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THE POISONING TRIAL.

Clerk Who Sold Bottle Holder Gives Evidence to Shake Case for Prosecution.

ew York, Jan. 10.—In the trial of Ro-B. Molineux to-day the defense scored mportant point. Emma Miller, of New-who, a year ago sold the silver bottle-er that has figured so prominently in case, persistently and repeatedly re in the answers to a dozen questions d in a dozen different ways, that neux was not the man who bought the er bottle holder from her. Mrs. rne drew from the witness the ad-ion that one newspaper had paid her for a typewritten statement of what remembered about the affair. She said the man who bought the bottle-holder her was of gentlemanly appearance, ht build, sandy beard and light com-ion, Molineux is beardless and dark plexioned.

THE PHILLIPINES.

Washington, Jan. 11.—In the senate day, Mr. Pettigrew, South Dakota at-ked the administration's policy in the ilippines. He declared that a system-c effort was being made to prevent ac-ate information from reaching the ple of the United States and that was a political scheme for furthering candidacy of Mr. McKinley for re-mination and re-election. The dis-ssion was terminated by a resumption consideration of the currency bill.

(From Saturday's Daily Edition.)

To Tap the Rich North.

Board of Trade Discusses Project for Opening Up of Omineca and Interior

Brotchie Light and Harbor Improvements Other Subjects Discussed.

The quarterly meeting of the British Columbia Board of Trade held yesterday afternoon was a most important one inasmuch as the subjects under discussion are of great interest to the city of Victoria and the whole province. The question which excited the liveliest debates, was the endorsement by the board of the propositioin for the government to aid the construction of a wagon road to Omineca from the headwaters of the Skeena river. The necessity of improving Victoria harbor also came up and immediate action will be taken to bring before the Dominion government the desirability of at once commencing dredging operations.

The president, W. A. Ward, presided, and there were present J. J. Shallcross, C. A. Holland, C. H. Lugrin, H. M. Grahame, John Piercy, A. G. McCandless, Simon Leiser, Joshua Davies, H. Cuthbert, Beaumont Boggs, James Thompson, C. D. Mason, Col. Prior, Capt. W. G. Clarke, Jacob Sehl, R. H. Hall, F. J. Claxton, R. Erskine, L. G. McQuade, F. W. Foster and the secretary, F. Elworthy.

The President reviewed the business dealt with by the council since the last quarterly general meeting. The unsatisfactory steamship service with the Sound received considerable attention. Communications were addressed to the Great Northern and Northern Pacific railway companies and the Great Northern had offered to co-operate with Victoria if the city should decide to place a steamer on the route. But in view of the fact that the Victorian was now in good shape and the board had had a conference with Mr. Dodwell, he did not think it advisable to go any further at this time. At the conference Mr. Dodwell had stated that the steamer was held on one occasion at Seattle for some time. That statement was wrong; and in regard to him (the President) having been served breakfast after hours, the system in vogue on the Victorian is to serve breakfast from 7 a.m. to 8:30 a.m, and he had only requested the steward to furnish him with breakfast after 8:30, as he did not board the boat until after that hour. The hours arranged for breakfast are inconvenient, but he was assured by the steward that the grievance would be remedied.

In regard to Brotchie ledge, he had to report that the absence of a light had been brought again to the attention of the Dominion government but so far without effect.

Col. Prior stated that he had written to Sir Louis Davies urging the necessity of immediately establishing the light, and he got a reply to the effect that the cable obtained some time ago, when they came to use it, was found unsuitable, being too short, and a new one had to be ordered from England, but owing to the firm with which the order was placed being rushed with orders, there would be still further delay in arranging for the establishment of the light.

President Ward said promises had been made by the Dominion government for four or five years in this connection and the repeated delays are getting somewhat monotonous.

Attention has been drawn to the condition of the inner harbor, and in November last application was made that dredging be proceeded with forthwith, and also that an estimate be given for increasing the depth of the water to thirteen feet in the channel and along the wharves to the saw mills in the upper harbor. The information has been promised and it is believed that it is now being prepared.

Col. Prior, M.P., informed the board that the and his colleague, Thomas Earle, M.P., had applied each year for appropriations for harbor improvement, but while they got many promises nothing was done.

President Ward was of the opinion that it was a most important matter.

Mr. Lugrin thought the matter should not be allowed to rest. If there is any danger of vessels going aground, the situation was most grave. Could not something be done to strengthen the hands of the members? Some action must be taken and he was in favor of a strong memorial being prepared and given to Col. Prior for presentation to the Ottawa authorities. He therefore moved the following resolution:

"That a special committee be appointed to prepare a memorial relating to the improvement of the inner harbor, giving facts in detail to be submitted to parliament, and that in this connection expert information should be obtained."

Mr. Lugrin did not wish to be one of the committee, which should, in his opinion, consist of shipping men; and in regard to the obtaining of expert evidence, that perhaps could be got from some of the local steamboat men. The memorial should not be a request to the department, but rather an argument showing why immediate actioin was necessary. He appreciated very fully the position of the local representatives and was impressed with the belief that something should be done to strengthen their hands. Mr. Shallcross seconded the motiod.

At a previous meeting a resolution was passed urging the government authorities to commence dredging operations and Secretary Elworthy read the correspondence which passed between the board and Mr. Tarte, who had informed them that Mr. Roy had been instructed to make a survey.

Mr. Lugrin's motion was carried unanimously and will be acted upon by the committee on harbors and navigation, who will be associated with prominent shipping men.

Col. Prior said the memorial would be of very great aid to the members and he would like to have it in his hands at the earliest possible moment so as to get it before the department at once.

The next question to come up was the opening up of the Omineca country. President Ward explained that in this connection there were two proposals—one a wagon road via Quesnelle, and the other one to be constructed from the head of navigation on the Skeena river. The rival schemes were referred to a special committee. The council had resolved, said President Ward, that the proper policy for British Columbia to adopt was whenever possible to open up the interior of the province by the shortest routes from the coast, as by this means the cost of delivering goods in the interior would be reduced to the lowest point possible and the trade and industries of the province built up.

The report of the special committee was as follows:

Victoria, B.C., Jan. 12, 1900.

To the President and Council, British Columbia Board of Trade, Victoria, B.C.:

Gentlemen: Your committee having considered the opening up of the Omenica country, beg to recommend that the government be urged to construct a wagon road by the shortest practical route, thus enabling stores and machinery to be taken into that country at a minimum cost.

Your comittee find that the shortest route is that from the coast.

Your committee also recommend that every effort be made to continue the road from Ashcroft via Quesnelle so far as will promote the development and prosperity of the Interior districts.

Your committee have had brought under their notice a proposal to construct a wagon road from Kitimat Sound to Hazelton, the consideration asked being a grant of 30,000 acres of unoccupied land. They urge that this proposal receive the careful consideration of the government.

All of which is respectfully submitted.

SIMON LEISER.
L. G. McQUADE.
A. G. McCANDLESS.
J. J. SHALLCROSS.

F. W. Foster, of Ashcroft, then addressed the board, urging the claims and advantages of the scheme to tap the Omineca country by wagon road from Quesnelle. He said:

"Our residents in the Lillooet, Yale and Cariboo country, have for a long time agitated and petitioned the government for a wagon road reaching from the town of Quesnelle to Stuart's Lake, and an association was formed two seasons since at Ashcroft to further that project; petitions were circulated through 200 miles of the country and signed by the majority to impress our government with the urgent necessity of wagon road construction. Now that a government has the project before them, and has signified its earnestness to take the subject in hand, we find a certain portion (and that a minority) on the Coast have raised an objection from selfish motives and so try to defeat our energies. It will be recollected by some of the members of this board that the Cariboo road cut through the Cascade mountains and over a high plateau a distance of about 300 miles, though paid for by the government of the day, was afterwards paid for by the people only those to which that road was beneficial, by oppressive tolls, being from 1½ cents to 2½ cents per pound on all necessaries of life, mining outfits and so forth.

"Now we come forward with a united request, to have the road still further extended towards another of our gold fields, viz., the Omineca, which, despite the immense cost of transportation, is being developed, and gives prospects of being one of the main gold producing centres.

"It is currently reported that the Dominion government intends to build a telegraph line over a portion, or may be the whole of the section, to be used by our proposed road; if so the amalgamation of forces of construction could be so arranged that both Dominion and local governments could act harmoniously in the work—and thus the road would be completed at an early date. As to the expense of this proposition, I am given to understand there are no engineering difficulties on the whole route. The roadway is mostly a good firm gravel on which grows a scrub. A few bridges over streams which are mostly fordable are necessary. The other works will be draining off water that accumulates in low places, forming a lost of mud holes, much worse to get through than the live streams.

"This road would be the natural inlet to that country comprising Nechaco valley (on which the government has spent thousands in surveys) also Blackwater, Nation rivers, etc., and could be used either as wagon or sleigh road all the year, and would open up to easy access thousands of acres of meadow lands, also making Fraser, Parsnip, Findlay and other large streams, known to be auriferous, accessible.

"I may mention that last season Col. Wright, who manages the Forty-Third Company's property, who are opening out large hydraulic propositions in Omineca, sent his secretary around by Skeena. The Colonel went from Vancouver via Quesnelle, starting with pack train from Ashcroft a month later, and arrived at Omineca three weeks before his secretary, thus proving a saving of seven weeks in travel. You can see from this that so important a saving of one-third of the time for which the season is open for mining (as I conclude 21 weeks is as long as the frosts allow) is not to be overlooked. I enquired why was the delay or length of time by the Skeena route, and got as information that the Skeena generally presented the fact of being either too high or too slow for navigation. If taken before spring freshets it is too low, and subsequently is an angry mountain stream, too strong for steamers. At a medium stage the water is fair, but this soon runs down, so there is a very short season open for navigation and during the winter cannot be used for travel, its sides being a succession of precipices impassable.

"Independently of this, our proposed Quesnelle and Stuart's Lake road would open up a section of country totally different to the Skeena route, and which until our road is made will be a terra incognita. The prospector cannot carry sufficient supplies to be of any service for his mining, so after a few days' panning he has to retrace his journey, no matter how good his prospects of gold may be as he is out of provisions. A completion of this road would directly benefit 2,000 settlers or people living on or near lines of travel who are connected with farms who raise supplies.

"I have every confidence in this board of trade that they will use their influence with our local government to have our wishes so unanimously expressed by memorials to the government fully carried out at a nearly date. This is not only what is fair to the country, as well as ourselves."

Mr. Shallcross in reply said that the committee felt that the interests of no one section, city or town should be considered in connection with so important a subject, but the interests of the whole province. The main point was to choose the shortest and best route to the Omineca. The interests of the small towns should not stand in the way of that being done. As far as distance was concerned, everything was in favor of the route via Essington, it being 500 miles from Ashcroft to Omineca, whereas it is only 310 from Essington. A proposal has been made by a syndicate to build a wagon road from Kitimaat Inlet. The route which it is proposed shall be followed would make the entire distance traversed only 250 miles. The company proposed to erect wharves and establish steam communication with coast cities. The distance via Ashcroft being 500 miles, the committee had only one thing to do—recommend the plan for using the shorter route. It was erroneous to say that the Coast cities desired to block the extension of the Ashcroft road. They were simply desirous of seeing the country opened up in the quickest and most advantageous manner. A further point was that the opening up of the country gave an advantage to the C. P. R., and he believed it to be the best plan to favor that which served to develop industries at the Coast cities. Everything would give us an advantage over the merchants of Winnipeg and other Eastern cities should be seized upon. (Applause).

Mr. Leiser said that the committee had no desire to throw cold water on the Quesnelle scheme. The requirements of the country would in the near future probably demand the construction of both, but at present the shortest route should be chosen. The Island railway would shortly be extended to the north end of the Island, then with the road built from Essington the Coast cities would command the whole of the Northern trade.

Mr. Foster claimed that the Interior was always discriminated against in legislation looking to the opening up of the country. He did not believe if the road favored was constructed that Eastern merchants would benefit. The freight rate to Vancouver was less than to Ashcroft. What the residents in his section desired to secure was overland travel, the establishment of road houses and the like. The government had already spent large sums of money surveying Nechaco valley, and this should be followed up by the construction of the wagon road.

Mr. Shallcross asked if Mr. Foster thought they should be considered rival schemes.

Mr. Foster—"Yes, but we should come first."

Mr. Shallcross—"Have you made any estimate of the amount of trade which will develop the first year?"

Mr. Foster had not made any calculations. He personally knew of fifteen companies which had gone in during the past season. It was an immense country, but it wanted opening up badly.

Mr. Beaumont Boggs directed the attention of the board to the fact that a company with which he was associated, the Kitimaat-Caledonia Co., proposed to build a wagon road from the head of Kitimaat Arm to Hazelton, a distance of about 120 miles. This road was very urgently needed, if a district of much prospective importance, now kept back by almost entire lack of reasonable transportation and intercommunication facilities, was to be opened up and settled. As reimbursement for building this road the company asked no cash subsidy, but sought a grant of unoccupied government land of 30,000 acres. The present value of this amount of land as an asset of the province was nominally about $75,000, estimated at the legal rates (for purposes of sale in accordance with the provincial land regulations) for the particular kind of land of which this consists. The land was rated as second-class land, having a certain amount of available timber on it suitable for local use, but not suitable for export; the land, however, required to be cleared before it was capable of cultivation. If the proposition made to the government was accepted, there would be no occasion for controversy between the advocates of the Hazelton and Essington schemes. A similar proposal was up last session, but was not accepted. Mr. Boggs explained briefly the advantages of the scheme. The route from Kitimaat to Hazelton could be made an all-season one. The company asked for nothing but wild lands, and in this connection he mentioned that in the United States these were open to anyone to take free of cost.

Mr. Lugrin thought the opening up of the Omineca country by the construction of wagon roads only a part of a larger question which was the most important one now before the people of Victoria—a question which should engage the serious attention of all. The interior was sure to be developed, and the great problem to be considered was how to reach it. Mr. Foster's information regarding the character of the country and its resources was similar to that in his possession, and he had taken some pains to inform himself, as he was interested in Omineca district. One surveyor had made the startling statement that there were 2,000,000 acres of land suitable for tillage in the Nechaco valley alone, not to speak of the good grazing land—a province in itself. Whether that be true or not, it was certain that the Nechaco valley was one of the most important sections of the province, capable of supporting a large population. Mr. Lugrin mentioned the Bulkely and other valleys in the immense country to the north, containing good farming and grazing land—even better than Nechaco. Realizing, therefore, the immense natural value of that portion of the province, he was quite in sympathy with Mr. Foster in his efforts to secure a wagon road from Quesnelle. But surely this province was rich enough and big enough to have both roads put through. We were too mealy-mouthed in asking for appropriations. The government would be justified in spending both sums necessary to build the two roads. (Applause). But the main point to be considered in whatever was done was that the country must be opened up from the west, not from the east, as was the case with Kootenay, of the trade of which district the Coast cities were not getting their full share. The railway propositions which were up to tap the Kootenay from the west had all been blocked, and this sort of thing must stop if the Coast was to get its fair share of trade. It was a most important point to the older settled parts of the province this policy of developing from the west instead of the east, and all the cities on the Coast should unite to see that it was followed in the future. The old residents—the men who came here in the early days and endured great hardships in opening up the country—should have the first claim on the rapidly increasing trade. But they must make a determined effort, and be quick about it, too. Already there was a movement to tap the Omineca country from the east. The promoters of the scheme had now before them the maps and reports showing the routes and information regarding the resources of the district. It was intended to build westward from Edmonton into Omineca, not simply to get to the Coast, but to secure the trade to be got by developing the country on the way. It was certain that the immense region to the North would be the scene of great industrial activity. There were large deposits of auriferous gravel. Capt. Black bore out Mr. Foster in the statement that there were better hydraulic propositions untouched than have yet been opened up. It was the coming country. More was known of it now than was the case with Kootenay five years ago. The movement to open up the district by wagon roads was a very important one, and the proposition had his hearty support. (Applause).

The report of the committee was thereupon adopted unanimously.

Mr. Shallcross suggested that a committee should be appointed to go to the government with the recommendation and drive it home by urging the great importance of immediate action being taken. This was acted upon, the same committee which drew up the report being appointed.

The board of trade was placed on the advisory board of the Philadelphia commercial museums, and on motion of Mr. McCandless it was decided to reciprocate by admitting to honorary membership Dr. W. P. Wilson and William H. Schaff.

Further complaints reached the board regarding the difficulty of finding the agent-general's office in London, also the lack of information when discovered. The attention of the government will be called to he matter.

Considerable discussion was caused over a resolution which the Toronto board of trade proposes to introduce at the fourth congress of the chambers of commerce of the Empire in reference to commercial relations between the Mother Country and her colonies and dependencies. It was finally decided to leave the matter over until the next meeting.

The following new members were elected: J. S. Maclure, James Bryce and H. G. Ross.

The thanks of the board were, on motion of Mr. McCandless, tendered to Premier Semlin for the gift of a splendid plaster-cast, colored by Miss Heathfield, of an immense Fraser river salmon.

A MATHEMATICAL PRODIGY.

Indiana Youth Made Subject of Report to American Psychological Association.

Bloomington, Ind., Dec. 28.—The mathematical prodigy of Indiana, Arthur Griffith, was the subject yesterday of the most interesting report made before the American Psychological Association, which is in session at New Haven, Conn. Griffith is an Indianian, and one of those calculating wonders that every now and then touch on the horizon of interest, and as a general thing are dismissed as having a "mysterious talent," and no effort made to learn what that talent is. In this case the prodigy has been put to all the tests known to psychology and mathematics, and the investigators feel sure that they have come to a correct understanding of his case. It was their conclusions and the reasons for them that were involved in the report made yesterday.

Griffith is 16 years of age and was born at Milford, Kosciusko county. His father is a stone mason. From early youth it was recognized by neighbors that he had a remarkable talent and it was generally thought by the people about Milford that some day he would rise to the high place of becoming an attraction in the side show of a circus. Scientists never learned of the boy until last fall. He was then brought to Indiana university and placed in charge of Drs. E. B. Lindley and W. L. Bryan, of the psychological department of the university, and the examination begun.

As soon as the boy was able to talk he manifested a passion for counting. It is learned that by the time he was 5 years old he could count into the thousands, and that in those days it was his practice to count the grains of corn fed the chickens during the summer, the grains of wheat in a bushel, and the blades of grass in a given area. He counted everything. He entered school when 10 years old and remained seven years. He then quit because he had learned all the mathematics that could be taught him by the country teacher, and he had no interest in anything else. On quitting school he did odd jobs at farming about the neighborhood and spent the remainder of his time perfecting his mathematical knowledge.

After the boy had been in school for two years he began to devise short methods of calculation. For instance, he discovered for himself than when multiplying any number, say 982 by 25, it saves time to multiply the 982 by 100 and divide the product by four. When he began taking hold of these "short cuts" his whole passion was diverted in this direction, and he could no longer satisfy himself by mere counting. The problms of his class in school were easy for him, and he would always go far ahead and solve the problems of higher classes.

Since the boy was 12 his entire energy has been given to the discovery of newer and quicker methods of calculation. This is the case now. He so consumes his interest that he is indifferent to anything else. He will pass friends on the street and never notice them. He will sit in a chair hours at a time, apparently "dead to the world." If suddenly interrupted at these times and asked what he is doing he will likely say "13,176 times 1,588 is equal to" such and such a number. As time moves on his interest in this work seems only to increase. Time and again efforts have been made to divert his interest for fear that he would go insane, but they have always been unsuccessful.

The tests applied have shows that Grifin is not physically abnormal. He is clumsy of movement, but this is likely due to lack of exercise. He has a dazed and oftentimes stupid expression, but this is attributed to constant preoccupation. In spite of his exhausting mental work he maintained his strength. The secret of this is thought to be in the fact of his power to sleep long and dreamlessly. He says he rarely dreams of numbers, and as this is his only interest he rarely dreams of anything.

Like other rapid calculators Grifin has a prodigious memory. This memory is naturally specialized for numbers. He will note the numbers of box cars, street numbers, and, in fact, numbers wherever they are found, and will remember them for a long time. The number will be the centre of his attention, and around it will be grouped the associations. Mandi, a Frenchman, could remember 400 numbers used in computation the day before. Buxton, an illiterate English calcnlator, could remember the number of glasses of ale he had been given within forty years and the circumstances of each time.

In regard to numbers Grifith is "eyeminded." He sees them in his mind as if they were written on a blackboard, rather than remembering them by their sound. His calculating is almost altogether done without the use of pencil. The entire operation is carried on in his mind, and he says that the whole thing appears to him as if it were done on a blackboard. He can extract the square root of six-place numbers within four seconds, and rarely requires as long as thirty-five seconds. He will extract the cube root of nine-place numbers in from four to forty-five seconds. He is strongest on multiplication. He can multiply a three-place figure, as 687, by a two-place, as 76, in six seconds; a three-place by a three-place, as 756 by 412, in twelve seconds; and by use of a method he has devised he has multiplied a four-place number by a three-place in less than four seconds. In the addition of several columns of figures he is rapid, but probably not more so than an expert bookkeeper.

The purpose of investigation was to determine how the boy could compute with such marvellous swiftness. In answer to the question, "Is he naturally a more rapid thinker than other men?" it was found he is not. In fact, he is very slow. The tests that were applied to him show him to be considerably below the average in general quickness of mental processes. The sources of his rapidity in calculation lie in his acquired ability to take long steps in place of many rapid ones. His memory stock is a great factor, and the methods he has invented explains the rest. He knows the multiplication table to 130, accordingly, the squares of numbers to 130; he knows the cubes of numbers to 20; and even thirty-three powers of two numbers. A thing that largely helps him is that he is thoroughly acquainted with prime and composite numbers up to about 1,500. He accordingly he is enabled to reduce his multiplication table of large numbers to the limit of the multiplication table of which he is master. He knows instantly by what number a given prime must be multiplied in order to make it an easy number to manipulate. Quick as a flash the number has been manipulated, and the result is at hand.

These memories alone would give him great rapidity. But the greatest source of his rapidity is his use of many short methods. Of these he has fifty for multiplication, six for division, six for addition, and one for subtraction. By means of these he if often able to multiply or divide numbers in two or three operations, which in the old way ordinarily require many operations. For instance, in one of the tests he multiplied 218 by 963 in two operations, and it required twelve seconds. Another person did the multiplication in twenty-nine operations, and it required twenty-eight seconds. The average person, then, may be as rapid as Griffith in simple quickness of thought, but the boy has the wonderful advantage of his many methods.

This, then, is the secret of the boy's power. But it is even the more to his credit. The method he has he has invented. Some are approximations of algebraic laws. Each represents in the history of science a great discovery. The boy has rediscovered them all for his own use. He did not know algebra until he came to Indiana university, and while here he has had difficulty in learning it. This marvellous ability to devise short-cuts lifts the boy above the plane of mere calculators. He is a thinker of rare power, an inventor, a discoverer. That the rules he has discovered were already known does not detract from the difficulty of his feat. They were not known to him. Whether he can turn his inventiveness into fields not so well gleaned, and whether he can be educated, are questions yet to be determined. In the meantime his case is of unusual importance from a scientific point of view, and the investigation made by Drs. Lindley and Bryan adds quite a deal to the sum total of psychological knowledge. The boy will be kept at Indiana university for a time, and an effort will be made to properly develop him.

—E. C. Toner.

MEMORY PLAYED A TRICK.

Victoria Business Man the Victim of a Unique and Strange Experience.

A case of instantaneous and complete loss of memory such as playwrights and novelists have revelled in from time immemorial, but for which there are few parallels in actuality on this coast at all events, has recently occurred in Victoria, a gentleman who for years has occupied a foremost place in the business community of British Columbia, being the victim. He has devoted himself assiduously to the multifarious details of a large business, neither mind or memory at any time playing him false.

All of a sudden tired Nature, long robbed of her right of rest, asserted herself, and it was as though the mainspring of thought and activity had suddenly snapped, memory totally forsaking the unfortunate business man.

He was at the time on his way down town to commence his office campaign of the day. As he dropped off the street car at his customary corner the odd sensation came to nim of not remembering where he was going—or what for. He paused, and faced the novel situation, mechanically taking an inventory of his own position. Then it ocurred to him to ask himself who he was, and where he belonged, and his business and place of business. He could not remember. His record of the past, even his identity, had so far as he himself was concerned, been effaced as effectually as though a damp sponge had been passed over the slate of memory.

Fortunately the period of forgetfulness was not long continued; and now the long required rest is being gained at a popular wintering resort, and the physicians state that no permanent or at all way serious results are to be anticipated. It is only a lesson against overwork of the delicate machinery of body and brain.

MINERAL EXHIBITS.

To the Editor of the Colonist:

Sir: As an impartial listener to the debate on the address, I should like to refer to two matters referred to yesterday by Mr. Turner and the reply to-day by Mr. Semlin, viz.: 1. The mineral exhibit at London and Paris. 2. The representation of the province in London.

Mr. Turner referred to the great loss to the province through the neglect of the government in not providing a mineral exhibit at the mining exhibition held at Earl's Court last year, and that if such had been provided what benefits would have accrued to B. C., etc., etc.

I was astonished to-day's at Mr. Semlin's reply, in which he broadly stated the exhibit would be of no importance compared with that of Paris, and further, that the Earl's Court exhibition was in the hands of a private syndicate to make money.

I am more than surprised that the Premier should display such ignorance. How long will the people trust the government of the province to a man whose knowledge of the outside world appears decidedly limited.

Everyone knows that London is the centre of the money markets of the world, and as Mr. Turner rightly said the benefits that would have accrued with a mineral exhibit in London last year, would have been ten times greater than if held in Paris this year.

Capitalists, speculators, engineers and business men generally would go to the Earl's Court exhibit with a view to see what was offered for investment. Paris, everyone is aware, is a city of pleasure, and the people, with few exceptions, will all go with that intent.

I spent some months in Paris at the last exhibition and was two weeks in the machinery department alone. I mention this to give you an idea of the size and this year everything will be on a much larger scale, and I do not hesitate to say the Canadian exhibit altogether will be as a drop in the ocean; you can therefore form an idea of the position B. C. will occupy, whereas an exhibition at Earl's Court would have been the best advertisement the province could have had. Further, it was held under the auspices of the London Chamber of Commerce. Such patronage as this is valued most highly by business people, or those seeking capital, etc. How absurd then are the remarks of our Premier. Who could possibly imagine he is so uninformed?

As regards the office, Mr. Turner was also correct in stating $10,000 would not be too large a sum. The Premier cannot be aware what London office rents are, the expenses connected with the same, advertising, etc., to say nothing of a salary to an able man who should devote his whole energy and time to same.

The present office is approached through a gloomy archway opening into a dingy court, where some very small houses have been turned into offices, in the corner of which is situated the office of the province of B. C., and it would puzzle a man well acquainted with London to find it. As to the remarks of the Premier that they would have an agent-general who was not engaged in mining or other business, I may say the firm Mr. Walters represents have quite recently increased the representation of mining and other companies.

The expenses referred to by Mr. Turner alluded to the office, and not as Mr. Semlin would have the public believe, the salary of the agent-general. The Premier said if Mr. Turner made such mis-statements on small matters what would he say on more important ones. The shoe is now on the other foot.

Yours truly,
"MOONRAKER."

KNIGHT OF GOLDEN FLEECE.

Madrid, Jan. 10.—The Queen Regent has appointed the Duke of Veragua, the descendant of Columbus, a special ambassador to go to Berlin for the purpose of investing the Crown Prince Frederick William with the insignia of the Golden Fleece, her Majesty having signed a decree yesterday appointing the Crown Prince a knight of that order.

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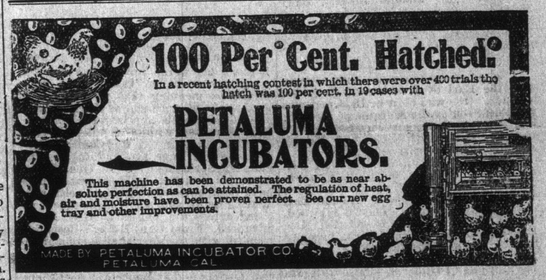

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MACHINES ON EXHIBITION. CATALOGUES AND PRICES ON APPLICATION

NOTICE IS HEREBY GIVEN that application will be made to the legislative assembly of the province of British Columbia at its next session for a private bill to incorporate a company to build, equip, maintain and operate a line or lines of railway of standard gauge from a point at or near the head of Kitimat Arm, thence, via the mouth of Copper river, Kitsalas canyon and the Skeena river, to Hazelton, thence by Babine river and Manson creek to Pine River Pass, or fro mthe said Kitsalas canyon by convenient route to Buckley valley, thence to Hazelton aforesaid, and also for a line from nearest point on the above proposed railway, via Stewart lakes or other convenient route, to Quesnelle, and from the said Stewart lakes to the Yellow Head Pass, with power to extend the said railway from Kitimat Arm southwesterly and on the north side of Douglas channel to a point at or near Hartley bay, and also with power to equip, construct and maintain branch lines and all necessary bridges, roads, ways and ferries, and to build, own and maintain wharves and docks in connection therewith, and to build, own, equip and maintain steam and other vessels and boats and operate the same on any navigable waters within the province, and to build, equip, operate and maintain telegraph and telephone lines in connection with the said railway and branches and to generate electricity for the supply of light, heat and power; and to acquire lands, bonuses, privileges or other aids from any government, municipal corporations or other persons or bodies, and to levy and collect tolls from all parties using telegraph or telephone lines, and on all freight passing over any of such roads, railways, tramways, ferries, wharves and vessels built by the company; and with power to make traffic or other arrangements with railway, steamboat or other companies, and for all other necessary or incidental rights, powers and privileges in that behalf.

Dated at Vancouver the 27th day of November, 1899.

WILSON & SENKLER,
Solicitors for Applicants.

Notice is hereby given that application will be made to the legislative assembly of the Province of British Columbia, at its next session, for an act to incorporate a company with the following objects:

To carry on every description of commercial and financial business; to organize and promote joint stock companies and to take shares or other interest in such companies; to direct and manage the business and undertakings of such companies, and to make and carry into effect arrangements for the amalgamation of any company or individual carrying on similar undertakings; to borrow money for the purposes of the company, and to pledge or mortgage any of the company's assets for that purpose; to purchase and acquire all kinds of personal effects, and to act generally as bailees of all kinds of securities and personal property; to receive money upon deposit; to act as trustees for individuals, estates, companies, corporations and governments; to acquire privileges, franchises and concessions by grant, purchase or otherwise from any corporations or government; to guarantee by bond or otherwise, any securities or debentures of any corporation or government; to lend money upon the security of and to purchase and sell real estate; to lend and invest money upon security; to negotiate loans for individuals, corporations and governments; to deal in moneys and securities; to act as agents for individuals, companies, corporations and governments, and to acquire powers necessary, conducive or incidental to carry out any of the above objects.

Dated at Victoria, the 30th day of November, 1899.

BODWELL & DUFF,
Solicitors for the Applicants.

NOTICE IS HEREBY GIVEN that The Canadian Bankers' Association will apply to the Parliament of Canada at its next session for an Act incorporating the said Association, with the objects of promoting generally the interests and efficiency of banks and bank officers and the education and training of those contemplating employment in banks, and for such purposes, among other means, to arrange for lectures, discussions, competitive papers and examinations in commercial law and banking, and to acquire, publish and carry on the Journal of The Canadian Bankers' Association, and to facilitate, by establishing clearing houses or otherwise, the adjustment and settlement of bank balances.

Z. A. LASH,
Counsel for said Association.
Dated November 14, 1899.

Notice is hereby given that application will be made to the parliament of Canada at its next session for an act to extend the times limited for the commencement and completion of the undertaking of the Cowichan Valley Railway Company.

H. J. WICKHAM,
Solicitor for the Applicants.
Dated at Toronto, 5th January, 1900.