Are To Make Another Trial

Provincial Mining Association Ask Reconsideration of Amendments.

Important Letter Sent to All Members of House By President.

The following letter signed by John B. Hobson, vice-president of the Provincial Mining Association, has been forwarded to each member of the legislature:

"The members of the Provincial Mining Association of British Columbia and the public generally are greatly disappointed at the action of the mining committee of the legislative assembly in refusing to consider at this session the remedial mining legislation recommended by the large convention held in Victoria on the 25th February last. We believe that if the proposed remedial legislation were introduced in the House it would be favorably considered by a large majority of the members.

"We contend that the remedial legislation asked for by the Mining Association should be adopted for the purpose of encouraging the prospector to enter the deep alluvial fields of the province. It is he who must be credited with being the discoverer and pioneer demonstrator of the value of all mining regions throughout the world. But he is practically barred from entering the British Columbia placer fields, for the reason that he cannot locate, prospect and hold a deep placer claim on terms within his means. Why should he not be entitled to the same fair consideration at the hands of the legislature as is shown the mineral prospector, and secured in as good a title under crown grant of his placer claim, which may be all he has to leave to his wife and children as the result of many years of hardship, privation and hard work? He may have expended the whole of his means, and possibly many years of labor, in attempting to demonstrate the value of his claim, and should be permitted to hold it under a good title, that he may have time to interest capital to assist him in carrying on development work, or to sell to the investor for a sum that will remunerate him for his investments and his years of hard work.

"The prospector should not be discouraged, the miner should not be frozen out, and the investor should not be unduly deterred from making development. The prospector is a good customer to everybody, and a competitor of no one. He deserves a fair show, and all he asks is to be placed upon the same footing as the mineral prospector and miner.

"The insecurity of tenure is acting prejudicially against the influx of capital, which operates against British Columbia, as the neighboring district of California offers the greater security of patents under the United States laws, which are preferred to our leasehold system by the Canadian, British and United States capitalists.

"The proof of the benefits of opening up the country in this way is abundantly shown by the expenditure of the Consolidated Cariboo Company during the last few years.

"All business is now concentrating into large concerns, which can be successfully worked only with large amounts of capital, so as to minimize the interest on fixed charges and spread the cost of a staff over a large number of workmen's earnings.

"This proposition is proved to be true by the fact that Cariboo and other alluvial districts have been idle and unproductive for so many years past, during which period hand labor and individual effort had to succumb for want of machinery and capital to produce the gold from the large basin of low-grade alluvials.

"It is, in these days of large undertakings, impossible to induce capital to enter a small concern, hence large areas of land held under indubitable titles are demanded, and if this province is to hold its own with other countries in the working and development of its immense alluvial deposits, the areas granted or acquired must be extensive and warrant the expenditure of immense sums of money for machinery and water service systems and ditches, which are practically useless when the ground is worked out, and it will not pay to haul away the machinery.

"Personal taxes will be the same to the Consolidated Cariboo Hydraulic Mining Company. It has 34 leases, for which it pays $50 each, or $1,700 per annum, rental, and expends $100,000 to $150,000 annually.

"Under the new system it would pay $1,360, being 50 cents per acre on 2,720 acres, and 5 cents per inch for 7,250 inches of water, making $361.50, or a total of $1,721.50 per annum.

"While the amount of revenue is not materially increased, it is shown that it certainly will not be decreased, and it can be greatly augmented by issuing crown grants at $5 per acre, while the inducements offered to energy, enterprise and capital would act as an incentive to industry, investigation and the expenditure of large sums of money, which would enrich the province by increasing the earning power of a large influx of population.

"By evolution, the shallow placers give way to hydraulic placers, which in their turn send large products of gold circulating through the channels of trade and commerce, and finally give back the soil to the original forestation for the future.

"I had hoped that the committee would recognize that it is to the interest of the province as a whole that the remedial legislation asked for should be immediately granted, to encourage the development of a great alluvial mining industry."

Secretary Cortelyou is pleased with his new position at the head of the department of commerce and labor chiefly because it will enable him to spend some of his leisure hours at home. While private secretary to President McKinley and President Roosevelt he participated in 58 journeys similar to the present tour of the president. This statement was made by Mr. Cortelyou himself in answer to a query as to whether he did not feel lonesome not to be of the party accompanying Mr. Roosevelt. These 58 trips prove in a striking manner that the Presidents of the United States are not so tied to the capitol as would be imagined. With this record Mr. Cortelyou says that it is a great relief to him not to be responsible for any of the details of the present excursion of the president. In his 58 trips with presidents Mr. Cortelyou traveled more than 50,000 miles.

ARTIFICERS WANTED.

Victorians who are desirous of becoming engine room artificers for the Royal Navy, are now given an opportunity to enter the service at Esquimalt. Rear Admiral Bickford, Commander in Chief of the Pacific squadron, announces that a few candidates for the rating as engine room artificers in His Majesty's service will be entered annually under the existing regulations. They must be competent workmen of one of the following trades, and of good character and ability: Engine fitters, coppersmiths, boilermakers and Engine smiths. Age, 21 to 28; chest measurement, 32 inches; height, 5 feet 3 inches. They must be British subjects, and engage for general service for a period of twelve years, with the option of re-engaging for ten years, or to complete twenty-two years' service; at the expiration of which a considerable pension will have been earned. The pay is from $0.50 (2s. 6d.) per week, with prospect of $2.60 (10s. 6d.) a day or advanced to Warrant Rank, besides free rations and bedding and clothing gratuitous on entry. For full particulars applicants are asked to apply to the Senior Naval Officer

BIG WASHEE.

Chicago, May 7.—There is one hotel in Chicago today which has clean linen in spite of the strike. The manager of the hostelry chartered a tug, loaded it down with a week's wash, and started it northward with instructions to bring back the cargo cleaned and ironed, even if it were necessary to go to Canada. The lake captain steamer into Kenosha, Wis., and sent an order to a laundry that there was a package of soiled clothes which he wished done up in a hurry. The proprietor of the laundry was dumbfounded when his drivers began bringing backs several wagon loads of the wash, but the work was done quickly, and when it was delivered notification was made that no more work would be accepted from Chicago.

news bureau says today that the negotiations recently renewed for the purchase of control of the St. Louis & San Francisco Railroad Company by the Rock Island Company have been practically closed, and that the terms have been fully agreed upon. No official confirmation of these statements was obtainable.

CAPTURING MONASTERIES.

Paris, May 7.—The energetic course adopted by the civil and military authorities is rapidly closing up the congregations which refused to disband. The Capuchins are offering the strongest resistance, and are barricading their monasteries at a number of points. Their establishment at Carossone was taken today by the police, assisted by a squadron of dragoons and a detachment of infantry, after two hours resistance. A crowd of about 5,000 persons made demonstrations against, or in support of the authorities. The Capuchins were arrested.

Exciting scenes attended the trial of a number of Capuchins at the Palace of Justice today, on the charge of refusing to disperse after having been ordered to do so. Disorderly crowds surrounded the buildings. A large force of police occupied the streets. Several persons were slightly injured, and a number of arrests were made. The Capuchins were convicted and fined $5 each.

Gigantic Tie Up At Montreal

Situation Slightly Improved Yesterday but Congestion of Freight Continues.

Sir Wm. Mulock and Heads of Transportation are in Close Consultation.

Montreal, May 7.—The strike situation today appears to have generally improved, and a settlement is considered within reasonable distance. This is said to be due to the wearing down of the striking longshoremen, and the hunger of their families. Strikers, who have not received their $5 from the union for the week of strike, are becoming restless, and want to return to work.

J. G. O'Neill, vice-president of the Longshoremen's Union, went to Ottawa this morning to consult with Sir Wilfrid Laurier and Sir William Mulock, which according to announcement from Ottawa, has resulted in the Minister of Labor deciding to come to Montreal to try to effect a settlement.

A large number of teamsters returned to work on the wharves this morning.

The conference of shipping men and representatives of the longshoremen, called for this morning, was postponed until this evening on account of the absence of Mr. O'Neill, vice-president of the Longshoremen's Union.

The manufacturers meet at 3 o'clock this afternoon to discuss the question of closing down industries unless a settlement of the strike was reached shortly.

Shipping men today refused to accept the proposition made last night by the union leaders for a settlement of the big strike. Rejecting the proposition, the steamship men issued the following statement: The new terms will not be accepted by the shipping interests if presented. The clause respecting foremen is a transparent attempt to obtain a preference for union men in another form. The terms already agreed upon provide that the men shall return to work so soon as places may be vacant. This covers the point. There is, and had been, no dispute with the foremen. Their strike, such as it is, is a purely sympathetic one. They now ask a guaranteed preference for themselves, and through them a preference for their fellow union men.

No doubt the greater number of the foremen will be re-employed, but the steamship companies must retain the right of employing whom they please.

As to the presentation of grievances, there can be no objection to a clause giving the opportunity to employees of stevedores of the respective companies addressing the companies interested in the matter.

The Montreal branch of the Canadian manufacturers at a meeting this afternoon, adopted a resolution expressing sympathy with the shipping interests in their efforts to maintain a free and open labor market at the national port of Canada, and declaring that all labor organizations or unions should be local in composition, and in all cases should be so organized as to be amenable to civil law.

The commanding officer of the militia guarding the docks, attended the Board of Trade meeting this afternoon, and asked the Board to endeavor to induce the government to send a permanent corps here to relieve the local militia men, who in many cases are losing their positions. A committee of the Board will go to Ottawa tomorrow to see the Minister of Militia.

Col. Gordon, D. O. C., today presented to the city a bill for $5,000 to cover expenses so far incurred by the militia in maintaining order at the docks.

On the docks today, conditions improved slightly. More men and more teams were at work than yesterday, but the tie-up is still of gigantic proportions, chiefly through the sympathetic strike of the teamsters. Cargo is coming out of the vessels, but most of it remains piled up on the wharves. The Independent Labor Bureau secured another hundred men today, bringing the number up to 1,311, and work was carried on aboard 20 out of 24 steamships.

The transport companies have about 150 non-union teamsters at work, but they are kept inside the revetement wall along the harbor front, moving goods from the ships to the cars. Since navigation opened only one Atlantic liner, the Lake Champlain, has sailed from the port. It is expected the Allan liner Corinthian will sail tomorrow.

On Saturday the Dominion liner Canada, and the Allan liner Bavarian, will be ready. Their cargoes will be incomplete. The Grand Trunk Railway still refuses to accept any freight except livestock and grain for Montreal.

The striking longshoremen's roll today showed 3,320 names. They are expecting their first weekly allowance of $5 for each striker on Saturday from the International Union.

Tonight Sir Wm. Mulock, Minister of Labor, arrived from Ottawa to make an effort to settle the strike. He went to the Windsor hotel, where he is in conference with Sir Thomas Shaughnessy, Andrew Allen, and the strike leaders.

At midnight Sir Wm. Mulock was still in conference with representatives of the shipping interests. Strike leaders were then still awaiting admission to the conference.

After the conference, Sir Wm. Mulock said he had made proposals for settlement to the steamship men, who would consider them tomorrow. The minister declined to state what the proposals were.

Naval Reserves For Esquimalt

Admiral Bickford Details Particulars Regarding Royal Fleet Reserve.

Conditions of Enrolment in the Reserve Forces Being Formed at Esquimalt.

Notice has been given by Rear Admiral Bickford, in command of the Pacific squadron at Esquimalt, that a Royal Naval Reserve is being enrolled at Esquimalt. Petty officers and men of the seamen and stoker classes, and non-commissioned officers and men of the Royal Marines, who have taken their discharge from the Royal Navy and Royal Marines respectively, either on pension or otherwise, can now be provisionally enrolled at Esquimalt, British Columbia, and finally by the Admiralty, England. N. C. O.'s above the rank of color-sergeant can only be enrolled and served as color-sergeants. All applicants for enrolment must reside in a British colony.

Class A is composed of long-service pensioners only. To be eligible for enrolment pensioners must be under 45 years of age. This age may be slightly extended, provided the candidate can attend five annual periods of training before attaining the age of 50. Men hereafter pensioned must join within one year of being pensioned. All men who are already enrolled in the Seamen Pensioner Reserve are eligible irrespective of the age limit. Entries in the Seamen Pensioner Reserve are closed.

Class B to be composed of men who have served in the Royal Navy or Royal Marines in the above-named ratings, who have been discharged without long service pensions, and who have not been out of the service for more than five years. In special cases the five years' limit may be extended. Seamen and stokers under 45 years of age who have served in the Royal Navy, and are already enrolled in the Royal Naval Reserve, are eligible to transfer to Class B if in all respects fit. Signalmen, ropemakers and sailmakers are included in the Seamen Class.

The period of engagement in Class B is 5 years; re-engagement is for 5 years, or to complete 55 years of age. Men may take their discharge at the expiration of each 5 years' engagement, or may purchase their discharge during the engagement if the exigencies of the service admit of it. Men will be medically examined before enrolment in either class and before re-enrolment. Able-bodied healthy men only will be accepted. Men who have been invalided and have entirely recovered their health are eligible after medical examination; such men should forward with their applications for entry a medical certificate as to their state of health. Men whose conduct has been unsatisfactory during their service are not eligible for enrolment.

Men desirous of joining the Reserve, and who have completed the period of their first engagement, i.e., ten or twelve years, should apply in person. If residing near Esquimalt, British Columbia, taking with them their parchment certificates of Service. Pensioners should also take their certificate of identity. When they do not apply in person they can do so by letter addressed as noted below.

Men who have left the service without completing their first engagement, and men who have been more than five years out of service, who may desire to join Class B should apply, in the first instance, by letter to the Senior Naval Officer, Esquimalt, B. C., when they will receive a form to be filled up and further instructions. Men still serving may make application to their commanding officers for enrolment in Class B when within six months of completing their term of service. If accepted they will be acquainted at once and be entered in the Reserve from the date of their discharge from active service.

Men in Classes A and B will be required to undergo a week's training every year or a fortnight's training every second year at their option, on board the Senior Naval Officer's ship at Esquimalt, British Columbia. Not more than two years may elapse between each period of training; a fortnight's course may count for the past and the current years, but not for two years in advance. Men who have been out of the service for more than three years must come up for training as soon as possible after enrolment. All men coming from a distance to a port for enrolment should be prepared to undergo a week's training beginning at 8 a. m. on the following Monday. They should present themselves on Saturday forenoon if practicable. Traveling expenses, when performing drill, will be allowed in certain cases. After 50 years of age men not to be called upon to attend training.

Whilst under training men will receive the continuous-service pay of their last substantive rating, and an allowance, if not victualled or lodged, of 1s. 8d a day. Class A will receive somewhat greater advantages than men in the present Seamen Pensioner Reserve, including the addition of 5d. a day to their pension of £12 a year for life. Men in Class B who have not less than twenty-two years' combined service in the Navy or Marines and Reserve, may be granted the pension of £12 a year previous to fifty-five years of age if they become wholly and permanently incapacitated for further service, provided such incapacity is not due to their own imprudence or misconduct. The case of men of less than twenty-two years' combined service who may be wholly and permanently incapacitated for further service will be specially considered in reference to the grant of a pension or gratuity.

A suit of uniform clothing to be worn during training will be given on entry and at the commencement of each five years' engagement, or an allowance of 10s. a year will be given in lieu to men already provided with uniform, payable at the conclusion of each annual week's drill. Reserve men will wear the same uniform as active service men. Men called out for service in the Fleet in emergency will receive a sufficient kit at government expense.

Pensioners who may join Class A are already liable to be called upon to serve His Majesty's Navy in emergencies for such period as may be necessary, and will not incur any additional liability in this respect by joining the Reserve. Men in Class B, under fifty-five years of age, are liable to be called into actual service under Royal Proclamation. This service will only continue so long as the emergency may last. Royal Fleet Reserve Men are not liable to be called out to serve during Fleet manoeuvres.

Men called out for service in the Fleet will receive the continuous service pay (substantive and non-substantive) of their last rating, and pay for any good conduct badges worn by them when last serving. Men in Class A will draw their long service pensions in addition to pay, and those in Class B will receive an increased retainer of 8d. a day in lieu of the ordinary retainer of 6d., and an additional 2d. a day if required to serve beyond three years. In regard to allowances, gratuities, pensions for wounds and disability, allowances to widows and children, men called out for service will be on the same terms as active service men of similar ratings.

Men in Class B under forty years of age who have served continuously in the reserve since taking their discharge from active service, may re-enter the Navy or Marines if in all respects fit, and may count their former service and any time served in the Fleet when called out under Royal Proclamation towards long service pension. Fuller particulars can be obtained from the Senior British Naval Officer, Esquimalt, British Columbia.

ROSSLAND CAMP MAKES PROGRESS

Work Resumed on Jumbo and Other Properties About to Operate.

Rossland, May 7.—Mid-week mining news from Rossland camp is of special interest. Today Jumbo mine resumed operations, M. R. Galusha, of Spokane, being here to supervise the initial work. Surface work only was undertaken for the present, the mine not having been operated for three wears and requiring new buildings, etc. Negotiations are under way to ship ore to the smelter, probably Le Roi plant at Northport. The mine has a large chute of $13 ore blocked out, which will be attacked in course from the next few weeks.

The Spitzee workings are almost unwatered and the management is arranging for the purchase of hoisting and compressor plants. New buildings are to be started at an early date.

The Elmore concentration machinery for Le Roi was delivered yesterday in Montreal, and will be shipped West at once, but may be delayed by the longshoremen's strike. The crushers were ordered in San Francisco and excavating and initial work on the buildings are to be undertaken as soon as contracts can be closed.

The White Bear Company announces the annual meeting at Toronto on June 1, when shareholders will be asked to endorse a plan for securing funds. These will be devoted to construction of concentrator of one hundred tons daily capacity. The company is applying to Rossland city council to close certain streets to permit of the erection of new winding plants, compressor and framing shop. It is stated these works will be undertaken this summer. Bernard Macdonald, consulting engineer, is now examining the mine.

Big Strike Imminent

Allied Building Trades' Unions May Go Out in Sympathy With Carpenters.

Will Affect Stonecutters, Bricklayers, Electricians, Plumbers and Painters.

A General Tie-Up of All Building Work in City Aimed At.

That Victoria is on the verge of a strike which will paralyze the building trades industry for many weeks is the opinion of those most conversant with the situation. A mass meeting of all members of unions having connection with the building industry in Victoria will be held at Labor Hall this evening; and it is freely predicted that as a result of such meeting an order will go forth which will have the effect of causing the painters, bricklayers, plumbers, electricians, stonemasons and stonecutters to lay down their tools in sympathy with the carpenters who are on strike for an increased wage.

The enlargement of the trouble which bids fair to assume proportions which will have a very important bearing upon general business conditions in Victoria, is born of a failure to reach a settlement of the carpenters' strike—the latter, considering it necessary that their hands should be strengthened by the cooperation of all workers in trades affecting the building industry.

The Carpenters' Union feel that they have been treated in a very brusque fashion by the members of the Builders' Association, who, in response to a request for a conference on the points in dispute, forwarded the following reply:

John Hammond, Esq., Secretary Carpenters' Union:

Yours of the 4th to hand. Would say that the Builders' Association is very much averse to further discussion of the matter with the union, and could not very well meet a deputation before Saturday night at their special meeting, and then only for a few minutes on account of other matters of more pressing importance occupying their attention. However, we could not in any respect vary our ultimatum in reference to the condition relating to membership of contractors and foremen, we will be willing to add the words "if feasible." Hoping this will meet your views.

E. W. WHITTINGTON,
Secretary.

The Carpenters Union took this letter as being intended, from its wording, to be notification of the severance of friendly relations, and at once forwarded the following reply:

Carpenters of Victoria to Secretary of Builders' Association:

Your communication of the 5th was laid before a mass meeting of carpenters last night and it was unanimously decided that receipt of same should be acknowledged, but owing to your not seeing your way to alter your ultimatum in any respect no deputation would be appointed to wait upon you on Saturday night.

JOHN HAMMOND.

Recognizing the futility of attempting to conduct further negotiations with the members of the Builders' Association, the carpenters made the next move in the game of industrial strife—arranged for a mass meeting of the building workers at Labor Hall this evening, when the matter will be discussed in its entirety and consideration given to the expediency of ordering a general strike of all workers in the building trades in Victoria.

As before stated, the general opinion among the carpenters who have arranged the meeting is that the various unions interested will strike in sympathy with the carpenters. This, it is believed, will mean a complete cessation of building progress in Victoria for some time at least.

Should the strike become as general as is supposed by those best in a position to judge of the situation, some 400 men will be affected, though that number is not now being constantly employed. The laborers have already expressed themselves as determined to stand by the striking carpenters; and it is claimed by the latter that the painters, plumbers, stonecutters, stonemasons, bricklayers and electricians are in the same mood.

Work will cease on all the buildings now in course of erection; and these will include the new Congregational church on Pandora street, brick blocks going up on Yates street, and numerous other structures in process of erection in other parts of the city. The commencement of operations on the new Rostein block on Government street will no doubt be indefinitely delayed, if the general strike spoken of is ordered.

The whole trouble has arisen out of the demands of the Carpenters' Union for an increase in wages, over the present scale, to $3.50 per day—or, in other words, they want $19.25 per week of 44 hours.

This demand was promptly refused by the master builders, who present the argument that it is most unfair to ask for an increase when the building industry is so depressed.

BOUNDARY SHIPMENTS.

A Total For the Week of Over Eleven Thousand Tons.

Phoenix, B. C., May 8.—Boundary ore shipments for the past week are as follows: Granby mines to Granby smelter, 7,089 tons; Mother Lode mine to Greenwood smelter, 2,250 tons; Emma mine to Trail smelter, 450 tons; B. C. Mine to Greenwood smelter, 780 tons; Snowshoe mine to Greenwood smelter, 240 tons. Total for the week 11,309 tons; total for the year to date, 174,079 tons. The Granby smelter treated this past week 7,397 tons, making a total of 114,720 tons treated for the year 1903.

A NEW TRIAL REFUSED.

Minister of Justice Declines to Help a Convicted Conductor.

Montreal, May 8.—Counsel for Patrick Carlin, the C. P. R. conductor, sentenced to two years in the penitentiary for defrauding the company, has been advised that the Minister of Justice declines to interfere with the judgment of the court of King's bench. Carlin will consequently not be granted a new trial.

Debate On The Budget

Opposition Allowing Liberals to Wallow in the Sea of Uncertainty.

Complete Severance of Relations Between Tarte and His Former Colleagues.

Ottawa, May 2.—The budget debate, which lasted exactly two weeks, closed yesterday morning, when Mr. Borden's amendment was rejected by a vote of 108 to 54. The ministerialists have been very anxious to secure a draft of the Conservative tariff which will be submitted when the present opposition assume the reins of office. There could be no more unreasonable request than this. Mr. Borden was quite specific in reference to certain questions, but quoted against ministers the declaration of Sir Richard Cartwright when in opposition that it was no part of the duty of a physician to prescribe until he was actually called in to attend the patient. On the subject of the duty upon agricultural implements, however, Mr. Borden stated emphatically to the House that, so far as he was concerned, if returned to power and it were necessary to maintain this great Canadian industry by additional duties, he for one would be prepared to see that the necessary protection was forthcoming.

Mr. Paterson in his speech attempted to show that if the Conservative party were returned to power, some $2,000,000 worth of agricultural implements which are imported into Canada each year will be prohibited from entering the country. The Minister of Customs seems to fear the erection in Canada of factories sufficient to cope with this great output, because he said it would be a disaster that such a condition of things should be brought about. Then he proceeded along the old line adopted by the Liberals to show that additional duty on farming implements, and binders in particular, would mean an increased price to the Canadian consumer. The minister with the large voice had been talking in this strain for some time when Hon. J. I. Tarte was seen to get restless, and a few minutes later a dialogue of some interest took place.

Mr. Tarte—Does the honorable gentleman claim that by raising the duty on an article he would raise the price of that article by the amount of the duty?

Some honorable Liberal members—Certainly.

Hon. Mr. Tarte—I want an answer from the Hon. Minister of Customs.

The Minister of Customs—The honorable gentleman says he knows my mind as well as his own. In all cases he might not do so, but he knows as well as I do what the object of raising the duty is—and he is leading away from the question we are discussing as to what adequate protection means.

Hon. Mr. Tarte—That is not the question.

The Minister of Customs—Do not take me off this. In the case of agricultural implements, 35 per cent. would not shut out the output of the country.

This was followed by cries of "Answer," and Mr. Paterson wanted to know what he was to answer. Members suggested the question, but the Minister stuck to his contention that he had answered it. But Mr. Tarte was not to be bluffed in this manner, and informed Mr. Paterson that he would like to get a straight answer. "My honorable friend has understood me," remarked the ex-Minister of Public Works. "I have put to him that question to which he has given an answer already in the absence of my presence. Does he claim now that by raising the duty on agricultural implements we will raise the price of agricultural implements?

The Minister of Customs—I am not making that argument at all. I am free to tell you that, and I do not hesitate a moment to say it, that there are people in foreign countries who, in their desire to sell their goods, will sell them in this country, as they will in any other country, at a lower price than they will sell to their own people in the country.

Hon. Mr. Tarte—I have just asked a question that the Hon. Minister of Customs has answered over and over again. He said a minute ago that by raising the duty on agricultural implements we would raise the price on agricultural implements. He is wrong.

The Minister of Customs—I did not say that; I ought to tell the honorable gentleman that he never heard me speaking, that I know of, anywhere in any different manner to that in which I am now speaking.

Hon. Mr. Tarte—The honorable minister will not deny that publicly; I do not speak in corners; he has advocated the raising of duties on many things, and the honorable gentleman cannot stand in his place to-night and say that he is not anxious to have a higher tariff.

And the Minister of Customs did not deny it. He had to swallow his argument about higher prices following higher protection, and he had to request honorable gentlemen opposite to refrain from interrupting him. This, it may be said, was rather a peculiar favor which Mr. Paterson sought, considering that he himself had commenced the cross-examination; but Sir Wilfrid Laurier, who saw the tide was turning against the government, had the good judgment to give Mr. Paterson a signal to stop, and stop he did. But just before the curtain fell Mr. Tarte got in a good one on some of his erstwhile friends among the Liberals by remarking: "I was playing with my honorable friend from Ontario (Mr. Ross) and some of my friends all around the government benches. I see a lot of them there, and I played with them. They would like to play again the same old game if they were free to do so."

Having had enough of a bad thing, the Minister of Customs proceeded to catechise the opposition as to what faults they had to find with the present tariff. Mr. Paterson still wanted particulars, although particulars had already brought him to a standstill. He could understand the legitimate protection advocated by Mr. Prefontaine, but he could not understand adequate protection on legitimate industries as propounded by Mr. Borden. On one side of the fence Mr. Paterson's intellect seems to be perfectly clear, but when he gets in the other yard it becomes muddy and things become unintelligible.

Mr. E. F. Clarke, member for West Toronto, who is recognized to-day as one of the leading men in the House, replied to Mr. Paterson, and although it was after midnight when he rose to do so, he held the House for two long hours. Referring to Mr. Paterson's claim that the tariff was perfect, Mr. Clarke asked if the minister had been asleep for the last year, or if he had been doing during the past two weeks. Had he turned a deaf ear to the statements of several of his own followers as to the amendments they thought necessary? Had he forgotten the demand made for the duty on salt? And what about Mr. Gallihier, of Yale and Cariboo, who desired that lead should be protected? Then there was the protest of Mr. Ralph Smith against the freedom with which Chinese labor was permitted to enter this country. Mr. Oliver had asked for a duty on horses; Mr. Morrison (New Westminster) desired protection on lumber and lead; and Mr. Paterson's own colleague from Brantford, Mr. Heyd, was looking for further encouragement for the binder twine industry. And yet Mr. Paterson is unable to find a flaw in the tariff. Some people are dense. Mr. Paterson is perhaps the densest of all.

It is certain from the resistance the government has made to all demands for a revision of the tariff that nothing along that line will be done this year. Perhaps if the Conservative party was to draft a tariff for them the government might be inclined to consider it, but the opposition has had too sad an experience in finding grains for the gentlemen on the ministerial benches. They do not propose to place in the hands of the enemy any more useful ammunition. They will allow Sir Wilfrid and his associates to wallow in the sea of uncertainty and distress, and extricate themselves as best they may. The German surtax and the demand for mutual preference, couched in language which had originated with the opposition and were subsequently stolen by Sir Wilfrid, are too fresh in the minds of Mr. Borden and his followers to permit of further mistakes.

The result of the discussion and the division is a complete severance of relations between Mr. Tarte and his former colleagues. The ex-Minister of Public Works so squarely placed himself upon record that there does not seem to be any likelihood of his working with the Liberals again. Mr. Tarte occupies a very peculiar position in the House, and it is thought that he will prove a thorn in the flesh of the ministers. It is known that he has no particular love for either Mr. Blair or Mr. Prefontaine.

There are quite a number of British Columbia railway bills before parliament this session, and nothing in the way of serious opposition to them has developed. Probably the most important is that to incorporate the Coast Yukon Railway Company. It was feared that the Minister of Railways might raise some opposition to it, but he has not done so.

Fairly good progress has been made in supply, and the public works estimates are practically through. It cannot be said that Mr. Sutherland has shown any great skill in handling the appropriation in his department. He was not sufficiently communicative, and consequently had to face more criticism than otherwise might have been the case. Yesterday the interesting fact came out that Mr. Tarte left as a legacy to his successor in the public works department a dispute with the auditor-general over the payment of several accounts for work done without tender and contract, the auditor-general claiming that by law all public works and purchases of material, for which there is parliamentary appropriation, must be carried out by contract after public call for tenders. In his view, it appears, the auditor-general is sustained by the opinion of the department of justice, and he is not the man to yield under such circumstances. This decision ought to put a stop to the too prevalent practice of giving contracts to political friends, either without tender at all or after invitations to tender have been mailed to a favored few.

SPOKANE TO CROW'S NEST.

Senator Turner Explains Status of Important Railway Project.

"It is not a bluff nor is it a club to beat the American roads with, but it is an actual bona fide railroad and is to be constructed and operated," declared Senator George Turner to the Spokane Spokesman-Review.

The remark was brought out by reference to a New York despatch declaring that the Soo road may build though the East and that the Canadian Pacific was threatening construction of a line to Spokane in retaliation of the Great Northern invasion of British Columbia.

The despatch quotes an unnamed "official of the Canadian Pacific" as saying:

"I can not repeat too often the fact that we are not going to enter upon any aggressive policy in the territory now occupied by other lines; but you may take it for granted once for all that if the Great Northern and Northern Pacific pursue their present policy with regard to the boundary territory much further, they will get a reply from the Canadian Pacific that will open their eyes. There are surveying corps in the pay of the Canadian Pacific now in the field between Spokane and the Canadian boundary and Seattle and Vancouver. That is the shape that our reply will take to Mr. Hill's invasion of lower British Columbia by means of Great Northern lines. Moreover, unless this thing stops soon, Soo line surveyors will go clear through to the Coast."

This statement is significant in bearing out the general impression in Spokane that the projected extension of the Canadian Pacific backing, a point upon which both Senator Turner and Mr. Corbin have refused to commit themselves. It further gives rise to the belief that the announcement of the proposed construction of the Canadian Pacific connection to Spokane was a bluff, pure and simple, intended to bring the Hill road to terms.

This impression was conveyed to Senator Turner, and in response he made the statement first quoted. Pressed for an affirmation or denial of the statement that the C. P. R. is paying the surveyors at work on the proposed line, Senator Turner refused to commit himself and said:

"You will have to draw your own conclusions."

TRADES COUNCIL IN SESSION

Technical Education and Other Important Questions Discussed.

The Trades and Labor Council held its semi-monthly session last evening, President Bolden was in the chair, and about 30 delegates were present.

The Legislative committee reported having waited upon the Hon. the Provincial Secretary and conveyed to the Hon. Mr. McInnes the suggestions offered on the Conciliation Act by the Trades and Labor Council.

A report of a committee on incorporation was received and adopted, and the council will seek incorporation under the Benevolent Society's Act.

A deputation from a mass meeting of carpenters (union and non-unions) informed the council that a general strike had been declared to take effect in the morning. The action of the carpenters was endorsed.

The committee on Technical Education reported having secured much valuable information on the subject from Toronto, the United States, and from the United Kingdom, through the Hon. J. H. Turner. The report went into the necessity of establishing a technical school in Victoria, and recommended the system now so successfully in use in Toronto. The committee advised that a meeting of educationalists, manufacturing mechanics, trade unionists, and public bodies interested be called for the purpose of discussing the matter. The report was adopted.

D. J. O'Donoghue, secretary of the Label committee of the Dominion Trades and Labor congress, Ottawa, wrote forwarding a copy of the bill before the Senate to legalize the union label under the Designs and Trades Marks Act. The council decided to petition the Senate of Canada to enact the legislation asked for. The petition will be sent to Senator Robt. Watson, in charge of the bill.

The secretary of the Hospital Board wrote that no work of importance was done by members of the board. In the discussion, a different opinion was expressed as to the importance of the work, and the secretary was instructed to write the board insisting that all hospital work be submitted to tender, and not done by members of the board.

The Hamilton Trades Council wrote that it had taken the initiative steps of establishing a national fund for the purposes of defending trade union cases before the courts. The scheme was endorsed.

The Musicians' Union desired that trade unions in future employ only union musicians, and that union men patronize public entertainments where members of the Musicians' Federation were employed, in preference to non-unionists.

The council then adjourned.

FAME'S PATHWAY.

General Edward M. Hayes, the newest brigadier general, antedates the civil war and the veteran of many battles.

The Queen of Portugal scents her hair, and her beauty is greatly set off by this act. She uses carnation pink, and her hair is brilliantly lovely with gloss and attractive with scent.

THE LIBERAL GOVERNMENT

Determined to Disregard Vancouver's Protest in Rewarding Boss Kelly.

From Our Own Correspondent.

Ottawa, May 8.—The proposal to hand over a portion of False Creek, Vancouver, to Frank Burnett and Robert Kelly, is much discussed here. Notwithstanding the protests of the Vancouver City Council and Board of Trade, the lease will be signed probably tomorrow. Wilson, of Lennox, will endeavor to elicit all the facts from the government.

The city will apply for all available foreshore, so that there will be no more misunderstanding with respect to the city's desire regarding the foreshore concessions. Some years ago a map was sent to Ottawa specifying the locations desired by the city, and this map, a copy of which is in the city's possession, can easily be referred to by the government.

CHILLIWACK COUNCIL.

A regular meeting of the council of Chilliwack was held on May 2, Acting Reeve Wilson presiding. Present, Councillors McConnell, Good, Ashwell, Thornton, Wilson and Lickman.

Minutes of the meetings held in April were read and adopted.

Communications: From S. A. Parsons, president of the Chilliwack Band, requesting a grant in aid of the band; received, and the sum of $25 was set aside for the use of the band. From Ed. Ramsdell, enclosing $10 for himself and $4 for C. A. Finney for their subscriptions towards the Lickman-Atchlitz ditch; received and filed. From M. Hilton, requesting that an order on him be given R. H. Stevenson and the amount credited to him on his subscription on the Lickman-Atchlitz ditch; received, and the request not granted. From A. N. Smith, asking for some gravel on the Williams road; referred to the constable. From Dr. J. C. Henderson, medical health officer, and D. B. Hall, calling attention to a nuisance on the street in front of D. B. Hall's place of business; referred to the board of works, with power to act. From T. J. Trapp, with respect to the demand made on him for an auctioneer's license; received, and the clerk instructed to inform Mr. Trapp that the council cannot grant him any concessions in the case. From A. Malcolm, protesting against G. R. Ashwell opening a ditch in front of the Presbyterian Church, in East Chilliwack, unless the same is properly covered; referred to the board of works. From E. H. Bissett, asking for information respecting the contemplated water and light plant; referred to the water and light committee. From R. Kerr Houlgate, with respect to the retiring of the remaining debentures under the Roads and Bridges By-Law; received and filed.

A petition was received from G. W. Chadsey and seven others, asking for an expenditure for the improvement of Corbould street. Received and referred to the board of works, to report on May 16.

Board of Works Report: Councillors Ashwell, Wilson and Lickman reported having examined the contract of R. H. Stevenson on the Atchlitz-Lickman ditch, and found that it had been completed according to agreement. Coun. Good reported having examined the Upper Prairie road, and found that the ditch was caving in badly, and recommended that it be attended to at once. Coun. Lickman reported having examined the contract of H. Uslick on the Crosby road, and found that it had been completed according to agreement; also that the road leading to the S. S. and trunk roads, and would recommend that the South Sumas road be repaired, and that the trunk road from the Atchlitz bridge to G. Chadsey's gate be graveled. All of which were, on motion, received and adopted.

Moved by Coun. Thornton, seconded by Coun. Lickman, that Pathmaster Maynard be granted two cases of powder and $10 to remove stumps off and repair the Bailey road.

Moved by Coun. Good, seconded by Coun. McConnell, that the board of works let the following works on Friday, May 15, at the times specified with each item, viz.: Repairs to the Willis road, from the Bailey road to the Mountain, at 10 a. m.; from the Bailey road to the McGuire road, at 10:30 a. m. the graveling on the McGuire road, from C. Walker's to the Catchanter drain, at 11 a. m.; the graveling of the trunk road, from town to the Banford road, at 2 p. m.; the graveling on the Banford road at 3:30 p. m.; and on May 8 the graveling of the trunk road, from the Atchlitz bridge to C. Chadsey's gate, at 11 a. m.; the corduroying and graveling on the South Sumas road at 2 p. m.

Moved by Coun. Good, seconded by Coun. McConnell, that Col. J. Miller be paid $10 for removing gravel off the Patterson road.

Moved by Coun. Thornton, seconded by Coun. Ashwell, that Pathmaster A. W. Fletcher be granted $20 for the repair of the Chilliwack River road, from Skowkale to the north line of the Indian reserve; that Pathmaster Higginson be granted $40 to repair the Chilliwack road near the Camp ground; and Pathmaster Parsons be granted $10 to repair the Parsons road.

Moved by Coun. Good, seconded by Coun. McConnell, that the appropriation on the Banford road be increased $30.

Moved by Coun. Thornton, seconded by Coun. Ashwell, that the letting of the contract for the brushing of the Keith road be left in the hands of Coun. Lickman.

Moved by Coun. Good, seconded by Coun. McConnell, that the clerk be instructed to write the inspector of dykes, informing him of the caving in of the ditch on the Upper Prairie road, and request that immediate steps be taken for the protection of the roadway.

Moved by Coun. Ashwell, seconded by Coun. Thornton, that Constable