The Semi-Weekly Colonist.

FORTY-THIRD YEAR — THE VICTORIA SEMI-WEEKLY COLONIST, FRIDAY, MAY 3 1901 — VOLUME LXII

No More Privileges

Manchus Will Henceforth Be Treated the Same As the Chinese.

Report in Pekin of Fresh Fighting With Russians in Manchuria.

London, May 2.—The Times publishes the following from its Hongkong correspondent:

"A proclamation signed by the Viceroy and Tartar General of Canton abolishes the privileges of the Manchus who henceforth will be treated the same as the Chinese."

Pekin, May 1.—It is persistently reported here that there has been fresh fighting between the Russians and the Chinese in Manchuria. No great credit is placed on such rumors, however, as it is believed that they are circulated to show the necessity for an increase in the military strength of Russia.

Berlin, May 1.—A despatch from Field Marshal von Waldersee dated Pekin, April 30, says:

"Lessel's column has returned. He reports that the Chinese which he encountered at the great wall belonged to the provinces of Honan, Hu Peh, Kwnang Si, and Shan Si and numbered 15,000 men. They retreated in complete disorder and were pursued eight kilometres.

"The French troops have been withdrawn also from Ho Kien and Sien."

Washington, May 1.—The guard at the United States legation at Pekin will not be subjected to the order of a foreign general. Official reports have not reached Washington and it is suggested as a possibility that the demand in this regard of the international generals is not unqualified. Still, if it is necessary, the United States legation guard will retain its independence, even if it is to that end, to remove it from Pekin and from China. The latter course might become necessary in case of the powers formally declares war upon China and exercises its right to cause the withdrawal of all neutral forces, but under existing conditions the guard probably will remain.

Germany was one of the powers that subscribed heartily to the suggestion of the United States that no nation make enlargement or acquisition of concessions, enlargemen or acquisition of concessions, so the officials here are surprised to learn that the Germans have taken steps to acquire a concession at Canton.

CUP DEFENDERS.

How the Yachts Will Get in Trim for the Big Race.

New York, May 1.—The annual circular issued by the New York Yacht Club in relation to the programme for the season has been prepared. No trial races between the Constitution and Columbia will take place off Sandy Hook over the America's cup course, as was the case with the Columbia and the Defender. It is doubtful if the big sloops will be seen at all in these waters before the races for the cup in August. They will join the New York Yacht squadron at Glen Cove on Monday, June 24, and race for cups on the way to Newport, but these will be the only races that they will take part in in the sound. The regular races will take place off Newport and in Newport waters also the Constitution will take on her tuning-up spins. The Independence will be admitted to the trial.

ARMY REFORM.

Mr. Brodrick Says It Must Be Carried Out at Once.

London, May 1.—At a banquet given in his honor at Guildford, in Surrey, tonight, Mr. Broderick, the secretary of state for war, challenged the opponents to his army scheme and declared that if Great Britain is to maintain her commercial and Imperial position, she is quite ready to fight on the Nile, on the Yang-tse, the Orange River or the Indus. Mr. Broderick further declared that his scheme had received the imprimature of the greatest living military authority, and that as a government they would stand or fall in their determination to improve the army without any delay whatever. He would be no party, he said, with those who urged the postponement of his scheme, until the war in South Africa was ended, and with the commander-in-chief of the army at his back he would not hesitate to urge for the necessary funds.

GORED BY BULL.

Errington Rancher Badly Injured by One of His Cattle.

Nanaimo, May 1.—(Special.)—The inland revenue returns for Nanaimo during April totalled $1,604.89.

Richard P. Wallis, a well known rancher of Errington, was badly gored by a bull he was branding yesterday. His injuries are of a very painful nature.

Edgar Fawcett, of Victoria, while visiting the New Vancouver Coal Co.'s No. 1 shaft to-day, had his ankle injured by a coal truck running over it. No serious results are expected.

Fred. G. Peto left this morning by special steamer for the islands near Seymour Narrows and Shoal Bay to take the Dominion census. There are some eight hundred persons there.

BATTLE OF MANILA.

United States Naval Officers Celebrate Anniversary by a Dinner.

Washington, May 1.—The third anniversary of the Battle of Manila Bay was celebrated here to-night by a banquet at the Raleigh hotel, participated in by the officers of the United States fleet who took part in that conflict. These numbered about 25 persons, less than one-fourth of those who were in the battle. There were no formal toasts or speeches. The talk was reminiscent. Admiral Dewey was among those who sat down to the dinner.

SERIOUSLY ILL.

Winnipeg, April 30.—Mr. J. W. Sifton, father of Hon. Clifford Sifton, is lying seriously ill here. The Minister of the Interior has been summoned from Ottawa.

SUGAR FIRE.

A Third of a Million Lost in San Juan, Porto Rico.

San Juan de Porto Rico, May 1.—The fire which broke out on the pier here yesterday afternoon destroyed that structure and its entire contents in forty-five minutes. The loss is $300,000, but the losers are believed to be fully insured with the exception of $75,000 worth of cargo awaiting steamers.

Eight thousand sacks of sugar were awaiting ships due here to-day. Fritz Lundt & Company, shippers, had $80,000 of freight for the Spanish ship Catalina, which discharged Sunday, and there were other cargoes valued at $45,000. The fire was apparently of incendiary origin. The marines were called out and ran a line of hose to the pier, but the navy coupling did not fit the fire plugs. Five men who were in a launch alongside the pier fighting the flames were overcome by smoke and were rescued senseless. The Lloyd agent, Butler, whose retreat was cut off, jumped overboard and was rescued by Capt. Gates Stirling, the commander of the naval station here.

MAY DAY.

Passes Off Quietly in Berlin—Trades Unions Meetings.

Berlin, May 1.—May Day passed off quietly, 380 of the 5,000 persons attended the various socialist and trades union meetings and at all of these resolutions were adopted in favor of the eight-hour day and the rights of the union. In consequence of the threats of the master builders to lock out all those workmen who celebrated May Day, work in the building trades went on, although many men were absent.

The Export Tax on Coal

Strike of Miners Depends on Trend of Debate in Parliament.

London, May 1.—The Miners' Federation to-day had a recommendation before it to strike unless the coal tax is withdrawn. Whether or not the miners will strike depends on the trend of discussion of the coal tax resolution, which comes up in the house of commons tomorrow. Although it is generally supposed the coal owners have been backing the miners with the object of bringing pressure on the government to modify the coal taxation project there are signs of a division of opinion since the federation reached its grave decision, and some of the influential owners, especially those not exporting coal, are counselling prudence. The miners' reason for advocating a strike appears to be based on fear that the owners will recoup themselves from the tax in wages.

Reports from the mining district indicate that a majority of the miners are in favor of the strike. They have had two years of prosperity and the funds of the union are overflowing. Therefore they are likely to welcome a holiday.

It is admitted, however, by Liberals and Conservatives alike, that their action will have no effect so far as a repeal of the coal tax is concerned. The whole country condemns the strike, which will tend to disorganize all the industries.

The prospect of a strike has spread dismay among the mill and foundry owners in Lancashire, as there are no stocks in hand at the collieries.

THE MANITOBA RAILWAY BILL

Passes the Committee at Ottawa By an Overwhelming Vote.

From Our Own Correspondent.

Ottawa, May 1.—The Conservatives reached no conclusion to-day regarding the duration of the session, as it was deemed advisable to see what legislation the government has yet to bring down.

The Manitoba Railway bill passed the committee this morning by an overwhelming vote. The feeling was almost unanimous that the matter was one for the province alone and that parliament had nothing to do with the merits of the bargain.

By a vote of twelve to ten the Senate banking committee rejected the amendment of municipalities to restrict the rates of the Bell Telephone Co., and accepted one declaring the company should be subject on this matter to the general law only. The matter will be further fought in the Senate and Commons.

Sir Wilfrid Laurier promised that all government legislation would be down not later than next week. There will be some railway subsidies.

The house adjourned at six o'clock out of courtesy to Mr. R. L. Borden, leader of the opposition, who is being banquetted by his followers.

MAY DAY STRIKES.

Indianapolis, May 1.—All the Union plasterers in the city struck to-day for an increase of ten cents an hour, which would make the union scale 50 cents. A large number of union plumbers are also out, but their strike is not general.

Bridgeport, Conn., May 1.—More than 90 per cent. of the journeymen carpenters and all of the bricklayers, stone masons and plasterers went on strike this morning. At noon the strike was over, nearly all the master builders having agreed to grant the demands of the men.

Sharon, Pa., May 1.—The plumbers of Sharon, who recently made a demand for an advance in wages of 50 cents a day, struck this morning.

ARCHBISHOP LEWIS.

He Is Well Enough to Take a Trip to Europe.

New York, May 1.—Archbishop Lewis, of Ontario, sailed to-day on the Atlantic liner Menominee, for London. He is accompanied by his wife.

YOU CAN MAKE THIS TEST.

You can find out if the kidneys are clogged, deranged and diseased. Have you backache or a weak, lame back? Do you have pain or difficulty in urinating or a too frequent desire to urinate? Are there deposits like brick dust in the urine after it has stood for 24 hours? If you have any of these symptoms not a moment should be lost in obtaining Dr. Chase's Kidney-Liver Pills, the world's greatest kidney cure. One pill a dose, 25 cents a box.

The Bar of Vancouver

Wants a June Sitting of Full Court in the Terminal City.

And Urges That a Judge Must Have His Residence There.

From Our Own Correspondent.

Vancouver, May 1.—The Bar Association of Vancouver met to-day to consider the action of the legislature in declining to reinstate section 20 of the Supreme Court Act, repealed in 1899 so as to provide that one of the judges of the Supreme court reside and perform his duties in Vancouver. Also to take some action in the government's refusal to favorably consider the petition of the Vancouver Bar Association to change the sittings of the Supreme court to April and November in Vancouver. It was decided to ask the city council and executive of the board of trade to call special meetings to-night to take action in regard to the legislature's so-called neglect of the interests and requirements of Vancouver in this matter. It was further decided that a telegram be sent to R. G. Tatlow, M.P.P., that in view of the fact that Joseph Martin, M.P.P., was reported to have said in the house that he had heard of no meeting of the Bar Association of Vancouver being held regarding Full Court sittings, that it be stated that such meeting was held and notice of the same sent to Mr. Martin, and that at that meeting a resolution was passed unanimously requesting the government to have Full Court sittings in Vancouver in June, and that the telegram from the president of the Bar Association read by Mr. Tatlow and referred to by Mr. Martin was authorized by the association and confirmed at the meeting to-day. At the request of the Bar Association the executive of the board of trade and the council held special meetings.

At a joint meeting of the city council and the board of trade held to-night, it was decided to send the following wire to Victoria:

"Hon. D. M. Eberts Attorney-General, R. G. Tatlow, M.P.P., Victoria, B.C.:—The city council and board of trade of Vancouver unitedly protest in the strongest possible terms against the gross injustice and extreme commercial inconvenience and waste of valuable time which will be caused to Vancouver and other Mainland litigants by refusing a June sitting of the Full Court, and not providing for a residential judge in Vancouver, and respectfully and urgently request the provincial government at once to adopt such remedial legislation as will reverse the measures referred to."

Signed by T. O. Townley, Mayor, F. F. Burns, president Vancouver Board of Trade.

At a large mass meeting to-night it was finally decided to hold a week's street fair in Vancouver in August. Very strong committees were appointed, and the scheme was successfully launched. It was also decided to hold a horticultural show at an early date.

Several salmon fishermen have given very interesting evidence before the Oriental commission. Mr. Tetterman said he was a Finn and that among the white fishermen there were Finns, Italians, Germans, Portuguese, Swedes, Danes, Norwegians and Americans. He said there were too many men fishing, and as a consequence fish had often to be thrown overboard. Before the advent of the Japs a white man could make from $200 to $400 in four months; now he might make $100, but would likely run behind from $10 to $15. He thought that if whites only were employed, it would be a great inducement for them to settle in the country, and cultivate the land near the salmon town of Steveston. Capt. Anderson, the chief promoter of the strike last year, said that the Japanese took the fishing away from the white fishermen. Japs were offered cheap fares to come here. If whites were offered the same inducements they would bring their families here and supply the cheap labor market; these same white people had reduced wages from $3.50 to 90 cents a day in three years in the East. He thought these people could do the work that Chinese and Indians did inside the canneries at $1 a day and less, and the girls would find plenty of work to do as domestics. Witness said that canners could give a fair price for fish and make money if they wanted to, but they were combined and dropped the price down as the fish became more plentiful, and no option was given to the fisherman. He said that white men, natives of Canada, were part owners of the fish in Canada, and if the canners put in all Oriental labor in the industry, he would think it time for a rebellion. He thought the government was to blame in bringing Orientals into the country. He thought French-Canadians would be preferable as a class to Japanese, he did not believe in cheap labor at all, but if the industries must have it, then it should be cheap white labor. He had been told that the influx of Japanese has been caused by a canner going to Japan and putting up an advertisement for them to come to British Columbia.

John Anderson, a Swede, stated that the Japs had monopolized the boat building at Steveston. He knew that because he was a boat-builder and could not get a job. The Japs build a boat for $50 as good as a white man could build for $80. The Japs sawed up driftwood for boat lumber. As fishermen Japs were incorrigable, for no matter what a white fisherman asked for his fish, the Jap would cut under him. Five hundred Japanese had arrived last summer and started in fishing; most of them could not speak English. Still they all had naturalization papers and had been instrumental in spoiling the season for the white people.

Nearly all day to-day was taken up hearing the evidence of salmon fishermen who spoke very strongly against the use of cheap Mongol labor by the canners. Several stated that if nothing was done to stop the Mongols displacing the whites in the labor market there would be a rebellion. One fisherman stated that owing to the country being overrun with Mongols he supposed the sons of workingmen must be brought up idle and the daughters put in glass cases.

DUKE OF CORNWALL.

Freemantle, West Australia, April 30.—The British steamer Ophir, having on board the Duke and Duchess of Cornwall and York, has arrived at Albany, W. A. She reports all well on board.

SIXTEEN FAINTED.

A Crush Performance to See French Stars.

New York, April 30.—An audience such as has never before packed itself into the Metropolitan opera house, crowded it last night to bid farewell to the grand opera stars who have sung there during the season, and to say adieu to M. Coquelin and Mme. Bernhardt. The receipts for the performance were about $19,000. During the rendition of the second act of "Tristan and Isolde" sixteen women succumbed to the heat and fainted.

GRAND TRUNK MEETING.

Old Board of Directors Re-elected—Semi-Annual Statement.

London, April 30.—The semi-annual meeting of the shareholders of the Grand Trunk railway here to-day was largely attended. The directors' report showing decrease in receipts and increase in expenses was accepted without criticism.

The president, Sir Charles Rivers Wilson, said the Buffalo exhibition ought to bring largely increased traffic, and recommended that the shareholders visit it. He dilated on the advantages which accrued to the G. T. R. by the new arrangements allowing it to enter the Union depot at Buffalo. Referring to the company's intention to spend $400,000 at Portland, Maine, for the construction of a new grain elevator, Sir Charles said the feeling in Canada over the patronage of a United States port was quite justifiable, as Montreal's facilities for shipping and storing grain were extremely inadequate. Sentiment must not be allowed to interfere with business, but he was glad to say Montreal contemplated making considerable improvements. Portland, however, was the natural outlet of the line. The retiring directors were re-elected.

Anxious to Surrender

Boers At Standerton Are Reported to Be in a Wretched Condition.

Durban, Natal, April 29.—The Boers who are surrendering at Standerton are in a wretched condition. Many of them are wearing trousers made of blankets. They state that 50 per cent. of the burghers in the field desire to surrender, but cannot escape from their commander. The British raiding parties have been successful in capturing cattle within the border lines and from their langers. The Prime Minister of Queensland has been entertained here. At the reception given in his honor representatives of the Canadian government spoke. They said they were investigating matters connected with the trade between Canada and Natal, and were seeking means to improve the commercial relations between the two countries. They claimed that Canadians could supply as good products as the Americans, and that they were more honest in their dealings.

YUBA PASS TRAIN WRECK.

Two Men Killed—Whitelaw Reid Among the Wounded.

Emigrant Gap, Cal., May 1.—In the darkness of the smoke in the snow sheds a Raymond excursion train ran into the rear end of the limited train No. 2 at Yuba Pass, four miles east of here, last night. The private car of D. O. Mills was on the rear of the limited and was badly damaged.

Fireman Jos. Saunders, of Dalles, Oregon, was killed, and many passengers on both trains and men of the train crews were badly injured.

D. O. Mills and his granddaughter and Whitelaw Reid and wife had just seated themselves at the dining table in the rear of their car when the crash came. All were more or less bruised and scratched, but none were seriously injured. Whitelaw Reid received an ugly cut in the face.

The limited had struck a rock in the sheds and was delayed until the second section caught up. Saunders was crushed between the tender and engine. The tender of the second section engine was driven up into the cab. The baggage car climbed over the rear tender, and shot up against the roof of the snow shed, knocking down a section of the shed.

FROWNS ON MAY DAY.

German Government Shipyard Authorities Warn the Workmen.

Berlin, April 30.—The director of the government shipyard at Williamshaven has issued a warning to all the laborers employed at the yard against absenting themselves from work or participating in the May Day processions. The laborers are threatened with dismissal.

CHAMPIONSHIP OARSMAN.

Gaudaur Agrees to Allow Englishman Expenses to Row at Rat Portage.

Winnipeg, Man., April. 30.—(Special)—John Gaudaur, of Rat Portage, received a cablegram this morning from George Toms, of London, England. Toms refuses to row Gaudaur at Rat Portage unless allowed £50 for expenses, but is prepared to row on Toronto Bay without any allowance for his expenses.

Sullivan, Toms' backer, is of opinion that Gaudaur is not anxious to row. In order to prove that he is anxious for a race, and that Sullivan is mistaken in his estimation of the champion, Gaudaur has sent the following cablegram to Toms:

Rat Portage, Ont., April 30.

"George Toms, London, England—I will guarantee you £50 expenses for a race here during the month of August for £250 a side. As soon as you cover my $500 now in the Imperial Bank here articles will be forwarded, and money will be transferred to final stakeholder when articles are signed. Articles must be signed by June 1st. (Signed) Jake Gaudaur."

Gaudaur has given way in everything to Toms but the course, and if the latter wants a race now is his opportunity.

Navigation opened at Fort William today, when the steamer Rosedale entered the harbor to load wheat.

BANK BLOWN UP.

Guildford, Me., April 30.—The vault of the First National Bank of this town was wrecked early to-day by burglars, who had heavily charged it with dynamite. The two outer doors of the vault were blown off, but the safe of the interior which contained a large amount of money, withstood the force of the explosion and the burglars were obliged to abandon the attempt to reach the cash box. They found $116 in silver in the money drawer of the counter and escaped.

A Bitter Discussion

Some Hard Names Called During Debate in the Imperial House.

Arose Over Exception Being Taken to One of the Directors Voting.

London, April 30.—The discussion in the House of Commons to-day of a private bill conferring additional powers on the London & Northwestern railway, led to a great deal of acrimonious recrimination.

Mr. John Burns (Socialist), who, with the opposition, opposed the measure, was called to task by the Speaker for stigmatizing some of the railroad representatives as "ornamental pigs."

Mr. Burns' special reference was to Mr. McCartney (Antrim S.), who was elected a director of the Lincoln and Northwestern railroad, after being appointed financial secretary to the admiralty. The bill was finally rejected by a vote of 210 to 202, amid prolonged cheering.

Mr. Sweet Mackill (Liberal) then vigorously protested against the impropriety of Mr. McCartney, who was financially interested, in voting in favor of the bill, and he moved that the vote be disallowed. Mr. McCartney vindicated himself on the ground that he was following precedent. He then walked out of the house.

Mr. Balfour, the government leader, appealed to the house to express itself decisively against the principle underlying Mr. Macgill's motion.

Sir Henry Campbell-Bannerman, John Dillon and others thought it an excellent opportunity to lay down a general rule that the vote of a director should not be allowed.

Mr. Keir Hardie (Socialist) said he considered it time for the house to adopt a higher standard of purity, that there was a strong feeling in the country that the house was becoming more and more corrupt financially.

This remark of Mr. Keir Hardie caused some uproar. Some of the members protested against the imputation, and the Speaker informed Mr. Hardie that he must not be disrespectful to the house.

Mr. Hardie proceeded to say that the working people regarded the house as an annex to the stock exchange.

The house then divided and rejected the motion by 268 to 205 votes. A number of government supporters voted against the railway bill.

SHIPPING INTERESTS.

Important Developments in Atlantic Lines Looked For.

London, April 30.—Shipping absorbs the interests of the commercial world here. Though no definite information is yet obtainable it is understood that the American Line management has been in conference with Messrs. Morgan and Baker, with the idea either of joining or making a working arrangement. Liverpool shipping circles this morning were seemingly ignorant of this phase. They predict sharp competition between the Morgan people and the American Line. Aside from the new combination, there is general activity among all steamship lines. Two conferences will be held in the near future. The first will be held with the view of bringing the White Star and Cunard lines into the continental pool. The second will be a conference of the other lines to fix a uniform steerage rate. It will be held in Paris this week.

It is said that overtures have been made to certain Manchester engineering firms for the purchase of concerns by the American syndicate.

TOLSTOY REPLIES.

Condemns the Church That Excommunicated Him.

Paris, April 30.—The Temps to-day publishes a two column reply from Count Tolstoy to the decree of excommunication pronounced against him. It is dated Moscow, April 13. He says that as a result of the decree he has received letters from ignorant people menacing him with death. He characterizes the decree as illegal or intentionally equivocal, as unjustified and full of falsehoods. Moreover, he says it constitutes an instigation to evil sentiments and deeds. Count Tolstoy denounces the practices of the Church and he is convinced that the teaching of the Church, theoretically astute, is injurious, is a lie in practice, and is a compound of vulgar superstitions and sorcery under which entirely disappears the sense of Christian doctrines.

POLITICAL TROUBLES.

Baron Von Bulow Charged With Intrigue Against His Colleagues.

Berlin, April 30.—Eleven of the Berlin papers print an article from the Hamburger Nachrichten in which it is said that Baron Von Lucanus, chief of the Emperor's civil cabinet, is intriguing against Count von Bulow, the imperial chancellor, on the ground that the latter is poisoning the Emperor's mind against Lucanus. The article in question also says the reorganization of the ministry is probable, omitting Von Miquel, Prussian minister of finance, Baron Von Rheinbaben, Prussian minister of the interior, and Baron Von Hammerslein Loxten, Prussian minister of agriculture.

PAN-AMERICAN STAMPS.

United States Will Begin Issue of Series To-Day.

New York, April 30.—Pan-American postage stamps will be placed on sale at the post offices in this city to-morrow. They are 1, 2, 3, 4, 5, and 8 and 10 cent denominations.

LAST LONG TOM.

London, May 1.—A despatch from Lord Kitchener, dated from Pretoria, today says:

"Grenfell attacked the Boers at Bergplantz near Halverstsberg, where the last 'long tom' opened fire at 10,000 yards.

"Kitchener's scouts advanced to within 3,000 yards when the gun was blown up, and the Boers fled. Ten of them were made prisoners.

"Other columns report ten Boers killed six wounded, six made prisoners and 60 surrendered and 30,000 rounds of ammunition captured.

"The British had four killed and seven wounded."

BOSTON & MONTANA.

Application Made for Receiver for the Big Property.

New York, April 30.—Application was made to-day to Justice Andrews of the Supreme court, by John McGuiness for a receiver for the Boston & Montana Copper Company of Montana. The Boston & Montana Copper Company of New York, the Amalgamated Copper Company and the Lewiston Bros. are made parties to the suit. McGuiness, the plaintiff, is a stockholder of the Boston & Montana Copper Company of Montana. He demands an accounting of the Boston & Montana Company of Montana during the time that the company was in the hands of the Boston & Montana Company of New York, and claims between $3,000,000 and $4,000,000 of the assets of the former were never accounted for by the latter while it held control. The court made the order returnable May 3, and granted a temporary injunction restraining the Boston & Montana Company of Montana from disposing in any way of any of its property or assets during the pendency of this suit.

Provincial Control Asked

Canners Press For Establishment of Fisheries, Under Local Adminstration.

Another large deputation of cannery men waited on the government yesterday to press upon them the importance of action in the matters presented by the association in their memorial of last week. Among the cannery men from Vancouver who were present were Dr. D. Bell-Irving, G. I. Wilson, W. Farrell, J. A. Russell, R. A. Leonard, W. Morris, J. J. Mulhall and W. D. Burdis, secretary of the association. These gentlemen were accompanied by a number of the Victoria cannery men, among whom were R. J. Ker, Charles Todd, S. A. Spencer, Mr. Maclure, of Robt. Ward & Co., Mr. Anderson, of W. A. Ward & Co., Mr. Kirk, of Turner, Beeton & Co., F. Carter-Cotton and C. H. Lugrin were also present.

The members of the government who received the deputation were Hon. Messrs. Turner, McBride, Wells, Prentice and Eberts. The deputation asked on behalf of the canners that the provincial government assume the control of the industry in this province and to introduce legislation to that end.

Mr. Russell stated the case for the canners, showing first the great value of the fisheries and the rapidity with which the supply of salmon was being depleted. He spoke of the action which Ontario had taken in regard to the fisheries there, and produced a draft bill which he had framed to meet the wishes of the canners. He explained that the bill provides for the creation of a fishery commission. He said that the license fee was not fixed in the bill, but he thought $2.50 would be a proper figure, and the canners were willing to make up the difference between what the $10 licenses now realize and what the $2.50 fee would produce, by a tax upon each case of canned fish. The object of the canners was to prevent the fisheries being depleted, and they were willing to pay for keeping them up. The proposed change in the law was as much in the interests of the fishermen as in those of the canners, for it was equally important to them to have the supply of fish maintained.

Replying to Mr. McBride, Mr. Russell said that if the government acted on the suggestions made, the seventy-four cannery concerns would stand by it, and so would all the fishermen.

After a short general conversation on the subject, it was agreed that a small committee should be appointed to meet with the Attorney-General and discuss the proposed bill.

The following letter explains itself:

Ottawa, April 22, 1901.

W. D. Burdis, Esq.:

Dear Sir: I beg to acknowledge receipt of memorials presented to the provincial government re salmon industry. I have looked carefully over the said memorials and I have not the slightest hesitation in saying I will oppose them in every way I can, for the following reasons:

1st. What is said about the Dominion government is not true.

2nd. What is said against myself—for I presume that I am the culprit referred to—is not true.

3rd. Many of the statements made are not true, and the canners must have known that they were not true.

When the Tory M.P. brings the matter before the house, I shall have no difficulty in proving what an excellent Tory organization the Vancouver Canners' Association proved itself during the last election, and I will have an opportunity of showing that the contentions of the cannery men are false and misleading.

Yours very truly,

GEO. R. MAXWELL.

ADMIRALTY TAKE CONTROL

Halifax to Become One of the Greatest Naval Stations in the World.

From Our Own Correspondent.

Halifax, April 30.—Following the announcement of extensive works to be commenced in connection with the fortifications of Halifax this summer, comes the report, on what is considered the best authority, that Halifax, which has been an important military station since 1749, will shortly pass under the exclusive control of the British Admiralty.

The intention is to make Halifax one of the greatest naval stations in the world, and in addition to the men of the fleet, there will be a reserve of 2,000 sailors and marines, including 600 marine artillerymen.

It is proposed to station a regiment to be known as the Royal Garrison Regiment at Halifax, which will of course be under the orders of the admiralty, and the general who has always commanded the station will be replaced by a British admiral.

The works at Esquimalt, which hitherto have been under both Army and Naval departments, are to be controlled in future solely by the Admiralty.

Mrs. Chas Smith of Jimes, Ohio, writes: I have used every remedy for sick headache I could hear of for the past fifteen years, but Carter's Little Liver Pills did me more good than all the rest.

British Columbia

Colonel Prior Again Urges This Province's Claims On the Dominion.

Finance Minister Promises Early Attention to a Mint for Canada.

From Our Own Correspondent.

Ottawa, April 30.—The entire afternoon was consumed in discussing British Columbia questions in the House.

Col. Prior made an able speech which included Chinese and Japanese immigration, railway development, that the Dominion should pay greater attention to the fisheries, the encouragement of ship building, etc. He also asked whether the government would carry out its declared policy with regard to establishing assay offices and a mint.

Hon. Mr. Fielding said notice would be given immediately of a bill to provide for the establishment of a Royal mint in accordance with the announcement made earlier in the session. As to assay offices, he was not quite so clear as to what would be done.

Colonel Prior expressed pleasure at the announcement regarding the mint and hoped it would be located in British Columbia, which was the proper place for it.

Sir Wilfrid Laurier said it ought to be a reason for pride to the people of British Columbia that they were able to contribute so largely to the public revenue. As to the question of Mongolian immigration the people of British Columbia appeared to trade in Chinamen. They imported Chinamen and kept what they wanted for home consumption and distributed the rest in the States and Mexico. (Hear, hear.) Whatever was the report of the commission now investigating the question of Oriental immigration, it would be impossible, as he had said before, to treat Japanese in the same way as Chinese. Reasons of imperial policy would prevent such a course. As to the disposition of the poll tax collected from the Chinese the provincial government was now given one-fourth, while the Dominion kept three-fourths. This arrangement would be revised before July 1st next, but he was not prepared to say in what proportion the money would be distributed, although an increased share would be given to British Columbia.

As to the railway question, speaking for himself only, he thought it fair that the great and growing cities of the Coast should have direct communication with the mining centres of the province. At present the means of communication were in this respect very inadequate.

Sir Wilfrid said the country suffered because the Yukon railway scheme was blocked by the Senate.

Mr. R. L. Borden, leader of the opposition, ridiculed the statement of the premier that the country had sustained an enormous loss by reason of the vote of the Senate in connection with the proposed Yukon railway. The reason why the gold of the Yukon went to Seattle was not on account of lack of this railway, but for lack of an assay office in Canada.

Sir Louis Davies claimed that the hatcheries in British Columbia were being adequately looked after. He appreciated the importance of the subject, but as far as he could learn the fish in the Fraser river did not show any serious sign of diminution.

The subject was then dropped.

In the Senate, Hon. W. J. Macdonald made an able speech on the subject of the establishment of assay offices and a mint in Canada.

Hon. David Mills gave practically the same answer as had been given in the Commons.

The opposition hold a caucus to-morrow to discuss the length of the session.

FROM VANCOUVER.

To Build Line to Chilliwack—Seaside Resort—Great Northern Improvements.

Vancouver, April 30.—(Special)—General Superintendent Marpole, of the C. P. R., returned from Montreal to-day. He stated that money has been appropriated to build a railway at once from the Mission branch to Chilliwack. Mr. Tye, chief engineer of construction, will be there in two weeks to report on the route, and immediately after his report construction will commence.

Mr. Marpole reports that instructions have been given to push the Lulu Island road to completion; also that funds have been appropriated to make a great seaside resort at Greer's beach, to which a track will be laid.

In referring to the rate war to the North, Mr. Marpole said that Vancouver and Victoria would be protected no matter how long it lasted.

Evidence taken at the Oriental commission to-day was unfavorable to Oriental cheap labor. Mill hands and fishermen swore that in their opinion Japanese and Chinese were a menace to the country.

The Great Northern Raiyway Company are improving their Westminster service; they are extending their rails from Brownsville to the ferry terminus, and are putting in a flyer between that point and Seattle.

Robert Cameron, a convict who escaped from the penitentiary, is still at large.

A mass meeting of the citizens have decided to endorse the holding of a big street fair for one week commencing the latter part of August. The promoters are Messrs. Jamieson, of Victoria; Hutchins and Jabour.

The Vancouver Property Owners' Association are protesting to the council against reducing the rebate allowed for the prompt payment of taxes.

The La Loie Fuller company played to a large house last night. Honors were divided between the star and Miss Isabella Dawson, a very clever mimic, to whom the audience gave a much larger share of applause.

SPRING EXCURSIONS.

Last of the Special Trains Leaves for the Coast.

Toronto, April 30.—(Special)—The last of the settlers' excursions, which railroads interested in Canadian traffic are running, left yesterday over the Canadian Pacific, and it was one of the best excursions of the spring. The Canadian Pacific went out in two sections of fifteen cars, most of the excursionists being bound for the Coast.