#### ARMADA IS DEFECTIVE

NITED STATES BEEN BAMBOOZLED?

Sam's Battleships Not Il They Are Cracked Up to Be.

ngton, March 10 .- That there us defects in the construction American battleships was to-day by Capt. C. M. Winsstant chief of the bureau of on of the navy department, nander Key, former naval President Roosevelt. The cer said the ships under Evans were all overdraft ey left Hampton Roads. He Admiral Rojestvensky for e Russian ships into battle Japanese with full bunkers

led to steam. nder Key attempted to direct of his own testimony, and the displeasure of the comthat point. He criticized the elts and the gun decks as beow and the ammunition hoists He attempted to dispute the nstructor Capps, but was not to do so. Finally the comield an executive was decided that Key should but his criticism should be to ships and not against of-

saying that the Russian c

could not have done otherwise, d not know how far he would

n Winslow, who was the firs in defending the Russian adsed the fate of the Russian an illustration of the danger into action with the ar far under water. At the same said that the ships should careast two-thirds of their capa al and full ammunition and

more than four feet of armor he water line tness was asked to compare types of armored ships with ntemporary class of British He took the Lord Nelson, and ery said the British ship had better record for rapid shoother battery of 9.2 inch guns been made with the Connecs inch guns. He thought this nent was probably due to the

nder A. L. Key, formerly navy President Roosevelt, was the ness. He said he expected to comparison that there were ony of Rear-Admiral Capps other officers who have been committee.

an Hale told the witness that d not waste time in criticizing itements of other officers. The sthen took up the subject of belts. He said the belts should be placed around a fictitious ine, but should be located with to the abtual water line when sel is equipped for action. He zed the speed tests of battle-and declared that vessels were light that the test is of no value taining the actual speed of a when carrying full armament,

should contractors be permitbamboozle the country with stitious speed tests?" asked Mr.

it is just what I have been tryshow?" replied Commander He then presented a German sm to the effect that the English perican tests are of no value, the German tests are made in nce with war conditions.

MAN KILLED IN COLLISION. Between Freight and Passenge Trains in Michigan.

nd Rapids, Mich., March 10 .- A P. & M. passenger train which ere at 11.30 last night for Chicago d with a freight train near Wyo-

nan John C. Haddock of the ce A. Jones, of the freight train rnally injured. One passenger everal other trainmen were less

ASTER ATTENDS CAIRO AUTO RACES

#### lish Royalty See Car Kill Policeman and Two Spectators.

o, March 11.-The Khedive of accompanied by the Duke and ss of Connaught were present at olis yesterday at the first autoraces held in Egypt.

contests were attended by a cident. During the second race the cars ran over a fallen cushan and two spectators were and fourteen spectators injured. this the Duke and Duchess lef the races came to an end.

WARNING TO SCORCHERS.

ouver. March 10.-Judge Morri to-day confirmed the convictionst an automobile owner ing, even though the city regulamakes the limit eight miles while the provincial regulations twelve.

## STABILITY OF C. P. R. RAILWAY

ANALYTICAL REVIEW OF TRANSCONTINENTAL ROAD

Could Disturb Available Surplus.

In reviewing the financial and physical conditions of the Canadian Pacific Railway Company, one is overwhelmed by the stupendous task of concentratthree columns of this journal the essential data for a complete and comprehensive article that will be useful to dollars, equities of, perhaps, a corre-sponding amount, and a gross annual of the stockholders. come that will soon aggregate one ndred million dollars, it can be readappreciated that the system is one of the greatest and most involved, even in this era of giant industrial corpora-

It is with considerable gratification ors toward the stock of this greatest of all Canadian corporations; especially when, for the last two or three years, professional interests have been organed to upset the marketable value of ne security; and it is, no doubt, due

Big Surplus. That their faith was not only worthy of themselves and of the best traditions of the Canadian Pacific Railway Coming advances. pany cannot be better exemplified than by the enormous surplus, after all interests and dividend obligations had been met, from the operations of the year months by contrast with those of the stock there was left a sum of \$16,639,806 to meet the dividends on the common. A six per cent, dividend on the
cutstanding \$121,680,000 of common stock
amounted to \$7,800,800, thus leaving a
prosperous period are shown to be alnet surplus of \$9,339,005, or an excess of period of the present fiscal year, not and above the dividend requirements withstanding a late crop movement and on the common stock. At the same a serious financial stringency that

combination of circumstances that the coarser grains suffered correspondingly, congestion of the most aggravated type, pllowing an unprecedented cereal yield in practically every province in the stocks in the West. Thus there was deviated from the ordinary channels of operations a very considerable propor-live of the comparations a very considerable propor-live of the comparation of the comparat operations a very considerable proportion of the company's rolling stock, and as it was almost impossible to successfully operate under the multiplicity of disadvantages, there ensued a most embarrassing congestion throughout the whole system, and particularly at terminal points. This was not lightened at the system and particularly at terminal points. This was not lightened. minal points. This was not lightened in any way by the manufacturing and wholesale houses, all of whom shouted loudly, and frequently in vain, for the much desired fretcht cars.

If it might he are sufficient sist, 1806, as contrasted with position of the buoy: Pachena point light, 0 deg.; Carmanah lighthouse, 85 being subject to a slight addition when the final returns are out, for the haif-year ending December 31st last.

much desired freight cars. Difficulties in Operating.

year. An increase of 15½ per cent, in still be a very substantial surplus to the ratio made a material reduction, it be carried forward to the following will be granted, in the net income of year, that month, approximately some \$500. The increase in passenger business on 000. In the month of February, 85.42 the Canadian Pacific railway system per cent. was required to operate the system, as against only 71.75 per cent. the year ended June 30th, 1903, there

clude deferred payments and receipts greatly aids in the sum total of gross on land sales, and also the "undivided" receipts. ch land sales, and also the undivided rearrings of the Minneapolis, St. Paul and Sault Ste. Marie railway, of which the Canadian Pacific controls a majority of preferred and commen stocks. The land sales alone in 1907 realized \$5.

The land sales alone in 1907 realized \$5. 887,377 by the sale of 994,840 acres, at an 30th, 1903, freight returns were \$28,502,average price of \$5.92 per acre. Ac- 081 as compared with \$45.885,968 in the cording to the annual report, there was year ended June 30th. 1907. The main included in the sales a large area for which contracts had been previously made at \$4 to \$5 per acre. The average price realized from lands actually sold within the year were slightly even.

forty-six million dollars that will this probably not exceed \$130,000 for this grear be outstanding.

That is to say, for every \$100 share of Canadian Pacific stock there is more and that is making but slight allowance for the increase in values that must ensue. To carry the question of land assets further, it would be impossible to estimate the tremendous permanent value to the railway company of the Nothing Short of National Crisis lands that have been sold, or those

In considering the land equities men-tioned in the foregoing paragraph, it should be stated that over sixty millions of the gross receipts have been received already on the sale of land, and while ing within the limited space of two or that may not appear at first sight to be properly entitled to a place in the present or future estimate of equities, it must be appreciated that only a very hensive article that will be useful to the generality of investors in America and Great Britain. With a capitaliza-therefore, be either in reserve or have tion of one hundred and fifty millions of gone back into the property, thus form-

Gross Traffic Receipts Increase. There has been phenomenal developments in the gross traffic receipts of the Canadian Pacific Railway Company during the last half decade. For the complete fiscal year ending June such, 1903, there were gross traffic receipts of \$43,057,373, contrasted with about \$40.
see 600 for the six months of the curthere has been rather a strengthening of shareholders'

CMASHING though not surprise, that Canadians \$43,057,373, contrasted with about \$40,-hear of the splendid loyalty of thousands of British and Continental invest-rent fiscal year—the half-year ending December 31st, 1907. It is not improbable that the business of the road will continue to increase at at least a similar ratio, the recurring arguments of vigorous competition to the contrary notwithstanding. The large influx of immigrants and the daily development the security; and it is, no uous, to the steadfast faith of these same investors abroad that the stock was not driven to a much lower level during the driven to a much lower level during the length and breadth of the system the length and breadth of the system will guarantee to the parent railway a steady increase of traffic just as long

prosperous period are shown to be altime a one per cent. dividend was paid | closed down many of the leading west time a one per cent. dividend was paid closed down many of the leading westfrom the proceeds of land sales.

The above-mentioned surplus was grained in a year that included one of the worst winter periods in the history of the company, not alone due to the rigors of the climate, but through a ling to the adverse climatic conditions, combination of circumstances that

Independence of Grain Production. This would indicate that the genera Dominion; and, to make matters worse, a coal famine in the prairies, which necessitated prompt action by the comusinces of the districts served by the these are as follows:

ment during a season of indifferent crop January and February are usually results over one of particularly large 1.3 miles N. 45 deg. E. from the boulder that winter. January operating expenses in 1907 took no less than 87 per capital stock of the railway company. From the buoy the east tangent of

in February of the previous year. And was \$11,001,973 from that source, comnotwithstanding this and the many difpared with \$19,528,878 for the last fiscal ficulties attending operations in the year. With the advent of the fast ate autumn, when the car congestion steamship service the comapny has

say, one hundred and twenty million it paid in by the end of the present dollars—and, as about sixty-five million fiscal year, the increase in dividend obdollars has so far been received by the ligations will not be so heavy as might sale of lands, there is thus a total very be considered at first sight. Extra dismuch in excess of the one hundred and idends on the new common stock will

The new preferred stock of \$7.500,000, issued in the early months of 1907, will however, come in for the full dividend ed on the south slope of the O. K. payments by the end of the fiscal year mountain, two and a half miles west but that will only total in the aggre- of Rossland, and a quarter of a mile gate some \$300,000, and is also a very from the Red Mountain railway near insignificant amount by contrast with the loup. The main development contract with surplus over dividends of the last sists of three tunnels and a winze fiscal period, 4 per cent. only being the rate of disbursement on the preferred.

When the entire \$150,000,000 of comwhen the entire \$150,000,000 of comwhen the entire \$150,000,000 of comgangue in fine form or in the shape of conservaareas that will be turned over to the mon stock is paid in there will be an massive nuggets. The latter are enfarmer in the near future. This will annual sum of \$8,766,960 required to countered usually close to some small constitute a field for annual revenue meet the full dividend, and for the year of the company's active railway oper-ending June 30th, 1907, there was a to-is a ten-stamp mill on the property. ations that will add materially to the gross and net receipts of the roads.

tal sum of \$16,639,805 available for this The lease was made to Messrs. Perry purpose, after making due allowance and Wilson by J. L. Whitney, broker, for the preferred dividend charges, and of Spokane, acting on behalf of the including net profits from subsidiary owners. The lessees do not as yet know

> past five years, the last two or three annual financial statements have shown the common stock to be well looked after in the matter of surplus earnings.

Within a period of five years the company has floated over \$80,000,000 of comspite this large amount of new stock, ticulars have yet been received, nor as which after all had been a nucleus of to when work will be resumed.

National Crisis Only Would Disturb. It might be said, without fear of con tradiction, that no less than a national nmercial crisis could reduce the surplus available on the Canadian Pacific's common to below an 8 per cent. basis and that, in the circumstances of Canada's present unique position in the eyes of the old countries, would probably be restricted to within a very short period. The 8 per cent. earned would be ample to meet the dividend requirements, to say nothing of the thirty odd millions surplus shown in the general balance as at June 30th; 1907. All things considered, however, it met, from the operations of the year ended June 30th, 1907. For that period the road earned \$18,376,033 for dividends months by contrast with those of the corresponding period of 1906. In the earlier period there was a total western next few years. The stock is strictly on the preferred and common stocks. Wheat yield of approximately one nun-at 6 per cent. railway issue, although it pays an extra 1 per cent. from the recepits on account of land sales.

> INFORMATION FOR **GUIDANCE OF MARINERS**

> Swiftsure Bank Buoy Replaced

Lawn Point Buoy. The gas bell buoy heretofore moored

In Japanese Waters. Reef, has been established in a winprovince of Rickuchu. The light is eleprovince of Rickuchu. The light is eleprovin

1 deg., 18 min. W.

The characteristic of Shiraisha beacon steamship service the comapny has gained a great advantage over other railways through its better facilities for booking through to western points, and common stock in the year closing June common stock in the year closing June of the comapny has gained a great advantage over other railways through its better facilities for booking through to western points, and common stock in the year closing June common stock in the year closing on the Pacific coast.

In the characteristic of Sintaisia sectors to Sintaisia secto

> Ishikari river, is a sixth order flashing the railway, as well as traces of the white light, showing one flash every 25 old Indian trail over which the first seconds. The light is of 3,000 candle venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the venturesome spirits made their way into the composition will take the composition will take the composition will be composition will take the composition will be composit seconds. The light is of 3,000 candle power; and should be visible 12 miles in to the interior, both have long since clear weather. It is shown from a cirbeen abandoned and are now in many been abandoned and are now in many long to the interior, both have long since been abandoned and are now in many long to the interior, both have long since been abandoned and are now in many long to the interior of finance lo cular iron tower, painted white. The light shown from Kageno-jima lighthouse on the north point of Kag-

eno-jima, entrance to Nagasaki har-bor, is now a white light, with a red bearings of S. 27½ degrees W. and S. 54½ deg. W.; and another red sector over Osone between the bearings of S.

O. K. IS LEASED Ontario Miners to Exploit Property in

Rossland, March 9.—A. B. Perry and G. G. Wilson have leased the O. K. mine and mill, and will at once begin mining operations. The O. K. is locatmountain, two and a half miles west roads, such as dividends and interest on stock and bonds held by the company in the Sault Ste. Marie Railway Com-There is absolutely no danger that the expenditure of energy and money the directors will allow the capital exit can be made to do so again. Messrs. pansion to outrun the dividend capa- Perry and Wilson are experienced minbilities, as, notwithstanding the tremendous amounts issued during the operating near North Bay, Ontario.

MINING ISSUE.

Rossland, March 9.-It is understood that the Province Mining Company has placed the \$50,000 in bonds, the issue of

SMASHING RECORDS

Phoenix Mine Shipped 23,663 Tons to Smelter in Seven Days.

Phoenix, March 9.—Everything seems cord or two, and once or twice a month this is done. With plenty of coke, ore is unlikely that the earnings will be so dumps, power, ore and with two railof rolling stock on hand, the fracturing process, as far as records go, moves merrily along.

ore were shipped from the Granby more than twelve years ago? Let us er company. It should be remembered, ister of marine. The particular item

The Swiftsure bank buoy has been changed. Lawn Point buoy has been changed. The notices to mariners concerning these are as follows:

While January was a pretty good month for shipments from the Granby mines, running in excess of 74,000 tons of ore, February, although two days shorter, shows up with about 6,000 tons more of ore shipped than for January. The tonnage sent out during the 29 days in February amounted to 80,155 tons. The smelter treatment for February was about 2,000 tons more than this. If it continues to increase at this marker. Some days previously the minister of marine had been asked for returns related to confine themselves to this matter. Some days previously the minister of marine had been asked for returns relating to his expenses in connection with his trip to the colonial conference in London, and to Paris, where, with finance minister, he negotiated the french treaty. This the minister did, but the opposition was not satisfied; its members did not intend to be satisfied, although the minister's explanation was about 2,000 tons more than this. If it continues to increase at this members did not intend to be satisfied, although the minister of market the tolonial conference in London, and to Paris, where, with first provided the finance minister, he negotiated the first from the saked price was a normal condition is reached. There have been sales of Le Roi of marine had been asked for returns relating to his expenses in connection with his trip to the colonial conference in London, and to Paris, where, with first from the days previously the minister of marine had been asked for returns relating to his expenses in connection with his trip to the colonial conference in London, and to Paris, where, with first from the first from the days previously the minister of marine had been asked for returns relating to his expenses in connection with his trip to the colonial conference in London, and to Paris, where, with first from the first from the stream to the first from the stream to the first f

the most severe months in the matter of operating costs, and it may throw some light upon the difficulties of the increasing numbers of immigrants, season to point out the ratio of costs there will be a continuous series of simplest upon the difficulties of the season to point out the ratio of costs there will be a continuous series of simplest upon the difficulties of the season to point out the ratio of costs there will be a continuous series of simplest upon the difficulties of the season to point out the ratio of costs there will be a continuous series of simplest upon the difficulties of the season to point out the ratio of costs there will be a continuous series of simplest upon the difficulties of the season to point out the ratio of costs there will be a continuous series of simplest upon the difficulties of the season to point out the ratio of costs there will be a continuous series of simplest upon the difficulties of the season to point out the ratio of costs there will be a continuous series of simplest upon the difficulties of the season to point out the ratio of costs there will be a continuous series of simplest upon the difficulties of the season to point out the ratio of costs there will be a continuous series of simplest upon the difficulties of the season to point out the ratio of costs there will be a continuous series of simplest upon the difficulties of the season to point the most three difficulties of the toric Cariboo district caused what was forther was the toric Cariboo district caused what was forther was the toric Cariboo district caused what was forther was the toric Cariboo district caused what was forther was the toric Cariboo district caused what was forther was the toric Cariboo district caused what was the toric Cariboo district caused what was forther was the toric Cariboo district caused what was forther was the toric Cariboo district caused what was forther was the toric Cariboo district caused what was forther was the toric Cariboo district caused what was toric Cariboo di in the rush and who can still recall the investigated. exceedingly high by contrast with 71.34 and the 1908 requirements of interest. Tree island is in line bearing S. 7 deg. of Spuzzum will no doubt awaken in per cent. in January of the previous and dividend payments, there would east. many minds reminiscences of the old he was himself in charge of the expediwagon road which was then the only tion.

A fixed red light, to show over One highway into the Eldorado of B. C. The road which was built in 1863-64, the bank of the river through one con-Coth, 1907.

The story of surplus earnings does not, however, stop here, as there are to be taken into account a few equities, which must continue for some time to be of vital importance to stockholders and their yearly income return. They include deferred payments and receipts.

The story of surplus earnings does to points that are reached by the Empresses salling on the Pacific coast. The global fields. A modern rail-road now does the work of the pack as econds; complete revolution, to a seconds; complete revolution, as seconds; red flash, 3 places impassable even for a foot pas-

senger. COWS AT \$8 EACH.

sector over the shoal between Taka-boka-jima and Kozakibana between the What Easterners Were Reduced to Owing to Hard Times.

which contracts had been previously made at \$4\$ to \$5\$ per acre. The average price realized from lands actually and within the year was slightly over \$4\$ per acre. \$7\$ deg. W. and another red sector of contracts had been previously made at \$4\$ to \$5\$ per acre. The average price realized from lands actually sold within the year was slightly over \$4\$ per acre. \$7\$ deg. W. and \$5\$ deg. W. and another red sector of company heavier the learning of \$4\$ to \$5\$ per acre. The average price realized from lands actually sold within the year was slightly over \$4\$ per acre. \$7\$ deg. W. and \$5\$ deg. W. and another red sector \$6\$ deg. W. and \$6\$ deg. W. and another red sector \$6\$ deg. W. and \$6\$ deg. W. and another red sector \$6\$ deg. W. and \$6\$ deg. W. and another red sector \$6\$ deg. W. and another red sector \$6\$ deg. W. and \$6\$ deg. W. and another red sector \$6\$ deg. W. and \$6\$ deg. W. and another red sector \$6\$ deg. W. and another red sector \$6\$ deg. W. and \$6\$ deg. W. and another red sector \$6\$ deg. W. and \$6\$ deg. W. and another red sector \$6\$ deg. W. and \$6\$ deg. W. and another red sector \$6\$

### PETTY TACTICS OF OPPOSITION

WASTED TIME AND MONEY OF THE DOMINION

tive Obstructionists Causes 56-Hour Sitting.

pany and other roads controlled by the workings. The O. K. has yielded large-tory of the country. From Thursday controlled by the workings. The O. K. has yielded large-tory of the country. From Thursday can be caused in 1896, and helped to cause the back in 1896, and helped to cause the back in 1896, and helped to cause the demoralization in the ranks out in different places. Eight pairs verge of the Sabbath the opposition de- of the Conservative party from which layed the business of the land by tactimes when even quick-witted stenographers who make the official reports mon or ordinary stock, and a total of nearly \$120,000,000 of bonds preferred and common in the same period. Despite this large amount of near stock. and money voted for the business of the country. But no, the gentlemen on the other side were obdurate; they would show the country how puissant they were; they would prove to the world that the opposition, although insignificant in numbers, could prevent parlia-ment from voting money to enable the country's business to be carried on, unless their preposterous demands were complied with. It is one of the anom alies of our parliamentary system that be propitious nowadays for the a discredited and venomous politician Granby Consolidated to smash a re-like Foster, and pigmies like Sproule, and Bennett, or Lancaster, can hold up the affairs of the country until their physical capacity wears out. But how dumps, power, ore and with two rail-ways ready and anxious with all kinds of rolling stock on hand, the fracturing about which estimable people the opposition orators are alwyas talking? Is

The opposition was determined to obstruct the transaction of the business

penses in 1907 took no less than 87 per capital stock of the railway company.

From the buoy the east tangent of cent. of the gross earnings, which was Even on the 1907 standard of earnings and sellers are contained in the rush and who can still recall the Mr. Vanasse is applied "Cariboo Trail," and the mention proaching a cairn what does he do? Mr. Brodeur-I do not know whether 31c. is asked for it and 22c. bid. The

Mr. Foster-The vessel stops at certain places, and immediately Mr. Van- is asked for it and \$2 bid.

suspension bridge, and followed along to see what was the nature of that scale by the Amalgamated Co. at

a second time) a humorous editorial on Capt. Bernier's expedition, while Mr.

Rex. which went up to 21c. asked and as a rule, secured with the expiration of each charter party.

come to time. The minister of finance knows what this trial of strength White Bear, assessable ... means. We who are here can talk for two or three hours, and there are dozens of men in the building who will Granby Consolidated ... 90.00 take their turn later on, and there are B. C. Copper ........ 4.50 4.25 twenty who are willing to come up at 8 o'clock."

Now, what do you think caused the Grand Forks, March 8.—James Burr, above outburst? It was simply due to an old prospector of this district and the fact that Mr. Bennett wasn't satisabove outburst? It was simply due to

was, while a third vowed "they would not allow the government to pass estimates until they knew how much customs duty was collected at Fort Churchill (Hudson Bay)."

Now, is it any wonder that a party composed of such political light-weights has no standing in the coun-try? What chance have they against party leader of the calibre of Sir Wilfrid Laurier?

But there is another feature of that

bstruction which calls for special con-

sideration. This is the fact that the chief factor in the obstruction was George Eulas Foster, Mr. Borden's first leutenant. The Conservative leader was supported by Messrs, Monk, Bennett, Taylor and others. When Mr. Borden returned he tried to arrange a truce, but his followers wouldn't con-sent. It looked very much like an other "Nest of Traitors" conspiracy as if Mr. Foster wanted to show tha Ottawa, March 2.—The hour of mid- he was a much better leader that Mr. night on Saturday terminated one of Borden, and thus create a sentiment the most disgusting examples of petty in his favor. It was by a manoeuvre of like nature that the same Mr. Foster

tics that astonished onlookers by their viciousness and puerility. Yard after yard of Hansard, costing many hundreds of dollars, was wasted by the House should proceed to business, a most pitiable trivialities, and there were proposal the government heartily welcomed-but the man from Beauharnois to raise some chicks in captivity. If was ignominously sat upon by the op-

The government were anxious to go intracacies of Dr. Sproule, or some other windy individual on the opposition benches. The government was open to a reasonable truce at any time. Several times ministers suggested that the item in the marine estimates in dissiparticular item of ministerial expenses stand over, and take up the others; but item in the marine estimates in dispute be stood over, in order that non-contentious matters be proceeded with, country that they were more than "dry bones, dust and ashes"; and a parliament session costs the country \$257 a minute.

> B. C. MINING SHARES SHOW IMPROVEMENT

Effect of Money Shortage Has About Spent Itself in Province.

Rossland, March 9.-The restarting of the mines and smelters of the Amalga a policy of obstruction calculated to advance the public interest, or restore the party prestige the Conservatives lost shares. It did have a stimulating effect on Snowstorm and a few other Coeur mated Co. at Butte, it was thought mines to the Granby smelter, being the largest tonnage ever sent out in seven days from Phoenix or any other camp in British Columbia by this or any other is see.

On Thursday afternoon the House went into committee to resume the conjugate the minister of marine. The particular item er company. It should be remembered, later of marine. The particular term too, that these figures are in dry tons, before dealt with the expenses of the that is, when the moisture has been extracted.

Itself of marine. The particular term concerned, and that from now on the market will continue to improve until to confine themselves to this matter. spent itself so far as mining affairs are

But the game was quite transparent. the market for the shares of these two

New Westminster, March 9.—Though many years have passed away since the first discovery of gold in the now historic Cariboo district caused what was a count of the greatest stampeds with a carry when he found it?

There are more sellers than buyers of Rambler-Cariboo and it was quoted yesterday at 27%c. asked and 25% bid. Sullivan continues near the foot of the toboggan slide, and yesterday it was quoted at 3c. asked and 2%c. bid.

There are more sellers than buyers of Rambler-Cariboo and it was quoted yesterday at 27%c. asked and 25% bid. Sullivan continues near the foot of the toboggan slide, and yesterday it was quoted at 3c. asked and 2%c. bid. International coal is unchanged, and yesterday it was 80c. asked and 770

There is a wide divergence of opin other coal properties do not show much

change in price. Dominion Copper is lifeless, and \$2.50

Mr. Foster—What would it be made of?

Mr. Taylor, Conservative whip, also contributed to the fuliness of Hansard and the waste of time by reading (for a second time) a humorus editorial on.

Butte, has experienced a sudden rise handling the business for the Harriman system very satisfactory, so it is understood, in view of the fact that the contributed to the fuliness of Hansard and the waste of time by reading (for a second time) a humorus editorial on.

Charles Dickens, which rose to 18c. and ago. Prior to that time new boats were Butte, has experienced a sudden rise

WORK FOR UNEMPLOYED.

Nanaimo, March 9.-Work for a

# ON THE ISLAND

WILL ATTEMPT TO RAISE PARTRIDGES

Some Good Fishing Reported— Laws Are Not Being Enforced.

The Hungarian partridges, first imported by A. E. Todd, are still being kept in their run at the Leasowes, on St. Charles street. A shipment which arrived a week or so ago were turned were liberated at Saanich, ten pairs at Duncan, and three at Nanaimo. There is another shipment coming which will also be turned out at once, but the others will be kept indefinitely. Probably some of them will be kept through the summer and an attempt will be made properly fed they breed freely and the

young can be successfully raised.

Varying reports come in regarding the fishing in Saanich Arm. Those who went up the line yesterdy and went down to the water from Seventeen-Mile had little success, the dog-fish being so numerous that nothing else had a chance. Three men in one boat had a dog-fish on their hooks at the same time. One of these, H. Murray, according to the account given to the Times, hauled in his doggie and laid down his rod to assist the others in pulling theirs aboard, when the fish he had landed gave a jump and went over the side of the boat carrying the rod and tackle, and in spite of the energetic efforts of those in the boat, he was

not overtaken.

Whether or not the above tale is true is not certain, for the telephone seemed to smile as the message was coming into the office.

The following items are, however, vouched for: A large number of an-

glers went up on the Saanich side of the Arm and were very successful. Fairall brothers caught thirty-six be-tween them, one getting seventeen grilse and the other nineteen. Another gentleman who was with them landed eight; J. P. Mann had some good sport, and J. H. Oldfield of Winnipeg, was de-lighted with his catch.

The grilse is one of the finest little fish that can engage the attention of the angler. More than that it is delicious on the table. Now that the sunny days are here doubtless number: of sportsmen will take a run up the Arm to try their luck.

It is reported that shooting has been going on in the Cedar Hill district. similar nature. The fact of the matter is that there is little if any attempt being made to protect the game on this island. The govern promised to do something in this direction. It is to be hoped that the author

ities will see fit to keep their promise in the near future. Some days ago a prominent Victoria commercial man was up on the Saanich Arm fishing. He took the train to the Seventeen Mile post and walked down TRAIL TRAVELED

The opposition was determined to obstruct the transaction of the business of this department until it had an opportunity to make political capital. The opposition wandered "all over creation" in the discussion; the deputy speaker, as is the custom, gave wide latitude, and the obstructionists availed themposition of the busy: Pachena point light, 0 deg.; Carmanah lighthouse, 85 degs.; Cape Flattery lighthouse, 59½ sec. The buoy is moored in 30 fathoms water,

Lawn Point Buoy.

TRAIL TRAVELED

The opposition was determined to obstruct the transaction of the business of this department until it had an opportunity to make political capital. The opposition wandered "all over creation" in the discussion; the deputy speaker, as is the custom, gave wide latitude, and the obstructionists availed themposition of the business of this department until it had an opportunity to make political capital. The opposition wandered "all over creation" in the discussion; the deputy speaker, as is the custom, gave wide latitude, and the obstructionists availed themposition of the business of this department until it had an opportunity to make political capital. The opposition wandered "all over creation" in the discussion; the deputy speaker, as is the custom, gave wide latitude, and the obstructionists availed themposition of the business of this department until it had an opportunity to make political capital. The opposition wandered "all over creation" in the discussion; the deputy speaker, as is the custom, gave wide latitude, as is the custom, gave wide latitude, as is the custom, gave wide latitude, and the obstructionists availed themposition to know, that in the morning had the obstructionists availed themposition to know, that in the morning had the obstructionists availed themposition to know, that in the morning had the edge. The fished all day but like, the discussion of old, caught nothing. Now, he was a such as fished all day but like the disaction of the business of the salety at \$67.50. Vesterday it wa the five hundred feet or so to the water

FOR ANOTHER YEAR

Harriman System Has Made Arrangements Again With Hamburg-American Line.

Manager R. P. Schwerin, of the Harriman water lines, has announced that the Hamburg-American liners now plying bedow below the main light on Todo-zaki, mainly by the Royal Engineers, started us how he approached one, what ne sid to from Yale, the head of navigation, and, assegoes out to look for cairns. Show us how he approached one, what ne sid \$80, but holders are not inclined to tween Portland and the Orient have been re-chartered for another year, co ing from the first of May next and the subsequent monthly departu

The Hamburg-American line has been

Four steamers, the Alesia, Numantia Nicomedia and Arabia, are kept conti Nicomedia and Arabia, are kept continually on the run, maintaining a monthly schedule, and they have so far managed to handle the constantly growing business with the assistance of an occasional tramp freighter during the busy months. 102% of fall when the people of the Orient put in their supplies for the winter. The company owns a large fleet of vessels of the type on the route so that more can be added on short notice should business of downed. so demand.

NELSON SOCIALISTS.

Again Choose Candidate to Contest Coming Federal Election.