

RUMORS REGARDING RAILWAY MATTERS

A GENERAL MEASURE MAY BE INTRODUCED

The Canada Northern Contract Was Signed, Sealed and Delivered This Morning.

Railway men, politicians, civil engineers and ordinary citizens are busy discussing the announced changes in the deal between the government and Mackenzie & Mann for the construction of the Canada Northern railway.

A well known railway man, who has an intimate knowledge of the country to be traversed, and also of the influences that fetch trade to any particular railway, gave a logical reason this morning for Mackenzie & Mann's anxiety to secure connection with Victoria from their transcontinental system.

The peculiar advantages that the Canada Northern will possess as a transcontinental line is that its Pacific terminus will be in direct line with the route followed by steamers to the Orient.

The China liners after passing Flattery, proceed northward for a considerable distance before turning westward.

By having an open port at Quatsino, Bute Inlet, or Fort Simpson the long run along the southwest coast of Vancouver Island and through the Straits is avoided.

Why then should Mackenzie & Mann be anxious to reach Victoria? The reason is plain. Travel comes from the populous centres and these are a long distance south of the proposed route of the Canada Northern.

It is necessary then to have direct communication with their main port from these centres of population. This can best be secured by a railway down Vancouver Island to Victoria.

It can be readily seen that passengers arriving at the Sound or Vancouver can come to Victoria, take the railway here, for the ocean port of the Canada Northern railway and catch a steamer there, at least a day before a steamer leaving either the Sound or Vancouver reaches that latitude.

Incumbent passengers bound southward can make the same saving by using the Island railway to Victoria. Railways want trade from every direction, and the Canada Northern is not going to confine itself to through traffic.

It wants to cater to those coming to the Pacific coast by the other transcontinental lines and those who wish to go East by some line other than its own and this can be successfully done only by building a railway from Victoria to their terminus near the northern end of Vancouver Island.

It is evident to some extent destroys the possibility of Victoria being the ocean terminus of the Canada Northern, but at the same time it demonstrates the strategic advantages this city possesses as a transcontinental standpoint.

It will be the connecting link between the Canada Northern and the other transcontinental lines, and the headquarters for travelers awaiting the arrival or departure of the trans-Pacific or trans-Atlantic steamers of the Canada Northern.

It will be found to be popular because they will follow the shortest possible route to and from the Orient, and Victoria will be the place where the tourists and travelers will gather from all quarters to take passage on these steamers.

No other city on the coast is similarly situated. It will be at the extreme end of the only railway that can carry passengers from an open port to the centres of population. The advantages of Victoria's position from a tourist point of view are simply illimitable.

But all this is of the future. The present presents serious difficulties for the government, and rumor has it that the old project of making one railway project another is to be again invoked to obtain the support of rebellious legislators and that other members of the House.

While the Canada Northern contract is being brought to a close, legislation is being introduced which is likely to be included in a general railway measure covering the Coast-Kootenay railway, the Canada Northern and the other railways. Members will be asked to support all the bills.

Big Tom Holt and the redoubtable J. N. Greenhields looked satisfied when seen in the lobby of the Diard to-day. The one wore a genuine Irish smile and the other a more judicious expression of satisfaction.

The railway contractors were brought to a successful issue and a contract signed and sealed was delivered to the government at noon to-day. The famous document, which played such an important part in the bye-election, was transferred from the capacious pocket of the Eastern lawyer to the briefcase of the Attorney-General of the province.

Whether there are any important changes in the contract cannot be ascertained until it is brought into the House this afternoon. Neither government nor Messrs. Greenhields or Holt would give out any information.

It is definitely stated that the proposed line on this Island will be via the Strait and Cowichan valley to Victoria. The Coast-Kootenay proposition will be on the terms of last year's bill and will provide for a bonus of a million dollars, \$6,400 for 100 miles of road and \$4,500 for 250 miles.

"What sort of a fellow is he?" "He's a fellow who would be willing to see your last shilling with you."

LEPROSY IN AFRICA.

Dr. Hutchinson Tells of Results of His Studies. London, March 26.—Dr. Jonathan Hutchinson, formerly president of the Royal College of Surgeons, who recently returned to England after studying the causes of leprosy in South Africa, has arrived at the conclusion that the primary cause of the disease is the use of food of badly cured salt fish which is sent inland from Cape Town and elsewhere on the west and south coasts, and is largely consumed by the farmers and in the industrial centres.

INJUNCTION WILL REMAIN IN FORCE

APPEALS BY V., V. & E. DISMISSED YESTERDAY

The Colinet Case Comes Up To-Morrow—Applications Disposed of in Chambers.

Argument of the appeal in the cases of the Yale Hotel Co. and the Grand Forks & Kettle River Railway Co. against the V., V. & E. Railway & Navigation Co. was concluded in the Full court yesterday afternoon, and by a majority judgment of the court the appeals were dismissed with costs, their Lordships being of opinion that the questions involved ought not to be adjudicated upon until the trial of the actions. The injunctions against the V., V. & E. railway construction will therefore continue until the cases can be brought on for trial.

NAME BOARD AND SOME OTHER WRECKAGE SEEN

Life Buoy From H. M. S. Condor Also Recently Cast Up on Queen Charlotte Islands.

A white board, bearing the name "Altaivela" in dark paint; piece of a ship's boat with the name "Nanise"; a large gaff plank painted white; a life buoy, lettered "H. M. S. Condor"; and two cases of canned salmon, unmarked, are included in a lot of wreckage which has lately been washed ashore at Dead Tree Point, about six miles north of Skidegate, Queen Charlotte Islands.

GRANTED A DIVORCE

CUTCH CHARTERED

THE GERM THEORY OF CANCER

TO BE CHRISTENED AFTER A PRINCESS

ROYAL NAME WILL BE GIVEN C. P. N. STEAMER

STORMY WEATHER CARRIES BUOYS ADRIFT—PRINCESS MAY BEATS THE CITY OF SEATTLE.

HAIR SEAL FISHERIES

A NEW ASSOCIATION WILL BE ORGANIZED

MEETING HELD AT PORTLAND FOR THAT PURPOSE—INSIGHT INTO THE COMPANY'S METHOD.

A Special Offer

The Times for Ten Months for 75 Cents.

In order to still further extend the wide circulation of the twice-a-week Times, the publishers have decided to reduce the subscription price for new cash subscribers from now until the close of the year, nearly 10 months, to 75 cents.

This reduction in price of forty per cent. for the purpose not only of extending the paper's circulation, but of giving those residing outside the capital an opportunity of following the proceedings of the legislature, a full report of which will appear in each edition.

In addition to the full reports of the debates, the Times will continue to give the current political gossip at the seat of government, which is frequently more interesting and important than the actual proceedings in the House.

A series of political cartoons by the Times's own artist will further increase the attractiveness of the paper.

The half-tone illustrations of public men of the province, with sketches of their careers, snapshots, views, etc., will be maintained.

The special telegraphic service from Ottawa from the Times staff representative there will be continued.

This service is unsurpassed by that of any other paper in Canada.

The full foreign telegraphic news, as well as that of the Dominion, will appear regularly.

The market reports will be improved and will be given particular prominence.

Other features are contemplated which will further increase the attractiveness of the paper, to the editing of which special attention will be devoted.

This offer is good for a limited period only. Those who wish to subscribe should do so at once. Remittances by mail should be by P. O. Order or Registered letter to THE TIMES PRINTING AND PUBLISHING COMPANY, VICTORIA, B. C.

WAS THE ALTAIVELA LOST OFF COAST?

JAMES CASE RESUMED

NAME BOARD AND SOME OTHER WRECKAGE SEEN

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found, it will be remembered, was cast up on the coast of this Island. The fact that much wreckage has just been washed ashore on Queen Charlotte islands lends strength to the opinion that some traces of the lost cutter Mattawan will yet be discovered. The officer is believed to have gone down about the same time as did the Condor.

James Case resumed his department of marine and fisheries for a very busy season before it this year. The storms of the last few months are believed to have wrought great destruction to one another northern waters.

The following is the report of the San Francisco coal market for the week ending March 22d, issued by J. W. Harrison, the coal and metal broker: The steamer Sierra sailed, on February 8th, for Newcastle, on a regular run, from Newcastle, N. S. W. via Bahane, 2,573 tons; Dechnont, 2,692 tons; Pomona, 1,790 tons; Marie Molinas, 1,450 tons; 2,977 tons; Pitcairn island, 2,204 tons; total, 14,416 tons. There are at present thirty-one vessels to transport coal from Newcastle, N. S. W., to this port, with a carrying capacity of 9,000 tons; some of these vessels will not reach their loading ports for three or four months. With a vessel just chartered to carry grain to Europe at 22s. 9d., it would be supposed that no vessel would visit this port, unless they secured fancy rates for coal carrying, whereas the last Australian quotations for coal freight are less than 10s. per ton, and several vessels offering. The rates for coal freight are lower than for some time past, and the outlook is not encouraging for early improvement, especially for steam coals as are only adapted for steam uses. A few cargoes of Walsby and East Granta coal at hand or fully due, would bring full prices, as any character of fuel suitable for domestic use is in demand; the yards here are nearly all without any stocks on hand.

The Pacific Clipper line has chartered the steamer Cutch, at present a British bottom, for the Seattle-Lynn canal route. She is intended to replace the Humboldt under the agency of the Alaska Steamship Company, although her passenger capacity does not near equal that of the Humboldt.

Application has already been made for an American register, and should it be granted the Cutch will be named the Jessie Banning in honor of the married daughter of Capt. Clinton, her owner.

A year ago the Cutch went on the coast of San Francisco last season. The vessel was practically rebuilt, repaired and refitted.

Arrangements are being made for the shipment of three more of the monster rafts of logs similar to the ones sent south by the Cutch last season. The rafts now contemplated will probably be put together on the lower Columbia. One will be constructed at Westport, and is to be sent to sea in May. The building

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ROYAL NAME WILL BE GIVEN C. P. N. STEAMER

STORMY WEATHER CARRIES BUOYS ADRIFT—PRINCESS MAY BEATS THE CITY OF SEATTLE.

Tenders for the construction of the new C. P. N. steamer, intended for service between Victoria, Vancouver and northern British Columbia ports, must be all in next week. Tenders from many, including several local firms, have already been received. The steamer will be either built here or in Vancouver. Only Victoria and Vancouver contractors are bidding on the construction of the hull, but owing to the character of the work it will be divided, so that the matter of supplying machinery and building the hull may be separate contracts.

The steamer will be the largest ever constructed in British Columbia. She will be about the size of the Cherver, but of an altogether different type, and, if anything, speedier. She will be a single screw vessel, as already announced, about 200 feet long, with large accommodation for freight and passengers.

When completed, Capt. Troup said this morning, she will be probably christened after a princess. In fact each of the three new steamers building for the C. P. N. Company will probably be so named, it being the intention of the C. P. N. Company to have a Princess fleet as well as Empress line.

The new steamer will be a welcome vessel on the northern run. The business of the route is annually increasing, and the need for a fast service is becoming more urgent. Every year sees some new port of call opened up and the business of the line added to. On the next schedule trip, which is to be taken by the steamer, the hull is being laid up for a general overhauling; the steamer will stop at Bella Coola and Kitimat, for both of which points she will carry freight and passengers.

MISSING BUOYS. The department of marine and fisheries has a very busy season before it this year. The storms of the last few months are believed to have wrought great destruction to one another northern waters.

STRATHCONA'S HORSE. Officers Granted Honorary Rank in the Army. A communication has been received from Mr. J. B. Bertram, private secretary to Col. Steele, C. B. N. V. O., commanding "B" Division, S. A. C., dated Victoria, February 25th, 1902, enclosing an extract from the London Gazette of September 20th, 1901, in which the undermentioned officers of Lord Strathcona's Horse are, on disbandment of the regiment, granted honorary rank in the army as follows, with permission to wear the uniform of the corps:

To be honorary lieutenant-colonel—Lieutenant-Colonel S. B. Steele, C. B., N. V. O., commanding. To be honorary majors—Major R. Belcher, C. M. G., second in command; Major R. C. Laurie, Major A. M. Jarvis, C. M. G., Major A. E. Snyder, Major D. M. Grant, Major G. W. Cameron, D. S. O.

To be honorary captains—Captain F. L. Cartwright, D. S. O., Captain R. M. Courtney, Captain J. J. Macdonald, Temporary Captain E. F. Mackie, D. S. O., adjutant; Temporary Captain C. B. Keenan, M. D., D. S. O., medical officer.

To be honorary lieutenants—Lieutenant R. H. S. Magee, Lieutenant P. Pall, Lieutenant A. E. Christie, D. S. O., Lieutenant J. E. Leckie, D. S. O., Lieutenant A. W. Strange, Lieutenant A. H. Fraser, Lieutenant J. D. Harper, Lieutenant G. H. Kirkpatrick, Lieutenant E. E. Laidlaw, Lieutenant H. S. Tobin, Lieutenant J. A. Benyon, Lieutenant A. Adamson, Temporary Lieutenant W. Parker, Quartermaster; Temporary Lieutenant I. R. Snider, transport officer.

To be honorary veterinary lieutenants—Temporary Veterinary Lieutenant G. T. Stevenson, veterinary officer; Lieutenant Ketchen, who did not serve six months in South Africa, has not been gazetted to the honorary rank. Lieutenant N. J. Steele, who served as paymaster with Lord Strathcona's Horse, has been gazetted honorary lieutenant paymaster in a more recent issue of the London Gazette.

DISTINGUISHED VISITORS. Victoria was last evening adored during the greater part of the morning visited by one of Japan's greatest statesmen in the person of Count Matsukata, who has been twice premier of his country, and has been 14 years finance minister. The distinguished politician is on his way east. He arrived on the steamer Kaga Maru from the Orient last evening in company with I. Megata, director-general of the customs, G. Matsukata, son of the count, and Y. Fukai, acting secretary of the party.

They were met at the outer wharf by a delegation from Seattle and a number of Victorians, including United States Consul Smith, who, at the request of a number of prominent Japanese, acted as pilot in showing the party around the city, taking in "the government buildings and Beacon Hill park. The delegation was also visited, and the first apparatus there inspected. Count Matsukata was introduced to His Worship the Mayor, and was then driven to Government House, afterwards returning to the steamer, held waiting his arrival at the outer wharf until nearly 12 o'clock.

In Seattle this evening a deputation will meet the party and tender to its various members a hearty welcome to the city. Count Matsukata does not speak a word of English. All his conversation with Europeans is carried on through an interpreter. He expressed himself highly pleased with the city, which he describes as the most beautiful he has ever in.

JUDGE'S FINDINGS ON TONTINE PLAN. A meeting of the general agents of the Pacific Northwest of the Tontine Savings Association was held at the office of H. B. Smith, the Seattle agent, on Saturday night. There were present: H. D. Smith, of Seattle; H. T. Deenan, of Tacoma; H. P. Naudon, of Spokane; and Fred. Carne, Jr., of Victoria. John P. Gibson, the general agent of the Tontine association at Portland, was invited to participate, and will, it is stated, act with the other four agents.

After a two hours' discussion of the situation it was agreed to withdraw from connection with the old association and to organize a new company in this section of the country for the purpose primarily of protecting the people who now hold matured contracts purchased through the Northwest agencies and also those whose contracts are now being carried on this books. Another meeting was held at Portland on Monday for the purpose of organizing a new company. In this connection Agent Smith, of Seattle, says:

"Every holder of a contract that is matured fully paid up will receive the same standing on the books of the new organization as they had in the Tontine association. We hope to obtain the support of the members of the old company in this enterprise."

The case against the Tontine Association was instituted by the assistant attorney-general for the purpose of the examination into the company's affairs last December. The finding of Judge McGee was an exhaustive one, consisting of seventy-two pages, and containing twenty thousand words.

After the review of the testimony the conclusions of law are stated in brief as follows: First—That the diamond plan of the respondent association and the manner in which the same has been executed are illegal, unjust, vicious and fraudulent; that said plan cultivates, stimulates and tempts cupidity and fosters a spirit of illegitimate speculation and gambling, and amounts to and is an abuse and misuse of the corporate powers and franchises conferred upon the said association by the statute under which it is incorporated; that such misuse and abuse have worked and threaten substantial injury to the public and amount to a violation of the fundamental conditions of the contract by which the franchise to exist as a corporation, was granted.

Second—That the plaintiff is entitled to judgment, as follows: First—Forfeiting the charter and articles of incorporation and ousting the respondent from the right to exercise the franchises, powers and privileges heretofore enjoyed by the Tontine Savings Association. Second—Dissolving said incorporation. Third—Awarding the plaintiff a permanent injunction, restraining and restraining the respondent, its officers and agents, from exercising any of the rights, franchises, powers and privileges heretofore enjoyed by the corporation or interfering with any of the rights and privileges of the corporation, until otherwise ordered by this court.

Fourth—Appointing George F. Flannery receiver of the corporation, authorizing George F. Flannery to file a bill of sale for \$20,000, to take charge of the property and effects of the corporation; to collect, sue and recover all debts and demands, including 3,500 of Boney legally diverted from the redemption of expense funds, or any money illegally converted to their own use by the officers and stockholders. Fifth—Ordering the respondent and his officers and agents to deliver to the receiver all moneys, effects, books, papers and property of every kind in which the corporation has an interest. Sixth—Ordering and directing the receiver to convert all of the property which may come into his hands into cash, and to distribute the same under the direction and order of the court.

According to the St. Paul Pioneer-Press: "The testimony showed that since August, 1897, the company sold 41,272 contracts and had received \$1,285,912. The balance of 4,290 fully-paid and matured contracts awaiting cancellation and redemption, on which \$238,000 had been paid by the company. On the same date there were 1,081 contracts in good standing, on which the association had been paid \$448,000.75. "The association paid out in the performance of its contracts \$22,610 during the three months ending Dec. 31st, 1901, and its total expenses during the same period were \$302,078. During that time 16,000 new contracts were written, 2,529 contracts lapsed and 2,689 contracts were cancelled, 37 by the delivery of diamonds and the remainder in cash. Only 10 per cent. of the contracts now in force are held by residents of Minnesota. "The records of the company and testimony of its officers showed that the maximum percentage of lapsation of contracts was 65 in a hundred, and the minimum 20 in a hundred. The last contract redeemed was dated Jan. 30th, 1900, and was redeemed Feb. 5th, 1902. The income of the company during the last year was \$7,312.50, and during the week ended Feb. 8th, 233 new contracts were written and 71 contracts cancelled, according to the statement of the officials. "Whatever may be the outcome of the situation, there can be no question of the honorable intentions of the local agent, Fred. Carne, Jr., whose reputation for integrity and honesty of purpose is established by all. Mr. Carne will probably return from Portland to-night. "The mountains of the moon are immensely larger in proportion than those of the earth. The moon is but one forty-ninth the size of the earth, but its mountains are nearly as high as those of the earth, higher than Mount Blanc, which is only a few feet of three miles high. The highest is a little more than four and a half miles.

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Paul Pioneer-Press.

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Open championship of

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Men's open cham-

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Entrance \$1 per

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Entrance \$1. Three

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