

RESOURCES OF THE YUKON

Dr. Thompson Wants Experimental Station There

Thinks Wheat Can be Successfully Grown—25 Millions More Gold Can be Obtained He Says

OTTAWA, Ont., March 12.—The commons got the last items of the tariff through committee tonight, and a bill to embody it in the statutes will be introduced. The finance minister made several rather important changes, particularly one relating to boots and shoes.

At the opening of the session of the House today, Sir Wilfrid Laurier referred with regret to the death of Thomas Martin, member for North Wellington. He had only been in the House for a short time but had endeared himself to all who had come in contact with him. R. L. Borden said Mr. Martin had shown himself to be a man of strong intellect and though he spoke seldom he was always listened to.

On motion to go into committee of ways and means, Dr. Alfred Thompson, member for the Yukon, brought up the present position of that territory. He said the minister of interior had last summer sent a party of geologists and engineers to make an examination of the mineral resources of the Yukon. They had examined gravel from which \$4,000,000 worth of gold had been taken. The geological party under Mr. McConnell reported there was still 53% of the Yukon's worth of gold to be obtained from these gravels. There were other gravels which the party had not time to examine, and from which \$25,000,000 worth of gold has been taken, and from these gravels Dr. Thompson declared that 25 millions more gold could be obtained. This meant that there was still 44% of the Yukon's worth of gold to be obtained. The future of that country was assured. In the past ten years the Yukon has yielded 130 millions in gold. The time had come for a change in the method of returning members of the committee. The government should be all elective and do away with the right of appointing some of them. The Yukon was ready for complete provincial responsibility, but the district should be given the same system of administration that the Northwest Territories had, and two years ago. With the completion of the mint, Canada would need a steady supply of gold. Only a small part of the Yukon had been prospected. There was every reason to believe that more gold existed there and it would be good for the government to aid in finding it, at least to the extent of subsidizing small draught boats to carry prospectors and their equipment up the Yukon and its tributaries.

Dr. Thompson spoke hopefully of the results to be obtained from changed methods of mining, particularly the adoption of dredging. He said the people wanted the old hydraulic areas opened up or the present holders compelled to work them.

Dr. Thompson said he had recently shown the agricultural committee a sample of the wheat grown in the Yukon. He thought if the government would establish a small agricultural experimental station there, surprising results would be obtained.

The telegraph service to the Yukon was frequently interrupted in winter by reason of the severe climatic conditions. He recommended the establishment of wireless stations to bridge the gap between Quebec and Hamilton.

Hon. Mr. Oliver said that the electric mail would undoubtedly have been given the Yukon if its rate of progress had been maintained. However, the Yukon had ceased to lose people and begun to gain. This movement seemed likely to continue, and he thought the pending election would be the last for a mixed elective and appointive council.

Mr. Oliver said the government had cancelled the concessions but had not opened them up because there was a possibility of the concessionaires establishing their title by proving they had done their assessment work. Therefore the government had undertaken to test the rights of the concessionaires by bringing action in exchequer court to eject them. This would clear up the titles.

Mr. Oliver expressed his sympathy with the prospector. He thought the mining act passed last session had been of great benefit to the business of prospecting. Mr. Oliver said he was not authorized to make any promises as to adding prospecting or to establishing wireless telegraphy.

In committee of ways and means, the tariff was taken up. Mr. Fielding announced a separate item would be made for matrices for stereotypes, electrotypes and celluloid, with a duty of 4% cent instead of 4% cent as originally. Typewriters would be a new item, with practically the old rate of 17%, 22% and 25% per cent. preference, intermediate, and ordinary. Another new item would be iron tubing for manufactures of carriage rails, free in all tariffs.

On galvanized wire used by fishermen, of a kind not made in Canada there would be a drawback of 99 per cent.

On fine grades of boots and shoes, the general tariff rate would be advanced five per cent, making the duty rate 30 per cent.

This finished the tariff and the house adjourned at midnight.

POSTPONED TILL FRIDAY

TORONTO, March 12.—When the application for a winding up order in connection with the J. D. King Company came up before Justice Falconbridge today it was postponed until Friday. This was out of deference to the wish of all creditors, who are anxious, if possible, to permit J. D. King to effect an arrangement whereby the firm may continue in business unimpeded.

Look for this On Your Cellars

Castle Brand collars are worn as the you wear your only customer. Your size is ready in QUARTER SIZES

Made of finest linen because we want your collar money as long as you buy collars. KENDALL—Right to wear everywhere a stylish collar goes. 3 1/2 in. at back, 9 1/2 in. front. 30 cents each, \$2 for 50 cents.

Same style in Elk Brand at 2 for 35c. is WINTON.

Demand the Brand

C. P. R. ORDERED TO PAY HEAVY SUMS

TORONTO, March 12.—The sum of \$30,712 was today ordered to be paid by the C. P. R., all but \$600 of which is in connection with last year's disaster at Asilda, near Sudbury. This settlement was agreed upon by parties concerned, and Chief Justice Falconbridge gave consent judgment.

Re-tuatives of the various persons killed or injured will receive the following amounts: W. B. Puddicombe, \$8,000; Birch, \$600, and Policeman P. E. Black well \$8,000, apportionment to be arranged later. The widow of Mr. Herman will receive \$2,032, while her two children, Alice and Ezra, infants, will each have \$1,000 paid into court for their benefit.

NOVA SCOTIA ESTIMATES LAID ON THE TABLE

HALIFAX, March 12.—Premier Murray laid upon the table of the house of assembly today the financial returns of the province for the year ending Sept. 30, 1906. The premier said that they estimated total income from all sources for 1906 at \$1,375,516.70. They received \$1,391,629.15, or about \$16,000 in excess of the estimate. This amount is about \$67,000 in excess of the amount received in 1905. The subsidy received from the Dominion last year was \$432,805.55, and from mines \$443,457.77. The amount derived from success duties was \$43,087.10, being \$13,057.10 in excess of the estimate. From crown lands \$29,449.43 was received, being \$6,600 in excess of the estimate. Some of the items of expenditure were: Agriculture, \$55,677.29; criminal prosecutions, \$5,808; education, \$273,371; debenture interest, \$22,830, and provincial engineer's office, \$38,154.24.

LA PATRIE PUBLISHES A SENSATIONAL CHARGE

MONTREAL, March 12.—A sensation was caused in political circles here tonight by the publication in La Patrie of an interview with Alfred Girard, who represents Rouville in the legislature. Mr. Girard was a candidate for the senatorship to which Mr. Desaulles of St. Hyacinthe was appointed the other day. He alleges that he went to Ottawa and saw Mr. Brodeur. The minister told him that he was keeping the senatorship for himself, that he was going to have Desaulles appointed and that he had his resignation in his pocket, to take effect on the eve of the next election when he (Brodeur) would go into the senate as leader. Mr. Girard objected to this and was going to see Sir Wilfrid, when Mr. Brodeur told him that it would be all right and that the county of Rouville would get a senatorship. Mr. Girard says there is great indignation in Rouville over the betrayal of Mr. Brodeur.

ENTERS ACTION AGAINST CONFEDERATION LIFE

TORONTO, March 12.—The Imperial Life has entered an action at Osgoode Hall to recover \$20,000 from the Confederation Life Association, which is claimed to be due on a policy of re-insurance on the life of Hon. G. T. Fulford, who was killed in an automobile accident in Boston.

GOES TO P. E. ISLAND

WINDSOR, Ont., March 12.—J. C. E. Chadwick, accountant at the Canadian Bank of Commerce for three years, has been promoted to the management of the branch at Montague, P. E. I., and will leave this week.

That Cough

that troubles you, causing sleepless nights, can be cured in a short while with

Dr. White's Honey Balm

Pleasant to take, soothing and healing, warms up the throat and lungs, and in a very little while the cough is gone.

Dr. Scott's White Liniment Co., Ltd. Proprietors of Heron's Dyspepsia Cure

FRENCH BATTLESHIP BLOWN UP; 80 KILLED

Powder Magazine of the "Iena" Exploded—Ship Destroyed—Hundreds Killed and Wounded.

Commander and Chief of Staff Met Horrible Death—Rear Admiral Manceron Terribly Injured—Shock Drove Survivors Insane—Flying Metal Caused Great Destruction.

TOULON, March 12.—A terrible disaster occurred here this afternoon. The French battleship Iena blew up at 1.30 o'clock, and as a result Captain Adigard, the commander of the battleship, Captain Vertier, chief of staff of the Mediterranean squadron, and from seventy to eighty blue-jackets are dead, while Rear Admiral Manceron and hundreds of other men are suffering from terrible injuries. Naval circles are agitated at the extent of the fearful catastrophe, and the people are stunned by the appalling details of this accident, coming so soon after the loss of the French submarine boat Lutin, in which sixteen men met a fearful death.

The entire after part of the Iena was practically blown to pieces. The bodies of the victims were hurled through the air by a succession of explosions and the panic-stricken workmen at the arsenal fled from the vicinity of the dry dock for their lives. Scores of the men who were on board the Iena jumped either overboard or on to the stone quays and sustained serious injuries.

EXPLODED TORPEDO THE CAUSE.

The primary cause of the accident was the explosion of a torpedo. Why this instrument exploded is not known, but the powder magazines of the Iena were set on fire and their contents in exploding practically destroyed what was considered one of the finest vessels in the French navy. The Iena had just undergone a final inspection of her hull and machinery, the latter having been completely overhauled. Paraphrasing to joining, the squadron tomorrow. The crew was in its full strength, being composed of 800 men, 100 officers and 600 men. The magazines had been replenished recently and contained many tons of smokeless and black powder as well as a number of charges for torpedoes.

The crew of the Iena had finished their midday meal only a short time before the explosion and had dispersed to various parts of the vessel. Most of the men were engaged in work connected with the approaching departure of the warship, but quite a large party had been detained by a lecture given by the admiral. The explosion came without warning. The first shock was extremely violent and shook the entire harbor and aft. It was at once followed by other shocks. The crew were thrown into a condition of terror and confusion. The ship was split in two, and the deck, the men forward who had been attending the lecture, jumped down, some of them into the water and others onto the stone quay. Many of the men who jumped sustained fatal injuries.

HUNDREDS IN DEATH TRAP.

The hundreds of men below deck were in a fearful position. They were enshrouded in blinding smoke, and while they groped their way toward the exits they became the prey of suffocating fumes which caused many of them to fall unconscious where they stood.

In the meantime the detonations had become more frequent, and the entire after part of the Iena, which was virtually blown to pieces, caught fire. Shells and charges of explosives in the magazines exploded, and masses of metal were hurled into the air to fall everywhere about the docks and the arsenal.

The torpedo shed, the engine works and the pump-house nearby and constituted a most serious menace to the lives of those who made their way toward the ill-fated battleship to join in the work of rescue. In spite of the heroic efforts made to render assistance but for the most part in vain the Iena was adrift from bursting projectiles and the fire prevented approach.

It is declared that for thirty minutes the authorities were unable to discover the keys with which to open the locks to flood the dry dock and submerge the ship, but when they did finally open the locks the water rushed in on to the Iena and the explosion came to an end.

Thus amidst masses of dense smoke the search for the dead and wounded commenced. The lower decks of the Iena were littered with the fragments of shattered and torn bodies, while the surrounding water was dotted with human fragments dripping blood. It will be impossible to ascertain the exact number of killed and wounded until tomorrow, when a roll call will be held, as many of the men were completely blown to pieces while others were incriminated.

SURVIVORS DRIVEN INSANE.

Many of those who escaped with their lives suffered most severe injuries and became temporarily insane, rushing frantically around the vicinity of the dry dock until they fell exhausted.

The aerial authorities organized an ambulance service without loss of time and soon a long procession of injured men were on their way to the hospitals. A quartermaster gave an account of his experiences. His face was blackened, his hair and beard had been burnt off, his uniform was in rags and he had sustained a number of minor injuries.

"I was on the bridge and just about to call the afternoon roll," he said, "when the explosion occurred. I had

no idea what had happened. I felt myself hurled into the air, and a few seconds later I found myself lying on the quay. I managed to rise and run for my life. I had no idea where I was going."

On the order of Rear Admiral Manceron, who was cut, bruised and blood-stained, gave the following recital of his experience: "I was in the dining room when the first formidable shock occurred. The quarters were at once filled with asphyxiating fumes and choking smoke. I rushed to the rear admiral's cabin, where he sat awaiting the arrival of the admiral. I saw that he was wounded, and I shouted to him to run. After that I don't know what happened. I lost my senses and did not regain consciousness until the rescuers found me."

CAPTAIN BURNED TO DEATH.

Captain Vertier occupied a cabin near the after turret over the magazine. Immediately after the explosion he tried to get out, but the door of his cabin was blocked with debris and the only means of exit was impassable. The flames then broke out and Captain Vertier died a horrible death. After the fire had been extinguished the rescuers found his incinerated remains.

Several other officers who had been caught in the after cabin. The midshipmen were killed outright, and the crew were driven to the shore by the wind blowing up in drifts many feet deep and traffic of all kinds is suspended. The Street Railway is completely tied up and business is almost at a standstill. At present it is turning cold though the snow shows signs of breaking up.

ATTORNEY-GENERAL DRYSDALE TO BE JUDGE

OTTAWA, March 12.—It is understood that an order in council was passed today deciding to appoint Arthur Drysdale, attorney general of Nova Scotia, to be a judge of the supreme court of Nova Scotia.

INSURANCE RATES INCREASED

MONTREAL, March 12.—In consequence of the recent breakdown in the city's water system and dissatisfaction of the steps taken by the City Council to avoid a repetition of the fire underwriters today decided to increase rates from 50 to 75 cents per \$100. The increase does not apply to fireproof buildings or sprinkler risks.

CHARGED WITH ASSAULT

FREDERICTON, March 11.—Gustaf Norland, a Russian Finn, and Victor Norland, charged with aggravated assault, are being tried before the Sunday court today. Judge Wilson presiding. R. W. McNeilan for prosecution, and F. W. Peters for defendants.

NOT RESPONSIBLE.

Letters similar to the following have been received by several people in this city and throughout the province:

St. John, N.B., Feb. 13. Dear Sir:—The book debts of The Sun Printing Company, Limited, of this city, including all accounts due to the Sun Printing Company up to the 31st day of December, 1906, have been placed in our hands for collection.

On an examination of the books we find that you owe The Sun Printing Company \$1,000.00. Kindly remit the amount as stated above within one week from date and oblige.

Yours truly, (Signed) POWELL & HARRISON.

The Sun Printing Co., Ltd., as now constituted is not responsible for this demand and has nothing to do with it. When the present company took over the plant and good will of the former Sun Printing Company, W. H. Thorne, then president, retained all the book debts, including subscriptions, prior to Jan. 1st, 1906. These are now being collected for him and the management of the company now bearing the name of The Sun Printing Co., Ltd. is in no way responsible.

WOULD LIKE GOVT. TO TAKE OVER HIS ROAD

James J. Hill Says Country Would Then Have an "Elephant" on its Hands.

MINNEAPOLIS, Minn., March 12.—President James J. Hill of the Great Northern Railroad today told the Sunday legislative committee that he would be only too willing to have the United States take over his road.

He stated further, however, that if the government should go into the railroad business the country would have an "elephant" on its hands.

"Then," said Mr. Hill, "the government would be obliged to engage in another lottery to get rid of the elephant."

If the government had charge of the railway congress would be kept busy making appropriations, the districts with poor representation and sparse population would be left in the lurch and the railways would become less valuable.

Mr. Hill was then asked what the government would have to pay for control of the Great Northern. The witness replied that it would cost \$40,000 per mile to "reproduce" the Great Northern, not counting terminals, docks and other property. Counting these properties, he said, it would cost about \$60,000 per mile to "reproduce" the railroad.

NEWCASTLE ASSESSMENT LIST BEING PREPARED

NEWCASTLE, March 12.—L. B. McMurdo has bought from the town of Harriman, who will soon leave for Wisconsin, the latter's residence on High street. He has rented his own dwelling to Dispatcher Thomas Lewis.

Robert Ritchie of D. and J. Ritchie is seriously ill, an operation some weeks ago not having proved as successful as desired.

Wilfrid Reid, a carpenter, had his head cut open quite badly last night by a falling plank.

Brakeman George Dixon had his hand badly crushed Sunday while coupling cars in the yard here.

James A. Rundle will shortly erect a mill at mouth of Baribouche River. Machinery is now being shipped him from Warren, Pa.

Rev. Mr. Cunningham of Clifton, N. S., is supplying St. James Presbyterian church in the yard here.

The town assessors are now preparing the assessment list. The amounts to be assessed are as follows:

County—Municipal house purposes, \$350.70; Pauper lunatics, \$288.81; Schools, \$1,889.18; Contingencies, \$1,004.09;—\$2,828.56.

Town—Police and light, \$1,925.00; Park and fire, \$1,550.00; Schools, \$4,570.00; Public works, \$1,880.00; Contingencies, \$2,200.00; Sinking fund, \$770.00; Interest, \$3,124.00; Board of Health, \$330.00.

Total, \$21,177.56. Last year the county portion was \$3,184.23, and the town, \$15,345.23, total, \$8,529.46. This year's increase is \$2,648.10.

LARGE ESTATE OF LATE TIMOTHY EATON

TORONTO, March 12.—The will of the late Timothy Eaton has been filed for probate. The estate is valued at two millions seven hundred thousand dollars.

Helen, John Craig Eaton, his daughter, Mrs. Burnside, and his nephew, Robert Young Eaton, are executors and trustees. Residence in Toronto and Muskoka are given to the widow for life and on her decease to Mrs. Burnside. The contents of these residences are given to Mrs. Eaton. She receives an income of \$10,000 a year during her life and dividends on the bank stock.

Mrs. Burnside receives an income of \$5,000 a year during her life and on the death of her mother becomes entitled to the bank stock. The son, Wm. F. Eaton, takes the factory and residence in Oshawa and the contents.

Mrs. Burden, the daughter was provided for by her father during her life. The residue of the estate goes to J. S. Eaton.

INTERESTING ADDRESSES BEFORE CARLETON BRANCH OF WOMEN'S BIBLE SOCIETY

At the meeting of the Carleton branch of the Women's Bible Society last evening, Rev. R. P. McKim, Rev. M. E. Fletcher and Rev. G. M. Campbell were the speakers. W. D. Basins was in the chair. Prayer was offered by Rev. Mr. Read.

Rev. Mr. McKim spoke of the work of the Bible Society from a world-wide aspect.

Rev. Mr. Fletcher, who was for five years a missionary among the Karens of Burma, spoke of the great work being carried on there. Withing the past 25 years 45,000 Karens have been gathered into the fold and have now 728 self-sustaining churches. They do missionary work among the other tribes. He told of a time when they possessed the word of God, but because of their ancestors turning to idols God took His Word from them, making the promise that at some future time, white men from beyond the seas would bring it back. So the white missionaries were favorably received and the natives accepted the message gladly.

Rev. Geo. M. Campbell spoke of the work of the Canadian Auxiliary Branch. He said that there were sixty languages now spoken in Canada, and that one out of every twelve men west of Winnipeg was a Gaelic.

The exercises were brought to a close by Rev. Mr. Fletcher pronouncing the benediction in the Pina Karen language.

SUSPENSION BRIDGE CAN CARRY TROLLEYS AT SMALL EXPENSE

FREDERICTON, March 12.—Hon. Mr. LaBelle, in the house today, in reply to Mr. Robertson's enquiry, said: Wm. Hildebrand, consulting engineer of New York, a highly recommended expert, of wide experience in cable bridge construction, has made a careful examination of the St. John suspension bridge, in connection with the provincial engineer, and submitted a voluminous detailed report thereon.

Recapitulating all paragraphs of the report, the following conclusions are summed up:

1st. The structure is well preserved and well, in its present condition, continues five or six years longer to do the same service it has done hitherto.

2nd. With some repairs, consisting of the removal of decayed woodwork, the bridge can be made safe for years to come to accommodate the same traffic it has carried in former years.

3rd. The floor system is not strong enough for supporting electric street cars.

4th. The bridge can be strengthened and made permanently safe for trolley car travel (adhering to its present width) as well as for any emergency of highway traffic, at an expense probably not exceeding \$45,000.

5th. The bridge is well widened to accommodate two street cars and one wagon, side by side, and have separate sidewalks. The expense of this work can, without making detail plans, only be guessed at, but in the expert's opinion it will probably cost about \$75,000.

PLAYING TO THE GALLERY.

Long years ago a lover thought He'd fall in his devoirs extremely Unless beneath her balcony Each night he played a ditty seemly.

To lovers 'twas confined those days Who never thought of gain or salary, But many a man practices now This thing of playing to the gallery!

1 Cent.

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