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LOCAL NEWS

(From Tuesday's Daily.)

Fired Royal Salute.—Yesterday was the fifth anniversary of the accession to the throne of England by King Edward VII and in honor of the occasion the customary royal salute was fired from the barracks at Work Point. Flags were displayed on all Imperial and federal government buildings.

Nanaimo's Poultry Show.—Many Victoria exhibitors are taking a keen interest in the annual poultry show at Nanaimo which opens today with a very large list of entries. The services of Mr. Bennett, of Toronto, have been secured as judge.

Steelheads at Cowichan.—An unusually large run of steelheads in the Cowichan river this year, is the report from that paradise of fishermen. And the fish are in prime condition, judging by some of the specimens brought down. Just now is nearly the best time for hunting these tackle destroyers, but they will be good sport for a couple of months to come.

Re-elected Reeve.—At Duncans Mr. Horace Davie has gone in with flying colors for his third successive year as reeve. A large poll was taken, Mr. Davie getting a considerable proportion of the votes. Doubtless this was partly due to Mr. A. Herd coming out late in the day and not having canvassed the district very thoroughly. The vote stood 154 for Mr. Davie and 61 for Mr. Herd—a majority of 93 for Mr. Davie.

Lumber in Demand.—A local agent of lumber dealers in the Northwest was yesterday authority for the statement that a great demand for spruce lumber has sprung up in that section, he having received instructions to get hold of all the spruce lumber available for speedy shipment to points in the Northwest.

Livestock Conference.—A meeting of interest to all producers of livestock is being called by F. M. Logan, deputy livestock commissioner of the Dominion department of agriculture, Ottawa. This meeting is to be held in the city hall at New Westminster on Friday, January 26, at 2 o'clock p. m. The object of the meeting is to consider the formation of a livestock association for the purpose of conducting auction sales, holding of winter fairs, or for the promotion of any other features tending to improve the livestock conditions of British Columbia. A good attendance is desired, so all interested in the production of farm stock should make an effort to be present.

(From Wednesday's Daily.)

Prefontaine's Funeral.—Yesterday on all the federal and provincial government buildings the flags were flown at half-mast in recognition of the funeral services at Montreal of the late Hon. Raymond Prefontaine, minister of marine and fisheries.

The Seal Market.—According to advices received from London yesterday the remaining sealskins on the market after the sales of a few weeks ago, when big prices were realized, were knocked down at prices 15 per cent. lower than were obtained at the December sales. There were, fortunately, only comparatively few to be sold, but this had no effect in producing the result desired. There appears now to be no accounting for the downward tendency in quotations, and the sole yesterday only serves to prove once more the uncertainty regarding any index of the market situation viewed from this distance.

Conditions in Atlin.—Dr. Young, M. P.P. for Atlin district, was in the city Sunday, the guest of his brother, Judge Young, says the Nanaimo Free Press. The doctor reports everything in the Atlin district on the move. Mining has received a great stimulus there by the recent discoveries and developments at Windy Arm. Col. Conrad, the promoter of the Windy Arm mines, has invested a large sum of money there and recently went to England to raise more capital to carry on the work. Dr. Young is in receipt of a cablegram from him last week saying that he has been quite successful in his mission, and that altogether he has now some three million dollars to proceed with.

Seton Lake Hatchery.—J. P. Babcock, the fishery commissioner for the province denies the report in Vancouver that the lake of salmon eggs in the Seton lake hatchery will be a complete loss. Mr. Babcock said that there would be a considerable loss of eggs, but it would not be phenomenally large. In explanation the fishery commissioner said that there were employed of necessity during the season of taking the oya a large number of men, who were absolutely untrained. He says also that in some instances it was found necessary to discharge some of these men for their inability to attend to their duties. With green men there yas necessarily some trouble in getting the best results. The loss has, therefore, been heavier than would otherwise have been the case.

Fish for New York.—In a few days now Nanaimo herring will be tickling the palates of the connoisseurs in the aesthetic homes of New York. Yesterday the Nanaimo Fisheries Company shipped a carload of its famous pickled herring to the metropolis. The fish, some 150 barrels in all, or approximately 50,000 pounds, is being taken by the steamer Squid to Vancouver to be loaded on train there. The shipment is the famous Scottish brand, put out by this company and which, although it has only been in the market a short time, is being much sought after, and commands a very good price. The firm originally put up the Viking and the Thistle brands, but it was found that the Viking brand was put up by a New York firm also, and that the Thistle brand was the name of a brand prepared by a Scottish firm.

Dawson Cold Snap.—A Dawson despatch dated January 22nd, says: The bottom is falling out of the Yukon thermometers. The fiercest cold known here in five years throughout the Yukon Valley has taken place during the last three days. Tantalus reports 82 below zero and some other places 75. Dawson thermometers tested by several officials touched 65 below last night and are nearly there now. The White Pass overland stages and creek stages are suspended. The police have compelled teams to quit hauling wood because the cold is killing the horses. Four degrees more will break all Dawson records. It has been 50 below more than a week. The town is short of wood in many places and prices are soaring. Coal burners have all been thrown out because the coal supply is exhausted. All outdoor work is suspended. It is expected the siege will lift at the next change of the moon.

(From Thursday's Daily.)

Troop Shipment Test.—A very interesting despatch, dated Winnipeg, Jan. 23, appearing in the Sound papers, reads as follows: "The Canadian Pacific is shortly to be subjected to a big transportation test by the British government having its new alliance with Japan, in which both nations pledged themselves to support each other. The government determined to discover just in what time it could send a considerable body of men from England, to the Queen Charlotte Islands, which lie north of Vancouver. The scheme is to call upon the Canadian Pacific to transport 10,000 marines and sailors, with boats and all equipment, from England to Vancouver and thence to coast in vessels to Queen Charlotte Islands. This will involve the chartering of extra vessels and the running of 20 trains each loaded with 500 men and camp equipment across the continent. The experiment will take place in about two months."

Legislative Assembly

An Interesting Debate on Class Legislation in the House Yesterday.

Debate on Bills—The Opposition Members Again Heard From.

Wednesday, 24th January, 1906.

AFTER prayers by the Rev. Dr. Campbell, Ph.D., the following petitions were read and received: From L. W. Shatford, for leave to introduce a private bill to incorporate the Southern Okanagan Railway Company. (No. 24.)

From James Ritchie and others, for leave to introduce a private bill to incorporate the British Columbia Central Railway Company. (No. 21.)

From the Midway and Vernon Railway Company, for leave to introduce a private bill to amend its corporate act. (No. 7.)

From Harry Bennett and many others, re game preservation and game licences.

From R. L. Patterson and others, for leave to introduce a private bill to confirm to the British Columbia Northern and Mackenzie Valley Railway Company certain rights granted by the B. C. and Yukon Railway Company Act, 1903. (No. 11.)

The standing rules and orders were suspended to enable the following resolution to be moved:—

On the motion of Mr. Manson, seconded by Mr. Oliver, it was resolved:—

Wreck of the Valencia

That in view of the appalling loss of life caused by the wreck of the steamer Valencia on Monday, January 22, on the West Coast of Vancouver Island, the third accident of a similar nature within the last few weeks, the attention of this house is called to the necessity which exists for the establishment of life-saving appliances on that coast; and

"That an humble address be presented to His Honor the Lieutenant-Governor praying His Honor to cause to be brought to the attention of the Dominion government the urgent necessity for the establishment of a life-boat station at suitabilell ipoints on the West Coast of Vancouver Island, and that a steamer be provided to patrol that coast continuously, particularly during the winter season; and that all possible steps be taken to ensure the protection of life and property on that rough and rock-bound coast.

And that copies of this resolution be sent to the senators and members of the House of Commons at Ottawa.

Mr. Manson said that the horror of the calamity which had induced the resolution was such that it was impressed on every mind. It was well known that the West Coast of Vancouver Island was a very rocky and dangerous one and there could not be two opinions as to the necessity for better appliances.

Mr. John Oliver (Delta) said it was with a feeling of deep regret that he rose to second the resolution. It was saddening to a degree to realize that if suitable appliances had been on hand precious lives, the lives too of women and children, would have been saved. Whilst it was the prime duty of the federal government to provide everything that was necessary, yet he felt sure that the provincial government would do anything they could to afford relief. He thought also that it was deplorable in the interests of the Dominion that such appalling disasters should occur at short intervals on the Pacific Coast as apart from the humanitarian it was a most serious thing that the impression should get abroad that the west coast was so deadly—it was not a fact that if proper appliances were available.

Hon. R. McBride said that the resolution had his hearty support and would he believed stimulate the federal government to necessary action. He well remembered the late Mr. Prefontaine expressing his regret that his department was so ill equipped for protection on the Pacific Coast and he was sure if that minister had been spared he would have done his utmost to remedy the existing state of things. He pointed out that the reports going out all over the world were serious as affecting the province.

Mr. J. H. Hawthornthwaite (Nanaimo) deeply regretted that it was perfectly obvious that the "cost" of life-saving appliances was the stumbling block. He declared that human life was the cheapest thing in the market today. Many precious lives were sacrificed in the mines of this province every year for the same reason—cost. Last year 10,000 valuable lives were lost on American railways for the same reason. He referred to the Slocum disaster, the loading of the life belts and said he had no doubt similar conditions existed on the Valencia. She was an old vessel not fit for the coast service and as long as the spirit which dominated affairs continued to prevail lives would continue to be sacrificed. He heartily endorsed the resolution.

Stanley Park, Vancouver

On the motion of Mr. Bowser, seconded by Mr. Fraser, it was resolved:—

That an order of the house be granted for a return of copies of all correspondence between this government and the government at Ottawa, in relaton to the granting of a lease of Stanley Park at Vancouver.

Mr. Bowser (Vancouver) speaking to the resolution standing in his name said that it was in order to ascertain what had passed between the federal and provincial governments with reference to the proposed lease of Stanley Park that he moved the resolution, the inhabitants were anxious to know the present position of the negotiations and this was the best method of putting them in possession of the facts.

Hon. R. McBride said there was no objection to bringing down the correspondence. Stanley Park was admittedly a very great ornament to the Terminal City and nothing would be done by the government without due regard for its interests.

The report on the bill entituled An Act to amend the Small Debts Act, was considered.

Mr. Williams moved to add the following new section:—

"3. Section 5 of the said chapter 13 of the Statutes of 1901 is hereby amended by adding thereto, at the end thereof, the following words: 'Provided always, that this section shall not apply to any debt not exceeding $100 due, or accruing due, to a mechanic, workman, laborer, servant, clerk, or employee, for or in respect of wages or salaries.'"

Small Debts Act

Mr. Parker Williams in speaking to his amendment said the object was to protect laborers, wage earners. The moment a creditor seized the property of a wage earner he suffered in reputation, even though subsequently in the court he might prove that the debt was not owing. Nothing could undo the mischief already done. He claimed that there was no notice of seizing the wages of an earner before the debt had been proced.

Mr. Bowser (Vancouver) said that Mr. Willaims' amendment involved class legislation of the worst kind. It was an attempt to specially protect one class as against others. Already a working man was protected to the extent of $40 which was a very liberal protection. Why should Mr. Williams now ask that this be raised to $100 which would cover the whole earnings of a wage earner for a month. This meant that the small dealer would in many cases be prevented from collecting his account. Why should not the grocer have some protection? This was a proposal to assist men who might squander their earnings in escaping from their legitimate liabilities.

Mr. J. H. Hawthornthwaite said he regretted that he did not find himself in accord with the member for Vancouver.

Hon. Chas. Wilson said he sympathized with the amendment of Mr. Williams on the ground that it was not just that a laborer's earnings should be attached before the debt had been proved and judgment granted. This did not mean the ultimate avoidance of any liability but simply the reasonable protection of a class whose only property was their earnings for as a rule they had nothing else. The principle proposed was not a new one; it had existed in this province before 1901. Mr. Wilson said that it was not only the working man who sometimes squandered his money—they all spend their money at times perhaps unwisely and he demurred to the suggestion that the working men were sinners in this respect. He supported the amendment.

Mr. Paterson (Islands) said that the working men were the best paid in the province of British Columbia today. The government was not called on to protect dishonest men; honest men required no protection; unfortunate men could not expect the small storekeeper to protect them.

Class Legislation

Mr. J. H. Hawthornthwaite said the contention of Mr. Bowser that this was class legislation was not well taken. All legislation was class legislation. Many men had been forced by the present blackmailing system to pay debts which they never owed. For his part he objected to helping the storekeeper to worry the workingman who, according to the third member for Vancouver, squandered his earnings instead of paying his debts. It was contended that the law was strong enough to prevent any debtor from leaving the province and nothing more should be done in that direction.

Mr. J. R. Brown (Greenwood) could not agree with the amendment nor with the attitude of the Attorney-General. At present salaries and wages could be garnisheed in the County court so that this was no new principle, only an extension of one already in operation. There was also this protection for a debtor that the creditor had to swear an affidavit before he could obtain a garnishee. This amendment was not, in his judgment, desired by or in the true interests of the working man and he should therefore vote against it.

The amendment was negatived on the following division:—

Yeas—Messrs. King, McNiven, Murph, Jones, Tanner, Davidson, Henderson, Wells, Cameron, Hawthornthwaite, Williams, McBride, Wilson, Houston, Green, Wright—16.

Nays—Messrs. Drury, Brown, Evans, Oliver, Paterson, Hall, Tatlow, Cotton, Ellison, Clifford, Bowser, Fraser, Ross, Fulton, Garden, Taylor, Young, Macgowan, Shatford, Grant, Manson—22.

Report adopted.

Third reading tomorrow.

Mr. J. Murphy (Cariboo) speaking on the Assessment bill, said that on looking into the amendment he though they were in the right direction and could be very well be dealt with in committee.

Mr. John Oliver (Delta) objected that under the amendment the obvious intention of the Attorney-General was to ease taxation on the small holder, an intention with which he sympathized, but he doubted whether the wording of the clause bore out that intention. He wished to direct the attention of the government to this point in order that if his contention was correct the wording might be varied.

Hon. Chas. Wilson, speaking to the act to amend the law with respect to ancient lights, said that the object of this act was to incorporate the principle adopted in Ontario governing the rights of this important subject. He did not wish to rush the bill, but he foresaw considerably difficulty in the future if some such measure was not passed.

Mr. Stuart Henderson (Yale) said he agreed with the principle of the bill but advocated the amendment which stood in his name, and would speak to it when the bill went into committee.

Debate on Bills

Hon. R. McBride, speaking on the bill intituled An Act for the Relief and Disincorporation of the Municipality of Dewdney, said that since the great floods of 1900 this municipality had been unable to make headway and now sought relief. Such relief had to be given with great care and only after considerable thought or the province would incur a heavy responsibility if it were thought that any municipality failing to carry out its programme could fall back on the government for assistance. But this case was unique. The washing away of the dyking works had left the settlers powerless and they were quite unable to continue to work the machinery of a municipality. Meanwhile the parties who had advanced the money for the public works were pressing their claims and if the government did not come to the rescue every settler would lose his holding and that would be disastrous for the reputation of the province. The present government was not in any degree responsible but it was in the interest of the province to pass this measure and afford the desired relief. There were now only two considerable outstanding claims and this measure would enable them to be dealt with. All the government desired to do was to put this important section of the country again on a satisfactory footing.

Mr. John Oliver (Delta) regretted that the government had introduced a bill of this nature. He thought the remarks of the Premier suggested that the municipality of Dewdney had suffered through the action of the government in 1898. He demurred to such a suggestion. Dewdney was not the only municipality which had a similar failure of its dyking works. Surrey, in his own constituency of Delta, but instead of pursuing the cowardly course of evading taxation like the people of Dewdney, they shouldered their burdens. In addition they were forced by an act of this legislation to pay $13,000 which they did not owe. Why was there one law for Surrey and another for Dewdney? He regretted the absence from his seat of the member for Nanaimo, who had earlier in the sitting declaimed so eloquently against partial legislation.

Then he noted that the government proposed that the province should pay $10,000 from the public funds levied outside the district in question. On what principle could that be defended? This was a bill for enabling Dewdney to go out of business without paying its just debts.

Mr. T. W. Paterson heartily endorsed all that Mr. Oliver had said. The bill was iniquitous—it meant people coming and asking to be relieved from the result of their own failure. Why should people who had carried on similar works successfully be made to pay for the mistakes of the municipality of Dewdney? The cowardly conduct of the people had disentitled them to any measure of relief. They had deliberately planned to avoid their just liabilities, both principal and interest. Such people should not be allowed to send their bills to Victoria to be settled. He thought the farmers of Delta compared very favorably with those of Dewdney, who had not paid one dollar of taxes for 20 years. He claimed that the sweeping away of the dykes was not due to the high floods but to defective workmanship.

Mr. J. H. Hawthornthwaite said he thought it was the duty of the province to wipe out this debt altogether. The farmers should not be held responsible, the dyking works were forced on them by the government of the day. He was surprised that the representative of such a rich district as Delta——

Mr. John Oliver—How do you know? You were never there.

Mr. Hawthornthwaite—Well, I say that Mr. Oliver is selfish; his rich district gives less to, and takes more from the province than any other section. It was unfair, he was sure, the hon. member had difficulty in disposing of his farming produce.

Mr. John Oliver admitted the practical truth of this but declared he had not yet applied to the house for relief.

Mr. J. H. Hawthornthwaite—Well, he was beginning to squeal and the next thing he would be coming to the house then he would meet with his just reward. As to the allegation of Mr. Oliver that the farmers of Dewdney were not taxed he declared that they were fleeced to death by the federal Liberal government.

Mr. John Oliver (Delta) declared that the statement of Mr. Hawthornthwaite that Delta only paid $3,000 to $4,000 a year was untrue, but until the government initiated a better system of bookkeeping it would be impossible to find out exact amount.

Mr. W. J. Bowser (Vancouver) did not think there was ever a question debated in the house that the member for Delta did not know all there was to know about it. Now, he knew, and wished to state to the house, that the contribution of Delta was a miserable pittance. It was the richest district in the province. It received last year $25,907 for schools and $1,016 for roads, trails and bridges. Westminster bridge, which benefited Delta greatly, cost in fixed charges $55,000 a year and Delta ought to pay at least one-tenth. This makes a total of $32,423. They pay in taxes $7,676, showing a total of $24,747 more received out than they pay in. Where was the contention of the member for Delta now? Did this not justify the charge? Then coming to the rich district of Chilliwack. Last year its appropriation for schools, roads and bridges was $23,841 and its contribution in revenue only $5,536, showing a balance against that district of $17,505. Commenting on Mr. Oliver's attitude he asked who was the real leader of the opposition, he or the member for Rossland? The titular leader had deserted his seat, the "de facto" leader was the member for Delta. He suggested that a committee should be appointed to investigate the question of a more equitable assessment of such rich districts as Delta and Chilliwack. He strongly supported the measure.

Mr. T. W. Paterson asked if Mr. Bowser realy thought that the people of the province should be deprived of the revenue from the natural resources.

Mr. Bowser said it was a notorious fact that the farmers of Delta had more money in the bank than any others in the province.

Mr. J. Murphy moved the adjournment of the debate, but was defeated on the vote. He then sought to speak to the motion, but was ruled out of order by the Speaker.

Mr. J. R. Brown (Greenwood) did not think adequate reason for the relief sought for had been given. He could tell of many cities in the interior that had been face to face with the same proposition was Dewdney. They had launched out expecting population up to 8,000 or 10,000 people to come in, important public works were undertaken. When the population failed to materialize they manfully shouldered their financial burdens without any provincial aid. His own city of Greenwood had done this and he strongly objected to discrimination in favor of any municipality. They should struggle with their liabilities as others had been obliged to do. He referred to the loan made by the Ontario government to the Soo enterprises, but this measure proposed to go further and make a free gift of $10,000 to the farmers of Dewdney. If the farmers of Delta were so rich why had not the government exacted their just dues in taxation? Surely they did not expect the farmers to come and offer to pay more. As to New Westminster bridge, they paid their tolls when crossing as others did. As to the leader of the opposition Mr. Brown said that they were well pleased with the leadership of the member for Rossland.

Hon. Chas. Wilson moved the adjourn of the debate. Agreed.

The report on the bill intituled An Act to amend the Companies Act by providing for the Registration of Companies' Mortgages, was considered.

The Hon. Chas. Wilson moved to add the following as section 6:—

"6. Whenever, in any act, the act hereby repealed is referred to or cited, then the words 'an act to provide for the registration of companies' mortgages' shall be struck out, and in lieu thereof shall be inserted the title of this act."

Carried.

The Hon. Chas Wilson moved to add the following as section 5 thereof:

"5. The word 'company' shall include 'extra-provincial company,' and any company carrying on business within this province."

Carried.

Report adopted.

Third reading tomorrow.

TURKEY'S DEMANDS.

Asks That Bulgaria Be Compelled to Withdraw From Servian Convention

London, Jan. 23.—Telegraphing from Sofia yesterday, the Times correspondent says: "Contending that Bulgaria has no right under the provisions of the Berlin treaty to conclude such a convention, Turkey has presented a note requesting that Bulgaria abandon the Servia-Bulgaria convention. Bulgaria refuses to comply with the request.

Why Yukon is Free From Chinese

Experiences of Pioneer Oriental Gold Miners Discouraged All Others.

"Emergency Mayor" Displayed Presence of Mind in the Matter.

Cariboo is full of Chinamen; in Cassiar they are as common as whites and Indians, and all the placer camps of the Pacific Coast except those of the Canadian Yukon contain these clannish Asiatics, who, sooner or later, from coolie or tyhee, remit to the Flowery Kingdom the yellow gold they earn in the land, not of their adoption, but of their exploitation, says the Vancouver World. Even in far-away Fairbanks, in Uncle Sam's northern territory, two Chinamen, it is reported, spent last season, and these two will as certainly be followed by more as the first two swallows are eventually followed by summer.

Why has the Canadian Yukon hitherto been immune? This is a question that occasionally occurs to some, but the majority of people are too busy to ask if any Chinamen are in the Yukon, and even those who know there are none are either too much occupied with their own affairs to seek a reason or, if they ever think of it, conclude that the Orientals have not yet thought of trying their luck in the golden North.

However, it is not entirely due to natural causes or to Chinese apathy that there are none of the yellow men in Dawson and the other Northern camps. That the Canadian Yukon is still purely a white man's country that patient, frugal, opium-smoking, gambling, tyhee-ridden, industrious, superstitious, shrewd and altogether peculiar John Chinaman is not washing clothes in Whitehorse, gold on the Klondike creeks or running stores in Dawson, is entirely due and clearly traceable to the prompt, energetic and far-sighted action of a self-constituted vigilance committee and a made-while-you-wait mayor, who received and turned back the first and last batch of coolies who ever got as far as Whitehorse on the road to the Klondike.

The story of how it was done, how the hopes of Yellow Chinatown were nipped in the bud, and of how the North was saved to the white miner, laborer and merchant, was told to a World reporter by an old miner who helped to break the first trails through the Yukon snow.

Chinks Headed Off Klondike

"There are lots of old time Yukoners who know how the Chinks were headed off the Klondike in the early days, but the subject having cropped up in the course of conversation. "There are men in Vancouver now who were in White Horse when it happeded. One of them is Jack West, who was in business there at that time. He ought to be able to remember it, because we appointed him mayor at five minutes' notice and gave him the job of giving the Chinks the right kind of a spiel. He handled it all right, too, and that is why there are no Chinamen up there now.

"You never saw a miner who liked Chinamen. The Chinks know this and they never go into a new country in large numbers. They know enough to break it gently to the miner and get him used to seeing a few of them around before they crowd in at all. Well, the men who made the trails in the North and survived it were mostly men who had experience and knew their own minds. They knew the Chinks, too, and they did not want them.

"It was in June, 1902, that the tyhee Chinamen in Victoria thought that the trails had been made smooth enough into the Yukon to justify them in sending an advance guard of their countrymen into the camps there, and they shipped four up to Skagway by the C. P. N. line. One of the newcomers could speak A1 English when he wanted to, but if you said anything he did not care to understand he couldn't understand anything.

"At Skagway the four pioneers took the White Pass & Yukon line for Whitehorse, where they were to take a boat for Dawson. It's not likely that the transportation companies wanted to carry the Chinks, but the law wouldn't let them refuse. Anyway they got to Whitehorse safe and sound, but that was where they met their surprise party.

"The Chinamen had not engaged rooms in advance at Whitehorse, or anything like that, but still there was a big crowd on the platform to meet them. Of course the train was the daily excitement then in that town, as it is now, but that did not fully account for the crowd that covered the platform, and the Chinks were probably surprised at the earnest way they were sized up by the assembled townsmen.

"Of course the Chinks had no idea of staying in Whitehorse; there was no mining around there, and, while they probably were not expecting to be received with open arms by the Dawson miners and merchants, still they did not expect to excite so much interest at the rail head. They expected only an ordinary welcome at Whitehorse, but it did not turn out quite that way. If they had got to Dawson they would have been about as welcome there as in Whitehorse, for the same class of people, men who had helped to break the trails into the wilderness, constituted both populations, and none of them had any idea of standing by and seeing Chinamen cut them out of the reward of the risks and hardships.

Warm Reception at Whitehorse

"The 'Chinese' train arrived at 4 o'clock in the afternoon, and at 5 o'clock the citizens held a meeting to decide upon the best way of getting rid of the Chinks. A committee was appointed to wait upon the unwelcome strangers, who had by this time found shelter in a tent where they intended to await the arrival of the steamer that was to take them to Dawson the next day. At 9 o'clock the committee interviewed the Chinese and informed them that there were no openings for Chinks in Dawson. It was explained to them that the Dawson people did not want them, but beyond saying that they did not savvy, they made no comment on the information. As there were no trains going to Skagway that night the matter rested until morning, but when 9 o'clock came and the White Pass limited was ready to pull out for Skagway, the four flowers of Victoria's Chinatown were not ready to leave. They persisted in their intention to go to Dawson and wash clothes. The committee were now rather up against it, the Chinks having failed to take their advice, but they struck a brilliant idea and informed the birds of passage that they would have to call upon the city council and the mayor. Whitehorse was not a city and did not have either a council or a mayor, but something had to be done, so they were invented. The limited was pulling out and the Chinamen were still in Whitehorse, but there was a freight train leaving at 11 o'clock, and on this and the bluff about the mayor and council the boys rested their faith. Then they went to a man who had not been seen by the Chinks as yet. This was Jack West. They told him that he was appointed mayor, gave him full power to act, told him to do anything he liked, that if he got hanged it would be his own look-out, and then left him to the job with their blessing.

Returned as Freight

"Emergency Mayor West went to the Chinks and gave them a lot of fatherly advice. He told them they would never have any friends in the Yukon territory and that it was a good place for them to get out of as soon as they got the chance. He informed them that he was mayor, but did not want to have to take any extreme measures with them. He was helped out a whole lot by the fact that there were several mounted policemen around, who did not interfere, and with whom he took care to let the Chinks see him associate. The police were not taken into the confidence of the white men and the Chinks did not think of appealing to them. On the contrary, they thought when they saw West talking to them that he must be the only real thing around those parts.

"After convincing the Chinamen that he was boss around the camp and that it was a most unhealthy country for them, the mayor of the moment graciously informed the visitors that there was a freight train leaving at 11 o'clock and that he could arrange with the company to carry them back to Skagway and ship them to Victoria if they had money for their fares. The Chinks, who had plenty of cash, pleaded poverty, and the resourceful mayor then said that rather than see them get into trouble or stay in such serious danger, the authorities would put up the funds.

"The merchants of Whitehorse were glad to get rid of the Chinks at any price, and gladly subscribed the fare. They were seen safely aboard the freight train by Mayor West in person, and as soon as the train pulled out of sight everybody went and had a joyous drink on the surplus of the transportation fund. Mayor West's health was drunk so often that the day finally became a very lively one and finished up in a general celebration.

"Nothing much was heard outside about this; it was kept quiet anyway and the newspaper men of Whitehorse were not as restless as those in Vancouver, and I don't think the people of Dawson, Whitehorse and the other Canadian Yukon camps know just how much they owe to the little bunch of men who headed off the Chinese invasion in June, 1902. Old Cariboo is an object lesson in what they saved the North from. That district is full of Chinese and there they fill the places of white miners, merchants, laborers and white men and women generally."

For the benefit of any Chinaman who may think of going to Dawson now that Mr. West is no longer in Whitehorse, the musher who gave the World reporter the story asked him to mention that there are lots of men like him still in the North who would make life in the Canadian Yukon rather too exciting for Mongolian nerves to stand.

AN UNFAIR EXCHANGE.

New York, Jan. 24.—Jno Martin of Peeksville, exchanged satchels with Albert H. Monroe, a mine owner of Rio Vista, Cal., last night, taking one of the miner's satchels containing several thousand dollars' worth of gold nuggets. The exchange occurred in the Grand Central station. Monroe caught sight of his disappearing satchel after Martin had gone half a block from the station and drew his revolver and gave chase. When the Peeksville man entered a saloon some distance away, the mine owner demanded his satchel back and had Martin arrested. In court today the prisoner said he took the satchel by mistake and he was held in $1,000 bail pending a further examination of the case.

NEW YORK HIGHBINDERS.

New York, Jan. 24.—War broke out in the streets of Chinatown today between two rival Chinese societies, the Hip Sings and the On Longs, two Chinamen being killed.

WRECK RECALLS PREVIOUS DISASTERS

Old-Time Horror of the Pacific Brought to Memory by Yesterday's Horror.

One of the most terrible previous calamities in the marine history of Vancouver Island was the foundering of the steamer Pacific, on the night of November 4, 1875. She steamed out of Victoria harbor her decks fairly black with humanity and loaded to the gunwale with freight bound for San Francisco. The exact number of passengers is unknown, as many embarked without tickets a few minutes before she sailed. The most conservative estimate of the number of passengers on board is around 270 and a crew of 50. Of this number only two were saved.

After clearing the harbor the Pacific steamed slowly down the Straits, passing Tatoosh with the wind blowing fresh from the south and a heavy swell rolling. Against this wind and swell she made but little progress, and was not yet fairly away from the land when, at about 10 o'clock, the passengers in her crowded cabins experienced a sudden shock, which, light though it may have seemed, carried with it a feeling of dreadful apprehension that sent them flying to the deck. Of what happened in the following few awful minutes before the sea stilled for ever the heart-rending cries of the perishing hundreds, but two witnesses lived to testify—Neil Henley, who was a quarter-master on the steamer, and Henry F. Jelley, a passenger.

From these two survivors it was learned that the Pacific received injuries by collision with the Orpheus, a sailing vessel, off Cape Flattery, and sunk within ten minutes. From their account the officers lost their presence of mind, and the crew were too intent in endeavoring to ensure their own safety to pay attention to the passengers, who ran wildly about the deck and through the saloons. The boats that were lowered were all swamped. There was no order, no discipline, no one to give directions—all seemed to have gone stark mad in the face of the great danger that beset them; and so they remained helplessly huddled together, while Death came on with ever-nearing steps. Presently the ship lurched, and the next moment the Pacific sank beneath the waves. For days after bodies were cast upon the shore, and were either brought to Victoria or interred where found.

The Pacific was built in New York in 1851. She was less than 900 tons burthen. The steamer was in command of Capt. Jefferson D. Howell, and besides her cargo of freight, had $79,220 in gold dust aboard.

News Notes of The Dominion

Report of Quarantine Work Done at Williams Head During Year 1905.

Imperial Authorities Contemplate Interesting Test of Canada's Highway.

Ottawa, Jan. 24.—Owing to the fact that no cases of smallpox now exist in frontier states adjacent to the Canadian border, it has been deemed unnecessary to continue the medical inspection at Canadian ports, and at the end of this month the two remaining inspectors at North Portal and Saulte Ste. Marie, respectively, will be withdrawn. The medical officer at Gateway, B. C., was relieved of duty some time ago.

During the year at William Head, the number of vessels inspected was 176. The number of Asiatic steerage passengers has fallen very considerably. The increased tax has checked the Chinese immigration, and the war has limited that from Japan. There were 2,836 Chinese steerage passengers inspected and 5,378 Chinese members of crews, 2,484 Japanese steerage passengers, being an increase of 1,724. Other Asiatics inspected numbered 221. Five cases of measels and one of epidemic dysentry were admitted to the hospital.

Various Improvements and Additions

were made at this station. A new steamer is being built for this station. The present small steamer, the Earl, will be useful as a reserve. By fitting up the new steamer with modern disinfecting appilances the disinfection of vessels at the wharf could be carried on without, as at present, encroaching upon the floor space of the wharf. The Earl, moreover, would be available for disinfecting vessels in the offing and sailing vessels in the Royal Roads. A new sulphur dioxide appliance and a second new steam disinfecting cylinder are pressing requirements. Foreign coasting vessels touching at Victoria to the number of 947 required inspection. No quarantinable disease occurred. At Vancouver one vessel was inspected, and no case of infectious disease was discovered.

The E. & N. are authorized to deviate its line through the township of Ladysmith.

To Discourage Usury

It is stated that the minister of justice contemplates introducing a bill into parliament next session framed on the lines of the Imperial Money Lenders Act, designed to stop usury. According to the Imperial statute when money lenders seek to recover money lent, and the court is satisfied that the interest or other demand in respect of the money actually loaned is excessive, it may relieve the person sued from payment of the amount in excess of such sum as the judge may hold to be reasonable. The court, moreover, may order a refund of the excess charges if paid and may order the lender to indemnify the borrower for any securities with which he may have parted in the transaction.

The Treaty With Japan

It is over a month since the King signed the treaty between Canada and Japan, and it has now gone forward to Tokio to be signed by his Imperial majesty the Mikado. The treaty is expected to go into effect about the first of March, when Canada will immediately secure the benefit of the minimum tariff of Japan.

The annual meeting of the Canadian association for the prevention of tuberculosis will be held in Ottawa on March 28. The different public bodies throughout Canada have been invited to send delegates.

Late Hon. Prefontaine's Obsequies

Quebec, Jan. 24.—The funeral train bearing the remains of the Hon. Raymond Prefontaine arrived at Levis at noon yesterday. The train was met by Hon. Premier Gouin and others, and left for Montreal about 1:30 p. m.

Montreal, Jan. 24.—Flags are flying at half-mast on all public buildings and a large number of private buildings throughout the city, out of respect to the late Hon. Raymond Prefontaine, ex-mayor and late minister of marine and fisheries, whose body reached the city last night. The body lies in state in the city hall. Thousands visited the city hall during the day to pay a last tribute of respect.

A Fatal Mistake

Underwood, Ont., Jan. 24.—Mrs. Jane Ralston, aged 89 years, is dead from a dose of carbolic acid taken in mistake for medicine.

York County Loan Troubles

Toronto, Jan. 24.—Joseph Phillips, president of the York County Loan & Savings Company, was brought before the police magistrate this morning on a charge of conspiracy, but was again remanded for a week. Bail was renewed.

Rev. James Sheraton, principal of Wycliffe college, who had been ill for some time past, died this morning.

Richmond Inundated

Richmond, Que., Jan. 24.—The business section of this place was inundated today by a rise in the water in the St. Francis river. The water is still rising, but the cold weather, it is hoped, will check it.

A Daring Robbery

Port Arthur, Jan. 24.—A very daring robbery occurred here today, when a young lady was held up on Main street in broad daylight and her purse ta