

SIFTON SPEAKS ON BUDGET.

Optimistic View of the Financial Prospects.

Throw Open Railway Reserve Lands in the West.

The Present Position of the All-Red Route Project.

Ottawa, March 20.—One of the most important, as it was one of the most statesmanlike, speeches of the session was delivered by Hon. Clifford Sifton, who resumed the debate on the budget to-day. It occupied only a fifth of the time consumed by Mr. Foster, and yet it dealt in a masterly and comprehensive manner with a series of problems of national and Imperial moment.

Mr. Macpherson called attention to what he described as the high-handed action of the C. P. R. in refusing to abide by an order for the deportation of 142 Hindus from Vancouver.

Hon. Mr. Oliver read a telegram he had received from Dr. Munro, Vancouver, in regard to the matter, and said he had sent instructions to hold the Hindus until the local proceedings had been decided. The Department of Justice had been communicated with with a view to necessary proceedings being taken to exact a penalty from the C. P. R.

Replying to Mr. Borden, Mr. Oliver said the same policy of inspection was being carried out with regard to both Japanese and Hindus, and that he was subject to the same provisions of exclusion or deportation.

Mr. Borden asked whether negotiations were pending as to the passage of United States warships through the canal to Lake Superior.

Sir Wilfrid Laurier—No negotiations are pending on the subject. Occasionally permission has been asked by the American authorities to pass, but a warship with a training vessel, through the canal, and the permission has been granted.

Mr. Sifton continues debate.

Hon. Clifford Sifton, in resuming the budget debate, congratulated the Finance Minister on his masterly presentation of his financial statement, and said Mr. Foster had discussed subjects which had long since passed into the limbo of forgotten things. The most important question with which the Finance Minister had dealt was the question of raising revenue, and it was important to know what the differences were between the members on the Government side and the Opposition on that question. In answer to Mr. Foster, they had heard nothing to indicate that the Opposition were able to find fault successfully with the system as now carried on by the Finance Minister. They had not found any expression of opinion or any resolution proposed by the Opposition that they were able to find a distinct and definite fault with the system of raising the revenue or would change that system if they had the opportunity of doing so to-morrow.

The Financial Outlook.

Proceeding, Mr. Sifton said: "There are a few features in connection with the financial situation which I think might give to the Minister of Finance and the Government and the House a certain amount of confidence in coming to the conclusion that no immediate difficulty awaits us. The fact of the matter is that the late financial panic in the United States and the which approached a panic in other countries was due very largely to an excess of speculation in certain quarters. We all know that for some time previous to that panic it was difficult to secure proper attention to the investments of what might be called gilt-edged securities, such as the bonds and debentures of Canada. It was found, in the light of the result, that the European investors had found it much easier during the next few years than he has found it in the past to place his loans upon the market. I do not doubt from what little knowledge I have of the circumstances that that will be the result. Therefore, while I do not minimize the necessity for precaution and care in connection with the management of our finances, I do not think the Finance Minister need have any fear that the credit of Canada will not stand the very slight strain which will be put upon it."

Foreign Trade Overview.

He wished to call attention to the desirability of taking certain action in a direction which had been suggested in the public press at various times, and which has received consideration in some quarters, but which he thought had never been discussed in the House. He referred to the establishment of a thoroughly organized department, or rather the changing or reorganization of a department, for the purpose of dealing thoroughly and completely with the question of foreign trade in this country. "If my hon. friend might have gone farther, because while that information is of value, it is of value largely for statistical purposes only unless it is utilized in some other way, and it ought to be utilized by a complementary system, which complementary system should be a system of Canadian Consular trade agents in other countries, who should be able to get the goods to the share of the trade with that country. They will find also that we are actually furnishing the goods to the United States merchants, who are selling these goods to Japan and getting a considerable portion of the profit that is in that trade, and all of which ought to come to Canada, and which is because a proper system is not furnished for bringing Canadian merchandise and manufacturers into communication with the would-be purchaser in Japan. I believe that we could largely increase our trade with Great Britain, that we could, owing to the

French treaty, largely increase our trade with France, and that we could increase our trade with South Africa, with which Canada could do a large trade.

Men Could Be Trained.

"Now, it is perfectly true that we have not got any men in Canada at the present time qualified to act in this capacity, but if we can train scientists and geologists to go to the field, if we can train men for other pursuits in life, surely we can go to the trouble of training men to deal with that most important subject in connection with the commerce of Canada. Our universities are turning out graduates by the hundreds every year, men of the best qualification, men of the best blood and the best brains. Many of these young men would be glad to take a special course to qualify themselves for positions such as I speak of if they only had the assurance that after they had gone through the necessary preparation they would get employment."

Civil Service Reform.

Mr. Sifton then took up the question of civil service reform. The Minister of Railways, he said, while leader of the Opposition in Ontario, declared himself in favor of the reform of the civil service of the Province, and the leader of the Opposition, greatly to his credit, has for the first time in Canada put in the forefront of his platform a plank in favor of civil service reform. "For my part," he said, "I would be delighted if the Prime Minister would join with the leader of the Opposition, and we could perform for the public of Canada the great service of removing the civil service from political patronage, and put it on the proper plane. Every member of Parliament knows that the greatest nuisance in connection with public life concerns dealing with the question of patronage. Every Minister knows the same thing. It is an entire mistake if anyone supposes that dealing with this question is a political advantage to the party in power."

Open Up Reserved Lands.

Mr. Sifton next glanced at the subject of development in the west, and made an important suggestion with regard to the utilization of the railway grant lands. In the old-numbered sections, reserved by the Government in former years for satisfying land grants to railway companies, there was, he pointed out, something like thirty million acres of these grant lands available for immediate settlement, and what he suggested was that it should be thrown open for homestead entry. He was satisfied that nothing would do more to promote the prosperity of Canada or to increase the stream of settlers from the western States—a most desirable class of settlers—to than to throw these lands open to homestead entry, with certain reservations. He would not open for homestead entry the whole of these thirty million acres, but would reserve about one-tenth, or three million acres, in order that they might be held unsold until a late day, some ten or twelve years from now, when the same plan is in force with regard to the school lands. If they reserved three million acres, in ten or twelve years that would be worth from \$10 to \$12 an acre at least, and they would have provided a fund of some thirty million dollars from which the Government would recoup itself for certain expenditures it would have to incur at a very early day.

Hudson's Bay Railway.

He referred to the construction of the Hudson's Bay Railway. "The people of western Canada," he said, "are set in their view that the construction of that railway at a very early date is an essential to the prosperity and proper development of our country; and we will all agree that it ought not to be constructed in such a way as to impose a burden on the exchequer of Canada. It is clear, from the information which has been placed before us, that the navigation of the bay is practicable three and a half to four months in the year, and that the navigation of the straits can be rendered safe by our taking the proper means. It is perfectly clear also that there are great resources in the bay, and the territory surrounding it. Instead of the land from the present terminus of the Canadian Northern, some 500 miles to the bay, being barren, it has great resources, which, if properly developed, will prove of untold value. Added to these facts, there is this, that north of the surveyed land in Alberta and Saskatchewan, north of the thirty million acres to which I have referred as being surveyed, and now in the territory immediately eligible for settlement, there is one hundred million acres of land which will be available for disposal by the Government, and for settlement as soon as clear communication is afforded. The opening up of that northern territory by the construction of the Hudson's Bay Railway is what will bring that one hundred million acres into communication with the rest of the world, and give it a value that will far exceed any possible expense on the construction of the railway itself. If the plan I suggest should be followed, there would be absolutely no burden imposed on the exchequer of the country."

Difficulties in the Way.

"The question is surrounded with difficulties. One of these difficulties is that under any arrangement which might be suggested or proposed by a Government to a company to assist the company in building the railway, the Government would have to provide sufficient money to build the road, and probably more, in order to induce any company to assume the burdens they would have to assume in connection with its construction. I am not an advocate of the construction or operation of a railway by the Government. I have no faith whatever in the idea that when a public utility is being properly carried on by a corporation there is any sense in the Government taking it out of the hands of the individuals or corporation, and driving them out of business on the plea that the Government can do the work better. Everybody knows it cannot. For my part I have not the slightest faith in that idea, and I would like that other gentlemen who likewise do not believe in it in the slightest degree would say the same. (Cheers.) The Dominion Government would be justified in building the five hundred miles of the railway to Hudson's Bay as a Government work, but first taking the precaution to protect itself by making a reservation of lands which would be ample to repay the exchequer every dollar of the money expended."

"Such a reservation would pay the cost of the railway, the wharves, the elevators and everything connected with it. Besides, the lighting and burying of the bay, the surveying of the channel, and all kindred expenses would be recouped entirely to the Government out of the proceeds of the land reserves, and thus the whole thing would not cost the people a cent."

All-Red Route.

Mr. Sifton then addressed himself to the subject of the all-red route. He read the resolution passed at the Imperial Conference, and proceeded:

"Some of the members of the press in Canada have asked: 'What is the scheme known as the all-red route?' How did it originate? Where did it come from? Well, this is the scheme, and this is where it originated—in the passing of this resolution by the conference. But I may say, without indiscretion, that I feel satisfied, as a result of what I saw and heard, that when Canada, Australia and New Zealand go to the Government of Great Britain with a definite proposition upon the subject, they can count upon not only serious but sympathetic consideration, for that proposition, that is as far as one can go in connection with the subject, and as far as we would expect anybody to go, even though we did bring it formally before them at an earlier stage of the negotiations. What they had in mind was a service from Britain to Canada of steamboats equal in equipment and service to the best upon the Atlantic, and giving an average speed of 24 knots. They had in mind also the idea of the fastest possible service across Canada, and a service from Vancouver to New Zealand, and thence to Australia, by ships of about 9,000 tons burden, making an average speed of eighteen knots on the Pacific. As matters stand at present, New Zealand is very badly served, and it is not more than twenty-five days from New Zealand to reach Vancouver in her mail service. I have a definite offer for the construction of a vessel of 20,000 tons, equipped in every respect as the Lusitania or Mauretania, and capable of making twenty-four knots in ordinary weather, or a twenty-five-knot boat. So it would not be necessary to have a boat constructed of the size of the Mauretania or Lusitania, but of the size of the Lusitania or Mauretania, and capable of making twenty-four knots. It is estimated that a 24-knot vessel would service between Great Britain and Canada of the character I have spoken of, and a fortnightly service between Vancouver and New Zealand and Sydney, Australia, would cost the Government to subsidize £1,000,000 per annum. "Thus the three colonies concerned would contribute about one-half the total amount of the subsidy and Great Britain the other half."

"So far as Canada is concerned, what may be said to be the argument in favor of it? From a commercial standpoint you can put it in two or three ways. At the present time mail passengers, and freight carriers, the best and quickest character from here to Great Britain goes through the United States, and from Australia and New Zealand goes across the continent of Europe. It does not go by our own ports or our own territory. In other words, so far as travel and transportation are concerned, Canada is on the side street instead of the main thoroughfare. What this proposition means is that Canada shall be put upon the thoroughfare instead of upon the side street."

Mr. Bergeron.

Mr. Bergeron said the budget debate had assumed a new tone. "What does it mean? I don't know. Probably a panic." Whereat the Liberals laughed. He criticized the Government's tariff policy and would continue to do so in and out of the House, he said, so long as it allowed such things as \$5,000,000 of woolen imports and millions of dollars' worth of cottons to come in to the detriment of Canadian industries and Canadian workingmen. Mr. Pardee thought the budget would be more warmly received than ever before. It showed the largest surplus in Canada's history, and that the outlook was encouraging. It was true that owing to that great public undertaking, the National Transcontinental Railway, some \$12,000,000 would be added to the national debt. That would bring the debt up to \$275,000,000, compared with \$258,000,000 in 1896, an increase of \$17,000,000. In 1878 the debt was \$140,000,000, and in 1896 was, as he had said, \$258,000,000. To put it another way, in eighteen years of Conservative rule the debt was increased \$118,000,000, or over \$6,000,000 a year, compared with a total addition of \$17,000,000 during the eleven years of Liberal administration, or some \$1,550,000 yearly.

Mr. Smith (Westworth) criticized the Government's tariff policy and administration of the fruit marks act and pure food law. Mr. Thompson (Yukon) objected to the bombing of immigrants and to the manner in which the hands in the Government had been disposed of. He concluded with the declaration: "The bond which has bound me to the Independent party is now dissolved, and from now on I shall support the Conservative party on principle laid down by Mr. Borden." (Opposition cheers.)

Mr. Miller moved the adjournment of the debate. The House adjourned at 10:20 o'clock.



Are You a Judge?

If you are not a judge of good clothes, it would be well to keep your weather eye open. Don't buy trash. It's easy to make cheap. Some people make them so cheap that they're dear at any price. It's a good idea to go to a house that has a good reputation for selling good clothes. You'll be safe if you come here for it's money back. Take a look at our Suits at \$10, \$12, \$15 or \$18.

Oak Hall

10 and 12 James Street North

Store Open Evenings
Courteous and Quick Service

WALKER'S
Corner King and Catharine Streets

We Give Credit
Buy What You Want
—Pay as You Please

WE ARE ALWAYS AT THE FRONT
Lowest Prices—Credit If You Want It

With the buying facilities we have it's the easiest thing in the world to quote prices which are unbeatable—values that cannot be surpassed—and give you choice of a storeful of the newest and finest of Furniture and home things generally that the sharpest kind of a buying organization can gather together—Just now the stocks are exceptionally attractive—and a list like this specially for Monday will convince the most incredulous that we can save you money.

Rockers

Rocker, in oak or mahogany finish, fluted seat, heavy frame, well upholstered, regular \$2.75, for \$1.95
Rocker, mahogany finish, polished, upholstered seat, nicely shaped, regular \$8.00, for \$5.95
Rocker, nurse, golden oak finish, four spindles in back, solid seat, regular \$2.00, for \$1.10

and Carpets

Tapestry Square, 3x4 yards—in nice combination of colors—splendid new rich designs. Regular \$12.75, for \$8.85
Balmoral Tapestry Carpet—splendid quality, with border to match—assorted designs and color effects. Regular \$11.50 a yard, for \$9.85
Smyrna Rugs, Oriental designs and colors, 36x72 inches, were \$5, for \$2.85
Tapestry Curtains, assorted colors and designs, heavily fringed, 3 1/2 yards long, 54 inches wide, beautiful patterns. Were \$6.50 a pair, for \$3.25
Lace Curtains, 3 1/2 yards long, 54 inches wide, beautiful patterns. Worth \$3.25 a pair, for \$1.85

Sideboards

In solid oak finish, 12x24 British bevel plate mirror, 3 drawers and large cupboard, shaped top, regular \$19, for \$12.75
Sideboard in solid oak, British bevel mirror, 16x28 inches, heavy shaped top, three drawers, lined, brass trimmed, regular \$35.50, for \$26.25

Morris Chairs

Morris Chair, surface oak, heavy frame, good design, with velours cushions, rod and ratchet, regular \$11, for \$7.40
Morris Rocker, golden oak finish, velours cushions, any color, regular \$10.50, for \$6.95

5-Piece Parlor Suites

Parlor Suites, 5 pieces, upholstered arms, plush and silk cord trimmings, with heavy fringe, regular \$55, for \$38.50
Parlor Suites, 5 pieces, mahogany finish frame, plush trimmed, velours covers, assorted colors, new design, regular \$40, for \$28.95
Parlor Suite, mahogany finish, in velours or tapestry covering, plush trimming, regular \$28, for \$19.75

Extension Tables

Solid quarter-cut oak, 40x40 inch top, piano legs, polished and extends to 8 feet, regular \$23, for \$14.90
Extension Table, solid oak, 42x42 inch top, five heavy piano legs, regular \$12, for \$7.65
Ice Cream Tables, 22x36 inch top, heavy turned legs, all golden oak finished, regular \$2.50, for \$1.65

Couches

Couches, assorted colors, velours, beautiful design, spring edge, regular \$16.50, for \$10.90
1 only Couch, slightly soiled, embossed velours, green, slowwood frame, spring edge and head, regular \$20, for \$11.75
Couch, assorted colors, in velours, spring edge, fringed, regular \$13.50, for \$7.90
Steel Construction Couch, heavy frame, good woven wire springs, size 54x72 inches, something new, regular \$12.00, for \$7.85

Ladies' Secretaries

Ladies' Secretaries, in quarter-cut golden oak or mahogany finished; British bevel glass on top, drawer, shaped legs and highly polished; regular \$13.50, for \$7.80
Ladies' Secretaries, quarter-cut oak or real mahogany, polished brass rail on top, has drawer, worth \$18, for \$10.65

Parlor Tables

Parlor Tables, in solid oak, shaped legs, with tray, 24x24 inch top, regular \$2.50, for \$1.55
Parlor Tables, solid oak, 16x16 inch top, with tray and shaped legs, regular \$1.75, for \$1.19
Kitchen Chairs
50 Kitchen Chairs, hardwood, golden oak finish, solid seats, four heavy spindles in back, regular 65c, for 40c

Dresser and Stand

In hardwood, golden oak finish, case 18x36, with 12x22 mirror, large combination stand, was \$15, for \$9.95

The Frank E. Walker Co., Ltd.

OPEN EVENINGS
CORNER KING AND CATHARINE STS.

Dresser and Stand

Dresser and Stand, solid oak finished, 13x23 British bevel plate mirror, 18x36 inch case, large combination stand, well finished, regular \$17.50, for \$11.50

MARKETS and FINANCE

U. S. Steel expects to show a deficit for the present quarter.

B. and O. February net earnings below fixed charges, but for eight months shows balance for common stock equal to 7 per cent. annually.

Western roads expect to show better operating ratio in March.

Fourteen roads for second week of March show average gross decrease of 11.32 per cent.

Washington reports President has reconsidered matter and will now send his message to Congress as originally intended.

Advices from Kansas point to a record-breaking wheat crop.

S. B. DEPOSITS.

The continued decline in savings bank deposits which are \$3,266,000 below last year, about one-quarter of which was lost in February, also reflects to an extent the increased activity of the investment market. The contraction in commercial discounts, which amounted to \$5,700,000 for the month, and \$21,400,000 in the year, below assertion that money is becoming easy.

THE SOVEREIGN BANK.

Toronto Saturday Night: The special meeting of shareholders of the Sovereign Bank is over. It was a strictly private gathering, so much so that a gentleman who held proxies for 63 shares, 27 being owned by his daughter, was barred out. To the great majority the meeting was disappointing. The shareholders had expected to be enlightened as to how their property got into such a tangle, making it necessary for other banks to divide the spoils—and this, remembering, after the pruning knife had cut so deeply into the assets of the bank at the time of reorganization only some ten months ago. Among the audience on Monday were several gentlemen of rather inquisitive instincts, but the directors being loaded with proxies the unruly shareholders were repressed. It was a rather peculiar situation.

STEEL AND COAL.

Toronto Saturday Night: That the present steel battle between Dominion Iron and Steel and Dominion Coal—the indirect result of personal animosity between great Canadian financiers—should be allowed to continue to the detriment of thousands of Canadians who have invested their funds in one or both companies is looked upon in conservative business circles as little short of scandalous. The legal expenses in this case have already reached tremendous proportions, and will naturally keep on growing until a final adjustment is arrived at by way of the Privy Council or by private settlement. No matter what the decision is, the stockholders will in the end be obliged to pay the bills.

TO CURE A COLD IN ONE NIGHT—USE VAPOROLINE.

It has been used extensively during more than twenty-four years. All druggists.

PEAS.

Peas, bushel, 80 to 85
Rye, bushel, 75 to 80
Buckwheat, 65 to 70

HAY AND WOOD.

Straw, per ton, 11.00 to 12.00
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FARMERS' MARKET.

The grain trade continues very dull. Oats, a couple of lots selling at 42c to 43c per bushel.

Hay offered to the extent of 30 loads, and sold at \$15 to \$21 a ton. Straw is nominal at \$12 a ton.

Dressed hogs are in moderate receipts, with prices unchanged. Light sold at \$5.50, and heavy at \$7.

Wheat, white, bush, 3.94 to 4.05
Do, spring, bush, 3.90 to 4.00
Do, winter, bush, 3.85 to 3.95
Do, rye, bush, 3.80 to 3.90
Do, barley, bush, 3.75 to 3.85
Do, oats, bush, 3.70 to 3.80
Do, timothy, ton, 12.00 to 13.00
Do, clover, ton, 11.00 to 12.00
Do, alfalfa, ton, 10.00 to 11.00

MEATS.

Beef, No. 1, cwt, 7.50 to 8.00
Beef, No. 2, cwt, 7.00 to 7.50
Beef, No. 3, cwt, 6.50 to 7.00
Pork, per cwt, 6.75 to 7.25
Lamb, per cwt, 6.00 to 6.50
Mutton, per cwt, 5.50 to 6.00

FISH.

Salmon, trout, lb., 12.50 to 15.00
Smoked salmon, lb., 12.50 to 15.00
Lake Ontario herring, lb., 12.50 to 15.00
White fish, per lb., 1.00 to 1.25
Clascoe, dozen, 1.00 to 1.25
Pickled, lb., 1.00 to 1.25

THE LIVER MARKET.

Wool, pound, washed, 24 to 26
Wool, pound, unwashed, 24 to 26
Pelt, 24 to 26
Lambskins, No. 2, each, 1.00 to 1.25
Sheepskins, each, 1.00 to 1.25
Horse hides, each, 0.50 to 1.00
Hides, No. 1, per lb., 0.65 to 0.75
Hides, No. 2, per lb., 0.50 to 0.65

GRAIN MARKET.

Barley, per bush, 7.50 to 8.00
Wheat, white, bush, 3.90 to 4.05
Do, red, bush, 3.85 to 3.95
Oats, bush, 3.70 to 3.80

TORONTO MARKETS.

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Horse hides, each, 0.50 to 1.00
Hides, No. 1, per lb., 0.65 to 0.75
Hides, No. 2, per lb., 0.50 to 0.65

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BRADSTREET'S TRADE REVIEW.

Montreal—General trade here holds a steady tone, with here and there some signs of slight improvement in the volume of spring business moving. This was, no doubt, brought about by the short period of mild weather which has been followed by another cold snap. The arrival of warm weather would do much to help the sorting trade in dry goods. Until it is in evidence trade is expected to be quiet. Business in clothing and woollens continues quiet with orders still pretty much below the average.

Toronto—General trade is again quiet in tone. The warm weather of a week ago induced some sorting orders in spring lines, but this trade seems to have been frozen up during the past week. There seems corroboration of the story that retailers' stocks are light, and good orders may be expected with the permanent arrival of warm weather. There has been a better demand for hardware during the week and building material is also reported to be somewhat brisker. There is already moving in the building line, but the volume is much behind that of last year. Hardware prices are steady.

Winnipeg—There continues to be some improvement in the general tone of trade here. Orders from country towns are large, but the wholesalers are observing considerable caution in the matter of credits. Retail trade is improving and another six weeks should see a good general movement. Money holds tight. Vancouver and Victoria—Wholesalers report a better tone to trade, which they say is the result of the brighter outlook for the industrial concerns of the Province.

Quebec—In the city, local industries are fairly well employed; retail trade shows about the same as the preceding week.

CARTER STILL MISSING.

Operator From Dunmore Junction Thought to be in Mexico.

Medicine Hat, Alta, March 19.—Word has been received from Detective Pat. Egan, of the R. N. W. M. P., that his mission to Council Bluffs, Iowa, in search of Carter, the missing operator from Dunmore Junction, has not been successful. Carter was blamed for being responsible for the head-on collision between two freight trains just east of here in September, 1906, when three men were killed. He left the country, but the police have been on his trail ever since, and he was traced to Iowa, but is now thought to be in Mexico.