ce of a probable agreement be-
n the various interests controlling
supply. From such an authority
statements are sufficiently signifi-
Meanwhile the New York mar-
hows slightly better tone, the aver-
prices of metals during last month
higher than in January, while
lead and copper have recently risen
w points in London.

BSOLUTE
SECURITY.
Genuine
Carter's
ttle Liver Pills.
Must Bear Signature of
Brent Good
See Fac-Simile Wrapper Below.
small and as easy
o take as sugar.
RTER'S FOR HEADACHE.
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FOR SALLOW SKIN.
FOR THE COMPLEXION
GENUINE MUST HAVE FAC-SIMILE SIGNATURE.
Purely Vegetable. Brent Good
CURE SICK HEADACHE

MINERAL ACT, 1896
TIFICATE OF IMPROVEMENTS.
Notice.
tor No. 1, Monitor No. 1 Fractional,
r No. 2, Mineral Claims, situate in
bernl Mining Division of Clayoquot
e located: Near Handy Creek, on
Canal.
notice that we, The Monitor Copper
Co., Free Miner's Certificate No.
intend, sixty days from the date
to apply to the Mining Recorder for
ficate of Improvements, for the pur-
obtaining a Crown Grant of the
claim.
further take notice that action, un-
tion 37, must be commenced before
ance of such Certificate of Improve-
this Twenty-fifth day of March.
ONITOR COPPER MINING CO.
E. A. L. WALD, Mgr.

PIOL & STEEL
For Ladies, PILLS
EDY FOR IRREGULARITIES
ding Bitter Apple, Pil Cochia,
Pennyroyal, etc.
of all Chemists, or post free for
rom EVANS & SONS, Ltd., Vic-
B. C.
rtin Pharmaceutical Chemist,
Southampton.

J. COLLIS BROWNE'S
CHLORODYNE
Chancellor Sir W. Page Wood
publicly in court that Dr. J. Collis
e was undoubtedly the inventor
rodyne, that the whole story of
endant Freeman was literally
and he regretted to say it had
orn.—Times, July 13, 1864.
Collis Browne's Chlorodyne is the
and most certain remedy in
a, Colds, Asthma, Consumption,
lgia, Rheumatism, etc.
Collis Browne's Chlorodyne is
ribed by scores of orthodox prac-
ers. Of course it would not be
singularly popular did it not
ly a want and fill a place."—Med-
imes, January 12, 1885.
Collis Browne's Chlorodyne is a
n cure for Cholera, Dysentery,
hoea, Colics, etc.
ion—None genuine without the
"Dr. J. Collis Browne's Chloro-
on the stamp. Overwhelming
testimony accompanies each
Sole manufacturer, J. T. DAV-
RT, 33 Great Russell Street,
Sold at 1s. 1½d., 2s. 9d., 4s.

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Greenhouses
ady for planting out, 13 acres of
and ORNAMENTAL trees, small
ms, at less than eastern prices; no
scale or borers to contend with;
tificate from the inspector.
nds of BULBS, ROSES, RHODO-
ONS, Azaleas, shade trees, etc.
fertilizers, agricultural imple-
tc., new catalogue tell you all
Call and examine our stock and
st or send for it; it will save you
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Y CABS, ROCKAWAYS, A
BUGGIES, PHAETONS, CARTS,
make quick sales, these vehicles
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room for new stock.
ew new Buggies, Phaetons and
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CLOTHIERS

Imperial Estimates

Sir Michael Hicks-Beach, Chancellor of Exchequer, Delivers Budget Speech.

Expects Expenditure to Be Thirteen Millions Less Than For Last Year.

Small Tax Will Be Placed on Imports of Flour and Grain.

London, April 14.—Not for many years has Great Britain's fiscal programme been awaited with such interest as that of this year, and there is no doubt that all the proposals contained in it will be adopted. It is equally certain that none of these proposals will meet with the unanimous approval of either side of the House.

More important, perhaps, than the curious forms of the new taxation is the statement made by Sir Michael Hicks-Beach, the chancellor of the exchequer, that the government has acceded to the Boer demand concerning the restocking.

The statement showing the revenue and expenditure was presented in the House of Commons today by the Chancellor of the Exchequer, Sir Michael Hicks-Beach, when opening the budget announcements. He showed a total ordinary expenditure for 1902-03 estimated at £129,159,000, with war charges amounting to £45,450,000, making a grand total of £174,609,000. This is £13,993,000 below the total for 1892.

The cost of war for three years was £165,034,000, but in addition to the hope of repayment from the wealth of the Transvaal there was the share of Chinese indemnity, which was a very valuable asset, and would also probably be devoted to a reduction of the war debt.

The Nationalist members received the reference of the Chancellor to the Transvaal ironically.

After touching on various details, the Chancellor turned to the prospects of the future. He estimated the expenditure for the coming year at £174,609,000. The revenue on the past basis of taxation was £147,785,000, leaving a deficit of £26,834,000. This would be increased by £18,500,000 by gratuity to the troops, and bringing the soldiers home, the maintenance of the South African constabulary and the cost of the international sugar convention, etc., making a gross deficit of upwards of £45,000,000.

War was a costly thing to wage, and a costly thing to terminate. After the war was over there would be the great expenses of the relief and settlement of two colonies, and the re-stocking of farms. He hoped that when durable peace was made, parliament would be generous and loan money for re-stocking the farms, not only of those who fought on the British side, but of those who had been honest enemies, and whom they now hoped to make friends, and for rail road and other enterprises, to serve to develop the two states. It was his duty not to take a rosy view of the case, but to provide for the worst. He had hopes of a happy result from the conference in South Africa, but he had put them aside. Preparations for the continuance of the war was the best guarantee of peace.

The Chancellor proposed to suspend the sinking fund, reducing the deficit by £4,500,000, and to increase by a penny in the pound, the income tax, yielding £2,000,000 increase. From July 1 there would be a penny to two pence stamp duty on sight bills, including dividend warrants and checks, yielding £500,000.

After mentioning that he did not propose to interfere with beer, wine, tea and sugar, the Chancellor said he must select for indirect taxation, an article practically in universal consumption, the taxation of which would not unduly press any class.

The ordinary expenditure of the country, quite apart from the war, was greatly increasing, and in view of the ever-growing expenditures for armies and navies in other countries, he thought it desirable to frame some scheme of taxation under which, when peace returns, there would be no difficulty in settling the country's finance system on a basis equitable alike to all the tax-payers of the country. He was of the opinion that the repeal by the late Mr. Lowe of the duty on wheat had not realized the expectations formed at the time. The effect of a duty of 3 pence per hundredweight on wheat would mean but a very small fraction of a farthing increase in the price of the loaf, and the competition of the bakers was so keen that anyone trying to raise the price of bread on such a ground would probably find such action not to his advantage.

The Chancellor denied that the registration of duties on grain and flour violated the principles of free trade or would increase the cost of food. He thought the duty had been recklessly abandoned and declared the remission did not reduce the price of food. He therefore proposed an import duty of 3 pence per hundredweight on all grain, with a corelative duty of 5 pence per hundredweight on flour and meal. The total yield of this duty was estimated at £2,650,000, bringing the total estimate of the revenue from the new taxation to £5,150,000.

Of the balance of the deficit, the Chancellor proposed to borrow £32,000,000, and to find the rest by drafts on the exchequer. He feared that the duty on grain would arouse prejudices strong and deep, and that the cry of taxing the food of the people would once more be raised. But he was convinced that by no other form of indirect taxation could so much money by any possibility be found with so little effect on the article on which it was imposed, and with so little injury to the trade and commerce of the country.

The Chancellor of the Exchequer was loudly cheered by the occupants of the ministerial benches as he concluded.

Sir William Vernon Harcourt (Liberal) was the next speaker. He corroborated the view expressed by the Chancellor of the Exchequer, that the duty on wheat would meet with strong objections. This taxation of the people's food, he said, would bring home to the people the lesson of the war.

Wheat was a thing of necessity, and he was opposed to a return to the old fallacies of protection. It was, Sir William declared, the most objectionable proposal by far made to the country in many years. This passion for expansion of territory and the annexation of independent countries involved ruinous expenditures, which, he believed, would have to be defrayed exclusively by the British tax-payers, as the security of the Transvaal would not in any way meet the expenditures. The gigantic fortunes made in the Rand had not been produced by the mines, but by projectors selling worthless mines to the ignorant and credulous.

One of the first results of the budget announcement was that considerable sums of money had changed hands at Lloyds, where for weeks past risks have been accepted against the various commodities upon which it seemed likely that the Chancellor of the Exchequer might impose a tax. The premiums demanded on sugar, corn and income-tax risks were 50 guineas per cent. each, and many policies were written. On the other hand, big chances were taken. Timber paid a premium of 40 guineas per cent. each. None of the last mentioned commodities come under the announced taxation.

At a late hour tonight the Associated Press learns on excellent authority that the principal provision of the budget, namely, the treasury loan of £32,000,000, upon which Sir Michael Hicks-Beach was remarkably reticent, has a serious bearing upon the peace question. There appears to be a very strong belief in the cabinet that owing to the expected early termination of the war, these £32,000,000 will never be needed. When that section of the budget gets to the committee stage, the peace negotiations will probably have reached such shape that Sir Michael Hicks-Beach will be able to announce a diffinution of today's estimate.

The failure to explain this important point is taken in the House of Commons to indicate that the government has strong hopes of a speedy issue of the negotiations now progressing at Pretoria between the Boer leaders, although it wishes to impress the world in general, and the Boers in particular, with its ability and determination to push the war to a finish, should the British terms of peace be refused.

Sir Michael Hicks-Beach is seldom dramatic, but when he referred today to the government's intention to restock the Boer as well as the colonial farms, his voice rose to an eloquent pitch. His gesture, as he spoke in praise of the valor of the Boers and expressed his hopes for subsequent friendship between Briton and Boer, took the House with him, and the cheers, especially from opposition, prevented the speaker from continuing his speech for several moments. During this pause the Chancellor of the Exchequer turned towards Mr. Chamberlain, the colonial secretary, who sat pale and motionless, and palpably none too pleased at this official recantation of his "unconditional surrender."

The opinions gathered by the Associated Press interviews with members of the House of Commons indicate the existence of a considerable divergency of ideas with regards to the new taxation, which, although comparatively unimportant, in the revenue it will yield, affects important economic principles, which have hitherto been held rather sacred by certain schools of English politicians.

Sir Charles Dilke voiced the opinions of many of these when he said:

"The budget is a reversion to protectionists principles, and although only trivially so, I shall oppose it on those grounds."

John Redmond said: "I can only speak from the Irish point of view. We regard the whole thing as a war tax, and Ireland has never approved of the war. We shall naturally fight it for that reason. The protection of Irish agriculture has been a good thing, but this duty on flour and corn is too small to do us any good. Indeed, it will merely raise the price of cheap meals imported from America and largely used by the Irish peasantry; besides making bread dearer, I think it quite likely that these duties may affect the American millers so as the differences between the new duties on raw and manufactured corn may, perhaps, give the English miller a chance to grind, whereas, heretofore he has imported American flour."

John Burns was particularly vehement in speaking of the budget to a representative of the Associated Press. "It is a cowardly budget," he declared, "for war. It devolves upon the very poor the cost of aggrandizement by the adventurous rich. It taxes the industrious producer at home for the prodigal speculator abroad."

Asked if he thought that American flour would be affected by the new taxes, Mr. Burns said he was inclined to believe that Minneapolis and other large milling centres would find it much harder to get trade in England.

"But that does not matter," said Mr. Burns, "the United States deserve to be chastised for the Philippines."

Henry Norman voiced the opinion of the Imperialist Liberals when he said:

"You cannot call it protection. It is a tariff for revenue only, and the United States will have no cause for retaliation. But it is irritating without being compensating. Of course it will pass. If the government told its supporters to eat their hats they would do so without a murmur."

CARRIED.

London, April 15.—The debate on the budget in the House of Commons, the House divided on the corn and flour duties resolution, which was adopted by a vote of 254 to 136.

STOCK EXCHANGE SEATS.

Three New Ones Purchased in Montreal.

Montreal, April 14.—(Special)—Three of the new seats on the Montreal stock exchange were disposed of this morning for $20,000 apiece. The buyers were L. J. Forget & Co., Mowat & Co., and Edward Gault.

PEACE TERMS ACCEPTED.

Rev. Dr. Maggs Settles His Differences With Wesleyan College.

Montreal, April 14.—Rev. Dr. Maggs, of the Wesleyan Theological college, who resigned some time ago, withdrew his resignation today, the differences having been adjusted.

NOMINATED.

North Toronto Conservatives Want Dr. Beattie Nesbitt.

Toronto, April 14.—(Special)—The first nomination in Toronto for the provincial elections was made tonight when North Toronto Conservatives selected Dr. Beattie Nesbitt as a candidate.

SOON SETTLED.

Steamer City of Seattle Libelled For Damage to Scow.

Vancouver, B. C., April 14.—(Special.)—Steamer City of Seattle, arriving yesterday, was libelled for a small amount for damage to a scow on the occasion that the steamer ran into the Albion Iron Works wharf. The matter was quickly settled.

FOUND DYING.

Kansas Man Kills Himself at Indian Head.

Winnipeg, April 14.—(Special)—W. T. Stodgsdill, of Kansas City, was found dying near Indian Head elevator today. He came from Kansas City on a settlers' excursion. He had plenty of money and wanted to start a ranch at Moose Jaw. It is a case of suicide.

DOMINION COAL AND STEEL.

Big Companies Have Decided to Amalgamate Forces.

Montreal, April 14.—(Special.)—At a large attended meeting of the directors of the Dominion Iron & Steel Co., and Dominion Coal company today, it was decided to bring the two companies together under the terms of option which the Dominion Iron & Steel Co. has held for the past two or three years on the property of the Dominion Coal Co. The matter has been freely discussed on the streets, and in the press for some considerable time past, and it was felt by the directors to be in the interests of both institutions that the matter should be finally disposed of.

Whiskey Stolen.—A few evenings ago the warehouse of the Earsman-Wilson company, on Wharf street, was entered and two cases of Scotch whiskey stolen. The bottles were removed from the cases. It is thought the whiskey was taken away on a steamer.

Danube Brings Northern News

A Budget of Happenings at the Coast Ports—The Bristol Wreck Examined.

Empress Sails for the Orient—Riojun Maru Arrives From Yokohama.

The steamer Danube, which arrived on Sunday from the North, brought a salmon case, and some of the labels of the half pound flats from the Windsor cannery, which formed part of the wreckage washed ashore on Aristazable island, also panels of red painted soft wood doors and rails which formed part of the wreckage which Indians brought to Bella Bella from Goose island. The D. G. S. Quadra was at Bella Bella on her recent Northern trip, when the Indians arrived with the news of finding a large pilot house or deck house of some vessel on Goose island, but the government steamer did not go to the nearby island to investigate the wreckage. Later the Indians brought back some of the doors, which were shipped to Capt. Gaudin by Dr. Large, of Bella Bella. The wreckage is not that of the Condor, for it is soft wood, and varnished a dark red color, similar to the manner in which the lost steamer Walla Walla or the Bristol was colored. The deck house found by the Indians is described by them as a large affair, seemingly much larger than the ordinary chart house, for the Indians say they secured "hiyu doors and windows" from it. The wreckage brought down consists of two red varnished panels of soft wood, one of which bears the figures 12 in small brass numerals about an inch long. The Indians made fast the deck house to the beach where they found it.

The salmon case which was shipped to Finlay, Durham & Brodie, of this city, consignees of the shipment bearing the marks D. T. H., which was seen on the case, and the labels are identified as those on the consignments of half pound flats shipped from the Windsor cannery to Liverpool on the ships Red Rock and Beechdale. The shipment placed on the Red Rock, which is 141 days out from Victoria for Liverpool today, was loaded in such a position, according to some of those present when the cargo was being placed in the vessel, that it could not be reached if it was found necessary to jettison some of her salmon cargo.

The Danube had 33 passengers from the North, and as she carried 70 on her up trip, the steamer accommodated over a hundred passengers on the voyage, and there was a similar number on the last trip of the Tees. The passenger business is increasing with every trip to the northern part of the province. Last year there were a number of trips of the northern steamer when there were few if any passengers, but this year there are seldom under 80. Business is increasing also with the northern ports, but Victoria is not making as big an effort to reach out for it as are the houses of Vancouver. According to one of the passengers who arrived by the Danube the business houses of Vancouver have already sent their representatives to the Skeena and Rivers Inlet stores, and travelers are thick along the coast, but there are few representatives in Victoria firms, and he wishing to do business in Victoria, was obliged to come down for the purpose.

The past winter has been a very open one in the North. Two of the passengers on the Danube from Hazelton, Mr. and Mrs. Allcock, came down the Skeena in a canoe, going over the ice for two miles below Hazelton and they had only to make one small portage after starting. When the big Canyon was reached they expected to be hauled through with the rapids, but the tide was so full that they had even to paddle through the canyon, where in the steamboat season steamers have had to be hauled up from the bank to work their way through the swift waters. There is now no ice below the canyon, the river being free.

The oolichan run has been a very good one, and the villages will soon have their summer smell of grease along the house fronts. The tug Chieftain did not do much in the first run, for towards the end of the month she had a narrow escape from being wrecked. The tug had been taken up the Nass in readiness for the oolichans, and the crew had gone to sleep on board, when the ice ran down and swept the steamer down the river—she had no steam up, and went on a reef and keeled well over on her beam, almost filling as the water rose. Her shoe was torn off for some distance, and she was scratched a little, but the injuries were slight, and she is again in service. The run on Kitamaat was commenced on the 10th, and the fishermen were getting big hauls there.

At Metlakatla the government wharf, which has a face of from 80 to 90 feet, is nearing completion. The big school in which about 125,000 feet of lumber has been used is being completed.

The Danube has been again tied up and the steamer Tees will leave for Naas, Skidegate and way ports tonight. She will make a call at Bella Coola on this trip. On her last trip the Danube covered over 1,900 miles of sea. Among the passengers who arrived by the Danube were: G. Cunningham, of Port Essington, who will return North tonight by the Tees; Mr. and Mrs. Corker, of Alert Bay, the former of whom intends returning by the Tees; John Clayton, of Bella Coola; Mr. Gilmour, a cauneryman from the Skeena; Mr. Jacobsen and wife, of Ucluelet, who have been visiting at Bella Coola, and who intend leaving for the West Coast by the next steamer; Mr. Allcock and family, settlers from Bulkley valley, and Messrs. Seymour and Skinner, of the British Columbia Fish company.

LAUNCH ON FIRE.

Exciting Adventure of Victorians on the Skeena.

News was brought by the Danube of an accident by which the party of Victorians headed by Messrs. John Bryden and R. Swinerton, who are bound to the sulphur mines on the Oxtal river, and the steam launch Annie, belonging to Mr. Bryden, had a narrow escape from injury. The launch took fire as the party were preparing to ascend the Oxtal river from the Skeena, while the Danube was anchored in the river, and unable on account of the low water to get near enough to render assistance. The naptha was ignited and the flames shot to a height of about six feet. Some of those on board were throwing water on the fire with buckets, while another baled, and the anchor was thrown overboard to hold the steamer in the fast current. The anchor line, however, fouled the wheel, and the tide carried the launch up the Oxtal river out of sight of those on the Danube. The smoke was curling up, and it seemed to those on the big steamer as though the launch must be destroyed, but she was not. The launch was back with the returning tide, her wheel free of the rope, and the fire extinguished. The launch was considerably scorched, and some of the party burned their clothes. The damages were slight.

If You Could Look into the future and see the condition to which your cough, if neglected, will bring you, you would seek relief at once—and that naturally would be through
Shiloh's Consumption Cure
Guaranteed to cure Consumption, Bronchitis, Asthma, and all Lung Troubles. Cures Coughs and Colds in a day. 25 cents. Write to S. C. WELLS & CO. Toronto, Can., for free trial bottle.
Karl's Clover Root Tea purifies the Blood

BRISTOL WRECK.

Lies in a More Favorable Position Than Was Supposed.

Capt. Owens, one of the owners of the wrecked steamer Bristol, which is now owned by a syndicate made up of R. W. Dunsmuir, Capt. Owens and J. H. Greer, is back from the scene of the wreck in company with Diver J. McHardy. They left here on the up trip of the steamer Danube to view the wreck, and plan a means to salve her, if salvage was found possible. Leaving the Danube at Port Essington, they took passage to the scene of the wreck on the tug Nora, and although the weather prevented a favorable survey, they found that the wreck was lying in a more favorable position than was generally supposed. The weather prevented anything other than a most superficial examination, and the two wreckers will return to the scene about a month hence to make a survey with an object of outlining the course to be followed in the attempt to raise her. The steamer is not lying by the stern, as was generally thought. She is on her beam ends lying on her starboard side, and there is about 18 or 20 feet of water on her at low tide.

Capt. Owens says that the body, which was found some time ago at Cape Fox, and which was believed to have been one of the Bristol victims, has been buried at Ketchikan. The head and arms were mutilated by wolves. The captain says that there is considerable wreckage of all kinds on the West Coast of Dundas island, teak wood, and all kinds of wreckage, which has evidently been brought from the open sea by the Japan current, which washes the wreckage in to Aristazable, Banks, and other islands in that vicinity, and scatters it along the western coasts of the islands.

BIG LUMBER STEAMERS.

Secured to Replace the Windjammers of the Coast Trade.

Prominent lumber men in the Coast shipping trade are beginning to recognize the fact that the days of the windjammer are over. Sailing vessels that were the mainstay of the Coast trade for years, are being now regarded as back numbers and steamships are the order of the day. The latest addition to the Coast fleet is the steamer Lyra, now 28 days out from Philadelphia, and the Shawmut on the berth for San Francisco. Both vessels are consigned to the Charles Nelson company and will be used between San Francisco and Tacoma or off Coast ports, as the case may be. The Lyra is 3,516 tons net burden, while the Shawmut is a brand-new vessel with a speed of 15 knots. Her net tonnage, according to the United States Bureau of Navigation, is 2,400 tons. Both vessels have special accommodation for lumber cargoes, and while they may not be used in this trade at all times, there will be no trouble at all in closing the lumber cargo ports and sending the vessels off shore either to Australia or the Orient, when so desired.

TO FOSTER "THE SOUND."

Why the United States Government Gives a Steamer to the Iron Magnates.

The U. S. S. Grant, which is expected back from Bremerton Sound today, will likely make a cruise to the Texada island mines, to allow the Eastern iron magnates, who are on board, an opportunity of visiting those properties. A Port Townsend correspondent says in connection with the cruise of the Grant: "The United States government's unusual step in furnishing transportation for the party is with the idea of fostering any more in the direction of establishing rolling and steel mills on the Sound, to be handy to the big Federal dry-dock at Bremerton. There Uncle Sam has expended a large amount of money for a dock and it is particularly desirable that material be available for all repairs and the building of new vessels should such emergency arise as to require this move."

ORIENTAL LINERS.

Empress Sails and Riojun Maru Reaches Port.

There were two Oriental liners at the Outer wharf last night, the Empress of Japan, bound to the Orient, and the Riojun Maru, from the Orient, after a fast trip. The Empress had a large number of saloon passengers, including some distinguished people, amongst whom were General Woodford and family, and Byron Brenan, the General being a U. S. Diplomat, who was in charge of the consular offices at Madrid when the Spanish-American war was in progress, and Mr. Brennan is the well known British consul at Shanghai. The full list was as follows: Mr. C. Adrian de Melotte, Mrs. L. S. Abbey, Mr. G. Ballock, Mr. Byron Brenan, Mrs. Brenan, J. H. Craven, Mr. Warren Crowe, Mr. Max Collin, M. Alex. Campbell, Miss A. Debenham, Mr. J. Edgar, Mrs. Edgar, Mr. E. Edgar, Mr. W. Edgar, Miss B. Edgar, Master H. Edgar, Mr. E. E. Fernald, Mr. Arthur Giles, Mr. C. M. Hoffman, Mr. J. R. Hopkins, Mr. E. G. Hunt, Mr. H. R. Hunt, Mr. J. H. Harper, Mr. T. S. Kimber, Mr. Pascal Lehest, Mr. D. Landale, Mrs. Landale, Mr. J. A. McLean, Miss C. May, Mr. W. C. Matthews, Mr. J. W. Newton, Mr. J. C. Olesen, Mr. G. R. Rose, Mr. Thos. R. Ratt, Mr. Chas. Schlee, Mr. D. C. Simon, Mr. Stern, Mr. E. R. Smith, General Woodford, Mrs. Woodford, Miss Woodford.

In consequence of the floods in the Northwest, delaying freights, the Empress did not take as large a cargo as ordinarily. She had a quantity of beer for Manila for thirsty Yankee soldiers, machinery for Japanese and Koreans, cottons and drills for Chinese, and flour for many different nationalities of the Orient, as well as a mixed cargo for various points.

Among the sailors of the steamer who made the first passage was Solomon Hussey who won considerably notoriety in Victoria some time ago by falling from an upper window of the Telegraph hotel. Two of the seamen of the steamer took advantage of the opportunity afforded by the darkness to desert at the Outer wharf, when they were sent ashore to carry stores for the steward's department on board the liner.

The steamer Riojun Maru, of the Nippon Yusen Kaisha line, which arrived last night fourteen days from Yokohama—one day in advance of her schedule time, is the only vessel of the fleet of the Japanese company running to this side which has a Japanese master. She had a rough trip across, westerly winds with a following sea helped her until the meridian was crossed, and then head winds with heavy seas were encountered. The steamer had one saloon passenger, C. Russell of Vancouver, who has been in Japan, and 68 Japanese passengers, of whom twelve debarked here. The steamer had a cargo of 3,000 measurement, of which 100 tons were landed at the Outer wharf. The cargo included tea, matting, curios, etc., and 450 bales of silk for shipment to New York. The steamer Iyo Maru is following the Riojun, and is due here on the 23rd inst. She has 66 passengers in all, and 100 tons of freight for Victoria. The Riojun leaves this morning for Seattle.

MARINE NOTES.

The Seattle Times says that "hereafter Collector of Customs Hunsiis has been notified that fees of $8.08 per ton additional will be chartered for inspecting Canadian merchant vessels. This has not been charged heretofore, but since the Canadian government is making such a charge for similar inspection of American vessels, the United States adopts retaliatory measures."

Steamer City of Puebla arrived from San Francisco on Sunday, and the steamer Umatilla sailed for San Francisco last night. The Puebla had an uneventful passage. She had 136 passengers all told. The Umatilla had a small list bound south.

Steamer Titania sailed from San Francisco on Sunday for Nanaimo to load coal. SteamerAscuneion passed up yesterday to load.

The San Francisco Call says two ships are overdue from Mexico for Victoria, the Sam Skolfield II., being out 119 days, and the Ellen A. Read, 112 days.

The British ship Tweeddale, 98 days from Hongay for Portland, has been added to the overdue list. She is reinsured at 10 per cent. The rate on the Red Rock has dropped to 13 per cent.

Provincial Legislature

Opposition Leader Does Not Press His Want of Confidence Resolution.

Many New Bills Introduced and Several Advanced to Committee Stage.

Legislative Chamber, April 14, 1902.

Mr. Speaker took the chair at 2:20 p.m.

Rev. Dr. Reid said prayers.

On motion of Hon. Mr. Prentice, seconded by Hon. Mr. Dunsmuir, it was resolved that the House go into committee of supply on Wednesday next.

FIRST READINGS.

The following bills were introduced and read a first time:

To amend the Administration Act, Hon. Mr. Eberts.

To amend the Coal Mines Regulations Act, Mr. Green.

To amend the Coal Mines Regulation Act. Mr. E. C. Smith.

To amend the County Courts Act, Mr. McPhillips.

To amend the Bills of Sales Act, Mr. McPhillips.

To amend the Wills Act. Mr. McPhillips.

To amend the Supreme Court Act. Mr. McPhillips.

MOTIONS.

Mr. McBride moved that an order of the House be granted for a return of all papers and letters passing between the treasury and any government agent, tax collector, or any government official, with respect to the collection of personal property tax from conductors, engineers, firemen or brakemen in the employ of any railway company operating in the province of British Columbia.

With respect to his motion, Mr. McBride said it was reported that tax collectors had been collecting personal property taxes from railway employees, based on their earnings for one month in the year, thus doing a great injustice to a class of very deserving men. He had no doubt the hardship was the result of over-zealousness on the part of certain treasury officials, and he hoped the government would remedy the evil now that their attention had been drawn to the fact.

Hon. Mr. Prentice explained that railway engineers and other railway employees were taxed on the amount of their yearly earnings, based on returns of such earnings furnished by the railway company. There was no foundation for the charge that the taxation was based on the earnings of any particular month. There was no objection to bringing down the papers.

Mr. McBride held that it was an injustice to tax railway engineers, brakemen, firemen and conductors on their earnings for overtime, which exposed them to much additional hard work and danger.

The resolution was adopted.

Mr. Gilford moved, seconded by Mr. Gilmour, that an order of the House be granted for a return of the contract entered into by Messrs. Armstrong, Morrison & Balfour with the government for the construction of the substructure of the New Westminster bridge.

Hon. Mr. Wells said there was no objection to the return being brought down, and the resolution was carried.

Mr. McBride moved that an order of the House be granted for a return of all papers and letters and other documents passing between the government, and any member thereof, and Mr. C. S. V. Branch, agent of the Sun Life Insurance company, of Vancouver, B.C., or any other official thereof, Mr. Henry Davis, of Hatzic, B.C., Mr. A. Dion, of Hatzic, B. C., and any other person or persons, with respect to the settlement of the indebtedness of the municipality of Dewdney and a settlement of the affairs of the said municipality.

At the request of Hon. Mr. Prentice, the resolution was allowed to stand over.

WANT OF CONFIDENCE.

Mr. McBride moved that in the opinion of this House the action of the government in entering into the contract, now before the House, with the Edmonton & Yukon Railway company, for railway construction in British Columbia is against the best interests of this province, and demands the immediate resignation of the administration.

At the request of Mr. McBride, the resolution was allowed to stand over.

A POINT OF ORDER.

Mr. Stables' motion, moved on Thursday last, "that in all coutracts, leases and concessions of whatsoever kind entered into, issued or made by the government, or on behalf of the government, provision be made that no Chinese or Japanese shall be employed in connection therewith," was ruled out of order by the Speaker, as dictating a policy to the government on hard and fast lines, and if passed would so tie their hands with regard to contracts, leases and concessions as to affect the revenue of the province to be derived therefrom.

Mr. Stables appealed from Mr. Speaker's decision.

On the hon. the Premier consenting to the resolution, Mr. Stables withdrew his appeal.

Mr. Speaker complained that he had gone to considerable trouble in looking up authorities on which to base his decision, and expressed his regret that the government had not acepted the resolution in the first place.

QUESTIONS.

Mr. Tatlow asked the Hon. the Minister of Finance:

What amount has been paid in taxes by the Victoria Lumber & Manufacturing company in the years 1898, 1899, 1900 and 1901, and under what heads?

The Hon. Mr. Prentice replied:

	Wild Land.	Per Prop'ty.	Total.
1898 ...	$ 8,313 52	$ 80 00	$ 8,393 52
1899 ...	8,313 52	80 00	8,393 52
1900 ...	8,313 52	200 00	8,513 52
1901 ...	11,084 70	225 00	11,309 70
			$36,610 60

AID TO HOSPITALS.

The consideration of the bill to Regulate Public Aid to Hospitals was resumed in committee of the whole, Mr. Kidd in the chair.

Mr. Garden's proposal to add a new clause, providing that in the case of non-paying patients sent from another municipality one dollar a day should be paid the hospital by the municipality sending such patients, was defeated.

Mr. Stables pleaded for special grants in the case of hospitals in outlying districts where the cost of maintenance was much greater than in the more thickly settled portions of the province. He referred specially to the hospitals in Atlin and Cariboo.

Mr. McBride urged the government to accept Mr. Stables' suggestion, if they would not, he advised that gentleman to move an amendment in that direction on the third reading.

Mr. Hunter had confidence that the government would deal justly and fairly with the hospitals in outlying districts.

Mr. Helmcken again called attention to the desirability of establishing a provincial hospital board, composed of representatives from the boards of directors of each hospital in the province.

Mr. Rogers expressed his satisfaction with the bill as amended.

The committee then reported the bill complete with amendments.

CITY OF GRAND FORKS.

The House, in committee of the whole, resumed the consideration of the bill to Amalgamate the Cities of Grand Forks and Columbia, Mr. Oliver in the chair. Several sections were passed and the committee rose and reported progress.

BOILER INSPECTION.

Hon. Mr. Wells' bill to amend the Steam Boilers Inspection Act was then taken up in committee, Mr. Fulton in the chair. The committee rose and reported progress.

VANCOUVER HOSPITAL.

The bill to Incorporate Vancouver General Hospital was committed to a committee of the whole house, Mr. Murphy in the chair.

The bill names Thomas F. Neelands, William J. McGuigan, James McQueen, Campbell Sweeny, David H. Harrison, M. D., Thomas Duke, Daniel Donaldson, John T. Carroll, M. D., Simon John Tunstall, M. D., William Fenwick Salisbury, Jonathan Miller, Benjamin T. Rogers, Frederick F. Burns, Henry De Pencier and William Skene, as the first board of directors. There shall be fifteen directors, eight of whom shall be elected by the members, three appointed by the City council, three by the Lieutenant-Governor in Council, and one by the medical staff of the hospital.

The other provisions of the bill are almost similar to those of the charter of the Royal Jubilee hospital. The Fairview hospital site is transferred to the new corporation. A provision is made that so soon as the hospital is in a position to expend $30,000 towards the cost of building, the city of Vancouver shall contribute $50,000 either in cash or by guarantee bonds or debentures to that amount. The city shall donate $10,000 annually towards the support of the hospital, the amount of such annual grant to be adjusted from time to time to meet the requirements of the hospital.

Mr. Helmcken moved to add the following sections, which were adopted;

The board of directors may establish and maintain, in connection with the hospital, a training school for nurses, whereby nurses may receive a thorough training, and be given a diploma upon completing the curriculum and passing the medical and nursing examinations required; and may also establish and maintain a home for nurses, whereby nurses who have been properly trained may be supplied to private families in the city of Vancouver and elsewhere.

The board of directors may also establish and maintain, according to rules adopted by the board, a maternity hospital for the purpose of taking care of maternity patients.

The board of directors may appoint a ladies' auxiliary board to aid in the internal management and arrangement of the hospital—their actions to be subject to the approval of the board.

The committee reported progress.

CREDITORS' TRUST DEEDS

In moving the second reading of a bill to amend the Creditors' Trust Deeds Act, Hon. Mr. Eberts said the bill was designed solely for the purpose of making the bill more clear regarding the registration of trust deeds.

The second reading passed and the bill was passed through committee of the whole, Mr. McPhillips in the chair, without amendments. The committee reported progress.

MEASUREMENT OF TIMBER.

Hon. Mr. Wells withdrew the bill respecting the Measurement of Timber, explaining that another and more perfect bill would be brought down.

TRUSTEES AND EXECUTORS.

Hon. Mr. Eberts' bill to amend the Trustees and Executors Act was read a second time, and passed through committee, Mr. Dickie in the chair, without amendment.

MASTERS AND SERVANTS.

Mr. Gilmour's bill to amend the Master and Servant Act was committed to committee, Mr. McNeill in the chair. The bill is to give power to workingmen, in works where a company doctor is employed, to employ a doctor of their own choice. The bill was fully discussed on the second reading. Mr. Gilmour proposed an amendment making the law applicable only in towns of 3,000 or over.

Mr. McPhillips opposed the amendment.

Mr. Green agreed with Mr. McPhillips. He considered the bill an unnecessary piece of legislation.

The committee rose and reported progress.

Hon. Mr. Eberts moved the first reading of a bill dealing with Juvenile Offenders.

The House then adjourned till 2 p.m. today.

NOTICES.

By Mr. Oliver, on Wednesday next: That an order of the House be granted for a return showing in detail all moneys expended in connection with public works in the Riding of Delta for the period between July 1st, 1900, and December 31st, 1901.

By Mr. Hayward, on Wednesday next: That an order of the House be granted for a return of all correspondence, papers, letters and documents passing between the government and any other person or persons with respect to the resolution of the House passed last session to bonus shipbuilding in this province.

On Wednesday next Mr. McPhillips will ask leave to introduce a bill intituled "An Act to amend the Animals Act."

The municipal committee will sit on Tuesday, 15th April, at 10:30 o'clock a. m.

The agricultural committee will sit on Tuesday, 15th April, at 10 o'clock a. m.

WIN FIRST MATCH.

Toronto Lacrosse Men Easily Defeats Kent Team.

London, April 14.—Toronto Lacrosse club were easy winners in the first match in the series to be played against English and Irish teams. Their opponents were the Kent team, and the Torontos won easily.

QUIET IN BRUSSELS.

Violent Speeches Made But No Outbreak.

Brussels, April 14.—The day passed here in perfect tranquility. Several meetings were held in the suburbs during the evening. M. Vendervelde and other Socialist leaders made violent speeches in the vicinity of the Maison du Peuple this evening, but order was maintained.

ROBSON BRIDGE.

New Structure Across the Columbia Is Almost Completed.

Nelson, April 15.—(Special)—The new bridge across the Columbia river at Robson is expected to be finished within a few days, and as soon as arrangements can be made, the C. P. R. machine shops at Trail will be removed to Nelson, when the repairs for all the rolling stock used between Proctor and Midway will be done here. This will necessitate the maintenance of a staff of about 150 men in the shops and in addition the train crews will make this their home. Trains from Nelson to Midway will run through solid from here and a local will attend to the business from Robson to Rossland.

In a letter to the Nelson Board of Trade, W. A. Galliher, M. P., states that there is no hope that there will be a duty imposed on lead or an increase on manufactures of lead.