The Admiralty and Submarine Boats.

Edmuad Robertson in Nineteenth Century.

On the 3rd of last May the First Lord of the Admiralty (Mr. Goschen), said that no experiments in submarine boats had yet been made by our own authorities, but "the most careful and consecutive watch is being kept on such experiments as are being made by foreign powers." Six weeks later, in the debate on the shipbuilding vote, several members pressed the Admiralty to define its position. The First Lord's reply was:

"The importance of submarine boats had been pointed out, and it had been said that it was their duty to make experiments. The nations which were likely to have the greatest use for these boats might gain from these experiments more than others. He did not propose to make publicly any declaration as to these boats. Of course he did not wish to encourage or discourage other nations, but he must ask the committee to excuse him going into the question."

This somewhat cryptic utterance was the last word of the Admiralty in the old parliament. But in the same debate a speech of a very different tenor was made by the gentleman to whom in the new parliament will fall the duty of introducing the Navy estimates. Mr. Arnold Forster said:

If in the matter of submarine boats the First Lord of the Admiralty had said that in the opinion of the engineering advisers of the Admiralty to design and work a submarine boat was so remote of accomplishment that there was no reasonable probability of being able to create it, he would have been slow to contradict him; but that was not the line taken by him. The First Lord said that the Admiralty had not designed a submarine boat, and did not propose to design one, because such a boat would be the weapon of an inferior power. But if it could be produced as a working article, the power which possessed such an article would no longer be an inferior, but a superior power. We above all nations were exposed to the attacks of this engine. He submitted that it was not a satisfactory thing to stand by and allow others to carry out this problem without making some attempt to solve it for ourselves. He admitted the tendency of the Admiralty to follow and not lend other great nations. He hoped that one of these days we should not follow just a little too late. If we had been compelled to learn our lesson with regard to ironclads, breechloaders, and armored cruisers in the face of an active enemy, we should have experienced the same lesson which the Austrian army underwent in 1866 when they were compelled to learn the merits of the breechloader by studying it on the battlefield. There was room for improvement in the attitude we had taken in regard to submarine navigation."

During the short session of December the Admiralty was again questioned, and the reply was that "the attention of the Admiralty had been called to the additional provision for submarine boats in the French naval programme, and a statement will be made when the estimates are laid before the house.

The result, then, is that we are still in the position in which we were left by Mr. Goschen's last statement. We have to conclude that no experiments have been or will be made, and we are still without the explanations which many of us regard as too long delayed. All that we know is that three months hence the First Lord's statement will contain for the first time a reference to the topic.

In the meantime we receive little additional guidance from experts qualified or accustomed to offer advice to the nation on naval affairs. The Naval Annual for 1900 still maintains the noncommittal attitude of recent years. But it contains the most complete description I have seen of the French Narval, the latest of the French types. She navigates, we are told, by steam on the surface, and by electricity below water. Her dimensions are stated to be: Displacement, 106 tons; length, 111 feet 6 inches; extreme beam, 12 feet 4 inches. In the original project the boat was to have been propelled on the surface by steam machinery of 300 I. H. P., the stoking being with compressed coal; but it was afterwards decided to supply liquid fuel, and finally an engine of 250 I. H. P. was adopted with multitubular boilers, having five injectors for stoking with heavy petroleum. This is placed near the centre of the boat, while the electric machinery is further aft. The following are details of the speed and range of the boat: On the surface, 252 miles at a speed of 11 knots, with 23 hours' duration, or 624 miles at 8 knots, with 78 hours' duration; submerged, 25 miles at 8 knots, 72 miles at 5 knots. When navigating upon the surface, the petroleum motor will drive dynamos and recharge the accumulators, thus extending the range. She is double. The inner plating is thicker than the outer, and in the intervening space sea-water circulates freely, the object being to offer greater resistance to projectiles. The armament consists of four Whitehead torpedoes, and there are two Dzewiecki torpedo tubes on each side and towards the upper part of the boat, which launch the torpedoes in the direction of the beam. "Owing to faults developed in the Narval," says the Annual, "work on the Sirene and Triton, which are of the same class, was suspended at Cherbourg, and there will be no effort to multiply vessels of this type until entirely conclusive results have been obtained from the trials of the Narval." The four boats to be built at Rochefort are said to be of a different design from that of the Narval. There is only a perfunctory reference to the American movement, and the writers in the Naval Review draw no conclusions whatsoever. It would almost appear that, as a speaker in the French Senate said the other day, "the English do not like to speak about submarines."

In the meantime we are acquiring additional information about French performances and proposals. The Gustave Zede was recently inspected by the Minister of Marine, and the following account of his visit is taken from the Petit Havre, as quoted in the Times of the 7th of November:

"The minister went on board from a steam launch, and was accompanied by M. Cuvenet, senator, Admiral Bienaime, and some other officers. After they were all below, the manhole through which they had passed was closed, and the vessel was submerged. The operation took nine minutes, but it is said that it can be performed much more quickly when the boat is in movement. The submersion left visible a flag at each end and the tube of the periscope in the centre. The range of the periscope is very limited, but sufficient for a man with a practiced eye who is familiar with the surroundings. The commander showed no hesitation in taking his craft out of the harbor into the open. The steam launch followed close in her wake. The submarine with her companion made the round of the warships lying in the roads. On her way she discharged one torpedo which did not go straight, but this is stated to have been the fault of the torpedo, and had nothing to do with the discharge. The boat was kept at a uniform depth throughout the run, her speed being nine knots. The minister expressed himself satisfied with the performance.

As to French proposals, varying figures are given by various writers, but at the present moment the correct result appears to be as follows: A "supplemental programme" has been, or is about to be, authorized which, we are told, appropriates a fixed sum to be expended on the construction of submarines, submersibles and torpedo-boats to be constructed within the period ending the 1st of January, 1907, but without indicating the number or the type. The 'original programme' had authorised an expenditure of 68,300,000 francs for the building of 112 torpedo boats and 26 submarine boats. The latter were to be begun in the following order: 2 in 1900; 8 in 1901; 8 in 1902; and 8 in 1903. The chamber has now voted a supplementary credit of 50 million francs which is expected to provide for the construction of 49 torpedo boats and 18 submarines; of the submarines, 4 are to be begun in 1901; 8 in 1904; and 6 in 1905. Provision is thus made for the building of 44 new submarine and submersible boats, all of which, it is said, ought to be completed before the end of the year 1906. In addition, therefore, to an anticipated flotilla of 300 torpedo boats ready for service on the date mentioned, the last French programme appears to contemplate a total of 56 submarines or submersibles of which 4 are already completed, 2 are under trials, 6 are to be completed in 1901, 2 in 1902, and 42 in the period between 1902 and 1906.

The object of these remarkable preparations appears only too clearly in the parliamentary debates. The senate discussed the proposed increase of the fleet on the 4th of December. A good deal has been heard of that sitting in this country, for it was then that General Mercier delivered a now notorious speech. But General Mercier's fantastic schemes are of little significance when compared with the calm and universal assumption that England is the enemy, and that it is only common prudence to prepare for a naval war with England. And in that war submarines are to play an important part. Nor is the public confidence in the submarine weakened by a frank recognition of its present limitations.

Finally, according to the Paris correspondent of the Morning Leader, M. Lockroy contemplates the use of submarines as transports for the English invasion, just as Mr. Holland, in the article referred to predicts that they will in a short time become the regular vehicle for the ordinary cross-channel traffic in time of peace. M. Lockroy's idea of invading England is neither Bonaparte's nor General Mercier's. 'Submarines of the Gustave Zede type,' he says 'but of three times the tonnage of the present ones, would be the best means of transport; for it would be practically impossible owing to the difficulty of illuminating the water under the surface, to make marine destroyers.' But he reassures us by the observation that 'England would begin to fortify her coasts directly France put such submarines on the stocks. Possibly Mr. Holland's prediction inspired M. Lockroy's theory, but the parallelism at any rate is curious and instructive.

Next to, or even more than, the French, the American type, as represented in the Holland, has attracted public attention in this country. The chief constructor of the United States navy has recently published a valuable paper in which the history of submarine experiment and its present results are clearly set forth. In the opinion of this high authority many of the desiderata are impossible, according to the showing made by the Holland, which is undoubtedly the most advanced example. Speed equal to that of the fastest torpedo-boat, great radius of action, power of detecting the course by vision against a moving object while remaining invisible below the surface, habitability for a great length of time, unlimited quantities of air for power and respiration—all these, according to Admiral Hichborn are unattainable, and will not be attained until some new way of acquiring power be discovered and until startling discoveries in chemistry be made. But his analysis of the positive and negative efficiencies of the Holland in respect of radius of action, surface and submerged speed, control and direction in the vertical and horizontal plane, ventilation, field of vision, armament and protection, surface and submerged motive power, etc., yields a large positive quantity. 'Its capability for performing certain well-defined duties seems to be as well fixed by official trials as are the capabilities of other types of vessels in their trials. The securing of our coasts, so that our fleet may to do its legitimate offensive work, is a most important duty. Can submarines do it? I never heard a naval man of any nationality express the opinion that any battleship in the world could prevent, by her gun-fire or otherwise, the approach of a submarine of the efficiency of the Holland, although many who have not seen her are quite positive that she cannot do what she does do and has been reported as doing by a most careful board of officers.'

Admiral Hichborn writes primarily with reference to the needs of his country, and his conclusion, after examining all the conditions, and allowing for less than the efficiency shown on the official trials, is that 'submarines can secure our coasts more perfectly than they can be secured in any other way at present practicable.' And he adds some reflections from another point of view which may strike some of us as even more suggestive. 'As a designer of ships,' he says, 'the economy in leading other nations in the adoption of submarines appeals to me strongly. As soon as any particular kind of fighting craft appears in numbers sufficiently large to make the effect of that kind felt, it forces great modifications upon existing types. Whether devices can be invented whereby battleships can meet submarines, or whether they will continue to be vunerable to offshore attacks as now, certain it is that the general appearance of submarines will force important modifications in design, and certain it is that the first country to accept the modifications will enjoy great comparative advantage in saving in her annual budget.'

Less authority than Admiral Hichborn's paper, but of more popular interest, is an article contributed by another American writer, Mr. Kimball, to the September number of Harper's Magazine. In Mr. Kimball's opinion:

"The submarine has arrived. The recognition of her capabilities within her limited field of usefulness cannot be much longer delayed. France has grasped the idea of the effectiveness of the type in general, and has so far developed it that she has a dozen submarines on her naval register, and has provided for thirty-eight, all told. When she has employed them for coast defence sufficiently to make their potential felt it will be apparent that she will be able to send her whole cruising fleet against an enemy's ships, ports, or lines of communication. Other civilised nations will then be found to follow her lead, as they did in the matter of torpedo-boats."

In one passage the writer appears to think that the silence of the British authorities is due to a desire to impede the development of the idea, and so to avoid the expenditure which its success would necessitate. But Mr. Kimball is clearly of opinion that we, too, must submit to the inevitable:

Great Britain was forced to meet the inexpensive torpedo-boat destroyer, and she will be forced to meet the submarine in some way not at present apparent. She accepts the truism that the best coast defence is the energetic attack of the enemy's coast, and accordingly directs her policy towards the increase of her offensive military sea-power. But she continues to provide shore fortifications and mobile sea defences for the curiosity of her wealth centres and strategic positions, and, as the most practicable feature for these last, she will provide submarines when the other nations have brought them forward."

Still more impressive are the statements made by the inventor of the Holland itself. In a remarkable article in last month's North American Review Mr. Holland draws a short and vivid sketch of the place he anticipates for the submarine in war and peace. With the commercial possibilities of the submarine we are not now concerned; the warlike efficiency, even at the present stage of development is formidable indeed, and in one important respect is likely to receive an immediate increase. There is, according to Mr. Holland, no defence possible against the existing type. "The submarine is indeed a sea-devil against which no means that we possess at present can prevail.' Again: 'You can send nothing against a submarine boat—not even itself. You cannot defend yourself against an attack under water except by running away. Wharves, shipping at anchor, the buildings in seaport towns, cannot run away. Therefore the sending of a submarine against them means their inevitable destruction.' And Mr. Holland does not hesitate to predict that nations with seaport towns will have to refrain from making war altogether unless the ingenuity of inventors comes to the rescue.

The most striking thing, however, in this article is the positive statement that a new submarine boat is about to cross the Atlantic entirely under her own power. She is to go first to Bermuda (676 miles), then to Fayal, (1,880 miles), thence to Lisbon (940 miles), and she could just as easily do the whole distance of nearly 3,500 miles without any break at all. This, we presume, is the third and most advanced stage of the Holland type. If the result of the experiments justifies the inventor's confidence, there will be an end of the weightiest plea in the argument against the submarine. It will no longer be possible to pretend that they are 'weapons of coast defence' only.

If the Daily Chronicle's Washington correspondent is right, a supplemental submarine programme is about to be proposed in the United States. 'Congress,' he says, 'will be asked during the present session to authorize additional submarine torpedo-boats. There are seven boats now under construction. The new vessels are to be slightly larger than those now building, and have an increased radius of action. They will carry five instead of three torpedoes.' He takes the responsibility of adding that the naval officers who have been studying the question have become convinced 'that submarine boats will prove one of the decisive factors in future wars.'

What, then, is the situation as it appears to persons without special knowledge or preconceived opinions—unacquainted either with the policy of the admiralty or the designs of the inventors? We see that the United States which fifteen years ago could come to no conclusion because the question was in an experimental stage, are now in possession of the finest specimen of the type yet devised, and are making it part of their naval equipment. The opinions of naval officers and the interests of battleship-builders have, we are told, blocked the way, but have not prevailed. France, which led from the first, has still the lead in the number of submarines built, building or financially provided for. Other nations are following suit—even some not named in this or in any other paper that I have seen—and that on the advice of English experts. In this country we have not as yet been permitted to know what our policy is, or whether we have a policy. Russia, it is said, keeps her doings secret, but such a course is impossible in this country. Until some financial provision is made in the programme attached to the navy estimates we know nothing is being done beyond enquiry, and possibly experiment. A few weeks ago some of the newspapers reported that experiments had begun but the statement does not appear to have been authorized, and has not yet been confirmed. Until parliament meets again in February, we are not likely to have any official announcement on the subject. I am the last person who would desire to take the decision of such a question out of the hands of the admiralty, or to use any pressure to force them to a premature decision. But no decision can now be described as premature. The question has been before them for many years. They must by this time be in a position to tell us authoritatively whether the submarine vessels have any value for ourselves or for our possible enemies, and if for the latter only, how we are to countervail them. The most satisfactory assurance we could receive from the admiralty would be that the submarine is, as many persons in this country still maintain, an expensive toy, which is dangerous only to its owners. But in the face of the huge provision made by France, and the considerable provision made by the United States, it is difficult to believe that any such assurance can be forthcoming. There is really nothing in the recorded opinions of private experts which can be set against the conclusions of the chief constructor of the United States navy or the positive statements of Mr. Holland. At the present time our military misfortunes have shaken the public confidence in all our great departments, and continued reticence on a subject which has excited so much curiosity and apprehension would, I venture to think, be a mistake. If not before parliament meets, at all events then the new admiralty, it is to hoped will take the country into its confidence.

DEEP DIGGINGS.

Memorial to Provincial House Passed by Vancouver Board of Trade.

The following memorial has been adopted by the Vancouver board of trade:

To the Honorable the Speaker and the Members of the Legislative Assembly of the Province of British Columbia, in Parliament assembled:

The humble petition of the undersigned, who are interested in the obtaining of remedial legislation in connection with deep placer mining in the province of British Columbia, showeth:

1. That the shallow placers of the Yale-Cariboo, Omineca and Cassiar districts produced about $60,000,000 from the date of the discovery of gold on the Fraser river, in 1857, until 1872, when they became practically exhausted, causing the merchants and business men of the province great loss financially and causing a depopulation of these mining districts;

2. It is conceded that the above districts include extensive areas of deep auriferous alluvials and systems of ancient river channels of stupendous proportions, the deposits of which are claimed by experts to contain higher values in gold than any known deep placer mining field in the world;

3. That after a trial of about ten years Part 7 of the Placer Mining Act of 1891, which was passed for the direct purpose of encouraging the exploration of these deep placer mining districts and the development of the industry of hydraulic and deep gravel mining has failed to so encourage the investment of capital in deep gravel mining enterprises to the extent warranted by the nature of the ground in these districts;

4. That the records of California and British Columbia show that, after the lands of the United States were thrown open for exploration and development under the provisions of the 1866 and 1872 acts of congress, whereby satisfactory title was given under United States patents at a reasonable figure, the population of the deep gravel mining districts in central California increased from 15,000 in 1866 to about 75,000 in 1852; and that within that same period over $100,000,000 capital was invested there in the construction of extensive water supply systems and hydraulic mining enterprises that have shown the good common sense of the investors by producing $10,000,000 to $15,000,000 worth of gold annually;

5. That we firmly believe that if remedial legislation were adopted in British Columbia to place deep placers on the same footing as mineral claims, a large number of prospectors would enter our fields, and capitalists having assurance of a good title would be encouraged to invest in our deep gravel mining enterprises, and as a consequence the development of a great and prominent mining industry would soon follow, and prosperity would return to the now almost abandoned placer mining districts of Yale-Cariboo, Omineca and Cassiar.

Your petitioners therefore pray that your honorable body may be pleased to cause an act to be passed by your present legislature, remedying the present law in connection with deep placer mining. And your petitioners will ever pray, etc.

If there ever was a specific for any one complaint, then Carter's Little Liver Pills are a specific for sick headache, and every woman should know this. One pill a dose. Try them.

What Is Doing At the Capital

Correspondence Shows Mr. Tarte Did Good Service at Paris Exhibition.

Alaskan Boundary—C.P.R. Land Taxation Problem—Canada's Mineral Output.

For Our Own Correspondent.

Ottawa, April 6.—In the Conservative press of recent years little precedent can be found for saying a good word about J. Israel Tarte. Among the things for which he has been severely criticized has been his conduct at Paris while he was there as Canadian commissioner at the Exhibition. And yet as the facts come out, there is getting to be more and more ground for believing that, on this occasion at any rate, he did his duty as a man and a Patriot. But for him Canada would have been disgraced at Paris and her trade interests injured instead of being, as they were, materially benefited. It was he who made the Canadian building presentable and it was he who insisted upon a proper recognition of the dignity of this country. It is to be regretted that he found himself compelled to struggle against the indifference, if not the positive hostility, of the accredited representatives of Great Britain, but when the fight was thrust upon him he fought well and successfully. A batch of correspondence relating to the subject was laid upon the table of the house the other day, and every line of it shows that Mr. Tarte was the right man in the right place. Canada spent a very considerable sum of money on that Exhibition and, as is apparently inevitable in public expenditures, a certain percentage of it was wasted, but all the same, one cannot help thinking that it would have been better to allow Mr. Tarte a freer hand on the social side of his mission, because he is a man who knows how to do that kind of thing just right. During the last session of parliament the charge was freely made and widely believed that the speeches delivered by the minister of public works while abroad had a certain tinge of disloyalty. Mr. Tarte, in so far as he has ever taken the trouble to offer any explanation at all, has always declared that these speeches as cabled over here, were a deliberate misrepresentation of what he really said. It is a matter which has ceased to be of any particular importance since the election, but his record at Paris is being so amply vindicated in other respects that one cannot help suspecting that his real offence was not so much disloyalty to the Empire as it was his refusal to allow a gang of English grafters to continue feathering their nests at the expense of Canada.

A succinct and clear explanation as to the temporary Alaska Boundary line appears in the report of the Northwest Mounted Police for 1900 under the name of S. M. Fraser, assistant surgeon commanding the Dalton Trail detachment. He says: "A good deal of country which has hitherto been recognized as part of Alaska, U. S., became Canadian territory by the establishment of the provisional boundary which was surveyed by the boundary commission during the months of June and July of this year. The line commences at a peak west of Porcupine creek and runs in a northeasterly direction towards another peak to the Klehini river; thence following its right bank to the junction of the Chilcat river, about a mile and a half above Kluckwan, an Indian village. The boundary thence runs to the summit of a peak east of Chilcat river. This places Porcupine, McKinley, Caiboone and other creeks with United States territory; but Glacier, Boulder, Slate and a few others which were staked under United States mining laws are now in British Columbia, part of what is known as the Porcupine district being in the United States and another part holding the same name, in British Columbia." Mr. Fraser also mentions that there has been trouble with American miners in that portion of the Porcupine district which was previously regarded as United States territory. These miners have a fixed idea that the territory will soon again come under United States jurisdiction, and they refuse to apply to Canadian authorities for confirmation of the title to their claims. Such a state of affairs is necessarily unsatisfactory. The upshot will probably be that these men will lose their claims, and will then try to make it an international grievance. By the time they get through they will be rich in experience, if in nothing else.

The question of the exemption of C. P. R. lands from taxation keeps coming up continually. Another day in the house was devoted to it this week, and a promise was extracted from the government that whenever any western municipality shall bring a test case into court the Dominion will pay the cost of securing an authoritative interpretation of the contract. The western men, with the exception of a few irreconcilables, have abandoned the contention that the twenty year period of exemption expired last February, and they are now advocating the view that it expired twenty years from the time the lands were earned. This would make the whole of the C. P. R. lands taxable in 1906. During the discussion last Wednesday two suggestions were thrown out which appeared to be new. One came from Mr. Borden, leader of the opposition, who expressed the opinion that a solution of the problem might be obtained if parliament were to pass an act declaring that the exemption had ceased and undertaking to indemnify the C. P. R. if the courts should eventually decide that this was not correct. By this arrangement western municipalities could begin taxing C. P. R. lands at once, and if this should finally be declared illegal, the Dominion treasury would have to foot the bill. It is an idea which will probably not be received with any great enthusiasm in Eastern Canada. The other suggestion which the discussion brought out came from Mr. Clarke Wallace, who claims that the twenty years' exemption merely means that the railway was given that much time in which to patent its lands and as soon as they were patented they became liable to taxation. This has the merit of novelty, and may perhaps be held to have also the appearance of justice. If the courts could be induced to accept it everybody would be happy except the railway.

An adjournment of five days has been taken over Easter. Members are not showing as much anxiety to get through business as they did earlier in the session. When the question of the Easter adjournment first came up, Sir Louis Davies said it would be from Thursday evening until the following Tuesday, "unless there is a very strong expression of the house to the contrary." The hint was enough, and the expression of the house to the contrary was duly forthcoming, with the result that the adjournment was taken a day earlier than had been originally intended. There are now sixteen working days left in this month, and it is not probable that these will suffice to finish the business of the session. Not to mention a great mass of estimates, the house will still have to consider such large matters as the Crow's Nest railway and the Manitoba railway deal which are bound to take up a good deal of time. There is also the bill which the government has promised for establishing a mint in Canada. This last measure is being delayed for some mysterious reason, but the minister of finance has not intimated any intention of dropping it.

The Geological Survey in its unrevised statement of the mineral production of 1900 puts the total value at $63,775,000. For the year 1899 the value was $49,584,000. The increase of over fourteen millions, is the largest in the record, which goes back to 1886, when the total output reported was only $10,221,000. The increase in fifteen years, therefore, has been over 500 per cent. Its progress is shown by the following figures:

1886	$10,221,255
1890	16,763,353
1896	22,584,515
1897	28,661,430
1898	38,697,021
1899	49,584,027
1900	63,775,090

The period of greatest growth has been since 1894, and the Pacific Coast has contributed most to it, the Yukon gold output of last year being put at $22,257,000. All metallic products, however, show an improvement, as do the non-metallic and structural materials. There is reason to expect also that the progress will be continued, to the general benefit, and that in a few years the Canadian mineral output, which has grown from $2.23 per head of population in 1896, and $8.90 in 1899, to $11.84 in 1900, will reach, if it does not exceed, the high United States figure of $15 per head.

Apparently the Imperial authorities are still pursuing their plan for a reorganization of the judicial committee of the Privy Council. A question asked by Mr. Hughes the other day elicited from the Premier an acknowledgement that the government of Canada has been invited to send a representative to England to attend a consultation on the subject. No representative has yet been appointed, but there can be no question that the invitation will be accepted in due time. If the self-governing colonies are to have representatives on the judicial committee of the Privy Council, as Mr. Chamberlain is understood to be proposing, Sir Wilfrid Laurier will, in all human probability, take the job himself. It would give him a position of dignity with a comfortable salary attached. So far as the law is concerned, Sir Wilfrid is not reputed to know very much about procedure, but if experience counts for anything, he ought to be pretty well posted on constitutional questions such as naturally come before such a tribunal.

After a series of bickerings which have extended over several years, something approaching a general agreement has been reached as to what kind of alien labor law Canada should have. The representatives of the labor unions declare that they have no desire to keep out of Canada skilled labor such as cannot be obtained here. What they want is adequate security that in disputes between capital and labor the employer shall not be allowed to bring men from the United States to take the place of strikers. In addition to these matters there is the question as to the position of large numbers of people who make their homes in our border towns and are employed in the United States. Obviously, no law can be passed here which would irritate the United States into interfering with this portion of our population. All these points, however, and some others of comparatively minor importance, are fairly well covered in the measure which the government have brought down. There remains the essential question as to whether they have provided such machinery as will make the law anything more than a dead letter as has hitherto been the case. As to this, there is a decided difference of opinion, and the government are moving rather too cautiously to suit the advocates of the interests of labor.

A rather neat parliamentary trick has been played in connection with a notice of motion given some time ago by Mr. Logan to the effect that the preferential tariff should be allowed only on goods entering this country at a Canadian seaport. This is an idea which the government do not care to have discussed because it would probably receive an inconveniently large amount of support. Mr. Logan is a friend of the government, and is willing to help them out when they are in a tight place. Accordingly he allowed his notice of motion to stand on the order paper day after day, although he had plenty of opportunities for bringing on a discussion, had he so desired. Now that no more days this session will be allotted to private members, the motion cannot come up without the consent of the government, which consent will not be obtained. The effect is to prevent the house from coming to a vote on the question, while at the same time freeing the government from any appearance of having offered opposition to it.

HAMILTON FIRE.

Morgan Brothers Burned Out—Loss Fifty Thousand Dollars.

Hamilton, April 11.—(Special.)—Fire to-night destroyed the business of Messrs Morgan Bros., wholesale manufacturers of saddlery and whips, and dealers in flour and feed, on John street, south; the loss is estimated at nearly $50,000.

STUDENTS' DEMONSTRATIONS

Berlin Paper Saye They Have Spread to Siberia.

Berlin, April 11.—The Vorwaerts, the Socialist organ, asserts that the students' demonstrations in Russia have spread to Siberia and that 300 students recently paraded in Tomsk, singing revolutionary songs.

NICKEL DEAL.

Hamilton Company Buys Out Some Sudbury Properties.

Hamilton, April 11.—It is announced that the Nickel Copper Co., of Hamilton, has bought the McConnell nickel properties in Sudbury district for $800,000 and will at once develop them on a large scale.

Spring Toilet Things.

Perfumed Bath Tablets
Violet Bath Ammonia.
Bay Rum, Witch Hazel

Delicate lasting perfumes.
Hair tonic that stimulates and benefits.
Powder of the beneficial kind.

Cyrus H. Bowes,
Chemist.
98 Government Street, near Yates Stree.
Open All the Time.

COMBINATION WAVE.

Telephone Companies on a Large Scale Are United.

Baltimore, Md., April 11.—Final steps were taken to-day in the big telephone consolidation scheme engineered by the syndicate headed by George Webb, of this city. At the meeting of the directors of the United Telegraph & Telephone Co., to-day, the following properties were acquired: Maryland Telephone & Telegraph Co., capital stock, $1,000,000; Pittsburg & Allegheny Telephone Co., capital stock, $1,500,000; West Pennsylvania Long Distance Telephone Co., capital stock $1,000,000; Home Telephone & Electric Co., capital stock, $200,000; Allegheny City Telephone Co. capital stock, $200,000; Hartford County Telephone Co., capital stock $10,000. In all, about 500,000 'phones, either in actual operation or under contract awaiting installation, will go into the combination.

DIVIDING STRENGTH.

Vancouver Fears It Cannot Secure Two First Class Lacrosse Teams.

Vancouver, April 11.—(Special)—There is an impression growing in the city that there is not room for two senior lacrosse teams, and it was not the best thing in the world for lacrosse that the Vancouver team was divided, for there is a danger of Vancouver having two mediocre teams instead of one first class one.

Three septic tanks are now installed in Vancouver and are in good working order. Inquiries regarding the system adopted by Vancouver to dispose of her sewage are coming from all over the continent, and scientific journals are asking for a description of the system as it is installed.

MEETING AT SAANICHTON

Resolutions Passed Favoring Coast-Kootenay Road As Independent Line.

A largely attended public meeting was held last night in the Agricultural hall at Saanichton to discuss the question of the Coast-Kootenay railway. Mr. Edwin John, of Saanich, occupied the chair, and Mr. Fred. Turgoose acted as secretary.

The first resolution, proposed by Ald. Yates, of Victoria, seconded by H. Carmichael, and carried unanimously, read as follows:

"Be it resolved, that in the opinion of this meeting of the electors of South Victoria district, it is necessary in the interests of this district that the Coast to Kootenay railway should be constructed and operated by a company unconnected with and independent of the Canadian Pacific Railway Co."

The meeting was then addressed by Mr. T. W. Patterson, who supported the necessity of competition in railways and showed its advantages to the farming interest.

Mr. J. Shopland, seconded by Mr. J. Sluggett, then proposed the following resolution, which was carried unanimously, amidst applause:

"Be it resolved, that the representative of this electoral district of South Victoria in the legislative assembly be, and he is hereby instructed that the interests of this district demand that he shall protest against the granting of a charter to build the Coast to Kootenay railway to any company connected with or controlled by the Canadian Pacific Railway Co., and that he is hereby instructed to do all in his power as a member of the government and the legislature during the present session of the legislative assembly, to insist upon the granting of such subsidies as may be necessary to enable the said railway to be constructed by some company which is independent of and uncontrolled by the Canadian Pacific Railway Company so that the said railway should form an independent competitive transportation line from the Coast to the Kootenay and Eastern points."

Mr. E. V. Bodwell and Ald. Brydon also addressed the meeting. Mr. Bodwell said that he had not yet received final instructions from his company, but he had no anticipation that they would tender for the construction of the Coast-Kootenay railway under the specifications referred to in the government's advertisement.

The chairman, in closing the meeting, said that he was in perfect harmony with the resolutions which embodied the opinion of 90 per cent. of the people of the district.

METHODIST CENTURY FUND.

Nearly a Million and a Quarter Dollars Subscribed.

Toronto, April 11.—(Special)—Rev. Dr. Carman presided at a meeting of the Methodist Board of the Twentieth Century Thanksgiving Fund. The meeting was largely attended and was harmonious and enthusiastic. The board formally expressed its appreciation of the valuable services rendered by Rev. Dr. Potts in his leadership of the movement. The general report showed that $1,200,000 had been subscribed, of which $800,000 had been already paid in. All but $25,800 of the fund was located, as follows: Three-quarters for church debts and one quarter for connexional funds. The remainder is to be divided equally among the following colleges: Columbia college, New Westminster, B.C.; Wesleyan, Winnipeg; Wesleyan Theological college, Montreal; Albert college, Belleville; Mount Allison, N. B.; St. John's, Nfld., and Alma Ladies' College, St. Thomas.

WHY HE RESIGNED.

Stuttgart, April 11.—Baron Schott von Schottenstein, minister of war for Wurtemburg, concerning whom reports of resignation under pressure and of suicide pending painful disclosures, were made last month, resigned his portfolio to-day. For nine years Baron von Schott von Schottenstein, who is a general of the infantry, was minister of war for Wurtemburg. Last month a woman was arrested, at whose fashionable residence it was alleged scandalous orgies occurred. Baron von Schottenstein was accused of being one of the participants.

WEST HASTINGS.

E. G. Porter, Conservative Candidate for the Vacant Seat.

Belleville, April 11.—The West Hastings Conservatives met here to-day in convention and selected E. Gus Porter as their candidate to succeed Mr. Corby in the house of commons. Others who were mentioned were ex-Mayor Johnson and ex-Warden J. S. Dench. The vote stood: Porter 92, Dench 25, and Johnson 18. The two latter retired, giving nomination to Porter by a unanimous vote.

NEW BRIDGE.

First Cable of the New York Structure Raised Yesterday.

New York, April 11.—The first cable of the new East river bridge was raised from the bed of the river at one o'clock to-day and drawn taut by a powerful engine until it was one hundred and twenty feet above the surface of the water.

The Songhees Reservation

Ottawa Government Inclined to Accept British Columbia's Terms.

Mr. Vowell Superintendent of Indian Agencies to Make a Report.

Ottawa, April 11.—(Special)—Hon. Clifford Sifton, minister of the interior, announced in the house last night that the government was disposed to accept British Columbia's proposals for the settlement of the Songhees Indian reserve question, on the basis submitted by Hon. Messrs. Dunsmuir and Eberts during their recent visit to Ottawa. Mr. Sifton said the matter would be referred to A. W. Vowell, superintendent of Indian agencies for British Columbia, for a report.

The members of the provincial cabinet who are in the city, Hon. Messrs. Turner, Eberts and Prentice, had received no notification last night from Ottawa on the subject, but they were pleased to hear that the Dominion had decided to accede to the representations made by the province.

The provincial proposals submitted to the Dominion government were:

1. The Dominion of Canada to surrender, absolutely, to the province all their rights to the nineteen acres set for the use of the Esquimalt & Nanaimo railway as a right of way; and to so much of that part of the Songhees reserve as lies north of the present travelled Esquimalt road and east of Craigflower road:

2. The Dominion of Canada to be authorized to sell the residue of the reserve, and apply the proceeds, together with such moneys as they have in hand attached to this reserve, to the rehabilitation of the Songhees Indians upon another reserve satisfactory to the Dominion, to be provided for by the province, the province to have the reversion in any surplus available over and above the cost of such rehabilitation.

The report published in an evening paper yesterday to the effect that Mr. Sifton had announced that he had completed arrangements with Hon. Mr. Dunsmuir for moving the Indians caused considerable excitement on the reserve, as it was not expected, and caused a decidedly unpleasant surprise.

A Colonist representative called on Chief Cooper last evening, and was informed that the Indians have had no notice of a decision on the part of the Ottawa authorities. They are, in fact, making their gardens as usual, putting up new fences and repairing their houses, as is customary with them at this time of year. The chief said he had no intimation that the government intended removing the band, and had not been consulted as to the location of a new reserve for them. The Indians are much attached to their present home and would feel the removal very bitterly, although some of the more thoughtful men among them recognize that they would be better away from the dangers and temptations of the city.

It may take some time for Mr. Vowell to reconcile his Indian charges to being removed to new quarters, but the citizens of Victoria—Victoria West especially—will rejoice that this long standing controversy has reached a stage where an amicable settlement is within sight. The throwing open of the reserve will promote the growth of that portion of the city, so long retarded, and will make available for business an extensive water front which now lies idle.

WESTMINSTER HALL.

Historical Scenes of the Past That It Has Seen.

From London Leader.

Westminster Hall, which has been viewed by the King, with intent to utilize its space for future state ceremonies, is a barn of a place that serves as a vestibule to the Houses of Parliament. It will be recollected by many as forming a sale de pas perdus to the old law courts, and by others as the scene of the memorable lying-in-state of Mr. Gladstone, now nearly three years ago.

It was originally built in the time of William Rufus, and intended as the commencement of a new Westminster Palace, to supersede that of Edward the Confessor. The present hall dates from 1397-9, and the early Parliaments were held within its walls. The Law Courts of England sat of old in the open hall; the Exchequer Court at the entrance end; and the Courts of Chancery and King's Bench at the opposite end. Certain courts were built into the hall by Sir John Soane, and in these litigants had their disputes settled for them until 1882, when the Strand block of buildings was opened.

Westminster Hall is 290 feet long by 68 feet broad, and is said to be the largest apartment in the world not supported by pillars, except the Hall of Justice at Padua and several railway stations. Its roof is one of the finest of the kind in the kingdom. A writer of the Middle Ages speaks of its "cobwebless beams," alluding to the belief of the times that it was built of a particular kind of Irish oak in which spiders cannot live.

"Laud's Diary" informs us that besides the Law Courts a part of Westminster Hall was taken up with the stalls of booksellers, law stationers, seamstresses, and dealers in toys and small wares, the rents and profits of which belonged by right of office to the Warden of the Fleet. In Wycherley's "Epilogue of the Plain Dealer" we read:

In the Hall of Westminster
Sleek sempstress vends amidst the Courts her ware.

"Tom Brown's "Amusements," published in 1700, describes the mart of "baubles and toys, ribbons and gloves, shop lands and tenements," and adds: "On your left hand you hear a nimble tongued painted seamstress with her charming treble invite you to buy some of her knic-knacks, and on your right a deep mouthed cryer, commanding impossibilities, viz: Silence to be kept among women and lawyers."

At the upper end of the Hall Oliver Cromwell was inaugurated as Lord Protector, Charles I., Sir William Wallace, Sir Thomas More, the Earl of Stafford, Queen Anne Boyein, and the Earl and Countess of Somerset stood their trials in the historic hall, which also was the scene of the acquittals of the seven bishops and Warren Hastings. The last public trial in the Hall itself was Lord Melville's in 1806.

Coronation dinners were held within its four walls. The last was George IV.'s, when, according to the custom maintained for ages, the King's Champion rode horseback into the Hall in full armor and threw down his gauntlet on the floor, challenging the world on the King's behalf. Boats have also been rowed in the Hall itself. It used to suffer from Thames floods. Even at this distance of time one can imagine the nimble-tongued, painted seamstresses, and the gowned lawyer girding their respective skirts and scrambling up the steps at the St. Stephen's porch end to avoid wet feet. It is recorded that once the hall was found on fire "by the burning of the little shops or stalls kept therein."

LORD SALISBURY.

Is Resting in Retirement at His Villa in Nice.

Nice, April 11.—Lord Salisbury has not left the grounds of his villa at Beaulieu since his arrival. Several members of his family arrived there to-day.

MANITOBA RAILWAY DEAL.

St. Paul, April 11.—The Pioneer Press says: "Word has escaped from