POWERS DESIRE PEACE

A Joint Request to the United States' Government to Deal Gently with Spain.

What President McKinley Wrote to the Pope—Another Outrage Reported from Cuba.

Washington, April 7.—The representatives of Germany, Austria-Hungary, France, Great Britain, Italy and Russia called on President McKinley at noon. Sir Julian Pauncefote, the British ambassador, was the first to arrive, he was followed by Ambassador Von Hollenben, of Germany. Within ten minutes all the ambassadors had been ushered into the blue room, and President McKinley immediately left his office and went down to meet them. Sir Julian Pauncefote, as representative of the powers, presented the following:

"The undersigned representatives of Germany, Austria-Hungary, France, Great Britain, Italy and Russia are fully authorized in that behalf to address to you in the name of their respective governments a pressing appeal to the feelings of humanity and moderation of the President and American people on their existing differences with Spain. They earnestly hope that further negotiations will lead to an agreement which, while securing the maintenance of peace, will afford all necessary guarantees for the re-establishment of order in Cuba. The powers do not doubt that the humanitarian and purely disinterested character of this representation will be fully recognized and appreciated by the American nation."

London, April 7.—It is reported that the Queen Regent of Spain has again appealed to Queen Victoria direct, asking the latter to exert her influence to avert war, and it is added that the Spanish queen touchingly recalls the fact that both Victoria and herself are widows, and thus deprived of advisers.

THE POPE AND McKINLEY.

New York, April 7.—A dispatch to the World from Madrid says: The text of the Pope's message cabled to President McKinley is given in a dispatch from Rome as follows: "As the head of the religion of fraternity, I will solicit Spain to grant an armistice in the name of humanity. I pray you pending the result to deign to suspend all extreme measures."

President McKinley's reply is given as follows: "At least out of respect for your Holiness we will wait wishing success to your endeavors."

The above is a censored dispatch. The Pope's text may be given correctly, but the Spanish censor at Madrid probably "edited" President McKinley's response.

The Rome correspondent of the World obtained at the Vatican the text of the President's reply in the following words: "An armistice is a question which concerns Spain and Cuba alone, but between Spain and the United States another question is pending, and I must receive a distinctly submissive and conciliatory answer from Spain."

Subsequent official and private telegrams from Rome and Washington leave little hope of success for the papal negotiations. They still continue in the United States, it is said here, but great difficulty lies in the fact that the President has intimated to the Irish prelates and apostolic delegates that he cannot permit interference from the Vatican unless it promptly persuades Spain to accede to terms which no Spanish government could hope to induce the nation and army to accept, if the independence of Cuba and the withdrawal of the Spanish troops be insisted upon.

WAR FEELING IN SPAIN.

New York, April 7.—A special to the World from Madrid by way of Bayonne, France, says: Distinguished Spanish generals and some members of the cabinet waited upon the queen to protest against the surrendering of Spanish rights in Cuba. There is visible agitation in naval and military circles in Madrid, Barcelona, Cadz, Ferrol and other places where there are garrisons or arsenals. The feeling among military men is so strong that it is rumored that at the next council of ministers the heads of the war and marine departments, General Correa and Admiral Permejo, will join Count Xiquena and Senor Cullon in making strong objections to granting further concessions to the United States. Premier Sagasta, according to his custom, will try to conciliate the opposing factions in his cabinet, endeavoring to keep all his present colleagues until the cortez meets.

General Weyler, with a military and political following, and Senor Romero Robledo have been very active in censuring the conduct of Sagasta with reference to Cuba and Spanish relations with the United States.

A special to the World from Barcelona, Spain, says: Battalions from Luchano and other regiments of the line, 1,196 strong, have embarked for the Canary Islands. Transports are getting ready to take two battalions of the line artillery to reinforce the troops in the Phillippine Islands. It is reported in shipping circles that the government has taken 40 new fast transatlantic vessels for an auxiliary fleet. The Barcelona bourse, which is even more important than the one in Madrid, has been much agitated. There was a heavy decline in all securities and exchange went to 42 per cent. premium. Impressions here are pessimistic. This city being the chief centre of Spanish industry and the most inportant port in the kingdom, its 600,000 inhabitants take more interest than even the rest of Spain in the Cuban question.

Prosperous Barcelona's extensive shipping, banking, mercantile and manufacturing interests are involved. The Catalian province long depended upon the West India markets, to which they sent $30,000,000 worth of goods annually before the present Cuban insurrection.

Madrid, April 7.—Great disappointment was expressed at the United States legation at which the hitch, now pronounced to be serious, which seems to have occurred yesterday. The Spanish cabinet met at 5 o'clock last evening and was in session several hours, but the meeting ended without an announcement that the Cuban armstice proclamation would be issued to-day. It is still hoped here that President McKinley's message to congress has been postponed and that the original programme will be carried out.

New York, April 7.—A special to the World from St. Vincent, Cape Verde Islands, says the Spanish torpedo flotilla, under command of Commodore Villamil, is still there, but is expected to sail for Porto Rico. Each vessel cleared April 2nd. The whole squadron is ready to go to sea at a moment's notice.

ANOTHER OUTRAGE IN CUBA.

New York, April 7.—The Sun this morning prints the following special dispatch from Havana via Key West: Over 200 reconcentrados that left Havana to renew their labors in the country, availing themselves of the decree of General Blanco, have been massacred by Spanish troops near Guines. This story is absolutely true. The details, which arrived only a few minutes before the steamer left for Key West, are terrible.

Key West, Fla., April 7.—Contrary to advices received by steamship officials here, Consul-General Lee did not arrive here last night. The steamer Mascotte was placed at his disposal, but his arrangements were changed, and the General decided he would come on the Pache after all the Americans were out of Havana. The Mascotte brought about 90 passengers, including some of the most prominent Spanish and Cuban families, who are bound for the north. Many of them left without baggage, are in a state of semi-panic. A passenger who arrived on the Mascotte said that all was quiet on the surface in Havana, but it was feared there would be trouble from the volunteers, who had been greatly reinforced. Extra viligance for the protection of Havana is being exercised. Morro Castle has been supplied with the newest range finders. Six or eight torpedoes have already been placed at the entrance to the harbor and Port Rorro.

TORONTO AND DISTRICT.

Presbyterian Missionary and Nurses for Klondike—Frost and Snow Do Damage.

Toronto, April 6.—(Special)—The financial statement of the Canadian Wheelmen's Association shows total liabilities of $990. Against this is $192 due from advertisers and an estimated balance due from the Glasgow meet of $300. This leaves a net deficit for the year of $498, which is just about where the C.W. stood two years ago.

Kenneth H. Cameron, barrister, who was the Conservative candidate in Peel at the provincial elections last month, but retired at the last moment, is said to have gone to Mexico.

Wheat is said to be seriously damaged by the cold spell in various parts of Ontario. A heavy fall of snow took place in Ontario this morning.

A slight shock of earthquake was registered at the observatory here this morning.

At a meeting of the executive of the Presbyterian mission committe to-day Rev. Mr. Sinclair, of Spencerville, Ont., was appointed missionary to Klondike. He will leave shortly. Arrangements will be made also to send out a number of Presbyterian nurses.

Two young men named R. P. Hart and James Byers have been drowned in a sail boat off Grindstone island in the St. Lawrence near Brockville.

MANITOBA AND NORTHWEST.

The Rush of Immigrants—Salvationists for Klondike—Losses by Fire.

Winnipeg, April 6.—(Special)—The unprecedentedly large number of 6,513 nuns were registered at the local immigration department during the past month. Settlers from different points in Manitoba aggregate 2,178; the next largest item was the Klondike contingent, numbering 1,404; for the Territories there were 1,041, and 1,779 were bound for British Columbia.

Salvation Army Commissioner Eva Booth will arrive in Winnipeg on the 23rd inst. with a party of six pioneer officers for the Klondike.

L. Clifton, a fellow of the Royal Geographical Society, London, Eng., reached here to-day from Chesterfield Inlet, 200 miles north of Fort Churchill, on the shes of Hudson's bay. Clifton has been absent over a year, and visited parts never before trodden by white man. He secured a splendid specimen of the musk ox, and reports great distress among the Esquimaux. Mr. Clifton has a commission from the Illustrated London News.

Fire at Hamiota village to-night destroyed Inman & Co.'s private bank, Kingston & Co.'s store, C. F. Middleton's printing office, and McKellen & Co.'s livery stable. The loss will be about $10,000.

SEAL HUNTING TERRORS

Newfoundland Fleet This Year Experienced the Hardest Weather on Record.

Two Thousand Men Narrowly Escaped the Death That Overtook Forty-Eight.

St. John's, Nfld., April 6.—The steamer Neptune, Captain Blandford (Commodore of the sealing fleet), arrived here to-day with 25,000 seals. Captain Blandford says that never before, during an experience of over six years amid the ice-floes, did he encounter such a hurricane as the Neptune weathered on the night of March 21st, when 48 of the Greenland's crew perished. But for the fact that most of the fleet were hoisting seals aboard, and that the crews were consequently not spread over the ice-floes, he believed that 2,000 men would have perished or or been dangerously frostbitten.

The steamer Aurora, Captain Kean, which arrived to-night, brought 25,000 seals. She had 25 men frostbitten on the night of the Greenland disaster. These steamers report that the Walrus had taken 14,000 seals, the Diana, 18,000, the Hope 13,000, the Nimrod 12,000 and the Vanguard 6,000. Other ship have smaller fares. The Vanguard is bringing back three dead men, the Leopard two, and the Labrador two, all of whom perished on the ice-floes on the night of March 21st.

CITY CLERK TO JUDGE.

An Office in Prospect for Close Friend of the Premier—Cardinal Taschereau's Illness.

Montreal, April 6.—(Special.)—It is reported here that Sir Wilfrid Laurier will have L. O. David, one of his most intimate personal friends, and at present city clerk, appointed to an addition Superior court judgeship.

Quebec reports that the condition of Cardinal Taschereau remains about the same.

RETURNING WITH GOLD.

Seattle and San Francisco Men From the North With Cheering Reports.

Nanaimo, April 7.—The Oregon and Victorian arrived to-day from the North and report about 3,000 people at Copper river. Business was brisk aboard the Victorian. J. C. Campbell, of Seattle, who made the trip from Dawson in 22 days, has a draft for $60,000, while his partner, D. E. Courtney, of San Francisco, has sixty pounds of dust in care of Purser Gordoza. They expect that forty tons of dust will come out after the wash-up.

FREE TO LADIES.

We will give one lady in each town or village a full sized $2 case of LUXURA, the only Toilet article in the world that will evelop the bust or any part of the female fo m, remove wrinkles, etc. Write to-day for it. G. M. WIG GIN, 12 NW st nd Street New Yo

VISIT OF IMPORTANCE.

Three Representative Business Men of the East Are Impressed with Victoria.

The Steamers Alpha and Fastnett Have Left Halifax for James Bay.

Mr. W. A. Black, of Halifax, N.S., Dr. Muir and Mr. M. Dickey, of Truro, N.S., who have been in the city for the past few days with large business interests in view, left on the Charmer last evening. The gentlemen were all impressed with Victoria, and the result of their visit promises to be of some importance to the city.

Mr. Black is a member of the firm of Tickford & Black, steamship owners at Halifax, N.S. The attention which the Coast is attracting in the East induced him to come West to look for an opening in the steamship line.

"I am very much impressed," said he to a Colonist representative last evening, "with the opportunities which I have seen—so much so that I decided to have two of our boats, the Alpha and Fastnett, sent out here. I believe they left Halifax to-day and this ought to land them in Victoria in about 70 days."

Mr. Black said the Alpha has a capacity of 750 tons and will be put on the St. Michael's route. The Fastnett, 400 tons, will go on the route to Wrangel, Dyea and Skagway. The Alpha has hitherto been employed on trips to Bermuda and Jamaica, while the Fastnett has been running coastwise. The company will also likely put a new boat on the Yukon river.

Asked what the condition of trade in the East is at present, Mr. Black replied that in Halifax and around there business was rather dull. This was due to the low price of fish and failure of the fruit crops.

"Is there much inclination on the part of the people towards the Yukon country?"

"There is," replied Mr. Black, "and a large number of people from our province may be expected out here pretty soon."

Dr. Muir is president of the Truro Condensed Milk Company, manufacturers of the Reindeer brand of condensed milk, and other condensed commodities. Since the Klondike excitement commenced there has been a large increased demand for condensed goods and the demand is expected to be greater in a couple of months' time. The doctor's mission to the Coast is to look over the agencies in Victoria, Vancouver and other points along the line and in the Kootenay country. Arrangements have been made in the factory for an increased output. The factory is located at Truro, N.S., a town about 60 miles from Halifax and surrounded by land which has particular advantages as a grazing country. Upon this the hundreds of healthy cattle which supply milk for the factory feed.

The Truro company is the pioneer organization of its kind in the Dominion, having been fifteen years in existence, and with them the art of condensing goods is no longer an experiment. The Reindeer brand is well known from one end of the country to the other.

Dr. Muir was for four years mayor of Truro, and was the Conservative candidate in the county of Colchester at the last Dominion elections. He was defeated by a majority of six votes.

Mr. M. Dickey is manager of the Merchants' Bank at Truro and official advisor of the institution for the West. The directors of the bank were induced by the rapidly increasing business in British Columbia to extend their system in this province, and Mr. Dickey has been establishing branches at different places. A branch was opened in Victoria yesterday on Government street, with Mr. Taylor as manager and Mr. Earle, of Charlottetown, P.E.I., as accountant. A branch has also been opened in Nanaimo with W. A. Spencer as agent, and western headquarters have been established at Vancouver. Other branches are to be opened in the Kootenay country.

CONSERVATIVE CRITICISM.

Party of Economy and Free Trade Practising Protection and Rank Extravagance.

Toronto, April 6.—(Special)—The World says: The minister's allusion to the tariff will be disappointing to those National Policy Liberals who hoped against hope that he would restore the duty on binder twine and readjust some of the crudities of last year's tariff, which have been found to press unfairly on certain industries in which Liberals are interested.

The Globe commenting on the budget says: It may be source of pride to us to know that as far as our power extends we have advanced and not receded in the cause of commercial freedom.

The Mail says: The budget was an attempt to square the party of economy and free trade with the policy of rank extravagance, and the pretense to be protectionists and free traders at one and the same time.

MADRID TALKS OF PEACE.

Hope of an Arrangement With United States Stronger—Papal Mediation Abandoned.

Madrid, April 7.—The hope of reaching a peaceful settlement with the United States is growing stronger. It is reported that the basis of an armstice in Cuba has been arranged. If this be true, a royal decree will appear in the Gazette to-morrow or Friday, announcing the fact. The official statement that affairs have taken a pacific turn has not yet become generally known and public opinion remains much excited. A cabinet council is now in session and it is believed the deliberations are of a very important nature but the ministers maintain absolute silence.

The staff of the United States legation has left Madrid and will probably remain in Paris for the present.

London, April 6.—The Madrid correspondent of the Daily Telegraph says: "I am able to assert that in the opinion of more than one European government a peacable settlement on the basis of Spanish concessions could easily be secured if a little time were allowed for reflection and discussion, but the rapidity of events at Washington is a most dangerous element. It is questionable whether the Cubans are ripe for independence and whether such a measure could possibly be executed in a hurry."

The Rome correspondent of the Daily Mail says: "The Pope's mediation will probably not go further, as President McKinley has declared that an armstice with the Cubans would not go to the root of the matter."

The Rome correspondent of the Daily Chronicle says Archbishop Ireland has cabled the Pope that mediation is almost impossible in consequence of the resistance of public opinion. His Holiness is much grieved by this check to his good intentions.

C.P.R. ANNUAL MEETING.

The President Devotes Much Attention to the Passenger Rate War and Its Cause.

Montreal, April 6.—The annual meeting of the Canadian Pacific Railway Co. was held to-day. The report was adopted and the proceedings were unanimous throughout. In submitting the report of the directors for approval the president said, in reference to difficulties with the other transcontinental lines:

"For a number of years prior to 1894 the Canadian Pacific had by agreement with the transcontinental lines been allowed differentials on passenger traffic between the Eastern States, Eastern Canada and the Pacific Coast. The principle of differentials in rates when applied to our case was not new. It was adopted many years ago as a means of adjusting a difference in conditions between competing lines. Differentials are in use to-day for this purpose in various parts of America, and even between the Atlantic seaboard and Chicago, where they are accorded certain trunk line, including the Grand Trunk. In 1894 the situation of the Canadian Pacific as regards through passenger traffic had considerably improved and a new agreement was made whereby the Canadian Pacific differentials on transcontinental passenger traffic were reduced and confined in the East to restricted territory. They applied to all points on the Pacific Coast. At the time there was not much travel to Alaska, but a few months back it became apparent that this would soon reach large proportions and about the opening of the present year, just as the new stream of travel was setting in, we discovered that the agreement was being violated by competitors. Our agents bought tickets at agencies of the Great Northern and Northern Pacific Companies, not at our differential rates, but far below. The evidence was unquestionable and the facts as to broken rates, and who broke them, are not denied by anybody. We called the offending lines to account for violating the agreement. They replied that they had decided to no longer consent to differential rates for Pacific Coast traffic and asked for a meeting concerning the question. We insisted on restoration of rates, on the terms of the existing agreement as a condition precedent to a meeting. They refused. We then, after notice, published an open tariff making such rates as the provisions of the law and the interests of the Canadian Pacific seemed to require.

TEXAN CIVILIZATION.

Two Men Killed in Election Fights and One of the Murderers Promptly Lynched.

Brownsville, Tex. April 5.—The city election here resulted in bloodshed as a result of the contest between the two factions known as the Reds and the Blues. In a fight on the main street of the town two men were killed. Shortly after this a mob broke into the jail where one of the murderers was confined and killed him. They dragged his body out into the street and were about to burn it when cooler counsels prevailed, and it was given to an undertaker.

THE STUDY OF MAN.

An observant woman gives the following advice to her juniors:

For a man's birth look to his linen and finger-nails, and observe the inflections of his voice.

For tastes, study the color of his ties, the pattern and hang of his trousers, his friends, and his rings—if any.

For his propensities, walk round and look carefully at the back of his head, and remember girls—never to marry a man whose neck bulges ever so little over his collar.

For his breeding, talk sentiment to him when he is starving, and ask him to carry a bandbox down the public street when you've just had a row.

To test his temper, tell him his nose is a little on one side, and you don't like the way his hair grows—and if that don't fetch him nothing will.

ARGUMENTS IN SENATE

How the Upper House Justified Its Action on the Yukon Railway Contract.

Hon. David Mills' Closing Plea on Behalf of the Government's Proposition.

Ottawa, March 29.—In the Senate the debate on the Yukon bill was continued by Senators Reesor and Fiset, who supported the government.

Sir William Hingston said it was the duty of the Senate to give the government every facility to carry out useful legislation and certainly not to offer factional opposition. That was, so far as he could gather, the view held by every member of the Senate. The leader of the opposition had not sought to influence him directly or indirectly as to what he should say or how he should vote. He had hoped that a bill might have been framed on broad lines which both houses could have helped to mould into a fair shape. The Senate were not at liberty to touch the bill, they were told they must accept it or reject it just as it stood. He was strongly in favor of legislation with a view to provide access to the Yukon, but to accept the bill in its present shape would be, in his opinion, to set aside his oath of office. He objected to the route chosen because of the short season, the hazardous navigation, and the fact that the port of transshipment was in the hands of the United States. Mr. Sifton was undoubtedly a very shrewd and clever man of business, but the terms of the contract showed that there was more shrewdness and cleverness on the other side.

Sir Mackenzie Bowell pointed out that the very papers and politicians who urged the building of this road to secure the Yukon trade to Canada were supporting roads in other parts of Canada, which would take Canadian ores to be smelted in the United States. He denied that the Senate was actuated by partisan feelings, and reviewed a number of occasions on which they had acted independently of all party influences, making special reference to the Bankruptcy bill introduced by himself in 1894, which was strongly pressed for by the merchants of the country, and was nevertheless withdrawn by him because he found that if he forced it to a vote the government would be defeated.

Coming to the merits of the bill he said that the more light was thrown upon this contract the worse it appeared. The evidence produced in the Senate debate alone, not counting that provided by Liberal newspapers, showed that the enormous rush of miners to the Yukon country would provide enough traffic to warrant the construction of a railway, such as the one proposed, as a business venture without a single acre of land or a dollar of subsidy. If constructed over a suitable route a railway to the gold fields of the Klondike would be an exceedingly profitable investment.

Dealing with the plea of urgency made by the government, Sir Mackenzie Bowell pointed out that when he was Premier a detachment of mounted police had been sent to the Yukon to preserve law and order among the miners there then. Of course the large deposits of gold-bearing gravel had been discovered later, but the government could not urge that it was unaware of the possibilities of the country. As far back as 1876 the Liberal government of Hon. Alex. Mackenzie had put a sum of $6,000 in the estimates for a survey of the Stikine river. He wanted to know whether this amount had been expended, and if the surveys were not in the possession of the government. The reason the government advanced for insisting upon the Stikine-Teslin route was that the routes by way of the Lynn Canal had their beginning in what was claimed to be United States territory. Objections urged upon that score could be urged with as much or more force against the Stikine-Teslin route. He quoted from correspondence between the governments of Canada and the United States in 1878 on the question of the right of Canada to navigate the Stikine river under the treaty to show that it was then contended that while Canada had that right all Canadian trade was subject to examination under regulation by the customs officers of the United States.

Hon. David Mills—Your friends have contended that Canadian goods would have to pay duty at Wrangel.

Sir Mackenzie Bowell—Not at all. No one with a grain of common sense, after reading the treaty would dispute that right of Canada. What was contended was that the right of the United States to impose regulations for the inspection of Canadian trade might be used to impose serious delays to Canadian trade going up the river to Glenora. In his opinion there would be less difficulty in shipping goods over a railway from the Lynn Canal than over the proposed railway from Glenora. It was all nonsense to say that the United States could refuse the bonding privilege to Canada. They might do that if they had nothing to lose, but he was satisfied that even if congress was foolish enough to pass such a law, the President would not sanction it. He pointed out that the five per cent. escort assessment levied on Canadian goods going over the passes by the United States was usual where goods passed duty free from one country to another.

Sir Mackenzie described Mr. Maitland Kersey's attempt to get communication with Mr. Sifton, and the difficulty he had encountered. Sir Mackenzie said the Minister of the Interior had studiously avoided intercourse or interview with any other persons willing to enter into a contract than Messrs. Mackenzie and Mann. This must lead to a conclusion that there was a predetermination that the contract should be given to them, and that all others should be cut out. But for the intervention of Mr. Dobell and Dr. Borden, Mr. Sifton would scarcely have given Mr. Kersey an interview at all. The Premier had sought to defend the way in which this contract was entered into by adducing the C. P. R. as a precedent, but there was no similarity in the conditions. The C. P. R. construction was advertised long before the contract was entered into but in this case Mr. Sifton appeared to have made this arrangement with Messrs. Mackenzie and Mann substantially, if not in all its details, immediately on his return from Alaska, although it was concealed from every one until it was given to the country through the columns of the Toronto Globe, whose managing editor came to Ottawa to get the statement published. Why had the government forced on the contractors a monopoly clause? If the contractors had insisted upon such a clause it would be comprehensible, but why should the government insist upon a monopoly? The excuse offered was that it was desired to force trade into Canadian hands, but trade would find its own channels, and it was idle to suppose that the contractors would be able to refuse the freight from American ports.

Senator MacDonald—They are forbidden in the contract from exercising discrimination in the acceptance of freight.

Sir Mackenzie said that imports by rail across the Rockies could not compete with imports from Washington and Oregon carried by water. A large proportion of the trade would continue to flow from the American ports as it had done in the past, and the only way to prevent it was to build a road from Edmonton or Ashcroft.

With reference to the alleged telegram in support of the bill from the Victoria Board of Trade, he had been informed that no meeting of the board had been held, and the telegram was simply the emanation of a few gentlemen who had met together. He had received a strong telegram from the president of the Vancouver Board of Trade in support of a railway from Teslin Lake to a point on the coast of British Columbia. He had no desire whatever to prevent the construction of such a road on fair and equitable terms. Sir Mackenzie contrasted the terms of the land grant by the British Columbia government to the Cassiar Central railway to these granted to this company.

Sir Mackenzie concluded his speech by reading a number of letters from authorities in various parts of the Dominion strongly condemning the contract. In closing he said:

"I have no fear of the dire consequences predicted in that country—rebellion and all that sort of thing—if this measure is not passed. If there is anything that would lead to that more than another it would be the restrictions placed upon the miners by giving a monopoly to one company of half the gold area of the country and preventing other roads from being built in order to take in supplies of food and other necessities. I believe that this house will reject this measure, and I am equally convinced that if a well devised plan is submitted to parliament the Senate will be willing to go a long way towards assisting the government in opening up that country, provided that they are not asked to surrender the whole territory to one monopoly. (Applause).

GOVERNMENT'S FINAL APPEAL.

Hon. David Mills made the final appeal on behalf of the bill. He said he had been for thirty years a member of the House of Commons, but he had never seen such a fierce party spirit shown there as had been exhibited in the Upper House on this question. British Columbia would benefit most by the construction of this railway, and yet it was a representative from that province who had moved the six months' hoist. He could not understand this. Hon. gentlemen, who would support that motion were the best allies of the Americans, who were trying to retain the trade of the Yukon country. To reject this bill would be to strike a more serious blow at the commerce of Canada than had ever been struck since Confederation. The government had decided that this railway was necessary, and why should the Senate be so determined to shift the responsibility for the government of that district from the shoulders of the government and the Commons to their own? Some thought that no land grant should have been given, some that a money grant should have been given, while others maintained that no railway was necessary. Well, the government had decided that it was necessary, and that a land grant was the best course to take. Their very existence depended upon the soundness of their judgment, and yet the Senate were about to deny the government the right to administer the affairs of that country. Continuing, the Minister of Justice said he thought he had noted of late a stronger British feeling in Canada, but the course adopted by opponents of this measure was hard to harmonize with that idea. Mr. Hamilton Smith had said nothing until the present contract was completed, and even then his proposition was one that the government could not entertain, as it favored American commerce. Mr. Kersey had been treated, the speaker claimed, with every courtesy, and had ceased negotiating when his friends across the Atlantic had decided not to furnish the funds.

Turning to the question of the rights of navigation of the Stikine and the threatened imposition of the duties at Wrangel, the Minister of Justice quoted from Wheaton an American authority, for whom he claimed a world-wide reputation, to show that the right to transship was included in the right to navigate. The Senator from Calgary supported the six-month's hoist for this bill, and also supported a proposition to build a road in American territory, which Canada could not control.

Replying to Senator Lougheed, who asked the Speaker to explain the government's position on the Kettle River Valley Railway bill, Mr. Mills said the bill was one in the interests of the Grand Trunk railway, which was seeking admission to that rich country. Every foot of the Yukon railway was in Canadian territory, and the Stikine was available as long as peace continued between Canada and the United States. Under the present treaty it could be used even for military purposes, and should this treaty be abolished the railway could be extended to a point on the British Columbia coast. The government were obliged to give such an area as would aid the contractors in their financial undertaking. Had a very small land grant been given the contractors might have failed in the English money market, and it was most important that they should not fail. The building of the Yukon road would largely contribute towards the well-being of Canada generally.

Turning to the political significance of the subject, Mr. Mills emphasized what he considered the necessity of the road to help maintain order in that district. As for the monopoly clause, he claimed that every railroad had a monopoly when there was no parallel competing road, and even when one existed it was frequently the case that they arrived at an agreement as to rates. This would continue until the government undertook to regulate railway charges. He thought that it was only right that no competing line should be permitted within the area nominated in the agreement.

Sir Mackenzie Bowell had asked if Mr. Hamilton Smith had not offered to build up the Stikine route if the government insisted upon this route. Hon. David Mills simply replied, "Supposing he did," and after thus avoiding the question, proceeded to make further explanations of some of the curious clauses in the agreement.

He concluded a two hours' speech by again referring to what he claimed was party feeling, as influencing too many of the members who opposed the bill, and predicting that if the senate threw out the bill they would soon learn from the country that their action was not in the interest of the commerce and welfare of the country.

EXPLAINED IN FIVE MINUTES.

You have heard it said that the boy is father to the man. Yes. Very good. Now see what a prodigious deal may be tied up in that idea.

Youth is the sowing time of life, and maturity the reaping time. You agree to ture puts forth every effort to build up your body. She absorbs everything she that. Very good—again. In youth nature lay hands on for that purpose. The whole body throbs with life as at no other time. Nature scrapes together building material (I mean food) from every direction. You know what eaters healthy children are. Nature is not thinking of the future. She is thinking only of now—NOW. She is greedy to make you a man, and perfectly careless of what becomes of you after that.

Your appetite is gauged by the needs of growth—not by your ability to digest. So it comes to pass that, in no end of cases, young people eat too much. They eat wrong things, they eat without any thought of regularity. Hence insufficient gastric juice (digesting juice), stomach distension, and fermentation. Bits (small bits, of course) of undigested food get into the circulation, and through the right side of the heart into the lungs, where they obstruct the minute blood vessels at the top of the lungs.

What then? Why, they finally become organized into tubercle or changed into the chalky or cheesy deposits so often found there. The end, sooner or later, is consumption. Over feeding, irregular feeding, or under feeding, all give rise to indigestion; and indigestion is, more than anything else, the cause of consumption, and of a lot of ailments which we suffer from besides.

For example, a woman says: "In the spring of 1891 I began to suffer from weakness. I had a bad taste in the mouth, and no desire for food. After eating I had a pain at the chest and sides. Nothing would stay on my stomach, and for many weeks I never tasted solid food. I had a bad pain at the back of my head; my sight was dim, and specks floated before my eyes. I got very nervous and lost a deal of sleep, feeling no better for going to bed. Gradually I got weaker and weaker, and so thin I was nothing but skin and bone. I got so weak I had to be lifted from the bed to a chair by the fire; and when I felt stronger I went about by the aid of a stick.

"I saw doctor after doctor and got medicine from the dispensary, but nothing helped me. After two years' suffering a lady who came to see me said she had been benefitted by Mother Seigel's Syrup, and gave me a bottle. After taking it a week I found myself improving; my appetite being better, and food agreeing with me. I had less sickness, and felt better altogether. Continuing with this medicine, the pain and nervous feeling soon left me. Since then I have kept in good health, taking a dose or two when needed. I have told many persons of what Mother Seigel's Syrup did for me, and you can publish this statement as you wish. (Signed) (Mrs.) Hannah Douglas, Main street, Portarlington, Queen's Co., Ireland, August 20th, 1896."

Now this woman did not have consumption of the lungs as commonly understood; she had something quite as bad—consumption of the whole body, with attendant prostration of the nervous system. Distinct lung disease might or might not have followed a little later. The point is this, and I want you not to miss it. Consumption arises from the introduction of foreign bodies into the lungs, which come oftener from the stomach than anywhere else, in the way I have described. Hence dyspepsia causes it.

But dyspepsia causes wasting (as in this instance) rheumatism, bronchitis, gout, impure blood, thin blood, skin eruptions, and a hundred aches and complaints from top to toe. As I have said times beyond counting I say again—life begins, life is nourished, and death begins in the stomach. Keep it straight as long as you can with Mother Seigel's Syrup. That will do for now.

"I suppose Ikestein sent the customary check to the boys after the fire?"

"No, he didn't; but he promised to make it twice the usual amount the next time."—Judge.

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April 6th, 1898.

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