on the same basis of \$7.50 each nditure would be \$15,857,408.60. sess of expenditure of \$2,548. Quebec produced revenue to the of \$11,611,553.50 and at \$7.50 per expenditure in that province ed to \$11,164,013 or an excess of of \$447,540.50. Nova Scotia revenue \$2,034,688.53, and exre on the same basis exceeded \$1,343,281.37. The results in er provinces were: New Brunsaue, \$1,564,625.62, expenditure 172; Prince Edward Island rev. 212,476.01, expenditure \$\$18,085: revenue \$1,236,510, expendi-,143,795, and the territories \$134,258, expenditure \$742,252 l excess of expenditure over revr the whole of the provinces on sis was \$5,949,793. The excess nue over expenditure in Quebec ba and British Columbia amount 1,646,279. The total expenditure Dominion in 1895 was \$38,132 d the total revenue was \$33, an excess of expenditure of

requently remarked by the press

other provinces that this prov-

a burden upon them, and On. as always tried to make it apat it was the milch cow for the Dominion. With such a showing which I have given it must be to any one who will go into tter that exactly the opposite is t, and especially is this fact apa the case of this province, as contributed an excess of revnto the Dominion treasury of 24, against an excess of expenon the same basis in Outario 48,064. What better proof can uced? I hope our patriotic fel zens in the province of Ontario refully study the figures given prepared to accord to British a a little more consideration than heretofore shown. As older es it was naturally to be expectthey would be regarded more in t of the parent who would conliberally to the support of the ut the very opposite appears to en the case, and the support has om the child to a very large dethe parent, both in a direct way ge extent and indirectly as well itention that the building of the n Pacific Railway (so frequently was for the sole benefit of Brit umbia is neither reasonable nor It was a national undertaking people of this province should spected to contribute more than e in land as its special contribuits fair per capita average of the expenditure in money by of the Dominion to meet the s and charges which have been through the undertaking. een for this railway the Domin-uld not have the promising fucommand the attention which it day, either in a national or a rcial sense, and this feature

senior member for Vancouver the prosperity of any country ated by the business which was shown by its exports. I propose give you more figures to place sesion of the great advantage province of British Columbia, aring also upon the Dominion The exports of British Colit to \$10,576,551, and im-.566.236 an excess of imports The Dominion exports to \$121,013,852, and imports 508, an excess of exports of So that while the showing Dominion was only over imports, British Colum-l \$5,010,313 more than was Is not that a showing which nce the Dominion governbe liberal in its expenditure this province? And I have no in affirming that the more vince is opened up the greater importance to the Dominion be only as a contributor to the revenue but as an outlet for the of its own people. ove the position in which it is his province stands with re-

itself more apparent year by

e confederation, after making ances for all expenditures. as well as on capital account, compiled the following figures heads of the revenues already They are as follows: tal expenditure from 1872 to usive amounted to \$13,064,800. may be added a liberal allowexpenditure on public works in e. \$200,000 for twenty-four \$4,800,000, making a total of

up to 1896 of \$6,411,812.83, when properly computed almost to refund the expenditure for a Pacific Railway constructions other public works made by the n government in British Columeven should the contentions of admitted, that such expendimade solely for the benefit of Columbia (which I contend was fact) the showing shows conthat the province is now in a to require from the Dominio equitable distribution of the exupon the basis of its revenue pared with the other provinces, s hitherto been accorded to it. this statement I am actuated nfriendly spirit, but merely de deavor to show that it is not d indirectly, of the Dominion and the older eastern provinularly, to accord such nd considerate treatment in the expenditures for the purpose of p the provinces with railways solutely necessary to bring the mineral wealth within the the people of Canada as soon

gures already given are intendonvey to the house the exact of the provinces and the Doso far as the revenue and the ures of each are concerned, hough it is shown that is now contributing to the Domuch more than its due propo lo not think any member in this ould contend that the whole of nue, less the actual expenses vernment, should be expende ninion, although its young . I am satisfied that the of the people of the province naribute their full quota toward stenance of the central govern

responsibilities. what basis can such an obligaadjuested? I admit it is not

to do this, but in order to into tangible shape I make the uggestion. For convenience take the Dominion revenue and ture for 1896, they are: Revns, \$1,406,931; inland rev-205,263; postal revenue, \$140,125; \$1,842,319. Expenditure per cap \$100,000 at \$7.50, \$759,000; esticapital account, \$200,960; to-

his surplus let our contribution to tederal government be one half, or \$446,000, and let the other half be cial development by railways. d provide interest and sinking \$10,000,000, a sum which sufficient for immediate reand from the development nent resulting the surplus up-ne basis would in all probabilincrease in revenue during months is maintained, and doubt it will be) have doubled further appropriation was

government will be supportthe practicable step indicatact under discussion towards up of the province and feel nat the result will be such as hem and the country in doing whatever point of view it may whether as a business or as one they are called lischarge in fulfilment of their n in the discharge of their duty to this province and to the Dominion.

MR. SWORD. Mr. Sword said Mr. Rithet had delivvery eloquent speech, but the tion of it was irrelevant to that the policy of the Dominpament had the effect of inhe price paid for necessary nd in this way the province y a very large amount indeed ominion treasury. He did not wise to apply to the Dominion for further assistance on Mr. Rithet should be guidis own advice and should not ortant matters from a purely and local standpoint. He should hat he was a citizen of Canwell as a Victorian and supwas in the interest of the as a whole. It would be that the Dominion government more advantageously to the It was evident that the first introduced by the government friends at all, and the governere forced to bring down an that was more important biil itself. Under these cires, and taking into consideraruling of the Speaker, the was forced to consider not the. was brought down by the Govmessage, but a bill which the ent intend to change in commitwas useless to attempt to conthe province undertaking an ex-

agree with those who held that the pointed road. It was operated by a Taylor Nominated at Winnipeg-Conas the road mount to anything, not be built and the money util-In the last general election the Vancouver Island were told construction of the British Paas essential to their salvation. He noint out, however, that the same raised in connection with the railway, and the people on the British Pacific, but what is the Nearly everyone but those diit did not bring those advanch were claimed for it. He be justified in voting for the ed the sanction of those who him. Other members were in position, among them being Mr. Martin. He should ex-

position, not only in his own but in the interests of his colwho were in the peculiar posiassociated with one who to oppose the measure government had introduced. ean. Mr. Sword admired his to build the road. Mr. Sword occeding to discuss the present tion of the Nakusp & Slocan when

d. Baker rose to a point of order. subject under discussion was not Semlin-What has Mr. Rithet discussing for the last half hour? Sword, continuing, said that as-Mr. Turner's forecast was cor-· Nakusp & Slocan will pay a dividend to the promoters. He e this profit. How much capithey put in the concern? They the Columbia, & Western and Mr. n advantage of the guarantee | Heinze. ovince to borrow more money were to profit by the experithe past, they would come to government would put up mile and the Dominion governrobably \$6,000 a mile. With subsidies the promoters could borrow another \$10,000, which

ore than build the road. Rithet-It will cost \$40,000 a which would be likely to fitilize uses. Mr. Sword stated that pany came up in the house. gements with the C. P. R. to he Nakusp & Slocan and Shuswap Hon. Mr. Pooley, the president of the kanagen were not in the interests of company, was the solicitor of the E. & people. If the government built the N. railway company. It was not to be

and all federal lastitutions, du- roads under discussion they could suremake such arrangements with the C.P.R., if compelled to do so, as would give the province certain rentals from these railways.

Both the premier and Mr. Rithet had spoken of the road from Pentictor to Boundary, but neither had given any idea of the position of the charter and land grant to the Columbia & Western. The house had given that land grant solely with the view of having the ne-cessary road built. The government had accepted a bond from Heinze that 000. Surplus of revenue; \$592, the road would be built, but in the face of this, notwithstanding the bond, they bring down a bill to grant a cash subsidy of \$4,000 a mile to the road. Surely the house was entitled to some explanation. The government were not justified in playing fast and loose with the credit of the province in order to grant \$1,000,000 to the British Pacific. A cheaper line to open Cariboo can be secured by the C.P.R. They did not object to borrowing money for public works, but they insisted that the money should be spent where it is likely to bring in a return. The government, which was under the thumb and control of the British Pacific company, was not a safe one. He hoped the government would withdraw the bill and then would ask the house to sanction the borrowing of money, not in the interests sus of opinion among statesmen went

plause.) MR. FORSTER. important motion of this kind the gov. ry on other abuses. Mr. Kidd strongly ernment refused or neglected to an advocated the government ownership of swer the arguments of their opponents. railways. He was not opposed to the Mr. Sword's arguments were evidently borrowing of money for opening out the unanswerable. (Hear, hear.) The gov country. There was one railway meneriment inherited the evil propensities of its predecessors, and to show this to see immediately carried out, but as on at issue. All were perfect- Mr. Forster went into the history of a government undertaking, and that the Esquimalt & Nanaimo and Nakusp & Slocas and the Shuswap & Okanagan railways. All along, the MR. MARTIN. British Pacific. If surveyors' reports try through which the road will pass. Even Mr. Hunter, when he was opposing the British Pacific last year, had stated that the land was of little value. Now that Mr. Hunter is supporting the British Pacific he will probably con-clude that during the year the land has become more fertile. Mr. Forster said raise the point in seeking fed- the government should do something to secure the immediate construction of ive assistance to railways in the road from Penticton to Boundary dambia because such railways A road connecting this district with the coast will prove a most profitable one and the government should secure this profit by constructing the road. The only argument that can be advanced against the government building the road is that it is incapable and incom-He was proud that the party petent. to which he belonged had come out boldly for government ownership of railways. Railway history taught the esson that governments must own railways or railway companies will own the Private ownership in governments. railways in the United States had pros-Mr. Rithet, but he believed there was the slave of the powerful railway members on the other side of the corporations. When there are weak the were open to argument. No governments, such as this province now objected to the British Pacific has, railway companies get everything ailway. What they did object to they want in return for their political support and influence. Those opposed to that the results as far as could government ownership would point to een would not justify. He could the Intercolonial railway, but it was a agree with those who held that the political road. It was operated by a the C. P. R., and which had always acted in the interests of the C. P. R. Now that the present Dominion government were extending the Intercolonial to Montreal it would likely prove profitable. Railways were national ways and ought to be owned by the people the same as ordinary highways. Mr. Forster described how government railways were constructed and operated nd been just as strongly in fav- in Australia. That country would not his line as they were in favor have been developed so rapidly if rail-

prise. He quoted from the reports of erested acknowledge that too railway authorities to prove this. If paid for the island railway, there is an accident on government railways there is no attempt to keep it secret, as on the C. P. R. to-day, Everything done on a government railway is us to the British Pacific until, carried out without any attempts at se-There may be abuses connected with government railways. The government should not give private companies the money to furnish the whip to lash the people. It might be well for a government who wants to encourage monopolies to plunder the people, but it would be a black day when private companies secured full control of railways in this province. He went into this contest with a light heart, beshowed that the assistance lieving that the principle of government ways in the past had not ownership of railways was a right one eficially to the government. and would finally triumph. If the prohad referred to the Na- vince took the position of the private company and borrowed the money on did not think much of his the credit of the railway, there is no The opposition then held the reason why railways could not be built as they do now. They had without the middle men. There was the government were going no fear of the present government stealwould be better for the govgovernment were in favor of private ownership because its individual members were interested in railway com-

just disposed of a charter-Col. Baker-I deny that. Mr. Forster-He told us the other day that the C. P. R. had secured the B. C. Southern charter. They must have paid for it or else they stole it. (Laugh Col. Baker had appeared before ter.) the railway committee last year as agent for the B. C. Southern. He pleaded for the company and asked for what the promoters had dome favors for the company. Then the attorney-general's firm were solicitors for

panies. The provincial secretary

Mr. Eberts denied that his firm were to build the road. If the solicitors for Mr. Heinze or the Columbia & Western Company. Mr. Taylor, his parfner, had been engaged by the usion that the present bill was Union Trust Company, of New York, on business principles. The to register a deed in connection with a mortgage on the Columbia & Western He denied most emphatically railway. that his firm was retained by Mr. Heinze. Mr. Taylor had taken one or two small suits for the Trail Smelter company while in Kootenay last year. Col. Baker also wanted to make a depiake Hesexplained that he had told Sword—I was not referring to the Pacific. I was referring to the pacific. I was referring to the company and refrained from voting when anything connected with the com-Mr. Forster, continuing, said that the

expected that the government whose individual members are associated with railways would sympathize with public ownership of railways. It was not obscure men who believed in the government ownership of railways. The greatest statesmen had advocated that principle. The party who took up this question would take up the winning side. He did not care whether the government accepted this policy now. It would eventually be successful, and the men who advocated the government

ownership of railways would be considered public benefactors. (Applause.) MR. ADAMS. Mr. Adams was the next speaker. He supported the route from Bute Inlet to Quesnelle and would not advocate the line from the C. P. R. to Cariboo. He

said the opposition were opposing the bill because they were compelled to do so and that the idea of government own ership of railways was trumped up for | Happenings at Ottawa-Annual Meetthe occasion. MR. KIDD.

Mr. Lidd said the principle of borrowing money was a correct one, if it carried with it the proper expenditure of that money. There is a great dif-ference of opinion as to how the money borrowed should be applied. It raised the question of the government owning the works which government money have helped to construct. The consenof private companies, but in the inter- to show that railways should be con-ests of the people of the province. (Apstructed and owned by governments. Railway companies had abused their privileges in many ways. Rings had been formed to make profits out of Mr. Forster was surprised that on an construction, to water stock and to car-

government railways. An along, the government railway policies had been in the interests of private companies, dict Mr. Semlin and an untruthful telegram from Kamloops which had appropriate the gram from Kamloops which had appropriate the semantic form of the s Hon. Mr. Martin wished to contradict Mr. Semlin and an untruthful telepeaed in the Times and which was pubwere to be relied upon there was but lished as a political dodge. He had little good agricultural land in the countries of broken his pledge. He had not promised that he would oppose any as sistance to the British Pacific. What he had promised was that if the legislature was asked for \$240,000 a year for 25 years to aid the British Pacific. he would oppose the granting of such aid

At 11:45 Mr. Williams suggested an adjournment. Hon. Mr. Turner-No, let us go on. Mr. Helmcken-Very well. I am go-

ing home. I don't intend to stay here all night. Mr. Williams moved an adjournment, and the government were opposing the motion, but when they saw that a majority of the members were voting for the adjournment they switched around. NOTICES OF MOTION.

By Mr. Smith-To introduce an act to mend the mineral act, 1895. By Mr. Sword-To move on Monday: That in requiring a declaration from the surveyor who has surveyed land for an intending purchaser, whether any of tituted popular government. Congress such land was likely to be required for a townsite or fishing station, the legis-lature intended that the attention of the land office should be called to the nature of the land applied for, and that it should not be treated as ordinary land held to purchase."

CANADIAN NEWS

tractors for the Crow's Nest.

Winnipeg, April 13.—At a mass meet-The trades unions will not endorse Tay- Geparture. lor's candidature.

It is reported that Sheppard & Siems, railroad contractors, of St. Paul, Minn., ways had been left to private enter- have been awarded the contract for the construction of the Crow's Nest Pass

The water in the Red river continues to rise, but considerably slower than for the past week. At Emerson the water is rising averaged an inch per hour to-day, previous to that. A flood is now admitted to be likely by an.

patrick, of Ontario, keeps about the same. He hopes to return to Canada

Sir A. Lacoste, chief justice of the court of appeals, has been appointed administrator of the province of Quebec during the absence of Sir Adolphe Chap-

Mackinaw, April 13.-A heavy east wind broke up the ice fields in the straits last night, and to-day it is being conference. The ministers, however, driven rapidly out into Lake Michigan. Boats can now get through without trouble.

has ters for cargoes of lumber. Port Huron. April 13.-Information fix m ports along the Canadian shore states that warm rain and south winds of \$10,000 per mile would be given, inhave honeycombed all the ice on the

Manistique, April 13.-Navigation was

ONE HONEST MAN.

To the Publisher: Please inform your readers that if written to confidentially I will mail in a scaled envelope the plan pursued by which I was permanently restored to health and maily strength after years of suffering nervous weakness, lost vigor; unnatural discharges, and lack of development.

I have no scheme to extort money from any one. I was robbed and swindled by the quacks until I nearly lost faith in mankind, but thank Heaven, I am now well, vigorous and strong, and anxious to make this certain means of cure known to all.

Unsolicited indorsements from my grateful friends

Unsolicited indorsements from my grateful friends who have been cured through my Free Advice:

Mr. Mulford: "I saw your notice in the paper some time ago and wrote you about my case. After following your advice which you so kindly gave me, I am very glad to say that I am now perfectly cured. I wish to thank you a thousand times for your kindness."

I wish to thank you a thousand times for your kindness."

"Heaven grant you a long and prosperous life, is the wish of a cured friend."

"Judge of my surprise to receive a kind letter of ho valuable advice, absolutely free."

"It is the first advertisement: I have answered that did not ask me to call at the Express Office and pay for medicines that I had not ordered."

"I am happy to say that you are truly an Honest Man and deserve the endorstment of both Pulpit and Press."

In conclusion: I have nothing to sell, and want no money, but being a firm believer in the universal brotherhood of man, I am desirous of helping the unfortunate to regain their health and happiness. Perfect secrety assured. Address with stamp; a MR. WM. T. MULFORD, Agents' Supplies.

P. O. BOX 51.—ST. HENNEI, QUE.

P. O. BOX 51 ST. HENRI, QUE.

DISAPPOINTED

Fear the Imperial Authorities May Discourage Canadian Jubilee Regiment.

Government Will Likely Make Grant So Volunteers Money Will Be Returned.

ing of the Dominion Rifle Association.

appointment in local military circles for fear the Imperial military authorities may feel compelled to discourage the idea of a Canadian Jubilee regiment. The project is a very popular one, and applications for positions both on the officers' staff and in the rank and file are already so numerous in the case of the Ontario battalion that the country officers have been advised to try their chances at Montreal instead of Toronto. At Montreal, on the other numerous as at Toronto. The 8th Roy-

this amount to be returned. Ottawa, April 14.-Messrs. Bostock and Morrison were added to the council for British Columbia, and Richard-

son to Manitoba. this year on the old Rideau range, as the tributaries of this stream; the new range would not be ready.

he no political partizanship shown by was done with the most primitive meth-the government in administering the afflairs of the department. The presi- ities it could easily have been done in dent was re-elected and also the vice- two days. presidents.

bill reducing the period of service unpension.

A deputation of leather merchants saw increase of the duty on leather. Mr. Davin will move to enfranchise

women under certain restrictions. in the house yesterday on military representation at the Queen's jubilee. Richard Cartwright said that all arms worthily represented.

sion all day. Mr. Kelso, superintendent of ne-glected children for Ontario, saw Deputy from \$5 to \$7 per pan. This would give Minister Smart to discuss arrangements \$400,000, calculated at \$5 per pan, in ing of the temperance party to-night, with him whereby English waifs sent the whole claim. There is intense ex-E. L. Teylor, barrister, was nominated to Canada under Dominion auspices citement here, and everyone who can is

THE CROW'S NEST.

to Provide for the Constructtion.

that may want to use the pass, was shelters for travelers. communicated to the Liberal members and British Columbia at the convention uary 11, 1897, and has just come to chair. yesterday afternoon.

'The government was represented by the premier and Messrs. Blair, Sifton and Tarte. No official statement can be obtained as to what occurred at the admit that the announcement of the policy of the government may be expected immediately after the recess. The members from the west express the opened here yesterday by the arrival of hope that the government would exer-the steamers Colin Campbell and But-cise strict control over the road, no matter in what way it might be construct-

> It was then announced that a grant stead of the usual subsidy, if the C.P.R. would accept the accompanying condi-The presence of Mr. Shaughtions. nessy, vice-president of the C. P. R., in the city is believed to have resulted in the closing up of the details of the

agreement. The western members, who, when the proposals of a rate reduction and conthat the C.P.R. would not accept them, but would prefer to build the Crow's Nest extension without government aid, are said to be very well pleased with the result of the negotiations.

It is understood the government used every legitimate advantage at their disposal to reach a conclusion in the public interest.

sel will reply to this argument, after which the commission will meet in Montreal to hear argument on either Mr. Bodwell was delayed for some time on his way back by snow in Dakota. He was met on the Sound by his law partner, Mr. L. P. Duff.

White Pass route. Mr. Oglivie told the parties who are getting up the petition that the government could not possibly his law partner, Mr. L. P. Duff.

BOTTLED WIND

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MADE BY THE GULLINE PHEUMATIC COLLAR CO., CRANCY, P.Q. No sweat pads. The strongest, most durable, lightest, coolest, easiest and best fitting Herse Collars on earth. Heavier loads drawn with less exertion than with any other collars. Sure cure for sore necks and shoulders. The stitching is rust-proof metal, is not affected by moisture, and will not rip. All collars, from the lightest bug y to the heaviest dray, are made of the very best leather, and tested by a pressure equal to fifteen tone pull, and are so muranteed. THE GULLINE STRAW COLLARS

also metal stitched and challenge all others for durability and beauty of finish (the Gulline Pneumatic Collars excepted. THE AMES HOLDEN COMPANY, OF MONTREAL, LTD. Sole Selling Agents for Canada, with full stocks at

Montreal, Toronto, St. John, N.B., Winnipeg, Victoria & Vancouver, B.C.

FABULOUSLY

Toronto, April 14.—There is much dis- Surveyor Ogilvie's Report on the Golden Deposits in the Yukon District.

> Millions Certain To Be Taken Out of That Country in the Next Few Years.

Ottawa, Ont., April 3.-The gold discoveries in the Yukon district are creathand, applications are likely to be as ing some excitement here, and a number of parties have left for that region. Wilal Rifles, of Quebec, and Victoria Rifles liam Ogilvie, the Dominion land sur-Band have each volunteered service, alveyor, has been in the Yukon territory though the sum of \$50 was required around Fort Cudahy all summer, and from each private volunteering. It, is has been closed in there for the winter. regarded as likely that the government He intended to have come to Ottawa will make a grant sufficient to enable and reported at headquarters early in the winter, and for a time it was feared that he had started out and something happened to him by the way. The last letter which had been received from him before he intended starting for home was dated November 6, 1896.

The annual meeting of the Dominion In that communication, which was ad-Rifle Association was held here to-day, dressed to the minister of the interior, Trede was a good attendance. Colonel' he said that he remained to make a sur-Gibson, president of the association, vey of the Clondyke, which joins the to the supreme court in Judge Gwynne's occupied the chair. Lord Aberdeen and Yukon a few miles above the site of place very soon. There is a hill before General Gascoigne were present. Gen. Fort Reliance, about 50 miles above eral Gascoigne in his speech said that Fort Cudahy, Rich placer mines of the Dominion matches would take place gold, he said, were being discovered in supreme court after 70 years of age. discovery was first due to some Indians. Sir Richard Cartwright made the best One of the men who had just returned speech ever delivered by a minister of from there told him that three men had militia. He declared that there would taken out \$1,200 in eight days. This

Nothing more had been heard of Mr. Hon. Mr. Davies yesterday introduced Ogilvie until some time late in January. About that time another communication der which the mounted police may earn had been received, dated December 9, 1896. In this report he states that he had intended to go out of Fort Cudahy, the government yesterday and urged an so as to reach Ottawa some time in February or in March, but as travel was dangerous and difficult, and as it would cost over \$1,000 for him to reach Van-An interesting discussion took place couver, he did not start. Since that time gold prospects in Bonanza creek,

Sir he said, had greatly increased,
"The gold," he says in his letter, "is of the service in Canada would be increasing in quantity and richness, and now it is certain that millions will be The franchise bill was under discus- taken out of the district in the next few years. One pan of dirt gave \$14.25. for the house of commons for Winnipeg. may be properly inspected before their staking out claims. Three married women, whose husbands have claims, have staked out claims for themselves."

He asks the department for a ruling about this, as he does not consider it A Definite Programme Decided Upon fair for the women to hold claims as well as their husbands, notwithstanding that there is nothing in the law to pre-Toronto, April 15 .- The Globe's Ot- vent it. A good deal of staking out abtawa correspondent says: "The gov-ernment have decided upon a definite them turned up and some had not. programme to provide for the construc- Sixty days he considers too long for tion of the Crow's Nest Pass railway recording after staking. The British now within five feet of high water. The This programme, which involves a grant Columbia act only allows fifteen days of \$10,000 per mile to the C. P. R. for when the agent is only ten miles distant, and thirty-four inches in fourteen hours the 315 miles over which the Crow's and one day additional for every addi-Nest extension will run in return for tional ten miles. This would give the the surrender of clause 16 in the origin people of Bonanza Creek only from 21 Montreal, April 13.—A London cable al franchise, the reduction of freight to 30 days and would have prevented a says that Lieutenant-Governor Kirk- rates on all parts of the C. P. R. west lot of fraud. The miners were getting Or Port Arthur, and the preservation of up a petition for opening a way into the ance of the high financial standing of running powers for all other railways country from the south and building

from Manitoba, Northwest Territories ed from Mr. Ogilvie was dated Jan- ternoon. Mr. Prior presided in the tends going to Ottawa, and he took the

> encouraging. "So much so in this case," he says, 'that all the other creeks are practically abandoned. Especially is this so in regard to Forty Mile, in American ter ritory, and nearly 100 men have made their way from Circle City. Those who cannot get claims are buying in on those already located. Men cannot get any one to work for love or money so scarce are laborers, and development is consequently very slow. One dollar and a half per hour are the wages paid. A few men work for higher wages and they are permitted to remain on duty is many hours as they please. Some of the claims are so rich that over night a few pans of dirt suffice to pay the hired labor. As much as \$204 has been

> reported in a single pan. "Chicken creek, at the head of Forty Mile in Alaska, discovered a year ago, is to-day practically abandoned. Miller and Glacier creeks are turning out very

Prospectors complain about the size of the mining districts and the fact that they cannot get more than one claim in one district. Mr. Ogilvie complains of his own

for the Canadian government before the Behring Sea cleams commission, refresh meat and vegetable food ne has become very bilious and often troubled 1 Stearns Bieyele each month. where he assisted in the preparation of the argument to be submitted to the commission. The United States countries in regard to getting a road from the south, a petition is now in circulation for the purpose of being forwarded to the minister of the interior. The petition asks for the road to go by the White Pass route. Mr. Ogilvie told the

agree to building a road and that it would have to be done by private enterprise. There was attached to their petition some very abusive remarks regarding the trading companies.

He adds a postcript to the report, dated January 23rd, stating that "placer prospects continue more and more encouraging and some very encouraging discoveries are being reported. Three pans on claims at Edarado turned out \$204, \$201 and \$216 respectively."

HAPPENINGS

Senator Mills To Go on Supreme Court Bench in Judge Gwynne s Place.

The Imperial Government Cannot Re ceive a Large Diamond Jubilee Contingent.

Ottawa, April 15.—It is reported here to-day that Senator David Mills will go place very soon. There is a bill before the senate to retire the judges of the

The Sir Richard Cartwright received a cable to-day from Hon. Joseph Charaberlain similar to the one received by the governor-general last night, regretting that the imperial authorities could not receive so large a contingent from Canada as the Dominion desired to

send. Canada's request to be represented at the Queen's jubilee by a regiment 600 strong cannot be entertained. The colonial secretary sent the following message to the Governor-General to-day: "I fear there would be serious, if, not insuperable, difficulties in the way of providing accommodation for more than 200 troops from Canada. While most anxious that the Dominion should be fully represented as a federation, I feel this can be accomplished by raising her contangent to 200 as against from 20 to 100 to be sent from other colonies. At the same time Her Majesty's govern ment most cordially recognize and appreciate the loyal, generous feeling which prompted the offer of a large additional contingent and only regret that circumstances do not admit of its being accepted. over, that these sentiments will be shared by the entire British nation." Major Mason, of Hamilton, was today confirmed as commandant of the Bisley team, and Major Dunbar, of Quebec, was appointed adjutant. team sails by the Parisian June 19, a

week earlier than usual. The Ottawa matches this year commence August 30. Col. Hodgins of the Ottawa Guards replaces Col. Bacon as association secretary. members of the council visited the site of the proposed Dominion range at Hull and unanimously condemned it.

The house adjourned yesterday after noon for the Easter holidays. Sir Charles Tupper brought up the question of the fast Atlantic line, and in answer Sir Richard Cartwright said the Petersons offer was for half a million a year, considerably less than the Allans asked. He had received assur-

the firm. The annual meeting of the Dominion The next letter which has been receiv- Artillery Association was held this af-Lord Aberdeen, Sir Donald hand. He says that Thomas M. Smith and General Gascoigne were pres-O'Brien, a merchant of Forty Mile, in- ent. Lieut.-Col. Cole, Montreal, was elected president. Lord Aberdeen dechance of sending an interim report livered a speech. General Gascoigne along with him. He reports that the said that six new battery guns were prospects of the Clondyke are still very ready for shipment in England. Some garrison gurs were also ordered. Panet, deputy minister of militia, said he would recommend an additional grant for the association.

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