The Semi-Weekly Colonist.

FORTY-THIRD YEAR — THE VICTORIA SEMI-WEEKLY COLONIST, TUESDAY, MARCH 5, 1901. — VOLUME LXIII.

ANNUAL MEETING OF CROW'S NEST COMPANY

Senator Cox, the President, Says Large Development Necessitates Railway and a Greater Market For the Coal.

Outlines Immense Operations Which Will, He States, Benefit Canadian Smelting Industry and the Province of B. C.

Special to the Colonist.

Toronto, March 1.—At the annual meeting of the Crow's Nest Co., held in Toronto to-day, the president, Senator Cox, delivered the following address:

"In congratulating you upon the success of the last year's operations, it may be worth while to refer to the erroneous ideas that have gone abroad with regard to the management and control of the Crow's Nest Pass Coal Co. We are, in every respect, a Canadian enterprise, with a large majority of Canadian stockholders, under Canadian control and management, and are giving employment to a great force of labor on Canadian soil. We are developing Canada's natural resources in one of the most important economic minerals, and are building up an immense Canadian industry, which is bringing wealth into the Dominion, and which, we feel assured, will constitute a most important factor in the Canadian industrial development of the future, unless our operations are restricted by a limited market and inadequate railway facilities. It affords me great pleasure to announce that we are prepared to proceed at once with construction and development work involving an immediate expenditure of $635,000, and we already have this money in the treasury of the company for this purpose. This does not include the large railway project, to which I will refer later, but will be devoted exclusively to development work, the building of coke ovens, dwellings, offices and other works in connection with the coal and coke industries of the company. We intend to build at Fernie, Michel, and at another suitable point 720 coke ovens, which will involve an expenditure of $540,000 under this head alone. We will then have 1,032 ovens, which will increase our capacity for coke production from over 450 tons per day, as at present, to more than 1,500 tons per day. Our expenditure will also include more than a quarter of a million dollars on mine improvements, offices and miners' dwellings. These expenditures, with extensive mining and coke-producing operations that are to follow, will create and maintain two new towns in the coal districts as large as Fernie, which now owes its existence to the works carried on by this company. There is a prospective demand, provided we obtain access to the American market, as I shall hereafter mention, for 4,500 tons of coal per day, within a year; and in three years we expect to increase our output to about 6,000 tons of coal per day, a large portion of which will be converted into coke in our ovens; and within five years we expect to have a pay-roll of fully $10,000 per day, which will be sufficient to maintain three important industrial centres in the coal districts.

AN IMPORTANT INDUSTRY.

"All business men will at once realize how important such a development will be to the country at large, as mining camps are invariably extensive consumers of supplies. Not only will there be the direct employment of several thousand additional Canadian workingmen, but a new and most extensive demand will be created for the products of Canadian factories in the East, and the food supplies from the Western farms and cattle ranches. It is only fair to you, however, to state that the present demand of British Columbia for coal and coke would not justify any such expenditures as we propose to make. This is self-evident when I state that the present demand of British Columbia does not exceed 1,000 tons of coal and coke per day, and we cannot expect this demand to increase in the near future, even under most favorable conditions, so as to justify such expenditures. In order that we may proceed with this development, it will be absolutely necessary to secure access to the American markets by a route that will put us in a position to successfully compete with the coal and coke producers already in the field. If denied access to the American markets except by roundabout routes, if delayed in our operations by legislative obstruction, if prevented in any way from cutting down the cost of production to the narrowest possible margin, our success in the field will be proportionately cramped, and it will be quite impossible to undertake the development now proposed.

UNITED STATES MARKETS.

"Recognizing, therefore, the necessity of obtaining direct access to the adjacent markets of the United States, an application has been made to parliament by five of your directors for a charter to build a railway from the coal fields to the boundary, where it is intended to connect with a spur line from Jenkinson, on the Great Northern railway. This is simply an effort to secure an entrance by the best possible route to an almost unlimited market for coal and coke, where we must meet great competition, and without this market any large development of these British Columbia coal fields will be practically impossible.

"The opinion has been expressed in some quarters that the establishment of railway connection between the Crow's Nest coal fields and the Great Northern system will deprive the Canadians and mining and smelting industries of a supply of coal and coke, and that the company may create a shortage in the Canadian supply to benefit American smelting interests.

GROUNDLESS FEARS.

"These fears are groundless. In geological reports it appears that there are 550,000 acres of coal lands in the Crow's Nest country, containing a supply of coal, which is conceded by all authorities to be practically exhaustless, it being estimated that there is in that area 20,000,000,000 tons of coal. This would admit of an output of 10,000 tons per day, allowing 300 working days per year, for over 6,000 years. This is strictly independent of the immense coal areas in Alberta and in other parts of British Columbia. We are at present prepared to enter into time contracts with the smelters of British Columbia to supply any quantity of coal or coke they may require; but so far as the local supply is concerned, they can be assured that such development of the Crow's Nest mines will be made possible by the building of the proposed line.

"Successful operation of the mines on a large scale would be impossible if our market was limited to British Columbia, and it were subject to the fluctuations we have experienced this last year.

"With an immense coal and coking industry in operation, turning out from six to ten thousand tons of coal a day, the British Columbia smelters now in operation could close down or open up without notice as often as they might feel inclined, and the change would not be felt. The smelters now in operation on the Canadian side only require about 300 tons of coke per day. If we are restricted in markets, there will be higher initial cost, risk of suspension through accidents, difficulty in securing labor and in meeting any variation in the demand. Although there is an immense area of coal in the Crow's Nest country, that is of the best quality for coking, we should not harbor the delusion that this district has all of the coking coal on the continent. There will be competition from the existing sources of supply from Cokedale, on Puget Sound, Pennsylvania, West Virginia, Utah and Colorado. There are also immense coal deposits in Montana, Washington and other places, which may prove when tested to be of good coking quality.

"To enter and hold this market, which means from 5,000 to 6,000 tons of coal per day, the Crow's Nest Pass Coal Company must have the best railway facilities available, and that is why it is absolutely necessary to build this proposed spur.

"There is hardly any industry so universally beneficial to a country as coal mining and coke making for export trade. The coal and coke are both brought to the last stage of perfection before being shipped out. All labor expended on them is done in the country, and there is nothing further to be done with them except consume them. Not so with logs, not so with lumber, not so with pulp, with wheat, with wool and many other products exported; every dollar that comes into the country in return for coal or coke exports makes the country just that much richer. The farmer, the miller, the merchant, and the manufacturer will all profit.

REVENUE TO PROVINCE.

"There will also be an enormous direct revenue to the British Columbia government from the royalty. That government is now deriving a revenue of about $100 a day from our present operations.

"In addition to the development of the coal and coke industry, the proposed railway will open up an assured prospect, of smelting development, which will prove from a public standpoint of the very greatest importance. The success of the smelting industry depends upon the ability to assemble the various materials, essential to profitable smelting at the lowest possible cost, and if the proposed line of railway is built, connecting the Crow's Nest fields with the United States railway systems, the balance of advantage will be decidedly in favor of the Canadian side as the place of establishment of a large and profitable smelting industry. The Canadian people have to but improve their opportunity to stand out of the way and let the good fortune in.

"In order to illustrate what I have said, permit me to point out how suitable a place Fernie, or some point adjacent thereto, would be for the establishment of a smelting industry. There we have the coke, without any charge for hauling, while to carry it to any smelting point south of the line would involve a haulage charge, as well as a United States duty of 60 cents per ton. The limestone required is to be found at Fernie, with no expense except the cost of quarrying. The lead ores of Southern British Columbia are now seeking a market, which it is almost impossible for them to find; and those adjacent to the coal fields could at trifling cost for transportation be laid down at Fernie or some other convenient point. The dry ores necessary to make workable and profitable mixtures and blends are not at present to be obtained in British Columbia, but are to be found through the adjacent mining states along the lines and connections of the Great Northern and Northern Pacific railways, and the ore cars taking the coal and coke from the mines at Fernie to supply the railways and established industries in these states, instead of coming back empty, would at a low cost of transportation bring back these dry ores to such a smelter. There is no point south of the boundary line where a smelting industry could so easily or so profitably be established. If a smelting industry were established south of the line, there would be, as above mentioned, the cost of transportation of the coke to the site of the smelting industry, the duty of this coke entering the United States, the cost of transporting the lead ores from British Columbia to the site of the proposed smelter, and the United States duty on the lead entering the United States, which upon the quality of ore found in some of the best mines in British Columbia would probably be about $9 per ton. Simply in the item of transportation there would be a serious handicap if the ore cars bringing down the coke and the ore from British Columbia to a smelter on the United States side be compelled to return empty, and this would necessarily entail a proportionately higher freight rate. Not the least important in the situation is the fear in the minds of the American capitalists interested in the mining industry of the West that an export duty may be put on the ores by the Canadian government, and this would cripple any smelting industry established on the United States side dependent upon Canadian ores as its source of supply.

ANOTHER SMELTER.

"That this is not simply theory, but the mature judgment of practical smelting men, is evidenced by the fact that we have the most positive assurances from a smelting man of large capital and experience that if we obtain the proposed railway connection, he will at once commence the erection of a large smelting plant in British Columbia adjacent to the coal fields; and we have assurances, scarcely less definite, from others of the establishment of three or four more smelting industries at other suitable points in Southern British Columbia, provided the proposed road is built. The prospect, therefore, for Southern British Columbia would appear to be exceedingly bright. Once the charter for the railway is assured, the construction of the coke ovens, the building of the homes for the miners, and the virtual establishment of two new towns in Southern British Columbia will await only the opening of the season. Scarce more time will elapse from the assurances we now have before more than one large smelting industry will be put under way, and hundreds of thousands of dollars will be invested in developing this important industry in that country. With improved transportation facilities, as well as the improved smelting facilities which would be secured, a smelter could secure freight charges and give rates for treatment that are now impossible. It is hardly necessary to dwell at length on the result and the benefits to mining and other industries in British Columbia—their benefits are self-evident. In every lead mine there are masses of ore that will not pay at the present rate for treatment; in every camp there are propositions and mines just too lean to tempt operators or investors. Every dollar taken off the charge for treatment means thousands of tons more available, and proportionately swells the pay-rolls of every camp. Every dollar reduction in smelter charges widens the paystreak of every mine, and brings new mines within the paying class. It would be a great misfortune to British Columbia and to the Dominion at large, if this opportunity should be lost through the failure to secure adequate means of transportation.

RIVAL FIELDS.

"There are rival projects south of the boundary. Immense coal areas in the states of Washington and Montana are in the process of development, and if the parties interested in these properties once secure possession and control of the market in these states for coal and coke, I fear the coal and coke of British Columbia will stand a very poor chance of ever taking it from them.

ASKING NO AID.

"The promoters of this railway ask no cash bonus or land grant of any kind; they simply desire the opportunity of expending their own money to construct a railway which will be of great public benefit. We now have a prospect of building a city as large as Butte in the Crow's Nest coal district, and I cannot think it possible that either the parliament of Canada or the legislature of British Columbia will place any barrier in the way of the industrial development of our country, or will adopt a course which may delay that development half a century.

"I therefore look forward with confidence to a charter being granted, and, this being done, the development which I have outlined will be at once proceeded with; but unless the charter is granted, the development outlined cannot be undertaken."

UNCLE SAM'S NAVY.

Latest Addition to the Fighting Strength Launched at San Francisco.

San Francisco, March 2.—At the ship building plant of the Union Iron Works this afternoon the torpedo boat destroyer Preble was successfully launched. The Preble is one of the sixteen torpedo boat destroyers ordered by the government two years ago, and is the second one built in San Francisco. The boat has a length on the water of 245 feet, a maximum beam of 23 feet, with a draw upon the trial displacement of 420 tons, eight feet of water over the tips of her two screws. With 330 revolutions a minute, the engines will develop a speed of 30 knots. The armament of the Preble consists of two 3-inch rapid fire guns, five 6-pounders and two 18-inch torpedo tubes.

VANCOUVER NEWS.

Charged With Forgery—Surveyors for the Coast-Kootenay Line.

Vancouver, Mar. 1.—(Special)—Frank Dupeau is being held by the police, charged with numerous forgeries recently committed here.

Capt. Johnson, the well known pilot, died at his residence on Alexander street to-day. He leaves a wife and several children. He was 40 years of age, and one of the most experienced pilots in local waters. He brought the Empress liners from Victoria for many years.

The Comox brought word to-day of the finding of an upturned boat which came ashore near Cape Mudge. Harry Moran and Riley Fells had been in the boat the same day and were caught in a storm. It is feared that they have been drowned.

A survey party of forty have arrived at Greenwood from the East, and will start to work at Cascade, near the boundary, surveying for the V. V. & E., as soon as they can get into the field.

WILL STRIKE.

Paterson, N. J., March 2.—The silk ribbon weavers at the Frank and Dugan mills to-day decided to go out on strike. They demand the return from day wages to the manufacturers' list of 1895. The firm offered an increase of $2 a week to each weaver. This was refused.

POWELL'S POLICE.

Men from Manitoba and the Territories Start for Ottawa.

Winnipeg, March 2.—There were busy scenes at the C. P. R. depot here this afternoon, when the Manitoba and Western recruits for Baden-Powell's South African police left by special train for Ottawa. There were on the train from the west, 246 recruits, from the following points: Sixty-one from Calgary, 20 from Prince Albert, 26 from MacLeod, 17 from Pincher Creek, 8 from Lethbridge, 40 from Regina, 30 from Moosomin and 44 from Portage la Prairie. These were joined here by 139 who had enlisted in Winnipeg, bringing the number up to 385.

Is Over The River

Dewet Eludes Pursuit and Escapes Into the Orange Colony Again.

Kitchener Reports Two Hundred Prisoners and a Number of Stragglers Captured.

Eighty Scouts Surrender to the Boers After a Prolonged Fight.

London, March 2.—The war office has received the following from Lord Kitchener, dated Pretoria, March 1:

"Dewet has been forced north over the Orange river, and is now clear of Cape Colony. Two hundred prisoners have been taken, others who were stragglers being captured.

"Enghty men of Kitchener's fighting scouts were attacked by superior numbers, and after a prolonged fight, and sustaining twenty casualties, surrendered."

The Hopetown correspondent of the Times, in a despatch, dated February 27, which describes Col. Plummer's pursuit of Gen. Dewet, which has been continually hampered by heavy rains, says:

"Since Col. Plummer's attack at Wolvekuil on February 15, the invaders have behaved like harried hares. The report that Dewet crossed the river arose from some small parties crossing in a boat at Marksdrift, where Col. Plummer prevented the crossing of the main commando, and took one hundred prisoners. After the capture of Dewet's guns on February 23, the enemy were in full retreat, and ought to have fallen into the hands of the column from Kimberley, but they slipped past at night, recrossed the railway, and are now trying to recross the Orange river at Zand Drift, but Hertzog's commando has melted away, the majority having been disposed of or surrendered.

"Dewet, in his fanaticism, is reported as demented. It is said that he flogs everybody, and that Hasbrouck, who still has a compact commando, refuses to co-operate with him."

London, March 1.—During question time in the House of Commons to-day, Mr. Charles P. Scott, Liberal, asked Mr. Balfour, the government leader, at what time in 1899 the government was informed that if war ensued between the Transvaal and Great Britain as a result of the differences which made apparent at the Bloemfontein conference, the Orange Free State would undoubtedly throw in its lot with the sister republic. Mr. Balfour's reply, as taken down by the stenographer, was as follows:

"All the information we have of this subject is necessarily a matter of opinion, and therefore conjectural in its character, or else is contained in statements of ex-President Steyn, in which case, unfortunately, it is mendacious." This announcement brought forth cries of "Oh!" from the Irish and other members of the opposition, and Mr. Balfour dropped the subject. Mr. Balfour's reply was regarded as extremely obscure, and it was explained in his behalf that he was not referring to anything specific, but referred generally to Mr. Steyn's statements.

JAKE GAUDAUR.

Is Still Ready to Hold His Championship Honors.

Hat Portage, Feb. 28.—Jake Gaudaur will go into training again this spring, to be in readiness to defend his title of champion of the world. Some Eastern papers have been publishing rumors of challenges to be issued by him, but the big fellow says he is ready to meet any or all aspirants during the coming summer.

IN LENTEN TIME.

In sackcloth and in ashes now
The wayward beauty, humbly kneeling,
Repents her sin and breathes a vow,
Her deep contrition thus revealing.

Her sackcloth is a sacque of seal,
'Neath which her erring heart reposes,
And scatters she, with holy zeal,
The ashes sweet of summer roses.

He pressed her taper fingers fair,
Impressed an ardent kiss;
"Ah, could I claim this little hand
My future would be bliss."

He murmured, "May I call it mine?"
She smiled in gay dissent.
"My hand I may not give," she said,
"Because, just now 'tis Lent."—F.L.C.

Quietly Maturing

Recent Events in South Africa Part of the British Programme.

Officials Are Well Satisfied With the Progress of the War.

It Is Feared That Gen. Dewet Will Yet Cause Much Trouble.

By Associated Press.

London, March 2.—The war in South Africa has again reached a stage which the British newspapers call the eve of the termination. Rumors of the surrender of Gen. Botha and the collapse of all Boer resistence flourish to the great benefit of South African stocks. That those who are most responsible for carrying on the war do not share this opinion, is perfectly evident from Mr. Brodrick's official utterances and the conviction of his colleagues, including Lord Roberts. Their carefully prepared campaign, which has been quietly maturing during the past six months, is beginning to have its first results, and they are perfectly satisfied. The new concentration of their hopes referred to by the correspondents at the front, is only one of the many steps for which Gen. Kitchener has so long been preparing. That it will lead to the complete disintegration of the more important Boer units and possibly to the personal surrender of Generals Botha and Dewet, the British war office earnestly hopes.

Gen. Kitchener is almost as reticent towards his chiefs in Pall Mall as to the general public. When he has taken Gen. Botha into his camp, the war office expects to hear of it, but before, as an official said to a reporter of the Associated Press, grimly, "armistices are nor in Kitchener's line."

The meeting of Gen. Kitchener and Sir Alfred Milner at Pretoria, probably occurring Sunday, is generally taken as likely to result in the establishment of a more permanent form of civil government, in which the severity of martial law will be somewhat tempered in several sections of the country, but neither in London nor in South Africa are the British officials shutting their eyes to the fact that they have a long job ahead of them, which can only be lightened, and by no means solved, through the victories over the Boer units. The glory which the British press sometime ago showered on Gen. Dewet has departed from him. In despatches and editorials he is now belittled as a disappointed raider, deserted by his own men and venting his fruitless anger by sjambok'ing his reluctant handful of followers. Calmer observers, especially officers who have returned from the front, are inclined to fear the elusive Boer leader is merely under a temporary cloud, from which he may be expected at any moment to merge accompanied by a force which, though not formidable in numbers, would be particularly formidable in execution. The false announcement of Gen. Botha's surrender on Thursday will be a matter of discussion in the House of Commons, especially the fact which accompanied the assertion, that it was official. This latest "fake" has given rise to many editorials commenting upon the deterioration and unreliability of sections of the British press, comparing the latest example with the notorious Pekin massacre plots.

A ROCHESTER FIRE HORROR

Two Persons Killed and Many Injured at the Leary Dye Works.

Rochester, N.Y., March 1.—In a fire this noon, which destroyed the Leary dye works, a five story brick structure, at the corner of Platt and Mill streets, two lives were lost, one person was fatally injured and 10 others more or less hurt. The dead, two unidentified bodies, a man and boy, are at the morgue. Both are burned beyond recognition, and their identity will be difficult to establish. The injured are Edward Theis, back injured, arm broken; Frank Udell, internally injured, jumped from fourth story; Wm. Boeyenk, back injured and bruised, will recover; David Allen, face burned, right arm broken, will recover; F. Conrad, face burned and bruised, not seriously; Lieut. Keeley Martin, arm broken; Mary Vincent, burned face and arms; Raymond Belicom, burned about head and face; Fred. Case, bruised by jumping from third story into blanket.

The upper floor of the building was occupied by the Seneca Camera Co., who employed a force of about 25 men and women. The fire is supposed to have been caused by an explosion of chemicals stored on the fifth floor. At the outbreak of the fire, word was carried to the Bridge Works Machine Shops, across the street, and twelve employees secured pieces of canvas and ran to the fire. They were in time to catch two men, who jumped from the fourth story, but a third missed the canvas and was fatally injured. In the room in which the first started there were between two and three dozen persons. The flames filled the room so that it was impossible for them to escape by the doors. There was a wild rush for the fire escapes, and 24 persons are said to have made their escape in that way. The loss is $53,000.

"INDEPENDENCE."

Boston, March 1.—Thos. W. Lawson to-day announced that the Boston America's cup defender yacht would be named "Independence."

HAS DROPPED POLITICS.

Captain Lambton Been Appointed to Command the Royal Yacht.

London, March 2.—The appointment of Capt. Hedworth Lambton, the former commander of the British first-class cruiser Powerful, whose bluejackets rendered good service at the siege of Ladysmith, and who was defeated at the polls in his contest for the representation of Newcastle in 1900, to command the royal yacht, now definitely though unofficially announced, restores to favor a war hero who offended many high personages by his vigorous anti-government speeches at the time of the last election. It may be inferred that Capt. Lambton has now decided to leave politics alone. Indeed, it was an open secret that he tired of the political field long before the polls recorded his sweeping defeat.

MANITOBA'S RAILWAYS.

Committee of the Board of Trade Confers With Government.

Winnipeg, March 2.—The special committee from the board of trade was again in conference with the cabinet ministers to-day on the railway deal. The committee is busily engaged in considering the information submitted by the government as to the paying power of the Northern Pacific system. It is understood that these figures are being carefully compared with other figures on the same subject at the disposal of the committee from other sources.

W. W. Unsworth has been appointed receiver for the town of Emerson, succeeding D. Wright, removed for political reasons.

STATE OWNED CABLES.

Sandford Fleming Says the People Should Work for This.

Toronto, March 2.—Col. Denison, president of the British Empire League, received a letter from Sandford Fleming, supporting state owned cables, which concludes: "Our aim is to move will monopolistic tax on free intercourse, all unnecessary tolls on that marvellous gift of science. To that end we must be resolute, strive to press upon representatives of the people of Canada, Australia and the Mother Country, the urgent need to nationalize the cable system of this great Empire."

Coronation Declaration

Mr. Costigan's Motion Passed the Commons in a Division.

The Duke of Cornwa Will Not Visit the Western Provinces.

From Our Own Correspondent.

Ottawa, March 2.—The house was engaged nearly eleven hours to-day in the discussion of Mr. Costigan's motion regarding the coronation declaration. Sir Wilfrid Laurier and Mr. R. L. Borden made moderate speeches, the latter pointing out, however, that the last clause of the motion went too far. He suggested to substitute this clause: "That in the opinion of this house the declaration referred to in the Act of Settlement should be amended by the elimination therefrom of any of those expressions which are offensive to religious beliefs of any subjects of the British crown." At first there was no disposition to accept this suggestion, but late in the evening Mr. Costigan gave way and the change was made. Even then the motion was not satisfactory to several members, and at 1:30 a division was challenged. The motion was carried by 125 to 19. The minority consisted of 18 Conservatives and 1 Liberal—Mr. Oliver.

There seems no prospect of the Duke of Cornwall and York visiting the Pacific Coast. Col. Prior was informed this morning by Premier Laurier that the correspondence with England was still in progress, but it was announced tonight that the Duke and Duchess would arrive at Halifax about September 14.

Instructions to the census enumerators are out. For the first time the designation of a Canadian is to be applied to every person whose home is in the Dominion, and has acquired rights of citizenship.

Major Bennett, of the Sixth Rifles, has received a captaincy in the South African constabulary.

A deputation of paper manufacturers saw Hon. Mr. Fielding to-day and asked for an increased duty on paper bags.

The Petrolia coal oil men saw Hon. Mr. Blair to-day, and protested against any reduction of the oil duties.

Hon. Mr. Blair has been asked to appoint a committee to settle the labor disputes on the Intercolonial railway.

The South African constabulary will sail from Halifax about March 20.

Gen. O'Grady Haly, in his first report to the Minister of Militia, says the period of military training is absolutely useless to make effective soldiers.

AN EXPENSIVE SEAT.

More of Senator Clark's Money Was Scattered in Montana.

Washington, D. C., March 2.—Senator Chandler to-day presented to the Senate a protest from Henry R. Knapp, of Helena, Montana, against the seating of Hon. W. A. Clark, of Montana. Mr. Knapp claims to act in behalf of the Labor party of Montana, which party united with the Democrats in the election of the Clark state ticket, and in the election of Clark in the legislature. He says that Clark's managers made a compact to assist in securing state legislation in the interest of labor and have failed to do so. He also charges that Clark expended over $200,000 in his campaign.

Not one in twenty are free from some little ailment or disorder of the liver. Use Carter's Little Liver Pills. The result will be a pleasant surprise. They give positive relief.

Death of Dr. Dawson

Director of the Geological Survey Died Very Suddenly Yesterday.

Was In His Office at Ottawa as Late as Thursday Last.

One of Commissioners Who Investigated Seal Life in Behring Sea.

From Our Own Correspondent.

Ottawa, March 2.—(Special)—The country sustained a great loss by the death to-night of Dr. G. M. Dawson, director of the geological survey. He was at his office as recently as Thursday, when he caught cold, and death resulted from bronchitis.

[George Mercer Dawson was the eldest surviving son of Sir J. W. Dawson, and was born in Pictou, N. S., August 1, 1849. He received his early education in Montreal, where he studied in McGill University as a partial student. In 1869 he entered the Royal School of Mines, London, taking its full course of study, extending over three years, and passed as an associate, being first in his class, and taking the Edward Forbes medal and prize in palaeontology and natural history. He had previously taken the Duke of Cornwall's scholarship in his second year. Returning to Canada, he was engaged for a year in mining surveys in Nova Scotia, and in lecturing in Morrin College, Quebec. In 1875 he was appointed geologist and botanist to H. M.'s North American boundary commission, engaged in fixing the boundary line from the Lake of the Woods to the Rocky mountains. In this capacity he served for two years, and prepared an elaborate report, with plates and maps, on the geology and resources of the country in the vicinity of the 49th parallel. In connection with this work he also prepared a report on the lignite tertiary formation, a memoir on the superficial deposits of the great interior plains of America, and papers on the locust visitation, on the fresh-water sponges of Canada, and on the fluctuations of the great American lakes. On the termination of his labors on the boundary survey, he was appointed, July, 1875, to the staff of the geological survey of the Dominion. He became assistant director in July, 1883, and director and deputy head of the department on January 1, 1895. While attending the School of Mines, he devoted special attention to geology and palaeontology, under the tuition of Ramsay, Huxley and Etheridge; and to chemistry and metallurgy in the laboratories of Frankland and Percy. His work on the geological survey has been chiefly in British Columbia and the Northwest Territories, and in the discharge of his official duty he has explored a large portion of the Western country, including a boat journey of 1,300 miles, with one portage of 50 miles, from the basin of the Liard river to that of the Yukon. One of the most important of his public services was in connection with the Behring Sea arbitration. As one of the British commissioners, he spent the summer of 1892 in the Behring Sea region, for the purpose of inquiring into the conditions and facts of seal life. The report of the commissioners constituted the case of Her Majesty's government on this branch of the subject, and was of great service. For his services on this occasion he received the thanks of the Governor-General-in-Council, and the C. M. G. from Her Majesty. In addition to his official reports, he was the author of a large number of notes and papers on geological, geographical and ethnological subjects, of which a list is given in the "Bibliography of the Royal Society of Canada." He received the degree of LL.D. from Queen's University, 1890, and from McGill University, 1891. In the same year he was awarded the Bigsby gold medal by the London Geographical Society for his services to the science of geology, and he was elected a fellow of the Royal Society. In 1893 he was elected president of the Royal Society of Canada. In 1894 he was elected a corresponding member of the Zoological Society of London; in 1895 a fellow of the American Association for the Advancement of Science; in 1896 he was appointed by the council of the British Association president of the geological section for the Toronto meeting of the association; and in 1897 he was awarded the yearly gold medal of the Royal Geographical Society for his work as a whole. He was commissioner for Canada at the Paris Exhibition, 1900.]

DETERMINED TO MARRY.

Marquis of Hedfort Threatens to Resign His Commission.

London, March 2.—Lieut. the Marquis of Hedfort, of the First Life Guards, whose determination to make Miss Rosa Booth, of the Gaiety chorus, Marchioness of Hedfort, has created so much talk, is now under orders to sail for South Africa. He is thus confronted with the necessity either of resigning when told to go and fight, or giving up his fiancee. He declares he will accept the stigma of resignation rather than forego his resolution to marry. The case has been brought to the notice of no less a personage than King Edward, who has handed it over to Prince Edward of Saxe-Weimar, colonel of the First Life Guards. The Prince of Saxe-Weimar wrote the young Marquis a letter, pointing out the ruin of his career if he persisted in marrying Miss Booth, as she would not be received by the regiment. The Marquis replied, regretting that he could not see it in that way, but he sent his resignation papers to Lord Roberts. The Commander-in-Chief, apparently was also involved in a little plot, for instead of accepting his resignation, he ordered the Marquis to hold himself in readiness to go to the Transvaal. The denouement is expected to be a quiet marriage, and the retirement of the young peer from His Majesty's service.