Want Guards For Big Safe

Federal Finance Minister Objected to Removal of Dominion Police.

Two Writs for Vacancies Issued And Eight Yet to Follow

Siftonian Henchman From the Yukon to Be Land Commissioner.

From Our Own Correspondent.

Ottawa, Jan. 19.—The apportionment of quarters in the west block, vacated by the department of militia, is not yet completed, but several rooms have been allotted. Two have been set apart to the uses of the commissioner of Dominion police. Interesting gossip is going on in regard to Colonel Sherwood's removal. It is said he desires to have the entire Dominion police headquarters removed from the east to the west block, where they could be nicely and conveniently accommodated. But to this arrangement, it appears, the minister of finance would not listen. The guard room of the mounted police is immediately under the principal offices of the finance department, and the minister raised a decided objection to the police being removed from the immediate vicinity of the big safe.

W. G. Pasmelee, deputy minister of trade and commerce, will leave on Thursday for Halifax, where he will take the steamer for the British West India Islands.

Writs for Westmoreland and Rouville were issued today. Nominations in each riding takes place next Saturday, January 30th, and polling, if any, on Saturday, February 6th. These two constituencies are represented respectively by Minister of Railways Emmerson, and Minister of Inland Revenue Brodeur. An effort was made by the ministers to secure the issue of the writs for the other eight vacancies simultaneously with the two named, but this has not been found possible owing to the fact that the voters lists are not ready. The warrant for the writ in Louville had to be issued by Marcil and Turgon, M. P's, as Brodeur could not issue it, having accepted an office of emolument under the crown.

Hon. A. Oliver, formerly a henchman of Hon. Mr. Sifton's in the Dubois, and at one time Liberal organizer in Manitoba, will succeed Mr. Turriff as Dominion lands commissioner.

Mr. Bredeen, M. P. for Rouville, was this morning, at Rideau Hall, sworn in privy councillor of Canada, and took the oath of office as minister of inland revenue. The afternoon he attended his first meeting of the cabinet.

Hon. W. S. Fielding, who has been working under high pressure for some time past, having had a couple of departments to look after, left yesterday for New York for a rest. He will go as far south as Washington.

Professor James W. Robertson, Dominion dairy commissioner, has returned to Ottawa from England, where he has been for the past few months on leave.

A proclamation issued today calls into existence the railway commission. The commission will be ready for business next month, and the minor appointments connected with it will be put through in the meantime. It is now said that the Hansard fire clerk in the department of railways will become secretary of the commission, and that he will be succeeded in the railway department by George Blair, son of the late minister.

An order-in-council has been passed summoning parliament for March 19th. It was found impossible to have all bye-elections over to permit of meeting earlier. The writs for the bye-elections will likely be issued at once.

RANCHER'S SUDDEN DEATH.

St. Thomas, Jan. 19.—(Special)—William R. Stewart, of McLeod, Alberta, an extensive rancher, has been visiting at Ridgetown and Guelph. Stewart entered the C. P. R. telegraph office to send a telegram to Galt, when he fell over and was dead in a few minutes. He was a son of the late Alderman John Stewart of Guelph.

If you are losing appetite, lying awake nights, take Hood's Sarsaparilla—it's just the tonic you need.

CONVICT CONFESSES.

Boston, Jan. 16.—The Globe tomorrow will say: "A confession made by J. W. Hondlin, who was convicted of the murder of his wife, Margaret, and sentenced to life imprisonment in the state prison at Charlestown, has reached the state police.

From The Colonist of 1859.

Saturday, Jan. 15, 1859.

On Tuesday last Mr. McKay informed the House of Assembly that the bill for the registration of real estate was in the hands of "competent lawyers." Hills' land has been bought, sold and mortaged over and over again, yet no record has been kept; every purchaser has been his own registrar. Fraudulent conveyances may have been made; and buyers are still exposed to imposition. And all because there is no registrar's office in a ten-year-old colony!

As the immediate supervision of British Columbia now devolves on Lieut.-Governor Douglas, we hope to hear among his first acts will be found a repeal of those odious regulations relative to ditch and quartz mining. The exclusive right to supply a particular locality, is a regulation which should be repealed, as water monopoly is a serious evil in a mining community.

New Appointments.—George W. Hester, late of Vancouver Island; Charles Brew, late of gold commissioner of British Columbia; C. J. R. Bedford, magistrate, Langley, &c.; Charles L. Simpson and Edward Lucier, engineers of Victoria fire department.

The following gentlemen compose the grand jury: Seth Franklin, foreman; J. Bidwell, J. D. Cushean, T. H. McCann, H. Lang, M. S. Myers, H. B. Ella, James Duncan, C. B. Young, Thos. Cooper, Jas. Reid, George Deans, Thos. Bridges, A. Bayley.

The steamer Santa Cruz arrived on Wednesday with twenty passengers. Ballore's brigs brought down about $8,000 in dust. We learn that the miners have the greatest confidence in the mines, and are fully satisfied that the coming season will enable British Columbia to prove herself one of the greatest gold-producing countries in the world.

York has lately erected and now operates a large hotel on Government street, called the Metropolitan. N. More & Co. are doing up a large 2-story building on Yates, above Curtis & Co.'s drug store.

The Island Queen arrived at the new wharf of Langley on Sunday last, direct from San Francisco with a full cargo of merchandise consigned to Huntson & Co., who have lately erected the first house of the new city.

Judge John T. Hodge of Newport, Ky., has offered to serve as county judge of Campbell county without compensation. He will turn over the salary to the family of Judge Kleet John P. Newman, who died a few days ago, before he was to have taken office. Mr. Hodge was Newman's opponent in the election last November.

Victoriais the "Real Thing"

So Declares Edgar Wallace the London Daily Mail's Famous Correspondent.

"Little Johny" Head-in-the-Air" City of the Dominion of Canada.

Victoria, B.C.

West of here is East, east of here is also east, except when you talk of going to Manitoba, and then you speak of going back to the West.

When you sail toward the setting sun you are sailing to the East, by which we people of Victoria mean China, Japan and the Manchurian evacuation. When silver sails and shimmering prows glide downward through the islands we go eastward also. Silver sails being somewhat out of date, the C.P.R. runs a fat little steamboat, and the fare is two dollars fifty. I do not know the name of the young gentleman who takes the tickets and keeps a watchful eye on the light baggage.

But this I know: he reads the Fortnightly Review and the Monthly, and occasionally indulges in a Contemporary. He had the fiscal problem at his fingerends, quoted Sir Edward Grey and Lord Goschen, reviewed the reviews with a thoroughness that would have delighted the soul of Mr. Stead, gave his opinion on free trade with corresponding freedom, and eulogized Mr. Chamberlain in language that would not have been inapt had it been applied by a rapt and ecstatic devotee of a fancy religion to its newest self-created prophet.

Do not be surprised at this sort of thing if you ever come to Canada. You will never quite understand the meaning of "intelligent interest" till you have toured this Dominion, and then your understanding will be so blended with wonder that you need not be blamed if, on your first visit, you are unconvinced. Victoria itself does not impress you with being greatly interested in the fiscal question.

THE COLONIAL MAYFAIR.

I have an idea that Victoria—and particularly that Victoria which lives on its income—thinks an Imperialism that runs concurrently with so—sordid a factor as trade is rather vulgar. For Victoria is somewhat in the clouds, the little Johnny Head-in-the-Air City of Canada. Ottawa fancies herself somewhat out of the common in social goods. Toronto, well dressed and pretty, opines, in the coarse but expressive language of New York, that she is no slouch; but Victoria, hospitable and generous as it is in its entertainment of the Right Sort of Person, is exclusiveness itself. Money cannot gain the entree, or ostentation charm a way into the inner circles of its exclusive society. Not that Victoria is snobbish, in spite of the fact that it is a naval and military station—and there is no nicer breeding-ground for snobbery than an admiral's garden parties—glad its exclusiveness is flaunted. Only you feel in Victoria you have got up against the finest colonial copy of Mayfair that exists within the bounds of the Empire.

THE REAL ATKINS.

First of all, Victoria has little or no twang; and there is a conspicuous absence of the American system which so dominates the East, that is to say, the Canadian East. Victoria is slow—and glories in it. Its very trade is lifted above vulgar hustle, and bears the impress of romance, for from here the sealers sail, to here come picturesque miners loaded with dust. Victoria is on speaking terms with the Orient, and Victorians planning a long vacation lest-tate between London and Japan. This lends a spurious mysticism to the place which only a dirty Chinese quarter can justify. Esquimalt—with the accent on the "kwy"—is a tramway-car ride from the city, and at Esquimalt whom did I meet; dressed in his nice red coat, and with a field service cap cocked rakishly over his right eye, but Atkins!

None of your Colonial Atkinses either, but the real genuine article. In Toronto I had met Thomas H. Atkins, smoking a fifteen cent cigar. His red coat deceived me at first, but the softness of his "a's" branded him Canadian. Here at the dock-gates, bayonet on hip, trousers creased back and front and a regulation cane carried in the regulation manner—which is horizontally under the arm-pit—was T. A. from Cockspur Court-road. So we talked High Matters. Nothing so foolish as preference or retaliation or reciprocity, but of Dan Leno, and "What's on at the Oxford," and the state of the London labor market, with copious reference to carmen's jobs and the comparative qualities of English ale drawn in pewter with the beer that made Milwaukee famous retailed in the bottle.

"Good-bye," said I.

"So long," said he.

And I passed into the dockyard, which is really the hub of Victoria's smart set.

"OVER IN CANADA."

If you were to ask Yorkshire whether it desired closer unions with England, Yorkshire would be somewhat perplexed. Similarly Victoria. "We are English already," says the surprised city; "what more can we be, do, or want? Over in Canada, of course—?"

Then it occurs to you that in spite of the fact that the Island of Vancouver forms part of British Columbia, which is a province of Canada, that same Dominion is so much foreign territory to the Victorian. "I am going over to Canada," says the traveling Victorian, in much about the same spirit as your Londoner sets forth to that unknown England that he vaguely refers to as the country. The school board pupil who described London as a "town surrounded by England" would probably place Victoria as a "city near Canada." If Victoria takes much interest in Imperial politics at all it is in the Alaskan boundary question.

For this city is directly affected by the decision. Her trade with the Yukon Territories is considerable—though by no means as large as that of her Yankee rival, Seattle—and the result of the Alaskan Boundary Commission but adds another to a long line of grievances she already possesses, a line headed by what is known locally as the San Juan affair. Have you, good folks of Great Britain, ever heard of the Island of San Juan? It appears there was a day when San Juan—it lies between Victoria and the Mainland—was altogether British; its inhabitants, if it had any, might, were they so inclined, hoist the Union Jack and sing "Britannia, the Pride of the Ocean," with the rest of the British world.

They—or he, for I have not ascertained for certain whether the people of this Island numbered one or two—were red on the map, and presumably happy. One day, so runs the story, the population of the island killed a pig belonging to a Yankee, with the result that a United States cruiser landed a party of marines to bring the miscreant to justice. Victoria, and British Columbia, too, if I understand it right, protested against this raid upon British territory. The Yankees stoutly affirmed, however, to the staggered humanity of the Pacific Coast, that so far from being Canadian, San Juan was as American as New Jersey. So Great Britain deputed that worthy soul Lord Ashburton to decide the matter; and as Ashburton had by this time got the habit of handing over little bits of Canada to the States, he promptly ceded San Juan to our American cousins. You may trust Victoria to remember this. It is petty, you say, from your point of view—which is a point of view six thousand miles removed—I have no doubt you are correct. An island more or less does not count, say you, and neither does it—if it does not happen to be your island.

—Edgar Wallace in London Daily Mail

THOMAS' AUTO RETURN.

Killed Woman While Touring Italy and Then Fled.

Rome, Jan. 16.—The authorities deny that orders have been sent to the Italian embassy at Washington to secure the arrest of R. R. Thomas, son of the late General Samuel Thomas, of New York, on the charge of killing an old woman while riding in his auto near Gaeta recently. It is believed that the United States would not grant the extradition of Mr. Thomas, as Italy does not grant the extradition of Italians committed crimes in the United States, but tries the charges against them in the Italian courts. Mr. Thomas is thought to be in Europe now.

GET DOWN TO BUSINESS.

Panama Junta Decides to Exclude Chinese and Borrow $500,000.

Panama, Jan. 16.—At the second session of the constitutional convention today, recommendation were presented providing against Chinese immigration, except to those coming to engage in agricultural pursuits, providing for the adoption by the republic of the constitution of Colombia of 1886, except the parts of it in opposition to the present government until the convention perfects a constitution, and authorizing the junta to make a $500,000 loan.

STRIKE CALLED OFF.

Wilkesbarre, Pa., Jan. 16.—The miners of the Red Ash Coal Company tonight decided to call off the strike which has been on for six months past. At a conference today the company agreed to reinstate the discharged driverboys, whose dismissal caused the strike.

Tosa Maru in From the Orient

N. Y. C. Liner Reaches Port After a Rough Voyage—Tremont Also In Port.

Princess Beatrice Will Sail For Seattle Daily at 11 p. m. Except Sunday.

(From Sunday's Daily.)

Steamer Tosa Maru, Capt. Christensen, of the Nippon Yusen Kaisha line, reached port yesterday, two days late, from the Orient. The steamer had a rough passage, encountered eleven days of continued early gales. Three days out from Yokohama she was swept by heavy seas, which broke iron stanchions on her bridge and broke and bent her rail in several places, but no serious damage resulted. The steamer brought two saloon passengers, J. Land for St. Louis, and C. D. K. May for New York, her second class passengers consisted of Y. Yamaguchi, S. Katayana, H. Isaiki, F. Kobayashi, H. Yoshida and Miss F. Yoshida. She had no Chinese passengers for Victoria where 21 Japanese and one Russian were debarked. For Seattle the steamer had 35 Japanese, one Russian, one Chinese and one Korean. The greater portion of the steamer's cargo was loaded at Kobe, at which port 2,262 tons were taken on board. The total cargo consisted of 8,360 tons general merchandise. The freight for Victoria was as follows:

Rice, 660 sacks; tea, 381 boxes; provisions, 357 packages; oranges, 275 boxes; miso and soy, 120 packages; Chinese wine, 89 casks; matting, 79 rolls; matsu wax, 54 rolls, merchandise, 96 packages; parcels, 3; total, 2,114 packages.

THE SOUND SERVICE.

Princess Beatrice Will Sail at 11 P. M. Daily Except Sunday.

The steamer Princess Beatrice will be placed on the Victoria-Seattle route early this week, possibly tomorrow. She will leave here at 11 p. m., daily except Sunday and returning will leave Seattle at 9:30 a. m., making the voyage direct without calling at Port Townsend. A wharf has been secured by Capt. J. W. Troup, Superintendent of the C. P. R. Steamship Company, and E. J. Coyle, G. P. A., and B. W. Greene, G. F. A., at Pier No. 2, Yesler Dock, Seattle. The Seattle agent of the line says the Canadian Pacific is entering the field to stay. Later on it is likely that the company will replace the Princess Beatrice with a faster vessel, probably the Princess Victoria.

TREMONT ARRIVES.

Reports Gale of Unusual Severity Raging Off Flattery.

Steamer Tremont of the Northern Pacific line which has been expected for the past few days, reached William Head last night, and will moor at the ocean docks this morning. She had a rough voyage, encountering a continual head wind and off Cape Flattery, a storm of unusual severity was experienced. At the Columbia river the storm was terribly severe on Friday. That night the gale blew eighty miles an hour.

The British ship Cromartyshire was compelled to put off shore, and could not get back to the heads against the east wind in time to take advantage of the favorable weather during yesterday morning. She may not reappear for a week.

OANFA SAILS.

Big Freighter Takes Flour and Wheat to Japan.

That Japan is preparing for war with Russia by continuing to lay in provisions, chiefly flour and wheat, is indicated by the cargo carried by the White Funnel steamer Oanfa. Captain Thomas Bartlett, of the Liverpool-British Columbia and Puget Sound line. The Oanfa passed out yesterday for Japan, China and Liverpool, via the Suez canal. The Oanfa carries a full cargo of general merchandise valued at $383,480.

Included in this cargo is 14,350 barrels of flour milled in this city and 46,561 bushels of wheat destined for Japan alone. The wheat is all to go to Kobe, as is also much of the flour, that port being, in case of war, Japan's probable base of supplies.

Flour is one of the chief commodities in the huge cargo carried by the Oanfa. She has, all told, 179,268 sacks for Japan and China and Straits Settlement ports. She has also 505,246 feet of lumber, 504,000 pounds of wire nails, 45,070 pounds of dried prunes, 100,034 pounds of tallow, over 2,000,000 pounds of canned salmon for England, 100 cases of cigarettes, a large amount of electrical machinery, motors and general machinery, wire, household effects and other freight.

The Oanfa's cargo is consigned to Yokohama, Moji, Kobe, Nagasaki, Shanghai, Hongkong, Sydney, Adelaide, Fremantle, Melbourne, Singapore, Bombay and Birmingham, Cornwall, London and Liverpool.

When the shipping men of the Coast are alarmed because of a report sent from Port Townsend of the ship Simla being in trouble at the entrance to the Straits of San Juan de Fuca, the Dominion government wire to Carmanah continues down, as it usually is during the winter months, and no news can be obtained of that section of the Coast. The Colonist's correspondent at Clayoquot yesterday wired via Alberni that no news had reached there. The steamer Queen City will be due tomorrow from the West Coast, and the rumors will be cleared up then.

TRIALS SATISFACTORY.

Toulon, Jan. 16. — The trials of the French cruiser Sully today proved satisfactory and the ship is expected to be ready to sail in a few days for China.

British Opinion Of the Situation

In Spite of Czar's Pacific Utterances the Fear of War Remains.

King Edward Using All His Personal Influence For Peace.

London, Jan. 16.—In the opinion of the British government the end of this week does not mark any change in the Far Eastern crisis, which more than ever keeps diplomatic circles in London in a state of anxiety. The statement that Russia intended to risk sending her Black Sea fleet through the Dardanelles today received a positive denial from the foreign office. Baron Hayashi, the Japanese minister, visited Downing street and was told that after minute inquiries the British authorities were convinced that the report was unfounded.

Regarding the main issue Baron Hayashi and the foreign office had no information. eNither at the Japanese legation nor at the foreign office is it expected that any trustworthy indication of the Russian action will be obtainable for several days. The excessive apprehension prevailing in the best informed quarters here that Russia's answer will precipitate war is based more upon knowledge of the attitude Rusia has taken during the previous phases of the controversy rather than on any definite information of Russia's intention under the present acute circumstances. Not even the Czar's pacific utterances, however, can dispel the fear which pervades British officials that Russia will not give in.

King Edward continues to use his personal influence to almost unprecedented extent to persuade the Czar to maintain peace, but the King's ministers appear to have given up hope that a resort to arms can be averted, though even the most pessimist persons do not look for any culmination of the crisis within three weeks.

The suggested intention in the shape of tendering their good offices on the part of other powers, is now officially declared here to be impossible.

How determined Japan is to face all the consequences can be judged from the fact that she is negotiating in England for the construction of four battleships not two battleships as previously stated. The negotiations are not yet closed, but the contract is likely to be taken up by the largest English firm within a week. The firm in question informs the Associated Press that it is satisfied that Japan is able to carry on a possible war long enough to pay for and use the vessels, which necessarily could not be ready under two years.

The Spectator now regards war as inevitable, in which it merely follows up its own significant line of argument that a Russo-Japanese war would be to Great Britain's advantage so long as Great Britain is only an onlooker, and while the struggle does not involve any other power. The Spectator says it previously pointed out in good language that such a war was likely to preserve both Russia and Japan crippled, neither gaining a great advantage over the other. It is suggested here that in this event Great Britain would be in a better position to foster her sphere of influence in the Far East unmenaced by the fear of Japan becoming a too paramount power in that quarter of the globe.

Baron Hayashi said humorously to-day: "Great Britain and America might well raise a subscription in our behalf for if war results and we win the" are bound to benefit by it."

Paris, Jan. 16.—Official sentiment concerning the Russo-Japanese situation is rather less buoyant today. It was explained that while the conditions are not hopeless they undoubtedly are discouraging.

One of the foremost members of the diplomatic corps said today that a strong feeling existed in higher official quarters that Japan had gradually enlarged her demands. Moreover it is the belief of the officials here that Japan's steady augmentation of her demands is strongly to be her belief that Russia is desirous of avoiding war and that therefore it is safe to push her demands to the farthest limits. Officials regard this as one of the most dangerous features of the situation as Russia's desire to avert war has encouraged Japan to develop her claims until they are far beyond what Russia was at first ready to concede.

In particular it is the official view that Japan's present demands for the integrity of China and full recognition of Chinese authority over Manchuria represent a considerable and important advance over the early representations. It is pointed out that the outset Japan and practically all the powers recognized Russia's special interests in Manchuria, but the view now prevails among the officials and diplomats here that Russia's demands seek to minimize and restrict these special interests within impossible limits.

Returning to the reports that Japan is ready to go to war to sustain the principle of the open door in Manchuria and the territorial integrity of China, the diplomat previously referred to says that Japan is hardly in a position to make war on such a ground. Russia has already given assurances on both these points. If, he added Russia's previous assurances were not made in good faith, then Japan would be brought into the position of making war because Russia does not keep her promises. Moreover, it is contended in the highest circles that if Japan is not willing to accept in good faith Russia's previous assurances concerning Manchuria and the general principle of the open door, why is Japan asking for more promises from Russia. Finally, the diplomat summed up the state of official sentiment here by saying that Japan's claims are considered to have reached an extreme which is not likely to receive favorable consideration from Russia and that at the same time this does not give Japan moral justification to resort to war.

St. Petersburg, Jan. 16.—Viceroy Alexieff and Baron De Rosen, as well as the foreign office, are studying the Japanese document and activity in military and navy circles continue. The best feature of the situation is the fact that the Japanese reply has in no sense the character of an ultimatum. It is couched in pacific terms, does not fix a time limit and the acceptance by Russia of certain of the propositions would mark an advance toward a settlement.

Rumors are afloat concerning a report that an actual naval fight has occurred at Vladivostock.

Port Arthur, Jan. 16.—The Ekat, Arinoslav and Kasan, belonging to the Russian volunteer fleet arrived today. Statements from Constantinople respecting the desire of the Russian Black Sea fleet to pass the Dardanelles are flatly denied here.

London, Jan. 17.—A special despatch from Seoul says that Yi Tochai, foreign minister, and Kim Kion Hong, minister of the interior, have resigned. They will be succeeded by men of pro-Japanese sentiment. With the recent increase the total of the American legation guards is 100 men.

A Kansas farmer who is always on the lookout for labor-saving machinery read an advertisement for fountain pens, and he sent $3 East to buy one. He said he was "tired of lifting swill over the top of his pens for his pigs."—Kansas City Star.

In a small village in Yorkshire an old laborer once went into a neighbor's cottage. In the corner of the little kitchen stood a grandfather's clock, on the dial of which was the customary figure of an old man holding a scythe, and above was the time-worn inscription, "Tempus Fugit." Looking wisely up at the clock, the old man said to the owner, "Ay Tempus Fogit! Same man as made ours, I see!"

FIRE AT BUFFALO.

Buffalo, N. Y., Jan. 16.—Fire among the wholesale establishments and warehouses in the triangular block formed by the junction of Parl and Erie streets early today caused a loss estimated at $125,000. Five firemen were injured, one seriously.

MEN ABANDON DEMANDS.

Strike of Marble Workers Over After Being in Progress Four Months.

Chicago, Jan. 16.—The International Association of Marble Workers, of this city, which has been on a strike since September 18th, has made a settlement with the employers, in which all of the demands made by the men are abandoned. The chief fight was over the "closed shop," and this the men give up.

MISS LIVERMORE TO WED.

Paris, Jan. 16.—The signing of the marriage contract of Miss Livermore, daughter of the Baroness Raymond Seillere by her first marriage, to Count Odon De Limbersac, was the occasion for the receipt of magnificent gifts from friends. Mrs. Astor, Mrs. Barney, Mrs. Potter-Palmer and other Americans gave jewels and other valuable presents to the bride.

British News By Cable

London Reviews Comment Recognition of Canada on Defence Committee.

Manchester Guardian's Caustic References to Latest Speech By Chamberlain.

Archdeacon Madden Makes Satisfactory Admission as to Canadian Education.

London, Jan. 16.—(Special.)—The Statist says: "Premier Balfour is entitled to the gratitude of the whole country for seizing upon the recent visit of Sir F. W. Borden, the Canadian minister of militia, to initiate a policy which may bear much valuable fruit."

The Saturday Review also says in this connection: "Sir F. W. Borden's presence on the defence committee is a formal recognition of the strategic unity of the empire."

The Manchester Guardian's comment on the opening of the tariff commission is: "Mr. Chamberlain never was wilder in substance, never more comprehensive in his negations of the chief truths that the past half year's discussion has established."

Archdeacon Madden, in a pamphlet, says: "Britain has scarcely anything to learn from the Canadian educational system."

The tariff commission meets Thursdays and Fridays, but for two or three weeks will break up into a series of committees.

WIRINGS FROM WINNIPEG CITY

Trophies From the Wheat Belt For St Louis—Revelations Expected.

Winnipeg, Jan. 16.—A box car loaded with grain passed through Winnipeg for the East yesterday. There were forty boxes containing Western Canada's grain exhibit for the World's Fair, St. Louis, being sent to Ottawa to be arranged. The car was filled with unthreshed grain and the mammoth sheaves met by people abroad some idea of the quality of Canada's crops. There were samples of wheat, oats, rye and barley, cultivated and wild. The other part of the shipment, made up of threshed grain, is being sent to the Central Dominion immigration office on the 29th ult., about 2 p. m., the troops were quartered there for the remainder of the day.

"During the evening, by the courtesy of the commanding officer, leave of absence was granted, and large numbers availed themselves of the opportunity to visit the city. The majority of the Tommies wended their way in the direction of that fascinating district known as Chinatown, where a regular fund of amusement was forthcoming. It would appear that the "heathen Chinee" is a mirth-provoking personage in the eyes of the soldiers, who could not resist the temptation to invade the various Chinese stores, restaurants and opium dens. Whether the pig-tailed Celestials adequately appreciated those well-meant attentions is an equivocal point. The detachment embarked the next day at noon from the C. P. R. dock by the steamer Charmer for Esquimalt garrison. A large cosmopolitan crowd accorded the artillerymen a hearty send-off.

"It will be remembered that the Montreal Star commented a short time since on the experiment which the Imperial military authorities contemplated with respect to the transport of masses of troops (in case of declaration of war or other emergencies) in cars equipped with hammocks in contradistinction to the colonial sleeping cars—when the latter are unavailable. A second-class car fitted up on the aforementioned lines was attached to the train, and on the whole the experiments proved a conspicuous success. This is the frank opinion of experts. Several of the men interviewed on the subject, declared the scheme to be not only feasible, but from the standpoint of utility and comfort really first class. It is only fair to state, however, that some were not quite so sanguine or optimistic. As the latter—who were hopelessly in the minority—failed to advance any tangible objection and merely contented themselves with such weak and ambiguous remarks as "I don't like it so well;" it is pretty safe to assume that, with the exception of a trifling inconvenience (which will unquestionably diminish with use) the m in de s m neatly tenable and worthy of universal adoption.

"Apart from its value as a mode of emergency transportation, the scheme presents many desirable advantages in the way of economy of space, general hygienic comforts and superior ventilation. Quite demonstration has shown conclusively that the slinging of hammocks longitudinally is infinitely the better plan, inasmuch as they are not so readily displaced when the train negotiates sharp curves. Altogether this is an important innovation capable of considerable extension, and the Imperial authorities are to be cordially congratulated on the satisfactory issue of this valuable experiment."

Voted It Down.—The Extension miners have voted down the proposal to erect a private hospital at Ladysmith. The figures follow: For, 107; against, 489.

A formation of a coal seam in half a dozen years or less comes as a surprise in view of the million of years assigned by geologists. Mr. Henry Hall has shown the Manchester Geographical Society a piece of a miniature seam that had refreshed from dust in two or three years, and had been deposited on the upright sides of a wooden trough which had received water from a coal mine. The new seam—from a sixteenth to an eighth or a quarter of an inch thick—was hard, bright and crystalline.

Success of the Military Special

Interesting Account of the Recent Trip of the Soldiers From Halifax.

Experiment of Using Hammocks on Specially Designed Railway Cars.

Mr. Thomas Hoskin, of the Canadian Pacific railway, who accompanied the military special to Vancouver, has returned to the city, and in an interview gives an interesting account of his recent experiences, says the Montreal Star.

"The military transport commissary car, 1886," says Mr. Hoskins, "arrived at Moutreal yesterday from Vancouver. This car was specially designed and equipped to undertake the commissariat arrangements in connection with the transport of large numbers of troops across the continent. As there is a probability that the transferring of British soldiers from one station to another will continue, this car bids fair to be frequently called into requisition. That it is admirably adapted for the purpose has been abundantly proved during th recent trip. No effort was spared to promote the welfare of rank and file and to render the transcontinental journey as interesting and pleasurable as possible.

"The special train comprised a portion of 58th Company, Royal Garrison Artillery and Royal Engineers, consisting of 224 all told, including twelve women and twenty children, officered by Major C. E. English (in command); Capt. R. L. Muspratt Williams, Capt. H. S. Wright, Lieut. H. H. Foll and Lieut. T. A. Geary. Their destination was Esquimalt, B. C., Britain's North Pacific naval station, and the principal harbor of Vancouver island. The military special was operated over the Intercolonial railway from Halifax, N. S., to Windsor station, Montreal, where it was forthwith handled by the Canadian Pacific Railway for the remaining three thousand miles.

"The commissary car was under the direction of an experienced dining-car conductor, and he was ably supported by a large staff of cooks and waiters, G. McL. Brown, Esq., superintendent of the sleeping, dining and parlor car department made a personal inspection of the train prior to its departure from Montreal and pronounced everything satisfactory. The provisions for the victualling were supplied from the Royal Canadian Pacific railway store rooms.

"Mr. William Corbitt, of Toronto, acted as passenger agent during the journey.

"A roughly approximate idea of the quantity of provisions consumed in a run across the continent may be gathered from the subjoined figures: Six hind quarters of beef, four quarters, seven carcasses of mutton, eight hundred loaves of bread, thirty-five sacks of potatoes, hundreds of pounds of salt pork and beef, dozens of sacks of carrots, parsnips, turnips, onions and other vegetables, hundreds of pounds of sausage and bacon and proportionate quantities of fish, poultry, game, fruits, eggs, tea, coffee, milk, cream and other miscellaneous provisions and groceries. The soldiers evinced the greatest interest in the superb scenery en route and were, apparently, most anxious to derive as much information regarding the character of the country through which they were traveling. The resources of the fertile prairie regions of Manitoba, Alberta and Assiniboia were eagerly discussed, and it is almost unnecessary to remark that the picturesque grandeur and appalling sublimity of the snow-capped Rockies and the ice-clad Selkirks came in for unstinted admiration. And when at last Vancouver was reached—that delightfully sheltered retreat which has been so pertinently described as "The Sunset Dooring of the Dominion"—the manifest enthusiasm of the troops reached its zenith. The sudden change in the climate and atmospheric conditions was almost phenomenal. Small wonder that the troops were excited their amazement. At Rat Portage and Winnipeg, for instance, the thermometer registered 35 and 38 degrees below zero. Great, coats, rugs and heavy weather to a climate savoring of a mild English spring day is indeed an extraordinary change to the average person. Arriving at Vancouver station on the 29th ult., about 2 p. m., the troops were quartered there for the remainder of the day.

"During the evening, by the courtesy of the commanding officer, leave of absence was granted, and large numbers availed themselves of the opportunity to visit the city. The majority of the Tommies wended their way in the direction of that fascinating district known as Chinatown, where a regular fund of amusement was forthcoming. It would appear that the "heathen Chinee" is a mirth-provoking personage in the eyes of the soldiers, who could not resist the temptation to invade the various Chinese stores, restaurants and opium dens. Whether the pig-tailed Celestials adequately appreciated those well-meant attentions is an equivocal point. The detachment embarked the next day at noon from the C. P. R. dock by the steamer Charmer for Esquimalt garrison. A large cosmopolitan crowd accorded the artillerymen a hearty send-off.

"It will be remembered that the Montreal Star commented a short time since on the experiment which the Imperial military authorities contemplated with respect to the transport of masses of troops (in case of declaration of war or other emergencies) in cars equipped with hammocks in contradistinction to the colonial sleeping cars—when the latter are unavailable. A second-class car fitted up on the aforementioned lines was attached to the train, and on the whole the experiments proved a conspicuous success. This is the frank opinion of experts. Several of the men interviewed on the subject, declared the scheme to be not only feasible, but from the standpoint of utility and comfort really first class. It is only fair to state, however, that some were not quite so sanguine or optimistic. As the latter—who were hopelessly in the minority—failed to advance any tangible objection and merely contented themselves with such weak and ambiguous remarks as "I don't like it so well;" it is pretty safe to assume that, with the exception of a trifling inconvenience (which will unquestionably diminish with use) the m in de s m neatly tenable and worthy of universal adoption.

"Apart from its value as a mode of emergency transportation, the scheme presents many desirable advantages in the way of economy of space, general hygienic comforts and superior ventilation. Quite demonstration has shown conclusively that the slinging of hammocks longitudinally is infinitely the better plan, inasmuch as they are not so readily displaced when the train negotiates sharp curves. Altogether this is an important innovation capable of considerable extension, and the Imperial authorities are to be cordially congratulated on the satisfactory issue of this valuable experiment."

NEW QUEBEC DIOCESE.

Rome, Jan. 18.—The congregation of the propaganda, at a meeting held this morning, decided to propose to the Pope the erection of Newfoundland into a new ecclesiastical province, and also to create a new diocese at Joliett, Quebec, taking it from the archdiocese of Montreal, as Archbishop Bruchesi proposed during his stay in Rome last year.

ARCHBISHOP SUES FOR LIBEL.

London, Jan. 18.—The Madrid correspondent of the Standard says that Mgr. Nozaleda, who was recently appointed archbishop of Valencia, is suing several Madrid newspapers for libel. The correspondent adds that it is an open secret that the Vatican advised Mgr. Nozaleda to decline the archbishopric. He is expected to do so after the government has defended him in the cortes.

MR. CHARLTON'S AFFLICTION.

Toronto, Jan. 18.—The World's Sunday edition says: The gravest fears are felt that John Charlton will never be able to resume public life. He is afflicted with a complicated case of aphasia. He is unable to think of the words he desires to use. His illness is due to hard work.

RUNAWAY CARS KILL THREE.

Peoria, Ill., Jan. 18.—A cut of cars on the Iowa Central broke away from a switch engine, and, rushing downhill at a fearful rate of speed, collided with a work train at the bottom just outside the city limits, and instantly killed Allen E. Hire, car repairer; Pety Johnson, car inspector, and Albert O. Schwartz, car repairer, all of this city. Two section men were badly hurt.

Provincial Estimates

Important Annual Financial Statement Was Submitted to House Yesterday.

Revenue and Expenditure of the Province Estimated for Fiscal Year.

(From Tuesday's Daily.)

Yesterday a message from His Honor the Lieut.-Governor, accompanied the estimates which were laid before the House. The following summary gives a clear and comprehensive view of the financial standing of the province as it is expected to be during the fiscal year ending June 30th, 1905:

The summary of the estimated expenditure for the financial year ending June 30th, 1905:

Public Debt	$ 668,979 31
Civil government (salaries)	248,620 00
Administration of Justice (salaries)	118,544 00
Legislation	48,995 00
Public institutions (maintenance)	154,340 00
Hospitals and charities	93,850 00
Administration of Justice (other than salaries)	98,250 00
Education	444,546 00
Transport	27,000 00
Revenue services	17,000 00
Public Works—	
Works and bldgs..$ 77,800 00	
Govt. House 4,550 00	
Roads, streets, bridges, wharves. 248,900 00	
Survey 20,000 00	
Contingencies 22,000 00	
	365,250 00
Miscellaneous	156,680 00
Total	2,442,354 31

Note.—Under authority of "Railway Guarantee Act, 1896," and "Nakusp and Slocan Railway Aid Act, 1894," provision has to be made for paying interest on Shuswap and Okanagan, and Nakusp and Slocan railway bonds, in excess of earnings, under authority of "Victoria and Sidney Railway Subsidy Act, 1892," for paying interest on Victoria and Sidney railway bonds (approximately) $55,000 00.

Following is the estimate of revenue and receipts for the financial year ending June 30th, 1905:

Dominion of Canada, annual payment of interest at 5 per cent	$ 29,151 06
Dominion of Canada, annual payment subsidy to government and legislature	35,000 00
Dominion of Canada, annual payment of grant per capita on 178,657	142,925 60
Dominion of Canada, annual payment for lands conveyed for railway	100,000 00
Land Sales	80,000 00
Land Revenue	70,000 00
Timber Royalty and Licenses	250,000 00
Rents (timber and land)	20,000 00
Survey Fees	1,200 00
Timber Leases	50,000 00
Free Miners' Certificates	70,000 00
Mining Receipts General	165,000 00
Licenses	60,000 00
Marriage Licenses	6,000 00
Real Property Tax	250,000 00
Personal Property Tax	100,000 00
Wild Land Tax	100,000 00
Income Tax	100,000 00
Tax Sale Deeds	100 00
Commission on Tax Sales	300 00
Revenue Tax	150,000 00
Mineral Tax	85,000 00
Revenue Service Refunds	500 00
Fines and Forfeitures and Small Debt Court Fees	16,000 00
Law Stamps	12,000 00
Probate Fees	11,000 00
Registry Fees	80,000 00
Bureau of Mines	700 00
Hospital for the Insane	15,000 00
Provincial Home	1,000 00
Printing Office Receipts	22,000 00
Sale of Government Property	500 00
Reimbursement in aid sinking fund	4,000 00
Interest on Investment of Sinking Funds	39,000 00
Interest, Miscellaneous	500 00
"Chinese Restriction Act, 1884" (Dominion Government Refund)	200,000 00