Weekly Colonist.

FORTY-FOURTH YEAR VICTORIA, B. C., TUESDAY, DECEMBER 9, 1902 VOLUME LXVII

## Crops in Manitoba

### Over a Hundred Million Bushels of Grain Raised This Year.

### Ottawa Reports More Deaths From Plague in San Francisco.

### Order in Council Approves of White Pass and Yukon Tariff.

Winnipeg, Dec. 6.—The Manitoba Department of Agriculture have issued a report on the total yield of grain for the crop year of 1902. The total yield in Manitoba for the year 1902 of all grains is put at 100,052,343 busheis, 53,077,267 bushels of this amount being wheat; against 50,502,085 bushels for the previous year. The average yield per acre is shown to have increased from 25 bushels in 1901 to 26 bushels in 1902.

The former C. P. R. agent at Austin was arraigned at the police court today charged with the theft of $228.50 of the company's funds. The accused was released on bail.

Ottawa, Dec. 6.—Two deaths from bubonic plague in San Francisco are reported for November, making 39 in ten months. Dr. Montizambert does not consider the official returns as representing the total number of deaths, as he believes the Chinese do not report at all.

The Post Offie Department will endeavor to get a mail into the Peace River country, leaving Athabasca Landing on January 3.

Measles are reported to prevail in an epidemic form among the natives living in the vicinity of Mountain, on the Mackenzie river.

An order in council has been passed approving of the new tariff of the British Yukon railway adopted by the company July 27.

Toronto, Dec. 6.—Hon. Mr. Blair has promised an increase of wages for employees on the Welland canal.

The Petrolea Packing Company plant, which cost $60,000, is about completed. Operations begin January 1.

BY LIVE WIRE.

Lineman in New Jersey Meets Death While on Duty.

Binghampton, N. Y., Dec. 6.—Edward Bieber, aged 25 and unmarried, of Newark, N. J., a lineman, was killed here today by a live wire. He had just climbed the pole when his hand touched a live wire. He fell forward and balanced on a cross-arm He was not dead when lowered to the ground, but died soon afterwards.

## TWO FATAL TRAIN WRECKS

### Accidents Are Reported From Nova Scotia and the Northwest.

Halifax Dec. 6.—(Special)—The Intercolonial passenger train which left Halifax this morning jumped the rails at Belmont, near Truro. Engineer Sam Triden and four passengers were killed, and several others were injured.

Winnipeg, Dec. 6.—(Special)—The Eastbound Canadian Pacific express was wrecked early this morning at Carson station near Moose Jaw, and the track was blocked for ten hours. A cow on the track derailed the train and the engine and three cars were ditched. Fireman James Armstrong was instantly killed and Engineer McLeod injured.

STRIKE COMMISSION.

More Evidence Given on the Miners' Side.

Scranton, Pa., Dec. 6.—The miners, having finished their attack on the Coxe mines in the Hazelton region today, turned the attention of the commission to the collieries of G. B. Markle & Co., in the same locality. The witnesses for the mine workers scored what appeared to be a telling point in regard to wages and other conditions prevailing in the mines of this independent company. The principal witnesses called against Mr. Markle was James Gallagher, who worked in the Markle mines for 30 years. He claimed the wages were so low that he was always in debt to the company, and that in 17 years he only once received money in wages, and that was $50. He also testified that he had to deal with the company's store, the only place where the miners could get credit, and that the prices were from ten to twenty per cent. higher than in other places. The witness kept the court in good humor by his wit and sharp answers to questions by the lawyers. A 12-year-old breaker boy was called to the stand, and gave testimony to show that he was working at the Markle mines to pay off the debt incurred by his father, who was killed in the mines 18 months ago. He received no pay, but was given due bills, showing how much his mother owed the company. The due bills also showed that the debt his mother was incurring, such as house rent, etc., was growing faster than he could reduce it, as he was only getting four cents an hour. The conditions prevailing at the Lehigh Valley Company's mines will be taken up next. The miners have a large number of witnesses they desire to call, and there is at this time no indication when the hearings will be concluded. Some of the operators desire to place witnesses on the stand on their defence. Unless some agreement is reached on many points at issue, it is likely the hearings will run into next month. President Mitchell will leave here tomorrow night for New York to attend the regular meeting of the executive committee of the civic federation there on Monday.

THE MOST NUTRITIOUS.

EPPS'S COCOA

An admirable food, with all its natural qualities intact, fitted to build up and maintain robust health, and to resist winter's extreme cold. Sold in ½ lb. tins, labelled JAMES EPPS & Co., Ld., Homœopathic Chemists, London, England.

EPPS'S COCOA

GIVING STRENGTH & VIGOUR.

SHAMROCK III.

Lipton Pleased With Progress of New Boat.

Glasgow, Dec. 6.—Sir Thomas Lipton, after an inspection of Shamrock III. today, said: "I am delighted with the extent and nature of the work already done. The yacht is entirely framed, and Messrs. Fife, Wringe and Sharman Crawford all agree that she looks every inch a winner." The trials of the new yacht begin at the end of April. The first will be made on the Clyde, another in the Solent and a third again on the Clyde before the yacht is dismantled. It is stated that the trial races of Shamrock III. in American waters will probably be against Shamrock II., but if this is not possible Shamrock I. will be taken across for the trial races with the new challenger.

DISTRESS IN EUROPE.

Tales of Hardship from Russia and Germany.

St. Petersburg, Dec. 6.—Lack of employment is causing unprecedented distress in the interior of Russia. In Saratoff workmen eagerly accept about 17 cents per day. Hosts of beggars literally invade the shops and houses, and the streets are filled with sick and starving people. Similar pitiful details come from other interior cities.

Berlin, Dec. 6.—The bitterly cold weather which prevails throughout Germany has caused various municipalities to vote contributions in aid of the unemployed. Dresden has just voted $25,000 for this purpose.

Boys' Pea Jackets, $1.00, $1.50, $2.00, $2.50; boys' sailor suits, $1.25, $1.75, $2.50, $3.00. B. Williams & Co.

## Looking For New Mayor

### R. Kelly and F. C. Cotton Decline Nomination In Terminal City

### By-Law Exempting V. W. & Y Railway Passes in North Vancouver.

From Our Own Correspondent.

Vancouver, B. C., Dec. 6.—Robt. Kelly and F. Carter-Cotton were requested by a citizens committee today to allow themselves to be nominated for Mayor. Both positively declined the honor.

A by-law passed in North Vancouver municipality today exempting the projected Vancouver, Westminster & Yukon railway from taxation and granting them right-of-way over municipal property and streets.

Information has been received from the Seattle police regarding Harry Lewthaite's strange disappearance. They state that Lewthaite was at the National hotel November 12, and enjoyed himself for a week, paying but for one nights lodging. On his bill being presented, he disappeared ostensibly to get a check cashed to settle it. He never returned however, and his trunk is still at the hotel since the 19th of November. His friends and relatives have lost all trace of him.

Dr. Lefevre, director of the Telephone company, said to the Colonist correspondent this evening that a committee of the former employees, together with the president and secretary of the union met the directors of the company in his office at 5 p. m. today to consider the differences between the company and its former employees.

Many "breakers" appeared in sight when the question was considered of taking the employees back, but the directors assured the employees that they were quite willing to take them back on a fair basis. The consideration of different points raised by the former employees of the company took more time than it was possible to devote to the matter without an adjournment, and it was decided to adjourn the meeting until Monday to résume a discussion of the question. In the meantime every effort was being made to give an efficient service to the public. Superintendent Kent stated this evening that new linemen had been engaged and the work of repairing lines was to be resumed actively on Sunday.

About Christmas time transient auctioneers come to Vancouver to hold large sales for several days or a week and then depart. The regular auctioneers have appealed to the council to prevent these auctioneers doing business in Vancouver. The city solicitor has advised that there is no provision in the by-law to enable the council to take such action.

A verdict of murder has been returned by the coroner's jury in the case of the Chinese child found in a grave with its throat cut.

Priestley's Cravenette Raincoats, $13.-50, $15.00, $18.00. B. Williams & Co.

## ALDERMEN AND MAYOR ARRESTED

### Sentenced to Jail in Denver For Disregarding a Court Order.

Denver, Colo., Dec. 6.—Mayor R. R. Wright, jr., and eleven aldermen were sentenced this afternoon by Judge John I. Mullins, of the district court, to serve four months in jail for contempt of court in disregarding the injunction issued by Judge Mullins to restrain the enactment of an ordinance granting a franchise to the Denver City Tramway Company in the form in which it was presented. The eleven aldermen who voted for the ordinance in the face of the injunction are W. B. Tebbetts, president of the board; John D. Ross, Andrew Herna, P. P. Russell, John Conlon, Wm. Gahan, James Parish, Geo. S. Weick, F. A. Baulry, D. S. Gray and nPinkney Wallick. Mayor Wright signed the ordinance, though the act was specially forbidden by the court. The mayor and aldermen will appeal from Judge Mullin's decision on legal points involved in the case, and remain at liberty under bonds.

BAND BILL.

Proposed Measure Before the United States House.

Washington, Dec. 6.—The House today passed the pension appropriation bill carrying $139,000,000, without a word of debate, and devoted the remainder of the day to the passage of bills in the calendar. Quite a number of attempts were made to prevent the passage of a bill to prohibit the military bands from engaging in competition with private bands. W. A. Smith (Michigan) made the point of no quorum, and the House thereupon adjourned.

## The White Pass And Yukon Road

### Proceedings at Annual Meeting Lately Held By Company in London.

### Hon. J. H. Turner Presents the Position of British Columbia.

The fifth ordinary general meeting of the shareholders in the White Pass & Yukon Railway Co., Ltd., was held on the 30th ult. at Winchester House, London, the Hon. S. Carr Glyn (the chairman) presiding.

The secretary (Mr. W. H. P. Stevens) having read the notice convening the meeting, and also the auditors' report,

The Chairman said: Gentlemen,—We have the pleasure to submit to you the report and balance-sheet made up to June 30 of the present year; also a letter from Mr. Graves, the president of the White Pass and Yukon route, and a long report from Mr. Wilkinson, the auditor of the local companies, which no doubt you have perused with interest; but I think it right to explain why the meeting has been held later than it was last year, because I am informed some remarks have been made about this. As you are aware, the company's accounts have to be made up to June 30, and naturally from the voluminous amount of the local companies' accounts this is a lengthy business. It is impossible to have them ready before August, and, although we held the meeting last year in that month, I need scarcely point out to you it is very inconvenient. The meetings were held the years before in November and December, so there is no precedent for holding it in August, and we propose, subject to your approval, to hold the meeting in the future about this time, for these reasons: 1. The holidays will be over; 2. We hope that we may generally have Mr. Graves with us then, though I regret to say he could not get away from the States early enough this year; and 3. that we can give you some information as to our operations and position during the current year. Although full particulars of the operations of the Railway and Navigation company are given in Mr. Graves' letter, I should wish briefly to call your attention to some of them. It is satisfactory to note that the year 1901 passed without serious accident and without incident, except for the flood in the Skagway river on October 10 that year, which caused considerable damage and the loss of a week's traffic; 16,472 passengers and 33,471 tons of freight were carried on the railway, which has been kept up in first-class condition and repair. The two next paragraphs, referring to the river service and the winter mail service, are too long to quote, but they are well worth your perusal; they show the magnitude of our combined operations and the amount of work that our staff have to carry through, and I am glad to take this opportunity of recording our sense of gratification at the zeal and intelligence shown by them, especially when you call to mind the rigorous and inhospitable climate in which for so many months they have to work. Apropos of this, I should like to remind you of the good work done by Mr. Graves, the president of the local companies, whose absence we all regret, and none more so than myself. He has worked hard in your interests, and the strain has been very heavy. He has traveled 25,000 miles already this year in the service of the railway, making frequent journeys from Chicago to Washington, New York, Ottawa, and to San Francisco, Seattle and British Columbia. A great part of the summer was spent in the Yukon, up and down from Skagway to Dawson, with Mr. Newell, the vice-president. They have minutely inquired into everything, and conducted difficult and laborious negotiations, and their chief aim is rigid economy consistent with keeping the railway and fleet in first-class condition, in which they have the full support of the board, a policy which I am sure you will endorse. The soundness of the policy in buying the Canadian Development Company's fleet is fully borne out by events. Not only did the operation of the fleet during 1901 produce net earnings amounting to $276,-636, and a net income, after writing off over $100,000 for depreciation and renewal of the fleet, and after providing for all expenses and mortgage and interest, of $86,842, but the ownership of the fleet, gave us the control of the entire traffic from Skagway to Dawson, which was of the highest importance in the war of rates that took place with the Northern Commercial Company this summer.

To turn to the present season's operations, it is satisfactory to learn that, although receipts have fallen, the tonnage has shown but a slight decrease. You are doubtless aware that prior to the opening of the railway the entire Yukon trade and traffic was in the hands of companies owning steamboats on the lower river, and connecting at St. Michael's with ocean steamers. This lower river route involved a 3,000 miles sea voyage to St. Michael's, where the goods were transhipped, and had then to be carried 1,700 miles up stream to Dawson and the Klondike goldfields against the swift current of the Yukon river. In consequence of ice blocks in the Behring Sea, St. Michael's harbor opens very late, and the season is therefore only a short one, while the time consumed in the transit of the goods is so long as to prohibit altogether such traffic as live stock, perishable freight, etc. As soon as our railway was opened, the disadvantages of the lower river route turned practically all the traffic our way, except such goods as were owned by the transportation and trading companies running steamboats on the lower river, who have large warehouses at Dawson and at different points. These companies naturally continue to ship as much as possible by their own boats, while the smaller traders and merchants shipped by our route and ceased to ship by the lower river. To offset this, the lower river companies, except the North American Transportation and Trading Company, consolidate last year under the name of the Northern Commercial Company. These two companies last year entered into a traffic agreement with our company, but were disappointed in not getting as much traffic as they expected, and the result was that towards the close of last season the Northern Commercial Company adopted the policy of selling its goods in Dawson market at such low prices as our shippers could not afford to meet while paying the tariff rates. The avowed intention was to deter the smaller merchants from shipping by our route. During the winter the Northern Commercial Company developed this policy still further, necessitating on our part a reduction in our rates with the opening of navigation, to enable the smaller merchants to compete in the Dawson market. This was met by further cuts in prices by the Northern Commercial Company and further reductions in our rates. Meanwhile, the North American Transportation and Trading Company took the benefit of our low rates and the advantages of our route, and sent a large proportion of their shipments by our line, instead of by their own boats. It is too soon yet to prophesy as to next season, but negotiations are in progress with a view of putting an end to the unsatisfactory state of affairs, which it is hoped will result in permanently improved conditions. Apart from rivalry with the lower river companies, we had already reduced our rates to assist in developing the country. Before the railway was made, the cost of getting a ton from Skagway to Dawson was quite £200. In 1899, the first year the railway was opened, the cost was reduced to about £50, the railway receiving about £12 per ton. In 1900, when the railway was extended to White Horse and through bills of landing could be issued, the cost was reduced to about £25 a ton from any Pacific port, Vancouver, Victoria, Seattle, etc., to Dawson. In 1901 having acquired our own fleet of steamers, the price was reduced to about £19 a ton, including ocean voyage. In 1902 in order to encourage the development of the country, we voluntarily reduced the average rates to about £12 a ton from Vancouver, etc., to Dawson, and, owing to the war of rates, this had to be further temporarily reduced. I should like to touch very briefly upon the position of the gold mining industry in the Yukon, but I do this with diffidence as I am not a mining expert, and therefore my remarks must be general. At present, as is known, the industry there is practically confined to placer mining, but the history of nearly all great placer regions shows that quartz developments generally follow, and there is no reason to suppose that the Yukon will be an exception to this general rule. It is stated in Dawson newspapers that over 4,000 quartz claims have been registered this year alone. Besides several private stamps already in Dawson, the Government is putting up two public stamps for the purpose of enabling prospectors and claim owners to fairly test their quartz. But the country is far away; it takes a long time to get capitalists to interest themselves in its resources, and progress must necessarily be slow. The Government royalty has been reduced from 5 per cent. to 2½ per cent., and this, with lower transport rates, must tend to assist the more rapid development of the country.

So far as the earnings resulting from the season's work of 1901 are concerned, they are certainly satisfactory. The accounts show a net profit for the year of £136,967 0s. 4d, after allowing for all charges. To this has to be added the amount of £14,373 2s 10d carried forward from last year; and, therefore, we have a total of £151,340, 3s 2d at the credit of the profit and loss account of our English company at June 30th last. Out of this sum a dividend of 10s per share, equal to 5 per cent. on the share capital, was paid on December 12th last. This absorbed £68,750, and after providing for the sinking fund for the debenture stock, as noted in the directors' report, there remains a sum of £66,128 2s 4d to be dealt with. As explained in their report, the directors, in the interests of prudent policy, deem it not think it advisable to recommend the declaration of a final dividend out of this balance of profit, preferring to build up a strong financial position to provide for all contingencies by reserving such balance of profit undivided. It must be borne in mind, however, that dividends have been paid out of the total profits earned up to June 30, 1902, as follows:—Out of the profits for the company commenced of the company to June 30, 1901, 5 per cent. in cash and 25 per cent. in shares, and out of the profits for the year ending June 30, 1902, 5 per cent. in cash, with a balance carried forward of £66,128 2s 4d, equal to nearly 5 per cent. more. It is estimated that, in spite of the war of rates that has beset the company's career this season, the earnings of 1902 will show a fair margin of profit after providing for all fixed charges, interest, and expenses, but it will not be advisable to consider the question of paying any dividend on account of the current season's earnings until the accounts for the year are made up, and until we see how the traffic of the year 1903 is developing. It cannot be denied that we have been, and are, passing through an anxious time, but the reasons are obvious—a great reduction in rates, of course, causing a reduction in revenue; and a vigorous and hostile competition; but, notwithstanding these adverse circumstances, we can undoubtedly pay all fixed charges and expenses, and show a fair margin of profit; and with the increased tonnage that we may fairly expect, and slightly higher rates when the negotiations now in progress are completed we may anticipate that a substantial increase in profits will accrue. The season is closing with greatly improved prospects in every direction, and I think we are justified in looking forward with confidence to the future. I may say, with reference to the policy we have adopted of not paying a further dividend, that we have a very large measure of support from influential shareholders who hold a very large stake in the company. I now beg to move that the report and accounts presented to the meeting be received and adopted, and if Sir Allen Sarle will second this, I shall be glad to answer any questions that any shareholder may wish to put before actually submitting the resolution to the meeting.

Sir Allen Sarle seconded the motion. Mr. Sims said he did not approve of the policy of the directors in not declaring a further dividend. According to the report, they had in hand something like £62,000, in addition to which they had reserves amounting to $120,000. He thought the directors might have taken advantage of the opportunity to purchase some of the debentures of the company when they stood in the market at 55. He thoroughly agreed with the directors in reducing the rates; he only wished they had done it sooner.

Mr. Carr asked if the dividends on shares of the local companies, amounting £150,243, absorbed the whole of the $769,000, which were stated to be the net earnings of the local companies?

Mr Greenfield inquired whether there were any special reasons beyond the one stated by the chairman, for placing such large sums to reserve.

The Chairman, in reply, said the directors intended to purchase debenture stock in the open market, when favourable opportunities presented themselves but the fall came after this year's parcel of stock had been bought. In reply to Mr. Carr, the rate of exchange was taken at $4.35, and the two figures he had mentioned were practically the same. With regard to the reserve, the war rates was not yet over, and the directors considered it advisable to have reserves for that purpose, and also for other contingencies, such as a wash out.

The Hon. J. H. Turner said he desired to express the views British Columbians entertained with respect to the working of the Yukon Railway. Having had a long residence in British Columbia, and very long connected with the Government of the province, he was acquainted with the early history and progress of the company. As the chairman had already remarked, in the early days of the Yukon, before the railway was thought of, the trade and commerce of Canada and all the adjacent countries were practically in the hands or in the grasp of gigantic monopolists—he refered to the American trading companies of the Yukon—and they practically smothered the whole trade, and there was a bitter feeling throughout the whole of the Dominion of Canada and British Columbia itself. Owing to this condition of affairs, strong representations were made, not only to the Government of the Dominion of Canada, but to the Provincial Governments, urging that, some remedy should be applied. About that time it became known that this company, or a company, had applied for a charter to construct a railway through the Pass. That gave great satisfaction to all the traders who were not connected with the great monopolists. When it was known to the public that this charter was likely to be granted, a great feeling of relief came over the traders. They felt there was at last a chance for those unconnected with monopolists—the general traders—especially of the Dominion of Canada and British Columbia, through the operations of the railway, which would be many hundreds of miles shorter than the old route into the country. The result at first was as they expected. No doubt a very large number of them were very successful in their operations in the Yukon, but that was not the case for very long, as it began to be found out that the trade was coming back again into the tentacles of the octopus—it was, in fact, apparent that it would have again absorbed all this great business, to the detriment not only of the Yukon country, but of all the traders of Canada and the adjacent country.

Now the position was very anomalous. Here was Canada possessing the richest mining country in the world at that time, and having to bear no expenses in connection with justice, protection of lives and property in that region, unable to do any trade in the district. There was no chance. They were frozen out from that section of their own country. This they must admit was a very anomalous state, and as a result all the people were very favorable to the White Pass Railway, but the trade which they were doing was apparently slipping away, and at that time it leaked out that there was a combination between these gigantic companies and the White Pass Railway to keep up the rates of freight. He believed, and he thought it had been confirmed by the chairman, that it amounted to something like $120 per ton, and, as they might imagine, a bitter feeling arose again in the minds of the shippers who were helping to keep up this railway when they learned that. They thought there was no reason for it, and they considered the rates were very exceptional. Strong representations were made to the Dominion and the British Columbia legislature. He was present when remarks were made in that House with respect to the conduct of this company. It was stated that they were amassing enormous sums from the traders who were shipping goods, which were going into the pockets of the shareholders, and still larger sums into somebody else's pockets. He knew nothing as to the truth of the statement, but it was a fact that at the time when those statements were made in the House he was connected with the government, and he strongly supported the White Pass Railway. He did so on these grounds—that they had carried out a great work for the benefit of that Coast; they had carried a railway through what had been pronounced to be an impassable route through the White Pass mountains, and therefore he felt, without further consideration and knowledge, that they should not make these charges against the White Pass Railway. About that time someone made a promise on behalf of this company that the rates should be reduced very materially, which gave great satisfaction. That was the traders a breathing spell, and they laid up their oars for a time, expecting an announcement of the reduction of these rates, but from some unfortunate cause the reduction was not announced. It ought to have been announced, to be effective, in the autumn of the year, because it was no use announcing the reduction of rates in the middle of the summer, and consequently they could not be prepared to make shipments into that country. They knew the conditions there, and they knew that would be impossible; but from what they were told, the great shipping companies had shipped an enormous quantity of goods into that district, with the result that they frozen out all the outside traders, who would be naturally the shippers over the White Pass line. They might say it would be detrimental to this company to do anything which meant the suppression of the small trader, but it was not looked at in that way; it was looked at in this light—that undoubtedly those companies wished practically to run the White Pass Railway, instead of the White Pass Railway running those companies.

Now, people were generally quite at a loss to understand why the White Pass Railway should enter into a combination with such companies as he had referred to, seeing the very great advantages they had of a very much shorter distance and of a very much longer season, besides the advantage that all traders would prefer to ship their goods by such a route that would insure them a practical approximate delivery at the time they expected the goods. They could easily see what a great advantage that was over a route which was frozen up for a great part of the year, and that when the spring opened they had to go up some 1,700 miles of river against the tide, and consequently the goods by that route would be subject to great delay. It was felt by the people there that the White Pass Railway was apparently quite independent of these monopolists, that they could run the show themselves, and that it was in the interest of the White Pass Railway to develop the country. (Applause). It was a fact that if the White Pass Railway would face the situation and make such rates as would enable men to prospect and miners to live in the country, of many hundreds—of probably thousands—of placer mines might yet be opened that could not possibly pay under the present conditions, owing to the cost of living. That had been gone over in British Columbia before. Old Cariboo was in the same position, and to-day there would be thousands of gold claims being worked in old Cariboo if they only had a White Pass Railway; but they could not work a claim giving them $5 a day, when it cost them $6 a day to live. Then the chairman had announced that there were very great prospects of quartz developments in that region. For a quartz country they wanted to get prospectors and mining men in at a reasonable rate, and they wanted to enable them to take in their preliminary machinery and other necessaries in connection with quartz mining at the lowest possible rate. They would easily see that he believed in low rates in those cases, and his opinion was that if the White Pass Railway would take in the situation and grasp it, and make such rates as would tend to develop the country, they would very soon find their earnings rapidly increase. He would have preferred that during the past year, instead of 33,000 tons being shipped in, there had been 66,000, even if they had got no more for it, because it would mean the possibility of men living in that country at such a rate that they could develop the mines, and that meant the life-blood of the White Pass Railway. It was, of course, true with the increased shipments into the country there must be a certain amount of increased expenditure in connection therewith, but he did not think that the extent and magnitude of the operation, increased expenditure would be at all equal to the increased receipts eventually. The increased expenses would go on in the usual way, and, on the other hand, the increased receipts would go on by the rule of progress, and they would place the company in such a position as would give the shareholders a good dividend. Of course, the company was not formed to develop the country, and they were not a benevolent company, but in this case benevolence and beneficence meant putting money into their own pockets. He did not presume to criticize in any way the statements which had been presented to them with regard to the expenses. He did not know enough about railway working to do that, but according to the view of outsiders, the cost of putting goods into the Yukon, as shown by the cost of working the line, was excessive, especially when they considered the freight rates from Vancouver to Liverpool by the Canadian Pacific. The question for the directors to consider was whether they could further reduce the rates, in view of the fact that other railways were carrying goods for a distance of 6,000 or 7,000 miles at a considerably less expense than they were on the White Pass Railway. In conclusion, he wished to express the high appreciation that the British Columbians had for the company. They fully appreciated the great work that had been done under great difficulties, and at a time when it seemed an impossibility, and expressed the hope that the company would endeavor to develop the Yukon country. Another country which was very promising was the Atlin country, which was a tributary to their line of railway. The reports from Atlin led him to believe that it was going to be a first-rate mining country. It also had the further advantage of being a desirable country to live in, with pleasant surroundings.

Captain Inman remarked that he could not concur in the comments of the last speaker in regard to the cutting down of rates. If a company wished to cut its own throat, then they should reduce rates still further, but at present he considered that the development of the country would not be in any way be helped by a reduction in rates. No doubt a great number of people were anxious to develop the mines, but he failed to see how any undue reduction in rates would in any way help the country. The great trading companies referred to by the last speaker had been established for many years, and several of them had lately amalgamated. They did a very good trade before the advent of the railway. After sketching the position of the line and its environment, he said there was no limit to the possibilities of the country. No doubt great discoveries would be made. The question of rates should be divided under two headings. There were up rates and down rates. At present there were practically no down rates, but with the development of quartz mining the company would have to quote rates for ore. At one period of the year the company had four or five times as much traffic as it could possibly carry; at other periods there was next to nothing—that is to say, in winter months. If they were going to meet the demands of the traders of British Columbia to the fullest extent, the company would never reduce its rates low enough. The traders of British Columbia had had a good opportunity of developing the country, and they neglected it. They allowed the Americans to do it. Five or six of these American companies had done the greater part of the opening up of the country. In a word, the development was due to these American companies and the White Pass Railway.

Mr. R. W. Murray remarked that they had been very interested in the remarks of the Hon. Mr. Turner, but so far as he understood the position, the policy he had advocated had in reality always been pursued by the directors. However, if they were going to carry freight at an actual loss, he failed to see how the company would be benefited thereby. Such a policy would result in the winding up of the company, or some radical re-organization, and this was a condition of affairs none of the shareholders cared to contemplate. They all knew the cheap rates at which traffic could be transported by rail in America, but the conditions of their railways were entirely different, and he had not heard a single reference to the important factor that the company had only four months in the year in which to make its dividends. The line had been built at enormous expense, and was conducted at great risks to the shareholders. It seemed to him that the remarks of Mr. Turner were rather superfluous, because the policy of the directors for a long time had been in the direction of reducing rates to such a low point at which they might earn dividends of a reasonable nature to be distributed to the shareholders.

Mr. Bevan, the representative of the auditors, stated that Mr. Wilkinson was an independent auditor, inasmuch as he was the agent of his firm, and, although they were not responsible for his figures, they had every confidence in him.

The resolution was then submitted to the meeting, and carried unanimously.

Mr. Joseph Price moved the re-election of the retiring directors, the Hon. S. Carr Glynn and Mr. Edwin Hanson.

Captain Inman seconded the motion, which was unanimously agreed to.

On the motion of Mr. Cowley Lambert, seconded by Mr. Wickham, Messrs. Woodthorpe, Bevan & Co. were re-appointed auditors.

A vote of thanks to the chairman terminated the proceedings.

20 dozen Regatta Shirts, special for Christmas Trade. B. Williams & Co.

PROMENADE CONCERT.

Despite the fact that two concerts were given at the Drill hall during the week, the attendance last evening was very gratifying to all concerned. The playing of the Regimental band was excellent, the rendering of Offenbach's overture "Orpheus," Paderewski's "Minuett" and Kerker's "Belle of New York" were much admired.

The extra attraction was basketball—Regimental League series between Garrison and Fifth Regiment teams, and was won by the Fifth Regiment team by a score of 7 to 6.

Another choice programme is in preparation for next Saturday evening, on which occasion teams from the Victoria Athletic club and No. 1 Co., Fifth Regiment, will play a match game of indoor baseball.

To Amend By-law.—Alderman Barnard gives notice that at next meeting of the Council he will move to amend the Sewers' By-law No. 341. This is rendered necessary in connection with the matter of plumbing, and is purely a matter of detail.

Girls' Auxiliary.—The sale of work by the Girls' Auxiliary in the Cathedral school room next Wednesday afternoon promises to be a success. The members have been preparing for some time, and a good supply of fancy work will be ready for those who come to purchase. Beautiful dolls of all ages, dressed for Christmas, a candy stall, and a bran pie are among other attractions and tea will be served from 4 to 6. In the evening at 8 a grand minstrel entertainment is sure to attract a large audience.

## Deputies Ejected

### General Fight Among Members of the French House During Debate.

### And Platoon of Soldiers Called In to Restore Order.

### One Gentleman Called Another Gentleman "Liar" Then the Row Began.

Paris, Dec. 6.—The Chamber of Deputies was the scene of violent disturbances this afternoon. During a general melee which occurred at the space in front of the tribune, it was found necessary to summon the military commandant of the Palais Bourbon with a platoon of infantry, who forcibly ejected two disorderly members, who declined to retire after an order for their temporary expulsion had been voted. The affair was the outcome of intense feeling, which was aroused lately between the government's supporters and the minority. The government had desired to close parliament today for the holiday recess, and this was resisted by the minority, on the ground that the Chamber should remain in session to discuss the budget. The feeling was intensified when Revisionist Deputy Gauthier made a savage attack on the government for its laxity in prosecuting parties connected with the Humbert scandal. Even worse than this scandal, he declared was the state of anarchy existing within the courts, within the police, and within the government. He called on Minister of Justice Valle for an explanation of the affair. The minister made an emphatic rejoinder declaring that the scandals of the republic were far less numerous than those of the Empire, which still lived in memory. He closed with the assertion that Frederick Humbert had been a Boulangist deputy. This immediately threw the Chamber into violent commotion, the members from the right shouting indignant denials. Amid the din Deputy Boutant, Socialist, exclaimed that Minister Valle's statement was a lie, and was known to be a falsification of facts. President Bourgeois sought to restore order, but in vain. The Minister of Justice, who had taken the tribune, was unable to proceed on account of the tumult, and resumed his place on the ministerial benches. The group of ministers now became the centre of an angry throng. Deputy Silveton, Nationalist, made his way toward the ministers, and addressed them with angry imprecations. The friends of the ministers and most of the left gathered in the right space before the tribune and near M. Silverton, and the latter was soon seconded by scores of deputies from the right the two angry elements surged back and forth, exchanging blows with clenched fists. For several minutes the scene of riotous confusion continued. Premier Combes at last left his ministerial colleagues and mounted the tribune in hopes that he could be able to read a decree of the government suspending the session, but Deputy Coutant already held the tribune, and refused to vacate. The Premier appealed to President Bourgeois, who ordered M. Coutant to descend, but the latter again refused and M. Doise withdrew, and four guards were summoned to conduct M. Coutant from the tribune. In the meantime the disorderly scenes on the floor continued. Finding it impossible to restore order, President Bourgeois declared a recess.

After a recess of 15 minutes the session was resumed, and the President of the Chamber called on Deputies Sylveton and Coutant to apologize for their conduct. Coutant made the first response, declaring that he withdrew not a word of what he had said, and the disorder again broke out, but was quelled. President Bourgeois then asked the Chamber to act, and the order of censure was adopted with temporary expulsion, all the members of the left, and a portion of the centre party voting for the order. As Deputy Coutant remained in his place, the motion of expulsion by force were adopted, and Col. De Tiesseyre, commandant of the military at the Palais Bourbon with a platoon of colonial infantry was summoned. The soldiers marched into the Chamber, and Deputy Coutant was escorted out amid derisive cries from the government supporters and the cheers of the friends.

Deputy Silveton also declined to make a retraction, declaring that Minister Valle was the aggressor, and stating he had sent his seconds to the minister. President Bourgeois thereupon referred the deputy's case to the Chamber, which voted censure, with temporary expulsion, and the President requested M. Silveton to withdraw, this the latter refused to do, and M. Bourgeois once more suspended the session temporarily, while the military contingent again marched into the Chamber and escorted Deputy Silveton out amid cheers and greans. Order was now fairly restored, and the Minister of Justice mounted the tribune to finish his interrupted speech, in which he defended the government's course in the Humbert case, declaring that everything possible for the government to do in the matter had been done. Following this, the Chamber by a decisive majority of 336 votes to 136 adopted an order of the day expressing confidence in the government. The decree closing the session for the recess was then read. The seconds of Deputies Silveton and Valle will make final arrangements for a meeting for the principals on Monday.

OLIVER McCLARY DEAD.

He Was Founder of a Great Canadian Firm.

London, Ont., Dec. 6.—Oliver McClary, founder of the McClary Manufacturing Company, died yesterday, aged 87.

CABINET FORMED.

Senor Silvela Succeeds in Securing a Ministry.

Madrid, Dec. 6.—King Alfonso today charged Senor Silvela to form a Conservative cabinet to succeed the Sagasta ministry which resigned Wednesday. The Cortes will be dissolved, the King having consented to issue a decree to that effect before Christmas. Senor Silvela succeeded in his task and a new cabinet has been formed and sworn in. The new ministers with their portfolios are as follows: Premier, Senor Silvela; Minister of Foreign Affairs, Senor Abarazuza; Minister of Justice, Senor Dato; Minister of Finance, Senor Villaverde; Minister of the Interior, Senor