

# The Station Selected

## able Landing Site Has Been Secured on Kelp Bay, Barclay Sound.

### Stages to Be Erected For Forty Men—Roads Will Be Graded.

It was learned to-day that the landing place for the new Pacific coast cable has been bought and paid for. One hundred acres of land, slightly timbered and splendidly adapted for a townsite, have been secured on Barclay Sound, and will be immediately cleared and otherwise prepared for the new service to which it is to be applied.

The cost of this work, the purchaser estimates, will be in the neighborhood of \$50,000, but the operations thus began will end here, for when the property is ready, drains are to be laid out and the best modern sanitary lines are to be erected and a water supply obtained from a lake in the near locality. Houses are to be furnished for forty men, and as each is to have a house of his own, the extent of the building campaign is not small. Adjacent to each cottage a plot of land will be left for fruit trees for garden purposes.

This work, according to the Times authority, is to go on without delay, as the surveying of the land will consume much of the time. The commencement of operations on the land was consummated on the next day after the D. G. S. Quail returned from making a survey of the coast with a view to determining the most suitable point for the cable. The land was entered into by Mr. Peake, the specific cable engineer, who had charge of the survey, but the amount of money changed has not been stated. Suffice it to say that Mr. Peake was thoroughly satisfied with the price asked, and considered it very reasonable. Some time ago the land was secured from the special government by a Barclay Sound agent, and \$1 per acre was the sum paid.

Mr. Peake, as has previously been mentioned, left here for Australia some time ago, returning from the survey, but still returning here to be able to see the work above outlined carried out with rapidity. The exact location of the property is Kelp Bay, near Banfield Creek, and is about six or seven miles up from the entrance to Barclay Sound. The site is retrofitted described as splendidly adapted for the station from the fact that it is surrounded by perfectly smooth water, well sheltered, and its harbor has sufficient depth to furnish the necessary protection for the wire. Twelve fathoms of water is found close in shore, and ships of the deep draught even up to 10,000 tons, the size of the vessel now holding for the laying of the cable from Vancouver Island southward, can find anchorage.

The harbor is land-locked, and in case of an emergency, such as has been mentioned by those looking to have the station located at Port Renfrew, would accommodate a fleet of warships at once. As a barrier to the heavy rollers of the sea, islands lie as in an archipelago to the entrance to the Sound, and the whole locality is one of charming surroundings. The station lies immediately at the foot of the Pelham mountains, and is very respectably a beautiful spot. It is situated on Granby creek.

## STRIKE AT MCKEESPORT.

### National Advisory Board Will Probably Be Summoned to Deal With the Matter.

Pittsburg, Pa., April 16.—The strike at the W. DeWees Wood Plant of the American Sheet Steel Company at McKeesport is still on. The mill is being operated in a crippled condition, with about the same number of men working as yesterday. The strikers are patrolling the streets for the purpose of inducing the workmen to remain away from the mill, but they are keeping off the company grounds and no trouble has occurred. President Shaffer, of the Amalgamated Association, said he would probably call the National Advisory board together tomorrow to consider the extreme action of calling out the men in the other mill of the United States Steel Corporation.

## MR. J. A. KASSON ILL.

Des Moines, Ia., April 16.—Charles Aldrich, of the state historical department, is in receipt of a letter from John A. Kasson, in which Mr. Kasson states that he had yielded to the insistence of President McKinley and had consented to continue the reciprocity treaty agent of the government, but in accordance with the long custom, he said, he had declined to take salary while he was engaged in the work, and he was secured a rest cure at the time. It is believed here that Mr. Kasson is seriously ill.

## At the Bon Marche (Paris) last year 322 persons were arrested for keeping hands.

## The Clergy Like It

### Dr. Agnew's Catarrhal Powder Cures All Catarrhs. It Relieves in 10 Minutes.

Here are a few names of clergymen who differ in their views as to the efficacy of Dr. Agnew's Catarrhal Powder to cure all catarrhs. Copied from a personal letter for the asking. 50 cents sold by Deen & Hisecks and Hall & Co.

# Industries Safeguarded

## How's Nest Southern Bill Passed the Railway Committee Without Opposition.

### There Must Be No Discrimination Against the Consumers of Canada.

Ottawa, April 18.—At the railway committee to-day the Crow's Nest Southern Bill passed without opposition. Hon. Clifford Sifton read the following agreement, after which the bill was adopted without amendment, excepting that the last clause was changed providing that the agreement might be suspended instead of terminating upon expiration.

Agreement between the Crow's Nest Southern Coal Co. and the Crow's Nest Southern Railway, and His Majesty the King, in behalf of the government of the Dominion. The preamble recites the application to parliament for a charter and continues: "The coal company and railway company, for diverse good and valuable considerations, do hereby covenant with the government as follows: (1) That neither by action of the coal company nor by action of the railway company shall any coal or coke be sold, nor by the action of the railway company shall any coal or coke be transported, without the consent of the government, whether by discrimination, rebates or otherwise, nor shall the action of both such companies, either acting by themselves, alone, or in connection with transportation agencies, in connection with the international boundary line, discriminate against consumers of coal or coke, either or both, be sold or transported outside of Canada, or which discriminate unfairly against consumers in Canada.

(2) If at any time upon satisfactory evidence given to the Governor-General-in-Council, he should be of opinion that the provisions of this agreement are being violated, then and in every such case and when so often as such violation occurs, the Governor-General-in-Council may impose upon the coal company and railway company such restrictions and conditions respecting supplies of coal or coke and transportation thereof, to or for the use of consumers outside of Canada, for such length of time and within such limits as he may think fit with a view to preventing such unfair discrimination.

(3) The order-in-council promising such restrictions and conditions shall be published in the Canada Gazette, and, if such publication in the coal company's sales catalogue, coal or coke, or the railway company transports coal or coke contrary to the terms of such order, the company so violating the terms of such order shall pay, and hereby covenants to pay, to the government as liquidated damages for such breach, the sum of \$3 for each and every ton of coal or coke so sold or supplied or transported, the amount of such damages to be recovered by the action of the Attorney-General of Canada on behalf of the government in any court of competent jurisdiction.

(4) The reason for requiring the said companies to enter into this agreement being that at present it is believed by the government that there is no effective and satisfactory competition by other coal and coke producers in Canada; it is believed that by order of the Governor-General-in-Council it is declared that by the opening of other coal mines and manufacture of coke by others such effective and satisfactory competition has arisen. The reason for requiring the said companies to enter into this agreement shall terminate with respect to coal or coke, or both, according to nature of such competition.

## Imperial Budget.

### Income Tax to Be Increased—A Duty on Sugar.

London, April 18.—The chancellor of the exchequer delivered his budget speech to-day. He places in issue additional to the income tax, making it one shilling and two pence in the pound on beer or tea. A duty will be imposed on sugar. There is a proposed increase in the duty on spirits or on wine. A duty of four shillings and sixpence per hundredweight on refined sugar, and a duty of two shillings and sixpence per hundredweight on molasses. A duty of one shilling and sixpence on refined sugar is not excepted. A duty of one shilling and sixpence per hundredweight is imposed on imported coal. A duty of one shilling and sixpence is imposed on imported coal. A duty of one shilling and sixpence is imposed on imported coal.

The chancellor of the exchequer proposed to extend the sliding scale and borrow £10,000,000. He also asked for permission to extend the borrowing powers to £10,000,000. The loan will be for £10,000,000.

## THE SCENES IN CHURCH.

### Duke of Newcastle Denounces Action of Mr. Kenist.

New York, April 18.—The Herald quotes the Duke of Newcastle, who is staying in this city, and is regarded as one of the leaders of the ritualist movement in England, as denouncing the scene which prevailed at the installation of the Bishop of London, in which Mr. John Kenist figured prominently. "I think it is typical of the Anglo-Saxon for the majority to attempt to overthrow the majority by lawlessness," His Grace is quoted as saying. "Mr. John Kenist declared several months ago that he would break up the installation of the Lord Bishop of London. Mr. John Kenist is like your Mrs. Carrie Nation, of Kansas. Neither one is truly representative of any class, creed or political principle. Like Carrie Nation, John Kenist is a free lance, doing injury to the cause that he extols."

# Blaze in Chinatown

## Fire at Cumberland Destroys Joss House, Stores, Bakery and Gambling Dens.

### Great Excitement Among Chinese, Who Tried to Save Their Goods.

Cumberland, April 18.—Chinatown was gutted by fire last evening. Twelve of the principal homes right in the heart of Chinatown have gone up in smoke, nothing being left but one chimney. The joss house, two stores, a bakery, barber shop and several gambling houses, were among the places burnt.

The fire started in a boarding house, and for a time there was great excitement. Chinamen were to be seen hurrying about in all directions, carrying off their goods to places of safety. Over Half a Million. James-town, N. Y., April 18.—A disastrous fire occurred at Mayville, the county seat of Chautauque county, at 2 o'clock this morning. The county jail was destroyed, but the prisoners were all rescued. The business blocks between the jail and the Mayville house were all destroyed, including St. Paul's Episcopal church and the opera house.

The total loss will reach \$700,000, the principal business part of the town having been destroyed. Car Shops and Cars Destroyed. Rochester, N. Y., April 18.—The New York Central car shops at East Rochester were destroyed by a fire of mysterious origin early this morning. Besides the shops between fifty and sixty freight cars, some loaded with merchandise, telegraph poles and nearby outbuildings were also destroyed. The loss is about \$150,000, with insurance nearly half.

Children Cansed Fire. Chatham, Ont., April 18.—Theophile Probert, a prominent townships farmer, lost his barn, granaries and outbuildings by fire yesterday, caused by his children playing with matches in the barn.

Alleged Scandal. London, April 18.—The Globe this afternoon scents a gross scandal in its alleged discovery that two members of the government committee, appointed a year ago to determine the value of various patents, have taken out patents in their own names. The Globe says: "Sir William Roberts Anstey secured a patent for improvements in detonators, while Sir William Crooke has patented nitro-explosives for artillery. When the committee was appointed, Lord Lansdowne, then war minister, assured inventors that the way of destruction for the government is to do first this and then that, and promise to-day what it does not do to-morrow." Prince Herbert praised Count von Buelow as the most capable German diplomatist, and recognized von Buelow's interest in agriculture, but demanded that he follow up this with the assistance needed, which was an agricultural tariff.

## APRIL WEDDINGS.

### A Series of Pretty Events Took Place in This City Yesterday.

Yesterday afternoon at 4 o'clock at Christ Church Cathedral the marriage of Francis Henry Wollaston, son of P. Wollaston, of this city, and Miss Alice Virginia Harrison, fourth daughter of E. Harrison, of this city, was celebrated by Rev. Canon Beaudry. The service was a choral one, and the organist and choir assisting in the services. Miss Mary Ella and her two nieces, Misses Marguerite and Regina Ford Verrier, attended the bride. C. H. Arundel supported the groom.

The bride was attired in a handsome gown of white silk, and over her tulle veil was the usual spray of orange blossoms. The gift of the groom to the bride was the Wollaston crest set with jewels, which the bride wore among her other ornaments. She carried a bouquet, the gift of the best man. The bridesmaids were attired in white silk dresses and wore pearl and turquoise accessories, gifts of the groom. Immediately after the wedding, the friends of the happy couple adjourned to Warburton, the residence of Dr. R. Ford Verrier, brother-in-law to the bride, where a wedding supper was served. The happy couple received many handsome presents. Last evening Mr. and Mrs. Wollaston embarked for southern California, where they will spend their honeymoon.

The residence of Mr. and Mrs. Clark, 65 North Pembroke street, Spring Ridge, was the scene of a festive event last evening, when George Clark, of the firm of Clark & Lory, was united in the holy bonds of matrimony to Miss Mary Maud Elliot, daughter of Mrs. W. G. Elliot, also of Spring Ridge. The apartment in which the ceremony was conducted was tastefully decorated, the knot being tied under beautifully arranged flower bells. Rev. Elliott S. Rowe officiated, the ceremony being performed in the presence of a large number of relatives and friends. The bride was attended by Miss E. Elliot, her sister, while the bridegroom was supported by John Lory. The bride was attired in white organdy, and the bridesmaid wore white muslin over blue. The bridegroom's present to the bride was a gold watch and chain, and to the bridesmaid a gold bracelet. A large number of valuable and useful presents attended the great popularity of the contracting parties in the community. After the ceremony a wedding supper and joyous evening spent. Mr. and Mrs. Clark will take up their residence on North road. They left for their new home amid showers of rice and the best wishes of the large party of friends assembled.

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# Mining News

## Rossland Camp.

The Rossland Miner in its weekly mining review, which appeared in Sunday's issue, says: "A feature of the mining news of the past week is the announcement that the province government has appropriated \$5,000 for the purpose of building a wagon road from the Columbia and Western railway to the Norway mountain section, a distance of about five miles. The Norway mountain district is located about twenty miles west of this city and is in the Trail creek division. At present it can be reached from Rossland or Gladstone by trail. For the last four years prospectors have visited the section and a number of promising locations have been made. The most work has been done, however, by a company, made up principally of residents of Rossland, who have developed the Bonanza claim by a drift tunnel which is in for a distance of 200 feet. The Cascade Mining Company has done considerable work on the Cascade and has a property with promising developments into a mine. Considerable work has been done on other claims by prospectors, and what is most needed is transportation facilities to bring the district into prominence. This will be provided this summer by the construction of a wagon road by the government, and so another very valuable mining section will be made available for the Trail Creek division. There is ore already on the dump of the Bonanza ready for shipment, and with the completion of the wagon road that mine will commence to make shipments. It is claimed by the management of the Cascade, that it, too, will be in a condition to make shipments by that time. The Norway mountain section, now that it is in progress on the east side of making a record for itself.

The ore shipments for the week ending yesterday were 8,040 tons, a falling off of 204 tons as compared with the previous week. The total tonnage for the year to date is 1,009,719 tons, while Centre Star showed a decrease of 312 tons. The gain for War Eagle was 54 tons, in an output for the week of 756 tons. The shipments of Le Roi No. 2 were 1,068 tons, with insurance nearly half, as compared with the showing of the preceding week. The Rossland Great Western is maintaining its usual record of 300 tons. The shipments for the year amount to 211,581 tons.

Appended is a list of the shipments of the past week and year to date, approximately:

	Week.	Year.
Le Roi No. 2	4,990	56,116
Centre Star	1,290	33,953
War Eagle	54	10,470
Le Roi No. 2	1,009	7,719
R. G. Western	390	3,078
Iron Mask	62	1,373
Vetvet	563	119
N. Y. Central	119	69
Evening Star	74	74
Spritzee	60	60
Giant	62	62
Portland	24	24
Totals	8,040	111,861

Rossland-Bonanza.—Messrs. H. W. C. Jackson and C. A. Peters, of the Rossland-Bonanza Company, returned from an inspection of the mine on the company on Friday evening. They are located in the Norway mountain section. At the Bonanza, the claim which the company has so far given all its attention, they found that the mine is in a very promising position in the crosscut and in the main drift tunnel. The crosscut had been run about ten feet into the footwall side when they found a ledge of silver ore. A distance of three feet in the crosscut parallel fissure was met carrying from six inches to two feet of high-grade ore. No drifting has yet been done on this ore body. The main drift was nearly two feet from the porphyry footwall visible. The main drift is now in about 200 feet and for the last 15 or 20 feet the ore occurs in bunches from an average width of nearly two feet and light, permitting practically no water to seep through the face. In the last day or two a change in this particular is noted and it is confidently expected that a second ore body will be reached within two feet. The first chute extends from the portal of the tunnel to the 175-foot station with a vertical drop of nearly two feet. For 75 feet of this distance the ore chute averages close to \$40 to the ton and in the other 300 feet the ore runs from \$15 to \$25 per ton. It is consequently estimated that there are over 1,000 tons of \$25 ore on the dump and in sight, and from 1,500 to 2,000 tons more that will run over \$15 to the ton.

Great Western.—The task of getting the 40-drill compressor in shape continues, and is nearing the end. The plant should be ready to turn over early in the morning. This work was interrupted last year by an influx of water, which the old plant was not of sufficient capacity to handle, and at the same time the loop the drills in power. Now, however, with the 18-drill compressor in active operation, no further trouble should be experienced. The ore bins and the tramway are practically completed. The intention of the company is to resume shipments of ore just as soon as the roads are in condition. A force of men is to be put to work this week on the road, and it is expected that it is understood that \$2,500 is to be expended on this work.

Cascade.—Work on the Cascade was suspended last week on account of the shortage of supplies and the difficulties experienced in getting them in over the trail, on account of the snow, but it is the intention of the company to resume operations within two weeks. The work will be resumed and the first thing to be done will be to drift on the ore chute from a point where it was opened up in the crosscut tunnel.

Home.—Work continues on the lower tunnel. The water continues to pour down the fault plane into the lower tunnel, and the water in the shaft is rising rapidly and it is thought it will take less time to drain the mine than if pumping had been resorted to. The ultimate development of the mine during the past week.

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# Sporting News

## THE TULIP.

NEWMARKET RACES. London, April 17.—At the second day's racing at Newmarket to-day an All England Selling Plate of 100 sovereigns was won by Vienna, with Patsy McDermott, American, in the saddle. Oxbridge being second and Lethbridge third.

## YACHTING.

### THE TRIAL OF SHAMROCK.

London, April 17.—It is expected that King Edward will witness the first trial race between the two Shamrock yachts, the Isle of Wight from Sir Thomas Lipton's steam yacht Erin. Mr. Wm. Fife, Jr., the designer of Shamrock I, will direct this yacht in the trials, and Mr. Watson will direct Shamrock II.

## CANADA'S CUP RACES.

In methods of construction and material there is a marked variation among the yachts now preparing for the Canada Cup races on both sides of the lakes. The Illinois, the Crowninshield design, which was put into the water at Posos after midnight on Friday, has a skin of double plied mahogany, the inner planking being 5/8 of an inch and the outer 3/4 of an inch, set in white lead. The Sibbick boat, which Captain Andrews has under way at Oakville for a Royal Canadian Yacht Club syndicate, is of mahogany sheerside and covering board. The work is progressing very satisfactorily, and she will be in the water in a couple of weeks. Her canvas is not yet ordered, but she will have everything of the best in the way of gear. Commodore Gooderham is the skipper of this challenger, which is not yet named.

## SHAMROCK II MEASUREMENTS.

On the Shamrock II the measurement of the total base line, from bowsprit end to the mainmast outhaul, is 134 feet 6 inches, while that of the Columbia, an officially recognized challenger, is 131 feet 6 inches, measuring 130.12. The base line of the fore triangle in the Columbia was 73.35, in the first Shamrock 70.46, while in the new Shamrock it is only 71 feet. In the American yachts the advantage where advantages are more closely considered and regulated than in any other racing fleet, the advantage of putting nearly all the power into the foremast is recognized by a rule which forbids the area of the mainsail to be over a certain proportion. In the 600 square feet of a race-boat's sail not more than 45 per cent is allowed in the mainsail, but there are no restrictions of the kind for the cup races. It was an advantage which Fife apparently did not consider in the first Shamrock, in which, apart from the performance of the sails, the sails were more closely considered and regulated than in any other racing fleet, the advantage of putting nearly all the power into the foremast is recognized by a rule which forbids the area of the mainsail to be over a certain proportion. In the 600 square feet of a race-boat's sail not more than 45 per cent is allowed in the mainsail, but there are no restrictions of the kind for the cup races. It was an advantage which Fife apparently did not consider in the first Shamrock, in which, apart from the performance of the sails, the sails were more closely considered and regulated than in any other racing fleet, the advantage of putting nearly all the power into the foremast is recognized by a rule which forbids the area of the mainsail to be over a certain proportion. 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