ADDRESS TO KOOTENAY

The Premier Briefly Reviews the Government's Actions Relating to That District.

The Many Important Steps for Mining Development and the Difficulties Overcome.

The following self-explanatory letter was read at the convention in Rossland at which the government candidate was chosen:

Victoria, 17 June, 1898.

Edward Bowes, Esq., M.D., Rossland.

Dear Dr. Bowes,—

Your telegram respecting the convention to be held in Rossland to choose a candidate on the 21st instant, was replied to to the effect that it would be impossible for me to reach there in time, and that I would endeavor to be there on the 25th, the day originally set for the meeting.

I was delayed here unavoidably, and for a longer time than was anticipated, in connection with railway matters, and although I am desirous of reaching your district as soon as possible I am obliged to visit a number of places en route, where I had accepted invitations and made prior arrangements to speak. It has been a matter of great regret on my part that I could not visit the Kootenay country sooner, but you will appreciate the importance of the reasons which have protracted my departure. From another standpoint, however, it is a matter of extreme satisfaction to me, as it will doubtless be to you and the entire electorate of the Rossland riding that I am able by reason of the delay referred to to announce that arrangements for the immediate construction of the direct line from Kootenay to the coast—an enterprise of so great moment not only to Kootenay and Yale, but to the whole of British Columbia. It is neither the inauguration nor culmination of the government's railway policy, but it is the fulfilment of a very important part of it, perhaps the most important part, as it affects the development of a section of the province, which so far has shown the greatest results.

Now, with regard to the convention and nomination of a candidate, I understand there was some difference of opinion among my friends in Rossland and district as to the proper course to pursue. I was solicited by a number of them to select a candidate, or, rather to name some one who would have the support of the government, and while that would not have been an unpleasant or difficult task, where there is so much ability represented, I took the stand that I have done throughout the present campaign that it was not for the government to select, but it for the electorate of each district, and so far, not in a single instance have I dictated or attempted to influence the choice of a candidate. Whatever has been done has been done by the supporters of the government in each riding. I see no reason why a course opposite to this should be pursued in this case of the Rossland riding, and I can assure you that I am willing to trust to the good judgment and inclination of those whose interests are most concerned to choose a man most in sympathy with themselves.

I feel confident that the lectors of Rossland riding, as well as the electorate of Kootenay throughout, cannot but recognize the efforts of the government in their behalf, and the influence which they have had in bringing this section of the province into the prominence it has justly attained to from its great mineral wealth, and the enterprise of its inhabitants.

There have been local irritations of one kind and another, as there always are in new districts, and the government has been blamed in the past for many things that then appeared to be mistaken or unjustifiable. We have no doubt made mistakes—what government has not? But the fact that after several years of experience of the present government's administration in Kootenay, I am pleased to know that the sins of omission and commission for which we were credited and denounced, are no longer regarded in that light, and there are few, if any, serious grievances of which the people complain; and also that those who were our bitterest opponents four years ago are to-day our warmest supporters, should be considered as most significant. It is undeniable that throughout Kootenay there is a great change of opinion; even our Opposition friends will admit that, and I have had personally the very strongest evidence of it from every part of the district and from a variety of sources.

It is natural in districts rapidly springing into prominence that especially the newer arrivals should regard their wants and requirements in one light; and those responsible for expenditure in all other parts of the province should endeavor to modify them and bring them within the capabilities of the revenue. On one hand there is a tendency to magnify, and the other to minimize. This I say is natural, and gives rise to friction and irritation. However, I think that any fair-minded man, viewing the record of the past eight or nine years, which practically covers the history of Kootenay, will admit that the government has treated it, and in all, very fairly. There has been expended in Kootenay in ten years just ending over $600,000 on roads, trails, streets, bridges, charities, hospitals and education. This does not include the liberal assistance extended to railways, which alone made mining development possible. Those railways include the Coiumbia and Western, the Nelson & Fort Sheppard, the Nakusp & Slocan, Kaslo and Slocan, Columbia and Kootenay, and the B. C. Southern, and what is now practically the culmination of this complex system of communication, the Robson and Penticton line, has been begun. No part of the province of similar extent is nearly so well supplied with railways, roads, trails, and other public works.

I do not complain of this. I regard these as the best investments the province ever made, because during the same period Kootenay has returned in revenue $930,000, over one-half of which was contributed during the past two years. The government points with pride to the fact as showing the influence on revenue, which has arisen from a liberal policy of public works, and as a result which fully justifies the extension of that policy to other portions of the province in which indications of mineral wealth similar to those in Kootenay exist.

It must be remembered, too, that this expenditure was made in a time when the province—I refer to the years between 1892 and 1896—shared a world wide depression in which it had great difficulty in making ends meet, and to collect its revenue. It was fortunate that during that period Kootenay was going ahead, but it made it difficult to meet the demands on revenue which sprung out of the progress of development. Hence a good deal of dissatisfaction and friction to which I have referred, and which I am glad to say has in a large measure disappeared.

In respect to such matters I know of no better way to avoid misunderstandings and to obtain a full measure of justice than to elect men as your representatives who are in full touch and sympathy with the requirements of your district, men who from their qualifications would have the confidence and support of the administration and who can at all times advise the government properly and apart from considerations of self-interest or that of personal friends.

Referring to the railway policy of the government, it has been blamed for giving land grants to railways in Kootenay, but I need not tell you as intelligent men that had we not agreed to such a form of assistance you would not have had the railways at all. These were given at a time when land was practically all we could offer, before the credit of the province had been fully established, and during a time when the money markets were depressed and capital hard to influence; settlement and enterprise have in no way been retarded. There are no rights not open to the public that would not be theirs under crown ownership. The land is there, the minerals are there, and the railway companies are bound to sell at the government price. The government has definitely abandoned the policy of land subsidies, because it is easier to build railways than formerly, capital seeking investment being turned in our direction, and because the credit of the country is now so high and so permanently established that all the money can be obtained that is necessary to assist in the construction of railways. We look forward to a time, within a very short period now, when owing to these same influences and the creation of traffic arising out of the active agencies at work in development, that no assistance at all will be required, when, indeed ,railway companies will vie with each other for the privilege.

The government has also been blamed for the action of the House during last session in passing a resolution opposed to the building of the Corbin road into the Boundary country, and I am fully aware of the local feeling which was aroused, especially in the Boundary country, on account of it. I may as well be frank with you and say that, all other things being equal, the government would probably have raised no objection to a railway from the south on the terms proposed. In fact, as you are aware, we aided the Nelson and Fort Sheppard railway, promoted and undertaken by Mr. Corbin. An entirely different state of things exists at the present time, and whatever the good people of Boundary may have thought of it in the desire to get that railway, the government was obliged to look at it from another point of view,—not altogether that it was a road tributary to the cities of the United States, but that it was a road coming into competition with and paralleling one towards which the government had already pledged its assistance and the credit of the province. I can quite understand local feeling on the subject, but the government could not be expected to take any other position than it did. It is a matter of provincial policy of protecting its own interests. The Dominion government did precisely the same thing, only went much further in that direction, in the contract made with Messrs. Mackenzie and Mann; because in making the concessions which it did, and which you will admit were quite liberal, that government reserved to these gentlemen a monopoly of the trade of the Yukon so far as Canadian territory was concerned. Whatever we may think about the contract itself, that being a matter upon which opinion may fairly be divided, we cannot but admit the right and propriety of protecting interests which the government through its efforts had created, and I feel certain that if the Corbin railroad had been built, the greater and more important enterprise so far as British Columbia is concerned would not have been carried out, at least for the present. So far as the House was concerned it took the stand that the interests affected were more than local, and wide enough to affect the interests of British Columbia as a whole. More than that, another principle was affected, viz.: that of Provincial rights, and has brought into prominence a question of which more will be heard in the future, and that is the right to build railways through the province without a provincial charter. Regarding this, however, I will take occasion to refer anon. In a word, the objections to the course pursued were of such a character that the legislature could not with propriety disregard them, and there is no question as to the predominating sentiment on the subject.

I have not space in the limits of an ordinary letter to outline the whole policy of the government, even relating more particularly to your district, but I will, I hope, have an opportunity to lay my views fully before the electorate on all important matters at a very early date. I wish, however, to refer to the all-absorbing subject, and the all-important one to Kootenay, which in the later developments of that industry is the banner and pioneer district of the province, the district which latterly has done so much to bring British Columbia to the attention of the world. I allude of course to lode mining.

The development of modern mining in the province has been rapid, and the legislation affecting it has passed through many stages to adapt itself to the requirements of the industry and a systematic and conscientious effort has been made to evolve a mining code that would as nearly as possible be a perfect one and afford all possible facilities for its prosecution. It would be a tedious operation to review the whole mining policy, even briefly, and I shall not attempt it. You are aware, however, that our mining laws are regarded everywhere with favor, that they have encouraged the introduction of capital, that mining rights and mining interests are fully protected, that the laws regarding them are administered judiciously and equitably. Nothing strikes outsiders who visit our mining camps so favorably as the order which is maintained, and amicable relations which prevail between employer and employee, and the high general standard in morality and intelligence. These are matters to be proud of, and considerations which go far to establish the reputation and success of the mining industry—the industry of Kootenay to which all other industries and avocations must remain accessory and tributary.

Perhaps one of the most important and successful undertakings on the part of the government in relation to mining has been the establishment of a mining bureau, which under the able and distinguished directorate of Mr. Carlyle has proven of inestimable value in disseminating information of a reliable character with reference to the mines and mineral resources of British Columbia. I need not refer further to either the great usefulness of the bureau or the services performed by Mr. Carlyle, both of which are in no place better known or more highly appreciated than in your own district.

Recently I have had prepared some statistics and statements of plain facts, showing the record of progress during the past ten years. These, if you have not already seen them, will be placed in the hands of the electors. Upon this record the government stands. It has been one of uninterrupted progress throughout. Against this place our short-comings and mistakes and whatever else you please and strike a balance sheet. This is the course you must adopt in determining the merits of any government which depends upon the public verdict for its support. If you and your friends do this I have no doubt what will be the course they will adopt in the campaign or of the final and emphatic success of the government.

Personally,—and although I have never yet been in the habit of appealing on personal grounds to the electors—I must at this juncture say a few words. I have shown my own faith in the Kootenay country by becoming practically identified with its interests and I have in every way and at all times done my very best to further its advancement, as I think every other member of the government has done. I have but one desire in respect to Kootenay, and that is to see it prosper, and although some of the Opposition papers have been kind enough to refer to me as "old and decrepit," I hope to live long enough to see my best hopes realized regarding its great possibilities. I have "life" enough to show the Opposition that they have reckoned without their host. I may even give them some pointers as to the speed with which some "old" men can travel. I am willing to cross swords with the best of them.

Kootenay in the next legislature will have three more members, or five in all, and with such representation if good men are selected, its electors and its interests will be well looked after. In this increased representation the government has recognized its growing importance and I can assure you that their representations will always have careful consideration and nothing will be denied to them which they can show to be beneficial and in the interests of their district, which it is within the power of the government to grant. We only ask you to send us good men, who will make Kootenay, not party, their first consideration.

I trust your convention will be harmonious and successful in selecting a good candidate. As I have already intimated, I have no suggestions to offer in that direction, and I desire to leave the matter in the hands of those present, satisfied that they will do the best in the interests of all concerned.

Yours very sincerely,
J. H. TURNER.

BETTER FEELING PREVAILS.

Railway Construction in the Interior Responsible for the Improvement.

The prospects of an early development of the Boundary Creek and Fairview districts by railway construction, has already made a marked improvement in that section of the province. Messrs. A. A. Davidson and W. A. Dier, who have large mining and realty interests in and around Fairview, are in the city. They say that a better feeling prevails throughout the country now that the construction of the railway is assured. It has induced them to carry on work, which they would not have otherwise done, and they say the same is the case with other mine owners. They expect to have their compressor at work in the Stemwinder mine within a month and on other properties work is now being pushed.

As to the political outlook both gentlemen state that Mr. Price Ellison, the government candidate, is sure of election over Mr. Donald Graham, in East Yale. "It is the surest constituency in the country," said Mr. Davidson, and his opinion was borne out by Mr. Dier. They also say that the feeling in favor of the government in Boundary Creek and vicinity has greatly improved those who previously had no preference as to parties now realizing that the policy of the Turner government is the best for their district and the province at large.

NORTH WARD ELECTION.

Successor to Mr. McCandless Will be Chosen by Vote To-Day.

There has been hardly any interest taken in the election which to-day will decide who is to be the successor to the seat of Mr. McCandless as alderman for North Ward. This is not to be wondered at as at present the larger interests of the provincial campaign is absorbing people's attention. Still the electors of North Ward must not lose sight of the fact that the welfare of the city is after all quite as important to them for it comes if anything even closer home to the individual resident in Victoria and there ought to be a good sized vote polled at the Market hall this afternoon. The candidates are:

Edward Bragg, contractor, proposed by Lawrence Goodacre and seconded by L. Vigelius.

William James Dwyer, proposed by Charles Hayward, seconded by Dr. Lewis Hall.

The poll opens at 8 a.m. to-day at room 11, Public Market building, and closes at 4 p.m. exactly.

SUCCESSFUL CANDIDATES.

Certificates Presented to Those Who Passed the Cambridge Examinations.

At the closing of the South Park school yesterday, Mr. J. W. Laing, M.A., local secretary of the Cambridge University, presented certificates to those who were successful at the local examinations. The successful pupils, prepared by Miss Cameron, principal of the South Park school, and the first to achieve this distinction in Canada, were: Jessie Cameron Brown, Colina Black, Alice Maud Redfern, Ethel Eleanor Devlin, Ellen Lovell, Alexander Cross Roberts.

In presenting the certificates Mr. Laing said: "The idea of having a centre in Victoria for the Cambridge University local examinations rests upon the fact that the examination is very widely acquired, and in the case of the junior examination excuses a candidate for matriculation at the Canadian universities and those in England, and from preliminary examination in law and medicine. It seems an admirable plan that candidates should be able to pass the examinations and so put themselves on a par with boys and girls in England, and be able, as it were, to measure their intellectual strength with those of their age in the Old Country. With Victoria rests the honor of initiating these examinations in Canada, and though we were unable to send any candidates for the senior and junior classes last December, we sent up fourteen for the preliminary examinations, six of whom satisfied the examiners, and it is to these successful candidates that I have the pleasure of presenting certificates to-day from the authorities in England. I should add that Miss Cameron, the worthy principal of the South Park school, has entered zealously into this scheme, and that she personally and out of school hours coached these successful candidates. By this success, which I trust will be supplemented this year, we are able to show to the world at large and to the old universities of Oxford and Cambridge that British Columbia possesses brains as well as salmon and minerals."

Two Chinamen appeared in the police court yesterday to answer to the charge of refusing to pay a traders' license. One paid the license and the cost of the court, and the charge against the other was adjourned until Saturday.

FRASER VALLEY ISSUES

Brought in Friendly Way to Premier's Attention at Mount Lehman Public Meeting.

General Policy of the Government and Current Public Enterprises Also Discussed.

When the electors of so small a community as Mount Lehman turn out in such number at a mid-day meeting as to prove the accommodations of the gathering place insufficient, it is proof positive that they are thoroughly interested in the public questions of the hour. Such an opinion must have forced itself upon Premier Turner when he visited the little settlement on the Fraser a few days ago, and addressed an overflowing meeting at the old school house at which Mr. King was chairman. In his address the leader of the government covered practically the same ground that he had at the Abbotsford meeting, entering more into particulars perhaps in the matter of agricultural development, and emphasizing especially the advantages to the farmers of co-operation, with the success of the Duncan creamery and other similar institutions as pertinent object lessons.

In reviewing the results following the governmental policy of developing the mining country by means of necessary public works such as railways, roads and trails, the Premier declared that had it not been for this progressive policy three-fourths of the productive and profit-earning mines of the great Kootenay country could not now be shipping their ores to the markets of the world, or the farmers of the Fraser valley be shipping their products into the profitable home market now found in the Kootenay country.

In the course of his remarks, extending over an hour and a quarter, Hon. Mr. Turner dealt fully with the fallacious cry of over-expenditure, and traced the expansion of the revenue and the steady improvement of the provincial credit, now unequalled save by the Dominion among the many colonies of the empire. The railway policy, past, present and prospective, was taken up in detail, as also was the history and work of the department of agriculture and the opening up of the mining districts of the province.

The statement of the opposition that the government was plunging the country into debt was successfully refuted, and passing reference made to the scandalous charges made by certain of the irresponsible papers of the opposition with the intention of casting discredit upon the characters of himself and Hon. Mr. Dooley, in regard to their connection with the flotation of certain London companies. These charges he assured the electors were baseless and unjustifiable in any way—they were of the same character as the contemptible libel sent from British Columbia to the English papers to the effect that cabinet ministers of British Columbia were to be seen lying drunk around the streets of Vancouver—he having been the only member of the government in Vancouver at the date mentioned. Those who had known him in British Columbia during the thirty years of his residence would know whether or not to believe him when he said this was a lie, pure and simple—a slander without the shadow of a foundation.

The legitimate interpretation of the opposition statement that public works were only undertaken on the eve of a general election was that these works were undertaken as a form of bribe to the electors; on the other hand he regarded the matter in an entirely different light. When, as in the present year, the country's credit had been, by judicious management of affairs, brought into such condition that the province could afford to borrow for extensive public works, it was desirable before proceeding with these works to see whether or not the country approved the policy of which their carrying out was an important part. With reference to the contemplated expenditures they were this year necessarily very large, and a considerable part of the million-dollar estimate was for the prosecution of development works in the Kootenay district.

The financial and railway policies of the government were reviewed and explained in detail, and the Premier closed with reference to the Revelstoke embankment matter, the desirability of the province approaching the Dominion for a revision of the terms of union, and the dyking operations on the low lands of the Fraser. The honorable gentleman was proceeding to describe the matter of investment of the several provincial loans secured for the development of various parts of the province, which in turn would return their revenue to the country, when interrupted by Mr. William Merrifield.

"How about the government buildings," that gentleman inquired, "they don't return any revenue to the province."

"There are many public works that are essential to the progress of the country, and which cannot be expected to be revenue earning," said the Premier. "Our school houses do not contribute to the revenue, but would you for that reason say we should close the schools? For the school system you will find is infinitely more expensive than the parliament buildings."

On the subject of the parliament buildings, the Premier contended that their cost did not bear injuriously upon Chilliwack, the total cost upon the province being not more than $30,000 per annum, and the necessity for the buildings having become immediate. The manner in which the buildings had been carried to completion was an eloquent testimonial to the efficiency of the public works department, while as an argument of the fairness of giving these buildings to Victoria, it might be said that the capital city was a very heavy contributor to the Dominion revenue, and this was about the only sharing Victoria had in the revenue fund of this revenue.

Concluding, Hon. Mr. Turner maintained that while the government might have erred in judgment on occasions, it had been a unit in zeal for the promotion of the welfare of the province, and was entitled to a fresh expression of confidence at the hands of the people.

Before the meeting adjourned, Reeve Hawkins rose to inquire why the C.P.R. had escaped taxation in connection with the Matsqui dyke, while the poor farmers were. He assured the Premier that the road was in the same position as other residents, having 79 acres of land directly benefitted by the dyking operations, and obtaining in fact more benefit than any of the individuals assessed for the cost.

The conditions being as set forth, Premier Turner could not, he said, see any reason why the railway company should not be assessed for their fair proportion. He would look into the matter at the very first opportunity.

Reeve Hawkins also claimed that the management of the dyking operations had been disgraceful; that less than a mile of dyke had been completed, and this at a cost of $35,000, while there was seven miles to build and the estimate of total cost was only $45,000. He held that the manner in which the work had been carried on was disgraceful.

Premier Turner declared that his information before leaving the capital was that all these dyking works were being carried on within the estimate of cost. He thought there must be some mistake in the figures quoted by Mr. Hawkins. Was he to understand from that gentleman that the interested residents did not want the operations to go on?

Reeve Hawkins maintained that they did not, and that the majority of those interested had protested at the just held court of revision. If the Premier would give the residents a promise that he would look into the matter it would be fully satisfy them, for personally he had every confidence in Hon. Mr. Turner, and knew that a promise once given by him would be religiously fulfilled.

The Premier said he certainly would look carefully into the matter complained of by Mr. Hawkins, and the usual vote of thanks having been passed to the excellent chairman, the meeting dispersed.

FOUND DEAD.

Gerald Swale's Corpse Discovered Lying in Beacon Hill Park.

Close on the death of old George McDonald comes another case that Dr. Crompton, the coroner, will have to investigate. It is that of Gerald Swale, whose dead body was yesterday discovered lying on the ground in the park, not far from the cricket ground. On Wednesday afternoon Herbert Holden saw the body there, but he simply thought it was a man taking a nap. However, yesterday he had another look at the same place and then ascertained that the man was not sleeping but dead. He notified the police and Sergt. Hawton found a card in the dead man's pocket showing he was Gerald Swale, who had been missing from his house since Saturday. Mr. Swale is an Englishman, an engineer by profession, and he and his wife have for a short time past been living at 48 Birdcage Walk. Mr. Swale has been somewhat eccentric of late and addicted to the use of morphine by hypodermic injections. How he came to his death cannot be known till the inquest, but there was nothing apparently to show that there had been foul play, and indeed the jewellery on the body was untouched. It seems probable from the position of the body that Mr. Swale had been sitting down and had fallen backwards. The young man 34 years of age, the son of an English clergyman, Rev. John Hogarth Swale, although his birth place was Paris, France. He was well dressed and he and his wife apparently were not in any financial difficulties. An inquest will be held to-day.

FLURRIES OF LETTERS.

These letters! these pitiful, grateful letters! They come whirling in upon us by every mail, all the year round, like successive snow flurries. They cheer us, they sadden us. We are glad to get them; for they reward us for labor done, and show us how great is the task we have still to do.

I am penning these lines on a Saturday afternoon, within three days of the end of the year. It is a time for memory and a few words. So I will quote you parts only of two short letters, both from women, who always write better letters than men do. They tell more truth. "In September, 1872," says the first, "I was nervous, low-spirited, and helpless. My appetite was gone, and after forcing down even the simplest meal I had weight and pain at the chest. I also suffered much from flatulence, and belched up a sour, sickening fluid. My heart palpitated as if something within me were lifting it out of its place. Time went on and I became extremely restless and nervous. The slightest noise startled me, and made my heart throb and jump. The doctor gave me tonics to renew my strength, but they had no effect. It was all I could do to walk, and in the open air I was soon fatigued and exhausted. This condition I continued for eighteen years. You cannot imagine what that means! In November, 1890, I first read about Mother Seigel's Syrup, and began to use it. One bottle gave me strength, and my pains were easier. I kept on taking it, and got stronger and stronger until I was quite well. (Signed) Mary Green, wife of J. Green, grocer and draper, Barwell, Leicestershire, Nov. 2nd, 1894."

"Ever since I was a girl," says the second writer, "I have suffered from bilious headache, with vomiting after meals. As I grew older I became worse, being very weak and scarcely ever free from pain. When I was forty I began to suffer from rheumatism in my shoulders and knees. I couldn't walk without help. In October, 1892, I had an attack of inflammation of the bowels, which still further weakened me. I could eat nothing with a relish; and food, even in morsels, gave me intense pain at the chest. I was blown out with wind. Neither night nor day did I know a moment's ease. I was as weak as it is possible for a mortal to be and live—it seems to me. No medicine or the skill of doctors helped me. At this bad time it was that I first read of Mother Seigel's Syrup, and what it had done for so many poor, suffering women. Absolutely without any confidence in it, or hope from it, I sent to Mr. Joseph Todd, chemist, Botchergate, for a bottle. Indeed I hardly know what made me do it. For, as I have said, even the tales of others printed in the book inspired me with no expectation for myself. Yet who can tell how or when good may fall? After taking the Syrup for a few days I was better—actually better. My appetite came back, and food lay easy and warm upon me. Not long afterwards I was able once more to go about the house. I never looked for that in this world. Had I known of Seigel's Syrup fifty years ago what suffering I should have escaped! (Signed) Eleanor Bushby, 71, Union Street, Carlisle, Oct. 26th, 1894."

Alas, fifty years ago Mother Seigel's Syrup did not exist. There were dark days then compared to these. Yet these are dark enough to many, the good Lord knows. And that desperate old disease, indigestion or dyspepsia, makes them sadder and darker, as in the cases of these two women. The Syrup is the ray of light, because it cures when everything else fails; and this article is written to make the light shine farther and farther till all sufferers see it and take courage from it.

The first of the travelling libraries which under the supervision of Mr. R. E. Gosnell, provincial librarian, are being prepared for sending to the farmers' institutes in various parts of the province, leave to-day, one for Duncan and another for Delta. These libraries consist each of about 100 books on a large variety of subjects, such as agriculture, history, fiction, poetry and science, the aim being to give such a selection as would suit all tastes. The libraries are neatly packed in strong cases and will be kept for from three to six months at one place and then shipped somewhere else. Other cases of books are being prepared to be sent out.

ARRIVES FROM CASSIAR.

A Government Official Reaches Victoria From the North.

W. H. Bullock-Webster, stipendiary magistrate and inspector of provincial police, Cassiar, arrived from the North yesterday and is registered at the Driard. Relative to the statements published derogatory to the northern trails Mr. Bullock-Webster says that they are false, the trail from Telegraph to Teslin Lake, which crosses a stretch of 120 miles of country, being in good condition. There is no wagon road except for about six miles out of Telegraph built by Mackenzie Mann, simply to aid in the construction of the railway. Pack trains are passing over the trails with regularity, the charge being forty cents a pound for packing. Many are not patronizing them as they consider the rate too high. There are about 2,500 people camped at Glenora but all who can secure horses are going through. Fires are the only obstacle to traffic now, having destroyed the grass, and caused temporary scarcity of feed for the animals along the trails.

Mr. Bullock-Webster says the trail to Dease Lake is a good one, the rate for packing being ten cents a pound. At the head of Dease lake when he left the North men were engaged preparing to descend the Liard and Pelly to Dawson, whip-sawing and building their boats. Some are going in by other routes and the greater number will prospect on the way. Twelve miles has been taken off the Teslin trail, though the river steamer now running to Telegraph Creek instead of Glenora on the Stikine. The troops under Col. Evans have made good progress, the advance company having arrived at Little Tatlan river by means of the Hudson's Bay company's and Mr. Durrant's pack trains.

As mining recorder of Cassiar, Mr. Bullock-Webster says that no very important gold discoveries in that country have been made.

ST. LOUIS COLLEGE.

Closing Exercises Held Yesterday Afternoon—The Pupils Promoted.

The closing exercises of St. Louis College took place yesterday. The promotion and prize lists follow:

Senior Department—Prize list I., F. Sweeney, R. Hickey, T. Ecker, A. Ecker, S. McKinnon, J. McNeil, M. Longpre, G. Parent; II., P. McDonald, J. Farrell.

Primary Department—I. Grade-Class premiums, J. Sweeney, spelling; P. McDonald, arithmetic and geography; J. McLellan, Bible history; A. Zarelli, spelling; N. Lang, reading; J. Rochon, geography; J. Robbins, reading; J. McArthur, arithmetic; T. Woods, spelling; F. McKinnon, spelling; P. McQuade, politeness and home exercises. Promotions, J. Sweeney, P. McDonald, J. McLellan, A. Zarelli, N. Lang, J. Rochon, F. McKinnon, J. Robbins, J. McArthur, E. Blake, H. Blake, P. Kelly, F. Brown, C. Bridges, J. Kelly, E. Viso, P. McQuade, F. Woods.

II. Grade—Class premiums, W. Davie, arithmetic; M. Keappock, spelling; W. McArthur, application; P. O'Rorke, reading; A. Baines, home exercises; T. O'Rorke, reading; J. McLellan, politeness; S. Brinkman, arithmetic; J. Brinkman, penmanship. The whole grade is promoted.

Junior Department, III. Grade, Junior—Class premiums, C. Brown, grammar; E. McQuade, history; N. Zarelli, spelling; W. Martin, reading; C. O'Keefe, arithmetic; T. Gray, reading; A. Bertucci, mental arithmetic; J. O'Rorke, C. McDougall, W. McDougall, proficiency. The above are promoted.

III. Grade, Senior—Class premiums, J. Hickey, Christian doctrine; H. Longpre, application; S. Dodd, arithmetic; T. Keappock, spelling; W. Grimm, penmanship; J. McKinnon, deportment. The same are promoted.

IV. Grade—Special prizes, J. Casanave, J. Sweeney, J. Keefe, for Christian doctrine; class premiums, E. McQuade, attendance; J. Sweeney, spelling and grammar; J. Casanave, history; J. Keefe, arithmetic; V. Kaminski, geography; H. Rochon, history, C. Grimm, deportment. The above are promoted.

V. Grade—Prize list, J. Silver, proficiency; R. Weber, arithmetic; R. McDonald, 2nd arithmetic; N. Bertucci, writing and attendance.

Commercial Course—Prize list, G. Power, W. Sweeney, J. McKay, E. Leonard, J. McArthur, have each won a silver medal for general progress.

Hon. Dr. Helmcken's prize for book-keeping was won by W. Sweeney; T. N. Hibben & Co.'s prize given for dictation, by J. Silver, and the Governor-General's medal given for general merit, won by J. McKay.

SHORT DESPATCHES.

Rumor of Massacre at Manila—Sharks Feast on Russian Sailors—Spain Menaced at Home.

A vessal which has arrived at Cadiz reports that she met in the English Channel an American vessel which gave chase. This leads to the belief that the Americans intend to bombard Spanish ports.

A tremendous hail storm burst upon Berlin Germany, last evening. Basements were flooded and great damage was done to windows and trees.

Sir William Van Horne has arrived at New York from Europe by the White Star liner Teutonic.

One of the boats of the Russian ship Bay of Naples, Captain Ceder, from Port Natal April 23, for Tschio, capsized off Naoume, the capital of New Caledonia, and fourteen sailors were devoured by sharks.

A permanent treaty of arbitration, it is asserted, has been successfully arranged between Italy and Argentina.

A report from Manila says a special despatch from Shanghai indicates the existence of fears that Senorita Augusti, wife of Captain-General Augusti, and her children have been massacred by the rebels. It is thought, according to the same despatch, that this is the reason of the unwillingness of General Aruinaldo, the insurgent leader, to allow the British consul to start to rescue them.

The Harvard-Yale-Cornell race has been postponed until to-day, on account of rough weather.

John Moodie, jr., with Mrs. Moodie rode from Hamilton to Toronto in an autocar yesterday in two hours and a half. The motive power is benzine.

Robert Wright, aged 29, was badly injured at Harriston, Ont., yesterday by being struck by a train.

The Orient hall and opera house at Welland, Ont., were damaged by fire yesterday to the amount of $8,000.

The situation in the mining regions of Catelona is most serious. There are 17,000 people out of employment and more factories are expecting to close shortly. A renewal of rioting is expected but the authorities are doing everything to prevent this.

The Merry Thought has been declared the winner of the yacht race at Heligoland, with the Latona second and the Crescent third.