

Highest of all in Leavening Power.—Latest U. S. Gov't Report



(From THE DAILY COLONIST, February 7.)
B. C. BOARD OF TRADE.

The Council Adopt Report Asking Government Assistance to Secure Yukon Trade.

Information Sought From Chicago as to Provincial Mineral Resources—International Arbitration.

The principal reason on account of which the Council of the Board of Trade met yesterday afternoon was to hear the report of the committee on the resources of the Yukon district, the facilities for transportation of passengers and freight to that region, and steps considered advisable to open up this important section, so as to secure for the province as much of the trade as possible. There were present Mr. D. R. Ker, president; Mr. G. Leiser, vice-president; Messrs. J. W. Ellis, B. W. Pearce, T. S. Fletcher, and Dr. G. L. Milne. The report stated that: "The greater part of the supplies going into the Yukon district is taken via St. Michael and the lower Yukon river, which is a long route and is only open for a short time each year. We believe that it would be in the interest of the miners and British Columbia merchants to have a more direct and quicker route of travel to this northern part of British Columbia and the Northwest Territories. It appears to us that a short route beginning at the head of Lynn canal at Skagway Bay, which is accessible by sea going vessels, then following the White Pass to the navigable waters of the Yukon is the shortest route. It is estimated that the route is said to be about thirty miles. White Pass is the much shorter route and although there may be some differences of opinion as to the altitude of the pass, it is not, we believe more than 2,000 feet above the level of the sea. After passing over the range of mountains the descent is comparatively easy. Dr. Dawson says of it, 'The White Pass appears to offer better opportunity for making a trail or road which if constructed would render the entire region much more easy of access.'"

In order to make this route of service we believe boats could be utilized on the lakes and upper waters of the Yukon for carrying passengers and supplies to the miners and traders of this region. We therefore suggest that this board urge upon the Dominion and Local government the necessity of assisting in the construction of a road made through this route by bonusing or otherwise providing for an expenditure of money in making such a road, or aiding the building of boats necessary for opening up the route."

The report then proceeded to quote at length from Dr. Dawson's reports, which stated that such hardy crops as barley, rye, turnips and flax could be cultivated in the Yukon district as far north as old Fort Selkirk, near the head of the Yukon, 1,000 miles north of Victoria. The importance of the fur trade was touched upon, and Dr. Dawson and Mr. McCone's reports were quoted at considerable length on the value of the mineral resources, especially of gold. The report proceeds: "We have every reason to believe that when the boundary award is given it will be found that the head of Lynn canal is in British Columbia, and when such is determined it will facilitate shipping greatly. In the meantime, we would urge upon the Dominion government the necessity of making such bonding arrangements with the United States for the passing of goods in bond through the territory between the Lynn canal and British Columbia and the Northwest Territories. It is also necessary that the Dominion government should have customs officers along the coast of this district. At present the trade of the Yukon country is largely in the hands of the Americans, and we believe that the Dominion government should take steps to secure for the merchants and traders of this province a portion of this important trade. The great distance and difficulty of getting provisions into the mining regions necessarily makes them expensive."

"We believe in establishing a route from the head of Lynn canal; the time taken in the transportation of goods and the allowing miners to remain in the country later in the year would be a decided advantage to them. We are also of opinion that the Local and Dominion governments should assist by some means in the building of a road or by bonusing some person or company to build such a road and by placing boats on the upper waters of the Yukon, and undertake to establish direct communication with the mining regions. We further urge that the Dominion government be asked to procure at once a mail service through the route we have referred to, so as to give the miners and traders better mail facilities. We consider it advisable to have a map prepared of this portion of the Yukon and northern part of British Columbia, so that the members of the Dominion House and Local legislature would at a glance see the importance of this district and at the same time be able to service those who contend plate settling or traveling in the northern regions."

By request, Mr. James Macaulay, who is well acquainted with the Yukon country was present, and gave his opinion that the route by way of the White Pass is the best. The shortest routes were by either the Chilcoot or White Pass from the head of Lynn Canal. On the latter from the head of navigation on salt water to navigable water on the other side of the portage is only some twenty-five miles. The Chilcoot Pass is very steep in some places. Then at White Pass there is a good baraboo on salt water. Some 1,200 or 1,400 men are wintering in the Yukon this year. The route by the Yukon is about 150 miles, and though the easiest, is too long. For a railway, however, it is the only feasible route. Mr. Leiser spoke in favor of the White Pass, which is the most available for getting goods into the Yukon. He believed most of the miners would that pass last year, and that the Dominion government should have a customs officer at the head of White Pass and that bonding privileges with the United States might be arranged. It was pointed out in the discussion that ensued that the boundary line as laid down by Mr. Ogilvie last year showed the head of Lynn canal to be in British territory, and the hope was expressed that the result of the boundary commission would bear out the contention of the Canadians and that British Columbians would then have a complete route through Canadian territory."

Mr. Pearce asked, "Did you believe that the White Pass is the best route for a short road into the Yukon, and the report was unanimously adopted. From the United States of Commerce, Rochester, New York, was received a communication asking that the board of trade endorse the resolution of Hon. Chas. A. Tamm, of the U. S. house of representatives, directing the committee on foreign affairs, to report on the practicability of the establishment of a permanent court of international arbitration constituted for the decision by rules of law of all controversies between the peoples and governments of the U. S. and the British Empire except those involving the honor or autonomy of either. And also for the speed and amicable adjustment of the boundary line between the United States and the possessions of Great Britain. Messrs. B. W. Pearce, Ellis and the President were appointed a committee to consider the communication and report thereon. A communication was read from the London Chamber of Commerce in regard to Hon. Joseph Chamberlain's dispatch to the British Colonies in November last, making inquiries as to the trade of the colonies with the idea of securing a large share as possible of the mutual trade of the United Kingdom and the Colonies for British producers and manufacturers, whether located in the colonies or the United Kingdom. The London Chamber of Commerce hoped that the Board of Trade would render such help as it could in supplying the colonies with the best samples or patterns so as to help in promoting relations, both import and export, between Canada and the mother country. This was referred to the committee on manufactures. Another important letter was received from Dr. P. Patterson, of the Canadian Bureau of Information and Immigration at Chicago. Mr. Daly stated that he had a constant increase in the number of callers at his office inquiring information regarding British Columbia. He had had a few of the last annual reports of the B. C. Board of Trade, but they were all gone an hour after he received them. "It is astonishing," he said, "the amount of interest taken in the Kootenay and Slocan countries. I keep the Exchange supplied with all the literature pertaining to British Columbia that I have at my disposal and am constantly requested to give information in regard to the mining and mineral interest of British Columbia." He would, he said, be only too pleased to do so, if he could advance the interests of British Columbia in this respect. Mr. Leiser expressed much gratification at this letter and upon his motion it was decided to communicate with other boards of trade so that they could co-operate in sending Mr. Patterson the information. The board then adjourned.

"NINEVEH" BURNED.

Her Crew Escaped in Boats and Are Taken to Oakland by the "Compeer."

Indian Seal Hunters Ask Ureoson Ample Pay—The "Labrador's" Remarkable Time.

Just seven hours were occupied by the little sealing schooner Labrador, Capt. Haan, in making Victoria from Port San Juan under sail on Wednesday evening. This time is accounted for by the favoring wind which blew on Wednesday, and which carried the vessel along at a speed never attained by the ordinary steamer. At times a gush of wind would lift the craft up bodily and carry her along. It is over a month now since the Labrador started on her sealing cruise, her object being to secure an Indian crew and then go hunting along the coast. Through inability to secure Indians, however, her cruise has been upset, and getting short of provisions the schooner headed for Victoria. She will sail again this evening, and expects to secure Indians at Clayoquot. Captain Haan says he endeavored to get his Indians at Port San Juan, as the vessel was known there, but the natives were too crafty for him to deal with. He offered them the standard wages, but they declined, unless upon the condition that they receive two out of every three skins obtained on the cruise. Captain Haan only experienced two fine days during last month.

LAST SEALERS AWAY.

The sealer Favorite did not get away from port yesterday, and it is probable will not sail before Saturday. She is the only sealer, except the Labrador, which will sail this week, but according to present arrangements the Annie C. Moore, Ainoka, Walter L. Rich and Libbie will leave during the coming week. The week after next the Louise Olsen will sail, and it is thought, be the last away of the sealers. The Maud S., now in port, will only be in Behring sea this year. Captain Balcom, her skipper last year, is building a new craft for himself. The Maud S. and it is understood proposals having her ready for the Behring sea season. Capt. Otto Bulholtz will also have another new schooner ready for the Behring sea season. She has previously been referred in the Colonist as building at Cadboro Bay and is shortly to be brought around to Victoria harbor. The name which is to be given this new vessel is the Ocean Rover.

CREW OF THE SHIP "NINEVEH" RESCUED.

Eighteen men, the officers and crew of the ship Nineveh, which was burned off Cape Flattery, arrived on board the schooner Compeer at Oakland on Wednesday. The Nineveh sprang a leak on January 25, and on the 27th was abandoned by the crew after being fired. Before leaving the burning ship they sighted the San Francisco schooner Compeer, which rescued them. The Nineveh was sinking. The Nineveh carried a cargo valued at \$8,700, and consisting of 2,680 bundles of laths and 1,000,542 feet of rough lumber. She left Moodyville on January 19, bound for Australia, and is reported to have lain in Clallam bay until January 24, when she was towed to sea by the tug Tacoma.

THE KILBRANNON.

The British ship Kilbrannon, from Calao, which drove ashore at Port Wilson in Wednesday morning's gale is probably a total wreck, although an effort was to be made yesterday to raise her from the rocks. At high tide, 9 a.m., six tugs belonging to the Puget Sound Tugboat Co.'s fleet, the Tyee, Sea Lion, Holyoke, Pioneer and Magic, were to take hold of the wreck and attempt to float it, but it was not considered probable that the effort would be successful. At low tide hundreds of people from Port Townsend walked aboard the ship. She is an iron ship of 1,572 tons, was built by Russell & Co. at Glasgow in 1882. She was fully insured.

A NEW SCHEDULE.

Instead of the 9th it will be the 24th of this month when the R.M.S. Mowera is due to arrive from Sydney, N.S.W., and way ports. It was on the 1st instant when she left Sydney, and according to a cable despatch she has a good cargo of which 50 tons are for Vics. She has also 20 saloon passengers. The despatch further states that in future the schedule dates of arrival and departure of the Australian steamers at and from the various ports of call will hereafter be two weeks later than the original schedule.

RAILWAY GUARANTEE RECEIPTS.

The first report of the public accounts committee, presented to the legislature yesterday, contained the following statements: The receipts from the C.P.R. company on account of the Nakuap & Slocan railway, being 40 per cent of the gross earnings, from the opening of the road, list January, 1895, were as follows: Six months ending June 30, 1895, \$3,364.36; Three months ending Sept. 30, 1895, 3,380.43.

Total for nine months, \$6,744.79.

The returns for the three months ending December 31 have not yet been received.

The receipts from the C.P.R. representing 40 per cent of the gross earnings of the Shuswap & Okanagan railway for the three months ending 30th September, 1895, were \$2,611.87. The returns for the succeeding quarter have not yet been received.

The exchange on the loan of 1895 is set out in detail in a statement showing the premium on exchange from London on the balance of loan 1895, calculated at the par value of £1 at \$4.85, as follows:

157,000 netted in Victoria 4.81 .. \$1,700.00
165,000 .. 4.87 .. 3,300.00
16,845 19e 3/4 .. 4.863 .. 277.95

Net premium .. \$5,277.95

The expenditure on the new parliamentary buildings to the 31st January, 1896, has been, against the appropriation of \$75,000, \$72,847; and against the net proceeds of the loan (\$255,908) \$408,914—making a total of \$481,761.

PROVINCIAL LEGISLATURE.

Second Session of the Seventh Parliament. TENTH DAY.

THURSDAY, Feb. 6, 1896.

Mr. Booth took the chair at 2 p.m. Prayers by Right Rev. Bishop Perrin. Mr. Kihet presented the first report of the public accounts committee. Received and ordered to be printed.

Mr. Hunter presented the second report of the private bills committee, declaring in favor of the petitions of Messrs. Ward and Humphreys, and asking that Messrs. Macaulay, Boggs and Shore be permitted to withdraw their petition to correct certain irregularities. This being agreed to Mr. Braden presented corrected petition (re electric and waterworks at Alberni).

BILLS INTRODUCED.

The following bills were introduced and read a first time: To amend the inferior courts practitioners act and amending act—Hon. Mr. Eberts.

To amend the line fences and water courses act and amending acts—Mr. Eberts.

To amend the cattle act and amending acts—Mr. Graham.

TAXATION ON MORTGAGES.

MR. MACPHERSON asked: Is it the intention of the government during the present session to amend section 26 of the Land Act, as amended by section 8 of the "Assessment and Amendment Act 1891," so that mortgages will be relieved from taxation on mortgages?

THE SPEAKER ruled that the question was out of order, the words after 1891 involving a statement of opinion or fact.

MR. MACPHERSON, while with others disputing that these words involved a statement of fact, asked leave to strike them out. He said that although he had been in the house for six sessions he did not remember that Mr. Cotton has ever brought in a single measure of public importance. He reminded that gentleman that he had been elected as a friend of the workmen and he asked him to display his friendship now by bringing in some bill for their benefit.

MR. WILLIAMS criticised the unreasoning attitude of Mr. Cotton, but could not support his colleague. Mr. Cotton's amendment. He dwelt at length upon the change of plan with reference to the revised statutes.

MR. EBERS moved no doubt that Mr. Williams is a heaven-born lawyer who could in fifteen minutes fix up a bill to deal with the revision of the statutes which it had taken the Chief Justice and a strong staff nearly a year to prepare, but he confessed the inability of himself or any ordinary man to digest that work in the few weeks which have elapsed since the report was presented. The opposition will find before the session is over that the government will fully carry out the programme laid down in the Lieutenant-Governor's speech.

MR. KENNEDY objected to adjourning until Monday because he could not go home for the holiday and be back again without violating his religious principles by travelling on Sunday.

The amendment by Mr. Cotton was lost, and Mr. Turner's motion for adjournment until Monday carried.

MR. TURNER moved that the committee on the advertising required by the rules of the house in the case of private bills. The house adjourned at 4:50 p.m.

PROFESSIONAL BALL.

Four players have been signed for the professional club that is to uphold the honor of Victoria in the league games to be played with Portland, Tacoma and Seattle. The latter clubs have secured a lead in the matter of obtaining players, and the management of the local club have determined to lose no time. It is intended, if possible to give Victoria a team that will be reckoned with in the pennant race. With this object in view correspondence has been opened with players who have won records in minor leagues. The four players already signed are Klopf, Pequey, Whaling and Babbitt. Klopf will be captain of the team and play third. Victoria's captain can also go in the box if necessary, and pitch a strong game. He is said to have great speed and a deceptive high in-shoot. Pequey will be assigned to left garden, but is able to handle an in-field position. He has a good batting average. Whaling is a giant in stature and will play first. He is just out of his prime, but has played such fine ball that he may fairly be counted upon being drafted into the National League before many seasons are over. Babbitt will play short. He is also said to be a great bat and run getter.

The four men already signed are an indication that the professional team representing Victoria are out for nothing less than second place. Portland, Tacoma and Seattle will certainly enter the game with strong men, and now that Victoria is endeavoring to obtain a winning team, the fight for the pennant should be interesting and exciting from the start. The Victoria management has its eye on a star player. Applications are being received daily from the States and Eastern Canada for positions on the Victoria team, but it is recognized that it will be a costly matter to experiment with promising amateurs, and only those who have won reputations will have a chance.

The schedule of games for the season will be officially announced before the 15th inst. According to agreement, Victoria will open the season in Portland, on May 1. Victoria has also been favored by being given the Fourth of July game in Portland. Portland, Seattle and Tacoma are all desirous of playing the Queen's Birthday game with Victoria.

The contracts with the players of the Victoria team call upon them to report in Victoria not later than April 15. A strong effort is being made to secure a Canadian player, but unfortunately the Victoria team is a little late, and most of the best Ontario players are already under contract.

Manager Leadley, of Seattle team, left for Detroit on Tuesday, and Manager Glenavlin of Portland will follow him in a few days. Both are on the look-out for players, and both Seattle and Portland are clamoring for the pennant. A. C. Spaulding has promised to present a pennant to the championship club.

TOWNSHIP, Feb. 6.—There is no likelihood of Saginaw Mayor Mowat retiring from the Ontario premiership.

MANITOBA LEGISLATURE.

The Formal Opening of the First Session of the Ninth Parliament.

The Speech From the Throne Refers to the Endorsation of Government's School Policy.

WEEKLY, Feb. 6.—The first session of the ninth parliament of Manitoba was inaugurated to-day, the opening being a most brilliant one. There was a large attendance of members. After the re-election of Speaker Young, Lieutenant-Governor Patterson delivered his first speech from the throne, as follows:

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY:

I have great pleasure in welcoming you to the discharge of your duties at the first session of the ninth legislature of Manitoba. The harvest of the past season has been the most abundant in the history of the province since its settlement, and will no doubt go far towards lessening the financial stringency which has unfavorably affected our people during the last two years. It is greatly to be deplored that the abundance of the products of the soil has been to some extent offset by the unusually low prices obtainable, therefore the value of such products at the point of production as compared with the cost of conveying them to the markets of the world emphasizes the well known fact that the freight rates upon outgoing grain are most exorbitant. It is a relief which can be obtained from such rates will be eagerly welcomed.

As you are aware, it was deemed wise to anticipate the time when the legislative assembly would have been dissolved in the ordinary course of affairs to afford the people of the province an opportunity of expressing themselves upon the attitude assumed by my government in relation to the privileges in regard to education. The result of the elections leaves no room for doubt that the attitude of my government is in accord with the wishes of a very large majority of the people of the province.

MR. WILLIAMS is a heaven-born lawyer who could in fifteen minutes fix up a bill to deal with the revision of the statutes which it had taken the Chief Justice and a strong staff nearly a year to prepare, but he confessed the inability of himself or any ordinary man to digest that work in the few weeks which have elapsed since the report was presented. The opposition will find before the session is over that the government will fully carry out the programme laid down in the Lieutenant-Governor's speech.

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"On the coming to his throne, Sir Rih recalled from Italy, w sent as ambassador I sailed from Livorno daughter Judith, a that time, in the Sea "I remember her, stont a ship as ever v

"On the second n the Seahawk becam convey, and the nex sued and overtook bary pirates, to win "Ayo, and I'd hav cries Evans, "thoug score."

"After a long and times Don Sanchez, ceeded in boarding overcoming the ren pany."

"Poor hearts! Woy to help 'em!" "Exasperated by the loss of these Engl ships, the pirates wo cy, but tying the li they cast all overboa win and her daughter worse, for her woun Richard, was snatch and flung into the se

"These Turks have bodies, you must und Evans. "And naught veins."

"The Seahawk was and there, says Evans, " on a boat."

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THE VICTORIA SEMI-WEEKLY COLONIST, MONDAY FEBRUARY 10 1896

Highest of all in Leavening Power.—Latest U. S. Gov't Report

Baking Powder ABSOLUTELY PURE

(From THE DAILY COLONIST, February 7.)

The Council Adopt Report Asking Government Assistance to Secure Yukon Trade.

Information Sought From Chicago as to Provincial Mineral Resources—International Arbitration.

The principal reason on account of which the Council of the Board of Trade met yesterday afternoon was to hear the