Mint For Dominion

Finance Minister Gives Notice to Ask Sum for Its Maintenance

Premier Suggests That Thanksgiving Day be Fixed for King's Birthday.

C. P. R. Offer to Operate Dawson Telegraph Line Has Been Refused.

From Our Own Correspondent.

Ottawa, May 2.—The military pensions scheme passed the Commons to-day.

After vigorous protests from the opposition, the government withdrew the proposal to make mail contracts cover a period of eight years.

The bill respecting Victoria Day was adopted; May 24 will also be a bank holiday. Sir Wilfrid Laurier suggested the King's birthday, November 9, and Thanksgiving Day ought to be combined.

Mr. Fielding gives notice to-night of a resolution setting apart $75,000 per annum for the maintenance of a branch of the royal mint in Canada.

Mr. Puttee gives notice of a resolution in connection with the Manitoba railway deal, affirming the desirability of referring the whole subject to a vote of the electors of Manitoba.

Yukon telegraph construction was discussed in the house to-night. Mr. Tarte admitted that the system of purchasing supplies might not be exactly regular. He proposed to remedy present methods by appointing purchasing officers and expected a large saving to be effected.

In reference to the Dawson line Mr. Hosmer for the C. P. R., offered to take over the line and pay about 4½ per cent. interest on the cost. The offer has been declined as the line was making money.

GUARDING AGAINST TYPHUS.

Special Precautions to Prevent Introduction From Mexico.

Washington, May 2.—Extra precautions are being taken to prevent the spread of typhus fever from Mexico into this country, according to a statement made to the Associated Press to-day by Surgeon-General Wyman of the marine hospital service. Gen. Wyman said that telegrams had been sent to the medical inspectors at the three principal crossings between Mexico and the United States, namely, El Pasco, Eagle Pass and Laredo, Texas, calling special attention to the presence of typhus in the City of Mexico. The attention of the officials was also called to the existing regulations with reference to the United States frontier, which went into effect immediately after the announcement of the epidemic disease in Mexico.

Gen. Wyman stated that these officers have been regularly inspecting every train crossing the frontier. They have conducted a very careful quarantine inspection and have been disinfecting a great deal of baggage. Some persons have been detained on the frontier, but no cases of infection have been reported from this side of the line.

ITO RESIGNS.

Japanese Premier Places Resignation in Mikado's Hands.

Yokohama, May 2.—In consequence of the continued postponement by Japanese minister of finance Viscount Vantanabe, of the carrying out of the expected public works, the cabinet crisis reached a climax yesterday and Marquis Ito, the Premier, after the cabinet meeting proceeded to the palace and tendered his resignation to the Mikado. All of the other ministers of the cabinet did likewise with the exception of the minister of war, Baron Kodala. It was asserted that Marquis Ito advised Emperor Mutsuhito to entrust the task of forming a new cabinet to Marquis Yamagata, whose government resigned last October, but it is doubtful whether Marquis Yamagata will accept the responsibility. The probability is that Marquis Ito will reconstruct the cabinet, including Viscount Vatanabe.

FIERCE FOREST FIRES.

Pennsylvania Suffering From Widespread Conflagration.

Uniontown, Pa., May 2.—One of the fiercest forest fires that ever swept over the mountains has been raging for two days and nights between Somerfield and Addison, in Somerset county. Large stretches of timber, orchards and fields have been destroyed. By strong efforts the citizens succeeded in saving their homes and buildings, though there were some narrow escapes of both houses and human lives. Many sheep grazing in the pastures were burned. The fire is now under control.

SENTENCED FOR MURDER.

Three Negroes Found Guilty of Killing Professor White.

Philadelphia, May 2.—Amos Sterling, colored, was to-day convicted of murder in the first degree for killing Roy Wilson, white, the young university professor of Pennsylvania. Prof. White was beaten to death with an iron bar on a street in West Philadelphia on May 19 last and afterwards robbed. Two other negroes, Henry Ivory and Charles Henry, have also been convicted and are under sentence to be hanged for complicity in the murder.

DROWNED HIS CHILDREN.

Father Suspected of a Horrible Crime.

St. Paul, May 2.—A partial confirmation of the police suspicion that William Rosenfield drowned his four children and himself one week ago in the Mississippi river, was obtained to-day when the body of the 9-year-old Rosenfield boy was taken from the river near Fort Snellign. Rosenfield is alleged to have abducted the children when they were with their mother at Minneapolis, secured a rig and driven with them to the river, where all are supposed to have been drowned.

COMET SIGHTED.

Heavenly Visitor Reported from Santiago de Chile.

Santiago de Chile, May 2.—A brilliant comet was seen after sunset this evening in the western sky.

RUSSIAN LOAN.

Money Raised in France and Negotiations in London.

Berlin, May 2.—The Vossiche Zeitung prints a special despatch from St. Petersburg announcing that Russia has virtually arranged with France for loans amounting to 500,000,000 francs, and that another Russian loan is being negotiated in London. The despatch further says that the Czar is planning for a trip abroad during next August, and that he will visit Copenhagen, Darmstadt and Vienna.

CHINESE INDEMNITY.

Officially Placed at Sixty-Five Million Pounds.

Berlin, May 2—The statement that the total indemnity to be demanded of China amounts to £65,000,000 has been officially confirmed here. This amount includes all private claims. It is believed here that if China will now undertake to pay this sum in indemnity the evacuation of Pechili province can begin immediately.

A NEW MINISTRY.

Von Bulow Will Form Another as Canal Bill Will Be Rejected.

London, May 2.—A special despatch from Berlin says that seeing the German canal bill is certain of rejection and that the Prussian Diet will be closed to-morrow the imperial chancellor, Count von Bulow, will form a new ministry.

FIRST OUTING.

J. B. A. A. Members to Assemble at the Gorge on Saturday.

In order to bring the rowing members together the J. B. A. A. have arranged an outing for next Saturday afternoon, and all members who can possibly do so should be present. A start will be made at 2 p. m. sharp for the vicinity of the Gorge, where an afternoon's sport will be enjoyed.

Corsrespondence On Railways

Hon. Mr. Wells Presents an Interesting Return to the House.

Dealing With Proposals in Regard to Much Discussed Roads.

The following return of correspondence in regard to proposed railways was presented in the house Thursday by Hon. W. C. Wells:

The government of the Province of British Columbia is prepared to consider proposals for the construction of a Coast-Boundary railway, such proposals to be addressed and handed to the Hon. W. C. Wells, Chief Commissioner of Lands and Works, at his office, up until noon of the 15th day of April next. The parties submitting such proposals to state the security they will be prepared to give to ensure the commencement and completion of the undertaking. The applicants must furnish with their proposals the course of the proposed line of railway, and plans approximately defining the same. The terms and conditions to be had on application to the Hon the Chief Commissioner of Lands and Works.

J. D. PRENTICE,
Provincial Secretary.

TERMS AND CONDITIONS OF PROPOSED COAST-BOUNDARY RAILWAY.

The Lieutenant-Governor in Council may enter into all agreements with any person or company undertaking the construction of any railway upon the following conditions:

That the subsidy shall not be payable until the railway is completed and in running order to the satisfaction of the Lieutenant-Governor in Council, and security to the like satisfaction has been given for the continuous maintenance and operation of the railway.

That four per cent per annum of the gross earnings of the railway shall be paid to the province, and such sum of four per cent shall be a first charge upon the earnings.

That the railway obtaining the benefit of any subsidy shall be constructed wholly and as a continuous line within the Province.

That the Lieutenant-Governor in Council shall have absolute control of the freight and passenger rates to be charged by the railway.

That in the event of a charter being granted by the Dominion government for a line of railway over or parallel to the route proposed by this Act, the foregoing conditions of this section shall be assumed and carried out by the company so incorporated as a contract and obligation of the said company prior to any other charge thereon.

That a suitable steam ferry for the transportation of cars for freight and passengers shall be operated daily between the Mainland and Vancouver Island at the most convenient point to connect with the city of Victoria; and that a proper railway connection shall be made with the cities of Vancouver and New Westminster.

That the plans, specifications, and conditions of any proposed contract for the construction of the railway shall be subject to the approval of the Lieutenant-Governor in Council; and that the contracts shall be submitted to public tender and competition, under such conditions as the Lieutenant-Governor in Council shall approve; and no contract shall be awarded, or work or materials thereunder accepted, without the like approval.

That no Chinese or Japanese shall be employed during the construction of the railway.

That no aliens shall be employed during construction, unless it is demonstrated to the satisfaction of the Lieutenant-Governor in Council that the work cannot be proceeded with without the employment of such aliens.

2 Broughton Street, Victoria, B. C., April 15th. 1901.

RE COAST TO KOOTENAY RAILWAY.

Sir,—Our clients have not submitted a tender in response to the public advertisement issued by the government in this matter. The reason is, that the conditions under which the tender was required were, in the opinion of our clients, of a nature such as to preclude them from accepting the bonus, if the terms mentioned in the specifications were to be adhered to by the government. We, however, wish you to understand that we are still prepared to discuss the question with the government, and as we stated in our letter to the provincial secretary, dated the 15th day of March, 1901, hope that we may be able to arrive at an understanding and agree upon conditions which, while they would not be oppressive to our company, are sufficient to protect the public interests.

As there has been some public comment respecting the constitution of the Vancouver, Victoria and Eastern Railway and Navigation company, we beg to inform you authoritatively, that that company is now organized permanently, that the plans of the road have been accepted and filed in the Railway Department at Ottawa, under the charter which we now have from the Dominion parliament, and have also been filed in the proper Land Registry offices in the province; that a million dollars of the capital stock of the company have been issued, and that it is all held by Mackenzie & Mann and the Great Northern Railway company, and that the latter company—by virtue of their interest in the road—have the control of the stock and a majority of the permanent directors; that the railway will be financed by the Great Northern company and will, when constructed, be operated as a part of their trans-continental system.

We are further prepared to give any reasonable assurance which the government may require that the undertaking will always be conducted as a connecting line with the Canadian Pacific system. We have, etc.,

(Signed) BODWELL & DUFF,
Solicitors for the Vancouver, Victoria and Eastern Railway and Navigation Company.

To the Honorable the Chief Commissioner of Lands and Works, Victoria, B. C.

21 Bastion Street, Victoria, B. C., April 15th, 1901.

To the Honorable the Chief Commissioner of Lands and Works, Victoria, B. C.

Sir,—We have the honor to submit for your consideration a proposal in pursuance of the invitation on that behalf appearing in the Official Gazette, re the construction of a railway from the Coast to the Kootenay.

Our clients have applied to this Legislature for a charter over the route in question, under the name of The Coast-Kootenay Railway, and the company will be prepared, upon incorporation, to assume the terms of the proposal outlined in this letter. The proposed company will undertake the construction of the line in question over the route appearing in the tracing herewith enclosed, upon the conditions on file in your office, and advertised in the local press over the name of The Hon. The Provincial Secretary. Of course, this upon the assumption that the Dominion government attaches its proposed bonus of $8,000 a mile to this company, without a further requirement of any additional percentage out of earnings of the company, or other terms too onerous for the company to assume. We understand that the four per cent will be in lieu of all taxes, charges, or other imposts by the government of British Columbia upon the company. The company would also expect that the government would assent to a term that the total amount to be paid to the government in any one year should not exceed a sum equal to four per cent upon the aggregate of money actually advanced by the government to the company by way of bonus, and that the company should be at liberty at any time to pay the total amount advanced by the government, and thereafter be absolved from further payment to the government.

We may add that our clients are willing to enter into any reasonable agreement with the company now having subsidy from the city of Victoria, for the construction and operation of a railway ferry, whereby such proposed system could be utilized in connection with the railway.

An arrangement of the nature last mentioned would save the company considerable expense, thereby enabling it to assume conditions more favorable to the government.

The company would be prepared to give guarantees satisfactory to the Lieutenant-Governor in Council, to carry out any obligations assumed by it, in the event of the government entering into an agreement with the company. We have, etc.,

(Signed) HUNTER & OLIVER.

To the Honorable the Chief Commissioner of Lands and Works, Victoria, B. C.

Sir,—In the matter of the proposed more direct line from the coast to Kootenay, I am authorized to advise you that the Canadian Pacific railway will undertake and will construct a line from Chilliwack to Abbotsford, or from some point in that vicinity, this year, and will continue westward as soon as the proposed railway bridge at New Westminster is constructed. This portion of the line is to be entirely without subsidy. The construction of the line westward from Okanagan to a connection with the through line, will also be proceeded with, with all reasonable despatch and as circumstances may admit. This company would ask a subsidy, only, for what may be termed the mountainous sections of the proposed line, say Penticton, or some point in that neighborhood and the eastern terminus of the western sections above referred to, and this not until the entire line has been completed and in operation. Pending its completion the company would be pleased to confer with a representative of the government upon the question of rates, with a view of minimizing the disadvantage if any, under which the coast cities may now be placed by reason of the long distance, via the company's main line, as compared with the distance via the proposed Kootenay line to and from points that would be served by the latter line. I have, etc.,

(Signed) GEO. McL. BROWN,
Executive Agent, Can. Pac. Ry.

2, Broughton Street, Victoria, B. C., April 20th, 1901.

Re COAST-KOOTENAY RAILWAY.

Sir,—We have not yet received any answer to our letter to you of the 15th instant. We have, however, been in communication with our clients, and in order to facilitate negotiations we have the honor to inform you that, if the subsidy of $4,000 a mile is appropriated to our company we are prepared to commence construction on both ends of the railway this present year, and to push forward the completion as rapidly as circumstances will permit. We are also authorized to submit for your consideration the following:

1. The subsidy to be payable in instalments as each twenty-mile section of the road is completed.

2. The company to return to the government two per cent of the gross earnings of the road for a period of time to be named, or until a certain proportion of the cash bonus (to be agreed upon) is by that means returned to the country. Provided that the charge upon the undertaking to secure this repayment shall not take precedence of such mortgage bonds as are necessary to cover the fair cost of construction; and provided, also, that if two per cent is returned, the company shall be exempt from taxation, municipal and otherwise, for a limited number of years, to be agreed upon.

We shall be glad to hear from you at your earliest convenience. We have, etc.,

(Signed) BODWELL & DUFF,
Solicitors for the Vancouver, Victoria and Eastern Railway and Navigation Company.

To the Honorable the Chief Commissioner of Lands and Works, Victoria, B. C.

2, Broughton Street, Victoria, B. C., April 30th, 1901.

Re COAST-KOOTENAY ROAD.

Sir,—Referring to our former letter to you of the 20th of April, we have the honor to inform you that Mr. Sutherland has just arrived in Victoria, after conferring with Mr. J. J. Hill at St. Paul, and with Messrs. Mackenzie & Mann at Toronto, and we are accordingly authorized to state that if the provincial subsidy is appropriated to our undertaking, and the contract settled immediately, we are prepared to commence the work at once, and to complete at least thirty miles on the western end and a similar mileage on the eastern end of the road during the present season, whether the Dominion subsidy is granted to us or not. This is probably as large a mileage as could be conveniently arranged for during the present year, even if both subsidies were now in hand, and the fact that we are ready to begin work at both ends and prosecute a substantial amount of construction immediately should be sufficient to convince you that, if the requisite amount of public aid is granted, our company are prepared to push the whole line through at the earliest possible moment.

The reason why we are able to make this offer at present is that in the first place, the money for construction is already provided by the company, and no time will be lost in making financial arrangements; secondly, our line is definitely located at the eastern end, and our surveyors are ready to do the same in the Fraser River Valley; our contractors and sub-contractors are now ready to take up the work, and we could at once put them in operation. If, however, the consideration of this question is delayed, matters will assume a different shape. There are very large undertakings in Manitoba and other places which will probably be carried on during the present year under the direction of Messrs. Mackenzie & Mann. The season for that kind of work is just beginning, and if we are not able to arrange with your government for immediate construction in British Columbia, all the constructing force and the labor which would be employed here will be engaged upon other works in more distant parts, and we will be unable to accomplish any substantial amount of construction work on the V., V. & E. this season, even if the bonus should be awarded to us at a later date.

Our representatives are now on the spot; we are ready to do business with the government immediately, and with deference we submit that our proposition for construction of the road should be either accepted or rejected prior to the close of the present session of the Legislature. We have, etc.,

BODWELL & DUFF,
Solicitors for the Vancouver, Victoria and Eastern Railway and Navigation Company.

To the Honorable the Chief Commissioner of Lands and Works, Victoria, B. C.

Victoria, B. C., May 1st, 1901.

To the Hon. James Dunsmuir, Premier, and Members of the Executive Council:

Gentlemen,—The deputation which received such courteous attention at the hands of your honorable government yesterday, when you were kind enough to give attention to the representations concerning the subsidy for the Midway and Vernon railway, desire to express their appreciation of your kindness, and venture to again press upon your notice the great necessity which exists for the passage of such a measure as will ensure the immediate construction of this very important line.

We are desirous of again impressing upon your notice the fact that once a line of business is established in these mining towns with the farmers of Washington, it will be a slow process, and a matter of great difficulty to redeem the business for the producers of the Okanagan district; and the danger of such connection being secured by the Americans is imminent. The other considerations which enable us to approach you with confidence is our request for a guarantee of the interest upon the bonds of this road are still fresh in your memory, and need not be referred to; but the urgency of the case, and the short time at our disposal, impel us to again respectfully address you upon the above point.

The more consideration given to this subject the more apparent does it become that instead of the government being in any way hampered or embarrassed by such an arrangement, the returns from the line itself, taken in connection with the large increase of revenue from additional taxation and other sources, will speedily put the whole project upon more than a paying basis; and will almost immediately relieve the government from any loss at present sustained from financial obligations with the Shuswap and Okanagan road.

It may be added that in addition to the great importance of this line to the large mining districts of the West Fork of Kettle river, its construction, and the consequent saving in freight rates, would save to the farmers and shippers of the Okanagan district a sum, based upon present shipments, approximating to some $80,000 per annum; this, of course, being due to the distance over the Midway and Vernon being much less than half the distance now obtaining, and three transfers being also avoided, involving a saving of time of twenty-four hours in passenger traffic, and perhaps forty-eight hours on freight shipments.

No other projected line will touch the mining section of Kettle river aforementioned, and in addition to this a large area of agricultural land will also be opened up for settlement, and from this will accrue a considerable addition to the provincial revenue.

We are, therefore, desirous of impressing you with the great importance of the line in question, based on these considerations:

1. Because it brings into direct connection two of the richest sections of the Province which, though contiguous, have heretofore, for lack of adequate communication, been widely separated—one a magnificently rich agricultural district, capable of producing all that is necessary to supply the interior markets in agricultural produce; and the other having wonderful promise of mineral development, and an industrial population greater than that of any other part of the province.

2. Because for the present it forms the quickest and most practicable means of giving direct communication between the Coast cities and the interior mining towns.

3. Because it affords the key to the railway situation, inasmuch as in the event of any line of railway being built between the coast and Kootenay, by way of Hope Mountain or Spence's Bridge, it affords an alternative and competitive route.

4. It diverts from American channels and conserves to British Columbia farmers, the market in agricultural produce.

5. Because, owing to the potential character of the district through which it will run, and the fact that a large traffic already awaits it at both ends, of all the railways proposed to be assisted by the government it gives the greatest present promise of substantial returns to the province for assistance extended. We have, etc.,

(Signed) CHARLES WILSON,
(On behalf of promoters),
G. A. HENDERSON,
(Representing Okanagan Board of Trade.)
W. R. MEGAW,
(Mayor, Vernon.)

Re VANCOUVER, VICTORIA AND EASTERN RAILWAY AND NAVIGATION COMPANY.

Some legal questions having arisen as to the status of the company's charter, it may be useful to submit the following:

1. The V., V. & E. company was incorporated, in the first place, by a local Act, Chapter 75 of the Statutes of 1897. That Act created the incorporators into a body politic and corporate; it fixed no time as the limit of the life of the corporation. The work of building the railway under the Act was divided into four sections, and the time for completing the work was apportioned among the different sections in the following order:

The first section to be completed within two years; the second section, within three years; and the third and fourth sections, within four years.

The Act was assented to on the 8th day of May, 1897, so that as to the building of the third and fourth sections the time does not expire until the 8th of May, 1901.

The situation, however, would be this: Supposing the time for the completion of the railway to have expired, the corporation would not necessarily be dissolved; it would still exist as a person, but its power to build the railway would be gone if it had nothing to depend upon except the local statute. While, however, it was in existence, and with none of its powers impaired, an Act of the Dominion Parliament was passed, being Chapter 69 of the Dominion Acts of 1898. By section 1 of that Act the works which the company, by the local Act was empowered to operate, were declared to be a work for the general advantage of Canada, and by section 4 the company was given the right to begin the railway within two years, and to complete it within five years, from the date of the passing of the Act, which is the 13th of June, 1898, and the company was brought under the provisions of the Dominion Railway Act.

There can be no doubt that the Parliament of Canada had jurisdiction to declare this work one for the general advantage of Canada, and there can also be no doubt of the proposition that, having declared it to be a work for the general advantage of Canada, the company which was authorized to construct the work came under the provisions of the Dominion Railway Act, and became thereby a Dominion company; so that parliament could, beyond all question, extend the time or do any other act which was necessary for the proper completion of the work in accordance with the general policy of the Dominion. To argue any other proposition would be to curtail and diminish the powers which the British North America Act has given to the Dominion over works declared to be for the general advantage of Canada.

2. The Dominion government has acted in accordance with the statute. The work was begun within the two years mentioned in the statute, and surveys and works of construction have been carried on which have been accepted by the Department of Railways in Ottawa as a compliance with the Act. The same department has accepted and approved of the plans which the company has prepared, and they are now officially certified and filed at Ottawa, and in the proper Land Registry offices in the province.

3. Supposing the local House should wish to keep the local charter alive, they could, beyond all question, now pass an Act extending the time. This has been done in the Columbia & Western charter, and in several other charters which were Dominion roads. The Columbia & Western Railway company, which is a company now operating in British Columbia, was, by Chapter 61 of the Dominion Statutes of 1898, reincorporated in exactly the same words as the V., V. & E. company, yet no one doubts that it is a properly organized corporation and is carrying on its works lawfully in this province. During the present session of the House an Act has been passed extending the time for that company to complete a portion of its works.

4. It is also suggested that the local House cannot prevent the amalgamation of the V., V. & E. with the Canadian Pacific. The promoters have offered to permit the insertion of a clause preventing such amalgamation in any subsidy Act which may be passed.

Apart altogether from the wording of the different Acts, it is perfectly clear that if such a provision were inserted in the subsidy Act, and the company were to accept the subsidy, the courts would have power to prevent the amalgamation with the C. P. R.

It would not, however, be necessary to resort to the courts. The amalgamation section in the V., V. & E. Act provides that the company may lease or sell its works or any part thereof to the Canadian Pacific Railway company, on such terms and conditions and for such period as is agreed upon between the directors of such companies, provided that the lease or sale be sanctioned by the consent in writing of every shareholder of the company, and by the Governor in Council, or, failing such consent, by a two-thirds of the votes of the shareholders at a special meeting called for that purpose, and by the approval of the Governor in Council.

If the V., V. & E. company should accept the bonus from the province on the condition that they were not to amalgamate, or lease, or sell to the C. P. R., and in violation of that agreement should make a sale or lease, or enter into an amalgamation with the Canadian Pacific, then it would only be necessary to represent such fact to the Governor in Council to prevent his approval, and without such approval the lease or sale, or attempted amalgamation would be absolutely void.

Up-to-Date Styles at

WEILER BROS.

Our first consignment of Fall Goods in the Upholstering, Drapery and Curtain line are now on sale, and we can only say that for coloring, artistic effect and value we have surpassed ourselves in these last purchasings.

Latest Novelties From

Paris, Berlin, London.

WEILER BROS.'

A Missionary From the Arctic

Rev Father La Fevre Arrives Here from the Mouth of Mackenzie,

Tells of His Adventures and Work Among the Esquimaux and Indians.

Rev. Father La Fevre arrived in Victoria last night by the Charmer from the far-away Arctic. For a number of years he has been stationed at Fort McPherson, about 150 miles from the mouth of the Mackenzie. There he has labored for years among the Esquimaux and Indians, and has made several trips to the whalers in their winter quarters at Hershell island, in the Arctic. So difficult has been the work among the peoples of that land at the rainbow's tip, that he has been able to make but one convert as a result of his many years' of faithful labor, and, says the reverend father, with regret, that convert was a dying old woman, converted on the verge of the grave. It is a year since he left his far-away station, where the tribes have no god, religion is unknown to them, and there is no greater respect for the priest than for the miner or whaler. On April 11 he started out, and along the great Porcupine with a dog team, accompanied by a party of miners, he journeyed for 120 days, until at length he reached the Yukon, near Fort Yukon, and there he remained for some months before resuming his journey, from which he arrived yesterday, having come from Skagway to Vancouver by the Victorian.

On nearing the Yukon his party took boat on the Porcupine, and were fortunate in rescuing two unfortunate miners from death. The river was filled with running ice, and two miners who were in the rapids with their boat, encountered a cake of ice which sunk the boat, and they endeavored to reach shore on a log, but the banks being high they had difficulty in getting ashore. At length one made a landing, and the other was left on a ledge from which he could not get to safety. As Father Le Fevre and his party were passing the unfortunate called for help and in running in to give aid their boat narrowly escaped. Finally they had to go some distance and procure a rope 300 feet long, with which they hauled him up the cliff to safety. The miners thus rescued were Messrs. Robertson and Sutherland, two of a party that were returning from the Porcupine district.

The returned missionary says that from what he can learn there is little if any gold in this far Northern district, and the adventurous ones who have prospected it have not found much to reward them. At his station at Fort McPherson, on the Mackenzie, Father Le Fevre labored for years among the 250 Indians, and several times he carried the religion of his church to the 250 or more Esquimaux at Herchell island, where they congregated in their igloos at the winter quarters of the whalers. Now that the whaling vessels are deserting Herchell island for Cape Bathurst and Cape Parry, owing to the fact that more whales are found to the eastward, the Esquimaux who had followed the whalers from the westward, and differ from the other coast Esquimaux of that district, are following them. Three times, amid perils and adventure, whose details would make chapters, the reverend father has made the trip from Port McPherson to the whalers, once in 1895, again in 1896 and again in 1897, that year of disaster among the whalers, when the Rosario and two other vessels were burned, and the Navarch lost and others of the fleet caught in the pack.

Of his first trip he says that caught as he was in a great storm in the Arctic, after leaving the Mackenzie in his small boat, he would never have reached the island of the whalers had it not been for a whaling captain, who saw him and rescued him and those with him. Of the people among whom he has labored, he says they are nomads, the Indians of the Mackenzie living in frail huts and following the game, and the Esquimaux, also wanderers, building their igloos wherever the whalers congregated. They are not yet civilized, and are cruel and rather barbarous; but he lived in safety with them, although one attempt was made on his life. As for Christianizing them, the missionary says that work is indeed difficult, for they know nothing, or will know nothing of religion.

During his residence among the Indians, there was no word or rumor of any passing balloon, nor did he hear any iota of news which would lead to the belief that the missing Andre had been seen in that part of the Arctic.

CAMERON CAUGHT.

Escaped Incendiary Again in Hands of the Authorities.

Vancouver, May 1.—(Special)—Roderick Cameron, who got six years in the provincial penitentiary for burning down the Columbia hotel, and who escaped from that institution on Monday, was recaptured by Inspector MacKenzie and Guard Lavalle at Pitt River bridge, while he was attempting to get into the United States.

ROYAL ACADEMY.

Pictures Dealing With Late Queen Victoria and the Boer War.

London, May 2.—The first press view of the Royal Academy to-day revealed two striking features which were absent from former exhibitions, viz., pictures dealing with Queen Victoria's death and funeral and incidents of the Boer war. Benjamin Contant's picture of the Queen has a whole wall to itself, with a background of black and purple. It will undoubtedly be the picture of the year. Lord Dundonald's dash on Ladysmith and pictures of other engagements in South Africa make bright contrasts to the rows and rows of landscapes and portraits.

Of the latter, Sargent sends nine, the most striking of which is the daughters of Mr. Worthheimer. One of the most charming pictures hung is "The Flower Girl," by J. J. Sannon. The Queen's funeral in London was done by John Charlton, and the naval cortege at Portsmouth by W. L. Wylie. Both are remarkable pictures. Sydney Cooper, the father of the Academy, and other old-time academicians, including Sir Edward Poynter, with a marble group, and Sir Lawrence Alma Tadema, with a classic Helena and Hermia, will all be found in their accustomed places.

The Pall Mall Gazette says: "If it is not by many means a great academy, it has at least enough good pictures to keep it up to the average."

Working on The Willamette

Strange Story from Union That Moran's Men Are All Busy.

Though Customs Officials Had Ordered Them to Desist from Operations.

From Our Own Correspondent.

Nanaimo, May 2.—The steamer City of Nanaimo arrived this evening from Union. The officers report that Moran's force, or as many as can crowd on the Willamette, are working hard making alterations. They have got steam up and apparently everything is in full swing in spite of the fact that H. H. Smith, customs collector here, strictly enjoined Moran Bros. to desist from all work on the wreck.

Officers of the City of Nanaimo say that nearly all the thirty-nine men Morans have with them are engaged on the steamer, though the big barge with the apparatus to be used in hauling her off the reef remains tied up to Union wharf. Men on the steamer seemed to be fixing up bulkheads, straightening out bent framework and shifting gear of various kinds as if preparatory to a final pull and pump out. The officers say that the Moran people are anxious to have as much time as possible so that when the order for release comes from Ottawa they will be all ready to proceed.

Collector of Customs Smith interviewed this evening, says he does not believe the Morans would do anything of the kind, and his agent at Union reports that no attempt has been made so far to work on the wreck. What the men on the Willamette are doing, he believes, is removing the coal cargo, which is going to Vancouver. This they are at perfect liberty to do, as it is produce of British Columbia. Mr. Smith explains the fires in the boilers on the ground that they are used merely for heating purposes. Officers of the Nanaimo are confident something more than shifting coal is in progress, as no barge is alongside, and yet the employees are hammering away busily.

The Morans are now making appeal to Washington.

Mr. Bremner, the Dominion labor commissioner, is now conducting an investigation into the conditions under which Moran's men were brought here. This is in reality the main element of dispute, the other portion of the charge against the Morans being failure to pay duty on the wrecking outfit.

NORTH WEST LEGISLATURE

Speech from the Throne Promises a Number of Important Measures.

From Our Own Correspondent.

Winnipeg, May 2.—The Lieutenant-Governor in his speech from the throne at the opening of the Northwest legislature at Regina to-day expressed pleasure in recording the present era of prosperity throughout the Territories and the favorable prospects to be noted everywhere for the future welfare of the people. Reference was made to the death of Queen Victoria and the accession of King Edward to the throne, also to the work of the Canadian troops in South Africa.

Representations have been made to the Dominion government respecting the necessity for further provision being made to meet the present inadequacy of the revenue. Legislation is promised on hail insurance and to amend and consolidate the law relating to loan stock companies. There will also be bills enlarging the scope of the public works department, amending the law respecting steam boilers, liquor licenses and administration of civil justice, and regarding village and local improvements.

CHINESE RISINGS.

Some Confirmation of Troubles Causes Uneasiness.

London, May 3.—"The reports of the secret combination of disaffected elements in the Yang Tse provinces for the purpose of organizing general risings are receiving some confirmation," says the Shanghai correspondent of the Morning Post. The British consul at Nankin telegraphs Mr. Brennan, the British consul in Shanghai, that the Nankin Viceroy is very anxious about the Yang Tse movement and asks Mr. Brennan to assist the Tao-Tai to preserve order by holding troops in readiness. It is announced from a German source that the French have withdrawn their troops from Hwai Lu to Pao Ting Fu, thus leaving the Germans in sole possession of all the passes into Shan Si.

MASCAGNI'S TOUR.

He Will Receive Two Thousand Pounds a Week.

London, May 3.—A special despatch to the Daily Express from Vienna says that Pietro Mascagni, the Italian composer, has signed a contract for a tour of the United States. He will start October 15, and take with him an orchestra of 80 members. His personal stipend will be £2,000 a week for eight weeks.

Debating Coal Tax

Harcourt Arraigns Government for What He Calls Class Legislation.

And Says Miners Will be Obliged to Pay by Having Wages Cut.

Chancellor of Exchequer Claims That Coal Could Stand the Impost.

London, May 2.—The full house and galleries had to wait until nearly 6 o'clock for the beginning of the coal tax debate. Sir William Vernon Harcourt (Liberal) led with a severe, almost violent arraignment of the government. He said the tax would throw the coal trade into chaos and confusion. It recklessly disregarded existing contracts, and was a most unbusinesslike way of dealing with a great trade. It was an extraordinary and vexatious piece of bungling. It was nonsense to say the foreigner would pay the tax because he could not do without coal. But the government of Italy had answered by taking coal from the United States instead of this country. The trade of France was equally divided by this country in Germany and Belgium.

The chancellor of the exchequer, Sir Michael Hicks-Beach, interrupting, said: "We are beating others."

"Then go on beating them," said Sir William Harcourt. "Why throw a shilling into the scale against this country?" Sir William contended that it was class legislation and that the tax would ultimately come out of the miners' wages.

The Chancellor of the Exchequer admitted that the tax, like every tax, was an obstruction on trade. The real question was, could the export trade in coal bear the tax. It could. English coal was of a high quality; there was much of it, and it could not be got in any other country. Thus to a large extent, it was free from competition.

The Chancellor submitted masses of statistics, which he has summarized as showing 225,000,000 tons of coal mined in 1899, on which, after deducting £18,000,000 in wages more than in 1897, left the coal owners a net profit of £29,000,000, on a capital of £110,000,000.

He had some difficulty in keeping his patience when deputations talked to him about the unprofitable condition of trade. He had proposed the tax for merely one year, and it would be on those who were able to bear it.

As to the competition of the United States, Sir Michael Hicks-Beach said: "Last year the price of our coal at the port of export rose very much higher than the price of coal in the United States. But in spite of that, our export of coal was 38,000,000 tons, or 3,500,000 tons more than the previous year. The United States export was a little over 5,000,000. If the United States could not compete when the price of our coal was very high, it would be absolutely impossible for them to compete when the price of our coal was low.

Mr. John Redmond, the Nationalist leader, said that the coal tax did not affect Ireland, and in that respect it was the beginning of a new era. On general principles, however, he urged Irish members to do everything possible in their efforts to defeat the budget. The debate was adjourned to Monday next.

RUSSIAN UNIVERSITIES.

Minister of Public Instruction Recommends Pardoning Students.

St. Petersburg, May 2.—The correspondent of the Associated Press is informed that Gen. von. Novski, the minister of public instruction, made a report to the Czar last week recommending the pardoning of the soldier students and other absentees from the universities and permitting them to return in August for the examinations, their military service to continue until then. The Czar consented, and the students are fairly generous, disregarding the resolution against participating in the examinations. The temporary stoppage of the Rosseya sales on the streets is attributed to the publication of a report of the annual meeting of the International bank, in which M. Rothstein is manager, was attacked. All the banks are suffering from industrial and financial stagnation. But the International bank is not suffering any more than the rest.

It is reported in the press here that the Minister of War is contemplating reorganizing the military medical academy, where the students are submitted to military discipline, and are required to serve three years as military surgeons after graduation. This academy is the principal Russian medical college.

BLIZZARD VICTIMS.

Two Seattle Men Victims of the Nome Storm.

Seattle, May 2.—Nome papers as late as February 2, received in this city, state that Benjamin T. Miller, formerly of this city, and Charles E. Gay, brother of the United States District Attorney of this city, were frozen in the recent blizzard in the Nome region. Miller was recorder for the Agiapuk district, and Gay was United States commissioner for the Arctic district.

FOR BRITAIN.

Steamer Chartered to Carry Army Mounts from Canada.

Montreal, May 2.—(Special)—The Imperial government has chartered the steamship Anglo-African, to take 750 horses from Montreal to England from this port.

MANITOBA LIQUOR ACT.

Application for Leave to Appeal to Be Made Monday.

Winnipeg, May 2.—(Special)—Hon. Clifford Sifton arrived here to-day to visit his father, who is ill.

Application for leave to appeal the Manitoba Liquor License Act case to the Imperial Privy Council will be made to Manitoba Full court on Monday. If leave to appeal it is given, Attorney-General Campbell will visit England in connection with the case.

SEE OF BEYROUT.

Interest Over the Succession to a Coveted Place.

Constantinople, May 2.—Advices received from Beyrout, Syria, dated April 24, say there is much interest there over the succession to the vacant Episcopal See of Beyrout, the richest and most important in the patriarchate of Damascus. The strongest candidates are Gerasimos Massaira, archimandarite of Alexandria, and Rafael Hawaoni, of the Orthodox Church of New York.