THEY OPPOSED SUPPLY.

Obstructive Tactics Displayed by the Members of the Opposition in the Legislature.

The Revised Statutes of the Province Become Law—That Railway From Kitimaat Arm.

The third week of the session of the local legislature closed yesterday, no debate of special interest or importance arising during the afternoon. The day was noteworthy chiefly by reason of the tactics adopted by Mr. Semlin and his supporters in opposing the formal resolution for supply, giving as an excuse for this remarkable procedure their contention that redistribution should be considered prior to the presentation of the estimates. Of the actual business of the day the principal item was the passage of the Kitimaat railway bill through its second reading, while a little variety was introduced in the proceedings by the attendance of His Honor the Lieutenant Governor at 3 o'clock, to formally assent to the bill bringing into force the revised statutes of the province.

Mr. Speaker took the chair as usual at 2 o'clock, prayers being read by Rev. Ralph W. Trotter.

THE YUKON RAILWAY.

Mr. Hunter laid before the house the twelfth report of the private bills committee, recommending that the petition (No. 23b) of J. H. Hoare and others, be granted. This petition was for leave to present a petition looking to the incorporation of the Yukon Railway & Navigation Co., and in view of the presence in town of a number of promoters whom it would inconvenience to delay the measure through the usual stages, the report was immediately adopted, and the petition for incorporation was received, read and referred to committee.

RESOLUTIONS AGREED TO.

The motions of Mr. Forster, for a return of Mr. Tytler's reports regarding "the drying scheme for flooded lands on the Fraser river and protection works in Surrey," and of Mr. Williams for a return relating to log scaling, were agreed to without debate.

FARMERS' INSTITUTES.

Hon. Mr. Turner introduced a bill to amend the Farmers' Institutes and Co-operation act, the bill receiving its first reading.

RELATING TO TIME.

Hon. Mr. Eberts moved the second reading of the bill relating to time, explaining the scope and necessity of the measure, which was fully described in the COLONIST of yesterday. The second reading was agreed to and the bill will be committed on Monday.

KITIMAAT RAILWAY CO.

Mr. Hunter—in the temporary absence of Mr. Helmcken, in whose name the measure stands—moved the second reading of the bill to incorporate the Kitimaat Railway Co. In doing so the member for Comox referred to the urgent necessity of securing a railway into the golden Klondike through British territory purely, which was the object aimed at by the projectors of this line—Lord Stanley, Lord Charles Montagu H. Maitland-Kersey, A. J. Campbell and W. E. Oliver. All would, he thought, admit the necessity of British Columbia being thoroughly independent of the United States in the matter of connection with the Klondike, and in this regard it should not be forgotten that the Stikine river was certain to be closed a great portion of the year, while at other periods the river was subject to interruptions through low water or through floods. And again, the Stikine it must be remembered led for a great part of its length through American territory, these circumstances emphasizing the necessity of securing some other and more reliable connection, both in view of the partially American character of the Stikine and of it being not always a useful river for the purposes of commerce.

As to this proposed railway, it would commence at Kitimaat Arm, Douglas Channel, at or near the head of steamboat navigation and where good harbor facilities are available, passing by the most feasible route along the Kitimaat valley to Kitselass canyon on the Skeena river, and thence via Germansen creek, Omineca, to Telegraph creek. Reliable surveys in the possession of the lands and works department defines the route blocked out as very favorable for railway construction. The company was also having surveys made at the present time to determine if all parts of the route are favorable to railroad building. Another point that should not be lost sight of was this—that Kitimaat Arm is only distant 230 miles from the north end of Vancouver Island, and it is altogether likely that in the next few years the railway from Victoria to Nanaimo and Wellington will be extended to the end of the island, which will mean a water trip of but 230 miles thence to the southern terminus of this Kitimaat railway. Besides, the water distance from Victoria to Kitimaat Arm at present is only 530 miles, and the construction of the proposed road would therefore work great advantage to the Capital—to the province as a whole, but more especially to the trade of the cities of the coast.

The bill was read a second time, it being understood that in committee opportunity will be had to correct certain omissions of committee alterations in the bill as presented to the house. These omissions were pointed out by Mr. Macpherson—who consented to the second reading as it was announced the surveyors wanted to get to work at once while the weather was favorable—and Dr. Walkem accepted the blame for the mistake that had arisen. He had passed the uncorrected bill instead of the corrected copy, by accident, to the law clerk, on the conclusion of the committee's meeting.

Mr. Speaker announced that the bill would be corrected according to the committee's decisions before it was again brought before the house.

Dr. Walkem—If the law clerk will bring me the bill, I will make the corrections.

Mr. Speaker—The law clerk will attend to that matter.

Dr. Walkem (energetically)—I want to know what you mean by that remark. I have the minutes of the committee meeting, and I will correct the bill by them.

Mr. Speaker (blandly)—I mean just what I have said. The law clerk is an officer of the house quite competent to do his own work, and I will see to it that he attends to it properly.

Dr. Walkem—Well, all I can say is your remark was quite uncalled for—and I resent it.

THE RIVER AT REVELSTOKE.

Hon. Col. Baker presented a return of all correspondence with relation to the preservation of the town of Revelstoke from the encroachments of the Columbia river.

THE MOTION FOR SUPPLY.

Hon. Mr. Turner moved, seconded by Hon. Mr. Eberts, "that supply be granted to Her Majesty," and that the house resolve itself into committee of whole on Monday next, in connection therewith.

Mr. Semlin, before supply was voted, wanted to know something more about the government's redistribution plan.

Hon. Mr. Turner did not think from the remark of the leader of the opposition that he quite understood the motion. This was merely the formal resolution "that supply be granted," usually accepted as pro forma, debate coming later. As to the redistribution measure, he was not in a position to promise that it could be outlined before Monday, as asked.

Mr. Sword contended that he quite understood the proposition contained in the resolution, and maintained that the house should not even declare "that supply be granted" until it had some assurance that the government intended to act fairly by the province in the matter of redistribution.

Hon. Mr. Turner sought information. Did this mean that the opposition had decided to refuse supply, thus blocking all public works as well as the general business of the country, until the bill should be discussed by the house redistributing the seats in the provincial legislature? Such tactics were to say the least very peculiar. Supply was a necessity for the continuance of the works of the country; redistribution was a measure entirely apart, to be considered and decided by the house.

Mr. Sword now claimed that he had been misunderstood or that he had not made himself clear. He did not want the house pledged to supply until the Premier could state his intentions with regard to redistribution. This he had said he could not do at present.

Hon. Mr. Turner—I did not say that.

Hon. Colonel Baker pointed out that if the remarks of the opposition meant anything at all, they meant that members on the other side would oppose supply unless the redistribution bill were first submitted to them. Yet surely all must understand that the two objects were entirely foreign—the question of redistribution could have no possible relationship to the voting of supply.

Mr. Cotton thought the two questions were this year closely allied and supported his leader and Mr. Sword.

Hon. Mr. Pooley argued contra, holding that redistribution could have nothing to do with supply, inasmuch as the estimates of the year would be passed not by the newly arranged house, but by the house as at present constituted.

Mr. Williams dwelt on the importance of the redistribution measure, maintaining that it should not be left for the last days of the session, but be disposed of before the house was asked to vote supply.

Hon. Col. Baker corrected one statement of the opposition—he had not said that the redistribution bill could not be brought in before the estimates, but he had taken objection to the attitude of the opposition in holding a pistol to the head of the government with the declaration that they would not vote supply unless they first received this redistribution measure.

Mr. Forster argued that it was quite within the province of the members to withhold supply until they knew if the people were to be properly represented in the house next year. No public works were being held back by delay in voting supply, as the estimates of last session would carry on the affairs of the country until July next.

Mr. Kelly did not wish to be a party to any obstruction tactics, but wanted to see Kootenay "get a fair show" both in representation and in expenditures.

The resolution "that supply be granted" passed, opposed on the vote, but without the record of names being asked for.

QUESTIONS ANSWERED.

Mr. Macpherson asked the Chief Commissioner—1. Why has notice been given that the reserve placed on lands at Lake Bennett, Teslin lake and Stikine river on 11th December, 1897, will be cancelled three months from 3rd March, 1898? 2. Were any applications to purchase lands within the area of the reserve, made prior to the date of the reserve, granted? 3. If so, what applications? 4. Who were the applicants? 5. When was application made? 6. For what acreage? 7. At what price? 8. Will those who gave notice of their intention to apply for permission to purchase before the said reserve was made be recognized as having any priority?

Hon. Mr. Martin replied—1. In the public interest. 2. No. 3, 4, 5, 6 and 7. No applications have been granted. 8. The matter will be considered by the government.

Mr. Williams asked the Chief Commissioner—1. Number of acres of public lands conveyed to railways and applied for by them, under and in pursuance of the terms of the different acts of this province authorizing the granting of land subsidies? 2. The names of the respective railways to which such lands were conveyed or applied for, the number of acres to each, and dates of conveyances and applications? 3. Respective length of each said railway? 4. The number of miles of frontage of such lands on each side of such railways, and depth of blocks of such lands? 5. Dates of filing with Chief Commissioner of Lands and Works the respective maps or plans showing course or direction of such railways? 6. Respective dates of all and any reservations of lands for conveyance in part to the said railways, giving dates as to each road and number of acres reserved? 7. Were all surveys of lands so conveyed to the different railways made according to the land laws of the province?

Hon. Mr. Martin replied: 1. 2,719,087 acres conveyed; 9,656,040 acres applied for. 2, 3, and 4. Esquimalt and Nanaimo, 73 miles long, 73 miles frontage; depth varies; area not specified; grant from Dominion government. Columbia and Kootenay, 27 miles long; conveyed 200,000 acres in 1892-3-4 and 5; blocks selected in various parts of Kootenay district. Nelson and Fort Sheppard, 60 miles long, 60 miles frontage; depth varies; conveyed 614,400 acres in 1895 and 1897. Kaslo and Slocan, 30.75 miles long, 30 75 miles frontage; depth varies; conveyed 4,647 acres in December, 1895; applied for 284,320 acres 23rd February, 1893, and 92,260 acres 26th March, 1896 Columbia and Western, 187 miles long; conveyed, nil: applied for, nil. B. C. Southern, 150 miles long; conveyed, nil; applied for, nil. 5. and 6. Esquimalt & Nanaimo, 1884, reservation, 12th June, 1883, 1,900,000; Columbia & Kootenay, April, 1891, reservation, 1891 and 1892, 200,000; Nelson & Fort Sheppard, Jan., 1893, reservation, 12th August, 1892, 750,000; Kaslo & Slocan, Feb., 1893, reservation, 13th April, 1893, 330,000; Columbia & Western, May, 1896, reservation, 7th May and 5th June, 1896, 3,803,280; B. C. Southern, 1890, reservation, 25th Feb. and 12th May, 1890, 720,000. 7. Yes.

AN ADDITIONAL COMMITTEE.

On motion of Hon. Mr. Eberts, seconded by Hon. Mr. Turner, a select committee was decided upon, to consist of Messrs. Rithet, Helmcken, Cotton, Sword and the mover, to consider any amendments suggested to be made to Chapter 4, Revised Statutes, with reference to the Companies' Act—the committee to report to the house.

Mr. Speaker having requested that greater care be taken by committees in returning bills to the house, with the observation that the clerk reported serious inaccuracies in another bill so returned,

Dr. Walkem closed the day's proceedings with the observation:

"Well, it's not so—the clerk is drawing upon his imagination."

Among the more important resolutions given notice of by private members is Mr. Cotton's, for a declaration of opinion by the house against the justice of laborers in coal mines, as such, being required to take out miners' licenses; Mr. Adams' suggestion that the government take into consideration the advisability of disposing of the placer mines of the province under the crown grant system, and Mr. Kidd's bill to amend the Wide Tire act. The member for Richmond also asks the government if it is intended to appoint a committee to inquire into the feasibility of a scheme for the procuring of cheap money for farmers.

A piece of legislation of great importance to the mining districts more especially, although not likely to attract general attention in the cities from the nature of its title and its scope—is the bill "respecting the legal meaning of expressions relative to time." Such a measure has become a necessity where mining rights expiring at some stated hour, usually midnight, throw the properties open to relocation, often with dozens waiting to seize them at the first opportunity thus afforded. The bill now before the legislature is probably the first of its kind in Canada, and although meaning much to the mining communities, is so short that it may very well be quoted in its entirety. It is as follows:

"Where an expression of time occurs in any act of this legislature, whether heretofore or hereafter passed, or in any rule of court, by-law, deed or other legal instrument, whether heretofore or hereafter executed, the time referred to shall, unless it is otherwise specifically stated, be held to be standard time, and as regards that part of the province which lies east of the meridian of 120 degrees west longitude, standard time shall be reckoned as seven hours behind Greenwich time; and as regards that part of the province which lies west of the said meridian, standard time shall be reckoned as eight hours behind Greenwich time. The hours of the day may in any locality be numbered in one series up to 24, according to the "24-hour notation" so called, and the numbers so used shall be equally valid with the numbers used in the division of the day into two series of 12 hours, distinguished as "A.M." and "P.M."

As an example of high-class time-wasting some of the questions asked this session by members of the opposition are worthy of attention—although for no other reason. A few days ago the leader of the opposition with a formal question—costing at least the services of the printers, the paper occupied in the orders of the day and the votes and proceedings, and the clerical work incident to the preparation of the answer—elicited the information that a mining recorder at Granite Creek, because he was cold in his little office, had transacted public business at his home, a short distance away.

Yesterday it was Mr. Williams' turn, and he succeeded in obtaining from the finance minister full particulars of a certain one dollar item of revenue appearing in the public accounts of the just gone year. The senior member for Vancouver could not but know when he put his question on the notice paper that it would probably take a great deal of some one's time in the treasury department to look up the details of this dollar transaction; that it would entail the cost of printing two or three times; and that it would take up the time of the legislature in asking and answering.

Yet the senior member for Vancouver is one of the first to declare that he is averse to keeping back the country's business, or by child's play in the house making the law-makers of the country appear ridiculous.

Several of the other questions appearing on the notice paper during the past few days are in the nature of procuring information which any one may have at any time by applying to the registry or other department concerned. The opposition members prefer, however, that the province shall pay public servants to compile the information and print it for them—and they then may grumble at the cost of the civil service.

Mr. Braden has given notice of his intention to make another effort this year to secure the incorporation in the Mineral act of a section excluding all aliens from the rights granted under free miners' licenses. Although the mining committee are requested to amend the act so as to make naturalization a pre-requisite to the acquisition of a miners' licence by any foreign born resident, citizens of the United States are admitted by Mr. Braden to be particularly aimed at.

A bill respecting escheats and forfeitures has been given notice of by the attorney general.

MINING IN KOOTENAY.

War Eagle at Last Contracts to Ship and Will Use the Trail Smelter.

No Export Duty This Session—Slocan Snowfall the Heaviest Ever Known.

"The War Eagle of Rossland," says the Spokane Review, "has entered into a contract with the Canadian Pacific for daily shipment of 100 tons of ore for one year. This ore will be treated at the Trail smelter, which the Canadian Pacific recently took over from F. August Heinze. The combined rate of freight and treatment is $7.50 per ton, a reduction of $3 50 per ton on the rates which have ruled in that district.

"The Le Roi company was also a bidder for this big contract. It is known that it underbid the Canadian Pacific. It wanted the ore for its big smelter at Northport, and with President Corbin, of the Spokane Falls & Northern, offered the War Eagle a rate considerably below the rate which the company is to pay the Canadian Pacific. But the War Eagle being owned by Canadians, powerful pressure was brought to induce them to send the ore to a Canadian smelter. For this bit of sentiment the stockholders of the War Eagle will pay the Canadian Pacific a pretty bonus the coming year of about $20,000.

"The War Eagle is the mine developed by Clark and Finch, of Spokane. After they had paid nearly $200,000 in dividends they sold the mine to Canadian capitalists for $700,000, and from remaining cash and assets paid another dividend which brought the total paid in dividends up to more than $200,000.

"No one out here knows when the mine will begin ore shipments to the Trail smelter. It has a large body of ore blocked out, but the values are not high."

NO EXPORT DUTY.

Letters from President D. C. Corbin, who is in Ottawa seeking a charter for his proposed extension into the Boundary Creek country, convey the assurance that the efforts which have been made to lay an export duty on ore shipped out of British Columbia have failed. The Spokane Review says of this: "The United States lays no import duty on gold, silver or copper ores, and consequently there is nothing to hamper the free movement of the Trail creek ores into this country. F. August Heinze, who built the Trail smelter, inaugurated a vigorous agitation for an export duty on ores, in order to hold the product for his smelter, but the sentiment in Trail Creek is overwhelmingly against such a duty, it being argued that the great need of the camp is cheap treatment for its product, and this can be best brought about by free competition between Canadian and Udited States smelters."

Colonel W. M. Ridpath, one of the chief owners of the Le Roi, who has been at Ottawa, and is now in New York, confirms Mr. Corbin's statement that no export duty will be laid at this session.

THE ARLINGTON NOT CLOSED.

"An item has been going the rounds of the north country press that the Arlington mine in the Slocan has closed down," said Frank Watson, who has lately returned to Spokane from a visit to the property. "It is not true. The Arlington is still in operation. The force is somewhat reduced temporarily, but we still have six men employed and the number will shortly be increased. The fact is that the mine has not been closed since operations were begun a year ago. The property is a wonder. I was surprised to see the showing. At the 140-foot level the ledge is 32 feet wide and there are 20 feet of ore of shipping grade and the balance of concentrating quality. We have to-day received returns on the last car load of ore. There were 19½ tons and the net is $1,370 65. The values were 159.4 ounces silver and 13.1 per cent lead. We have shipped from the development work four cars of ore which yielded $6,167. No stoping has been done. The snowfal in the Slocan is the heaviest I have ever seen, and old timers up there say it is the heaviest ever known. The slides are frequent and sometimes serious. Work in the mines has been badly hampered and many of them are blocked with ore. The closing of many mines up there can be attributed to the weather and no other cause, in spite of rumors to the contrary. Snow has cost Slocan operators many a dollar this season."

Satisfactory reports are being received of developing work on properties adjacent to Salmo, B. C., during the winter, especially on the Queen, owned by J. D. Turner, of Nelson. A tunnel has been driven about 80 feet upon a 4-foot ledge which assayed $6 at the start in free milling ore, and machinery is being put in to run an additional 100 feet to cross cut the ledge.

The Salmo Consolidated is a group owned by Nelson and Victorian capitalists, upon which a 100-foot shaft is being worked with most gratifying results, while its ore ranges along with that of the other properties named. The properties are on Sheep creek within six miles of Salmo.

Colonel I. N. Peyton emphatically denied yesterday a report that negotiations are pending with the British American Corporation for the sale of the Le Roi. "There is not a word of truth in the statement," he said.

A rich strike has been made on the hundred foot level of the shaft of the Tamarac mine on Wild Horse creek near the town of Ymir. The ledge is about six feet wide with from two to three feet of pay streak, assaying from $60 to $120 per ton. Twelve men are working under the management of John Hanlon, the original locator of the claim. About fifty tons of high grade ore are now on the dump ready for shipment. A new whim for hoisting ore has been erected at the mine.

The Chinese Loan.

LONDON, March 4.—The Pekin correspondent of the Times says: "The loan contract specifies that in the event of a revision of the tariff the sixteen million pounds shall be a first charge on the increased revenues."

RECRUITING BRITAIN'S ARMY.

The "Broad Arrow" Furthers the Plan to Enlist the Youth of the Dominion.

"Canada as a recruiting ground for the regular British army is again referred to by the Montreal Gazette," says the Broad Arrow, "in connection with several comments which have appeared in the Broad Arrow upon the same subject. The case from a Canadian standpoint is put very fairly in the following extract from the Gazette:

"Now here in Canada this question of our being a recruiting ground for the British army is a vexed one. We must look at it in this light, that it is our duty to encourage immigration not emigration, and in allowing the British regiments to carry off some of the most desirable class of young men, it is hardly encouraging and helpful to Canada. But putting aside all the pros and cons of the case, there can be no doubt that were the Imperial authorities to establish such depots spoken of in these columns a couple of weeks ago and referred to in this week's Broad Arrow, they would obtain many, probably as many as they wanted, of Canadian youths, and it is not stretching a point to say that they are the 'most desirable class,' for any army or calling. It is not a matter that will worry the Canadian authorities much at present, but it will be interesting to watch and see if the British authorities will take advantage of the opportunity."

"We would again express a hope," says the service journal, "that the British authorities will take advantage of the opportunity, but we may say that free trade in soldiers would be a reciprocal arrangement. Canada no doubt wants men to people her vast territories, but all her immigrants or citizens are not industrial successes, and many of these have strong military instincts. Numbers of these cross the frontier and join either the army or navy of the United States, and are thus lost to Canada and the British Empire forever. If enabled to join with facility the British regular service, they would only be temporarily lost to Canada, for on the expiration of their engagement they would return to the Dominion to make better colonists, and to add strength as trained soldiers to her defensive forces."

HERMAN LIEBES DEAD.

He Was Head of the Firm Which Long Controlled the Trade of Alaska.

Herman Liebes, founder and head of the great fur house of H. Liebes & Co., died a few days ago at the residence of his cousin, Solomon Liebes, in London. Mr. Liebes was born in Germany 55 years and 11 months ago. He went to the United States in 1864, going direct to San Francisco, where he founded the house of which he was the head, and which is said to be the greatest of its kind in the United States. In 1890 he formed the North American Commercial Company, which succeeded the Alaska Commercial Company, and this company practically controlled the trade of Alaska, they having purchased whaling and fishing vessels, established canneries and founded upwards of twenty posts in that country. He founded the Alaska Exploration Company, and became thoroughly identified with Alaska and its products.

About eleven years ago a dropsical complaint developed itself, and for eight years he was treated by local physicians with varying success. Three years ago he went to London, where he could have the benefit of the Matlack Sanitarium, and took up his residence with his cousin, Solomon Liebes. His death was brought about by a complication of diseases, but primarily bronchitis and dropsy.

His remains will be brought to San Francisco for interment, and one of the family will go to London for the purpose of bringing the body. He leaves four sons and a daughter, and his affairs were in such order that the business will go right on as though he were living.

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IN YOUR EARS and noises in your head are the certain warnings of approaching danger. You ought to know by this time that an ounce of prevention is worth a pound of cure. You ought to know also of the great value of HUDYAN, the remedy treatment. This remedy treatment is for young and middle-aged men, and is reliable.

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HAWAIIAN LEGISLATION

Vessels to Be Registered Must Be Owned Entirely by Citizens—Cable Franchise Open.

Reform Scheme for Boys and Girls—Absentee President's Message Withheld.

The mails by the Canadian-Australian steamship Aorangi brought the message presented by acting president Henry E. Cooper to the legislature of Hawaii at its opening on 15th February. It seems that President Dole forwarded from Washington a message which he wished to have presented, but the cabinet and chief justice after consultation decided that Mr. Dole could not constitutianally communicate with the law-makers when absent from the Islands. Consequently what he wished to say has not been made public, and will not be unless in the shape of a special message after his return, but the acting president prepared a message on his own account.

Dealing with the annexation treaty now under consideration at Washington, the message says: "Great care should be exercised that no action be taken which might interfere with the scope of the treaty above referred to, nor in any way jeopardize the present satisfactory relations, nor hinder the future presentation of the treaty should it fail at the present time to receive the approval of the senate of the United States, where it is now pending."

The difficulty with Japan because of the order for deportation of Japanese immigrants, and the suggestion of arbitration in settlement are referred to, and it is stated that: "The framing of issues upon which the decision of the arbitrators is to be invited is now being proceeded with."

With reference to the cable franchise, it is noted that since Mr. Z. S. Spalding surrendered his contract last May no definite proposition in regard to cable communication, which was considered wise to accept, has been presented.

"The law regarding the registration of foreign built vessels under the Hawaiian flag," the message continues, "is not in accord with the policy of the executive. At present, any owner of a foreign built vessel may have the right to obtain a register by simply transferring the nominal legal title to a citizen of this country. There are many objections to this. The law does not give sufficient protection to domestic enterprises, for a vessel, although in fact owned by foreigners, may enter into direct competition with our own vessels, even in the inter-island trade. It also increases the obligations of the government to care for Hawaiian seamen abroad. A law restricting the granting of an Hawaiian register to vessels entirely owned by citizens of the republic is recommended."

The message notes the satisfactory condition of the revenues, and that no new taxation measures are to be presented. A loan for the consolidation of the public debt is to be recommended.

An industrial and reform project is announced for the benefit of "a number of our boys and girls who are so incorrigible that their parents cannot keep the necessary control of them, or the children of parents indifferent to their welfare." It is proposed to commit such boys and girls as it may be considered require discipline and protection, to an industrial school where instruction in the ordinary branches may be coupled with agriculture and manual training. It is expected that if suitable locations are secured for the schools they may become partially self-supporting.

MR. DUPONT'S APPLICATION.

TO THE EDITOR:—In your report of Mr. Justice Drake's decision it is made to appear that I sought an order to close "Stadacona avenue," on the corner of which and Cadboro Bay road Mrs. Clearihue owns a lot. This is not a matter which much concerns the public, save and excepting the principle laid down by Mr. Justice Drake that "the filing of a plan does not give all purchasers of lots shown thereon a right to insist that there shall be no change in any of the roads shown thereon," but I would not like to have it appear that I sought any change of the plan I filed which would do any injustice to Mrs. Clearihue or any one else. Permit me, therefore, to say that I made no application to close "Stadacona avenue" and that I have no desire to do so.

"Stadacona avenue" is a 60-foot wide street running north and south from Cadboro Bay avenue, taken over by the city and others besides Mrs. Clearihue have an interest on it. The amendment to the plan that I filed that I desired, was to close a 40-feet wide street running east from the foot of Stadacona avenue entirely through my own property, not taken over by the city—the freehold remaining in myself and which affects in no way any interests of Mrs. Clearihue or any one else, the street being a cul-de-sac terminating on my property and used only as an entrance to my house.

Mrs. Clearihue's lot fronts on Cadboro Bay avenue and Stadacona avenue and the amendment of the plan that I filed that I desired would no more affect her interests than it would the COLONIST office on Government street.

C. T. DUPONT.

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