

225,000 MINERS READY TO STRIKE

The Joint Scale Committee Reported a Disagreement Yesterday.

A PROPOSAL MADE FOR ARBITRATION

President Mitchell Makes Strong Appeal to Assembled Operators.

Indianapolis, March 27.—The joint scale committee of the bituminous coal operators of Illinois, Indiana, Ohio and western Pennsylvania today reported a disagreement to the joint conference of the central competitive district, and after a session of three hours the conference adjourned for the afternoon tomorrow morning. The discussions and arguments presented during the afternoon established the fact that, in so far as the operators can determine, the opposing sides are no nearer to a wage agreement than they were at the first conference. The present wage scale will expire Saturday and unless an agreement is reached before its expiration, 225,000 miners in the four states mentioned will be called upon to strike.

President Mitchell of the United Mine Workers of America opened the discussion by saying: "It was my expectation that when we convened here this afternoon some proposition looking to an adjustment of our difficulties would be submitted by the operators. It is evident that they have not agreed among themselves to submit for the consideration of this convention any proposition.

Looking to an Adjustment of our relations. Everyone here who has read the report made by the committee will know that the miners have gone out of their way to have even assumed authority not vested in them by the miners' committee—to meet the grave and full responsibilities placed on them, not only as miners, but as countrymen and citizens, by the request and the suggestion of the president of our country; and it will become evident from the votes recorded here that at least four of the states who must, and who rightfully shall, assume the responsibility for a disagreement if no proposition is presented. One state one large producing state—has come in here and voted for a restoration of the wage scale of 1902. That is, it has voted for its entire production, but it has announced in addition thereto the intention to vote its mines in Ohio and in Illinois.

In favor of an increase in wages. It seems to me, gentlemen, that, instead of striking unjustly, the gentlemen from the operators' side ought to say something in defense of their position. In accepting all the responsibility for the present wage scale without consultation with the gentlemen who employ me, I want to offer for the consideration of this convention a motion that as a basis of settlement there be a restoration of the wage scale, the mining scale and the day wage scale and the dead weight scale of 1902.

J. H. Winder, chairman of the operators, offered as a substitute a motion to adopt the present scale with all the amendments existing at the time of its adoption, with the mining rate at Danville, Illinois, as a basis, and to include all cost of shooting, loading, timbering and transportation of shots. After a number of speeches by exponents of each side, Phillips, of the Indiana operators' side, suggested the settlement of the differences by arbitration. He outlined no definite plan, however, and his suggestion was not further discussed.

An adjournment until tomorrow was taken, without a vote on any proposition.

SCHOOL CHILDREN'S WORK.

An interchange of school work is the idea promulgated by the League of the Empire, which is now holding at Caxton Hall, Westminster, London, an exhibition of English, Indian and colonial school children's work. From the collection now assembled in England there will be forwarded to the superintendent of the exhibition the different portions of the British

Does Your FOOD Digest Well?

When the food is imperfectly digested the full benefit is not derived from it by the body and the purpose of eating is defeated; no matter how good the food or how carefully adapted to the wants of the body it may be. Thus the dyspeptic often becomes thin, weak and debilitated, energy is lacking, brightness, snap and vim are lost, and in their place come dullness, loss of appetite, depression and languor. It takes no great knowledge to know when one is indigestion, some of the following symptoms generally exist, viz: constipation, sour stomach, variable appetite, headache, heartburn, gas in the stomach, etc.

BURDOCK BLOOD BITTERS

Is constantly effecting cures of dyspepsia because it acts in a natural yet effective way upon all the organs situated in the process of digestion, removing all clogging impurities and making easy the work of digestion and assimilation.

Mr. R. G. Harvey, Amesbury, Ont., writes: "I have been troubled with dyspepsia for several years and after using three bottles of Burdock Blood Bitters was completely cured. I cannot praise B.B.B. enough for what it has done for me. I have not had a sign of dyspepsia since."

Do not accept a substitute for B.B.B. There is nothing "just as good."

Empire examples of the work done by the scholars in England, and in return Superintendent of Education A. Robinson is preparing a most interesting collection of provincial school exhibits to be sent to the head office of the league in the Mother Land. In this way there is afforded the pupils and teachers in both England and her colonies and dependencies an opportunity of comparing their own efforts and models with those of their kin across the waters.

For some months Mr. Robinson has been in correspondence with Mrs. Donald Marshall, secretary of the home office of the League of the Empire, on the question of an exchange of exhibits, and the superintendent of education has been arranging for a collection of British Columbia school exhibits, which will shortly be forwarded. In return he is expecting to receive samples of work from several sections of the Empire, and trusts they will arrive in time for display at the annual convention of the Provincial Teachers' Association.

AFTER ISLAND TIMBER.

D. McDonald, of the railroad construction firm of the McDonald & McMillan Company, Limited, Winnipeg, is expected at the Dominion Hotel. Mr. McDonald is here arranging for timber, and will leave in the morning, accompanied by Mr. Brownfield, lumber inspector for the Great Trunk Pacific railway, for Duncan.

The firm of which Mr. McDonald is senior member has a contract to build 27 1/2 miles of earthwork and bridges westward from Portage la Prairie for the new transcontinental railway. This takes the first portion of the Touchwood section of the road into the Touchwood hill country.

Speaking of his contract and the reason for his being on the Coast, Mr. McDonald said: "The contract which my company has involves an expenditure in building of over \$5,000,000 in round figures. We are building the construction of bridges and trestles some 13,000,000 feet of lumber and piling. To supply our needs contracts have been let for the large mills at Vancouver and Cranbrook. I might say that nine-tenths of the timber to be used on the section we are building will come from this province. It came out to Vancouver to hustle shipments along, and found that the Vancouver Lumber company's mill was not finished and they were consequently behind in deliveries. However, their contract will be fulfilled by a Victoria concern, and I'm here with Mr. Brownfield to inspect the timber which is being cut for the past year and a half in service in London.

Rather more than a year ago she made the acquaintance of a young man just come from British Columbia. This young man had a chum who was doing pretty well in one of the small mining camps of British Columbia, and when he was about to start home the other said to him: "Look here, I wish you'd look out for a wife for me, but you see, I'm a decent sort of fellow, and I think I'd like, just tell her what sort of chap I am, and propose to her for me." If she accepts, such was his faith in his friend's good judgment that the world-be-husband promised to marry whatever girl was selected for him as soon as she arrived. The young man got to London, selected the Sheffield girl as a suitable bride for the miner, and promptly proposed to her on behalf of his love-lorn chum so far away.

LEGAL INTELLIGENCE.

March 26th 1906.
(Before Hon. Mr. Justice Duff.)
Mr. Oliver applied for leave after an official plan of a sub-division of Oak Bay district in which is comprised San Carlos avenue, owing to a misapprehension on the part of one of the parties, timbering and construction of shots.

Wallace v. Flewin.—This was an argument on a point of law before the trial, the setting of which would determine the status of the plaintiffs to maintain the action. The matter has been before Mr. Justice Duff on practice in the same point, but it was finally decided on an issue aside of the merits, and it is on the latter which the parties seek a ruling. Two persons, Keith and Hamilton, who had obtained a water right for industrial purposes, and applied to the water commissioner at Port Simpson. The latter issued a record in favor of the two, namely, Keith and Hamilton. Wallace, who sought a cancellation of the same right, attacked this record on the ground that the water commissioner had no power to alter the record, that having once granted he had no power to alter it.

Mr. Justice Duff decided on the one ground, and now the parties seek a ruling on the other grounds, which involve the real merits, namely, whether Hamilton's record is bad or defective from the inception owing to a water right which was not in existence when it was granted, or whether it was not complied with. Mr. Bowser, for the defendant, upheld the record, which he maintained was virtually a crown lease, and could only be set aside in an action by the attorney-general alleging fraud.

While his lordship could not agree that these water records, which require very technical statutory instruments, should be classed in the same class as crown leases and grants, yet they are in fact instruments of title, which require very strict compliance, if not the intervention of some crown officer like the attorney-general in an action to set them aside.

The annual election of members of the Association of British Columbia took place yesterday, resulting in the election of the following gentlemen: Messrs. E. P. Davies, K. C., G. G. C. C. C. G. E. Corbould, K. C., John Elliot, Sir Charles H. H. Tupper, K. C., and the attorney-general, Hon. F. J. Fulton, K. C., is a bench ex-officio.

HAS MADE A FORTUNE.

"General" Warren Settling for Notes Backed for Rosslandians.

General Charles S. Warren, police justice of Butte, is in good circumstances again, having made a clean-up, it is alleged, of a quarter of a million dollars in Butte copper properties in which he is interested, says the Rosslandian Miner of Saturday. He was in Spokane, Thursday, steady that he was there for the purpose of squaring his endorsements on a bunch of notes held by the Bank of Montreal to the extent of \$15,000 for a lot of his old Rosslandian friends. These included Hector McRae, Governor C. H. Mackintosh, Ross Thompson and others. The general said that he was not alone in the endorsements, but that he was willing to pay more than his share in order to be square. He was in a reminiscent mood when interviewed in regard to what he made in the British America Corporation deal.

"I made just \$200 in floating Rosslandian mines for the Rosslandian crowd," said the grazed old promoter. "I ought to have made \$50,000 and would have done it, too, on the sale of the Le Roi alone, but Governor Mackintosh got fired from the management of the Rosslandian Corporation before he had given me a memorandum showing that I was entitled to the money; so every cent I got was for each mile as built before the general was begun. Deputy Attorney-General McLean appeared on behalf of the government, and for a time it seemed as if the Rosslandian company was represented by E. V. Bodwell, K. C., and Mr. E. Robertson, Deputy Attorney-General McLean said the question was whether the Midway & Vernon Railway Act, 1902, was in force in December, 1905. He explained that the company was incorporated in 1901 to build 152 miles of road from Midway to Vernon, as originally incorporated the railway was to be built from Vernon to Midway by way of Kelowna. This remained until February 10th, 1904, when this provision was struck out.

The Aid act provided for the payment of \$5,000 a mile, making \$760,000 of a subsidy. The subsidy was to be paid for each mile as built before December 31, 1902. The aid act provided for the payment of \$5,000 a mile, making \$760,000 of a subsidy. The subsidy was to be paid for each mile as built before December 31, 1902. The aid act provided for the payment of \$5,000 a mile, making \$760,000 of a subsidy. The subsidy was to be paid for each mile as built before December 31, 1902.

A SHEFFIELD GIRL'S ROMANCE.

Came to British Columbia to Wed a Man She Had Never Seen.

Newcastle Chronicle.
The story of a Sheffield girl's romantic if unconventional courtship of a young man who had never seen her, and who she had never seen, is a story that has been going on for some time in the small mining camps of British Columbia. The girl, who is now in her late teens, came to British Columbia to wed a man she had never seen. The story is a romantic one, and has been going on for some time in the small mining camps of British Columbia.

MIDWAY & VERNON RAILWAY AFFAIRS

Brought Before Supreme Court Yesterday in Bearing on Subsidy Act.

CHIEF JUSTICE HEARING EVIDENCE

Point at Issue Is Whether Work Was Done in Time or Not.

(From Wednesday's daily.)
In the supreme court yesterday morning before Chief Justice Hunter, the hearing of the case as to whether or not the Midway-Vernon Railway company had complied with the Subsidy Act, was begun. Deputy Attorney-General McLean appeared on behalf of the government, and for a time it seemed as if the Rosslandian company was represented by E. V. Bodwell, K. C., and Mr. E. Robertson, Deputy Attorney-General McLean said the question was whether the Midway & Vernon Railway Act, 1902, was in force in December, 1905. He explained that the company was incorporated in 1901 to build 152 miles of road from Midway to Vernon, as originally incorporated the railway was to be built from Vernon to Midway by way of Kelowna. This remained until February 10th, 1904, when this provision was struck out.

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Mr. Wood & Greenwood was the first witness. He stated that he was one of those interested in the incorporation of the Midway & Vernon railway and that he had been in charge of the proposed line as practical. In 1901 Mr. Kerr and some others went over the route proposed line and the subsidy was granted in the same year. He then went to London to finance the scheme but was prevented by the war. Funds were secured in America provided for their work. Mr. Kerr said that the work had been made work was commenced on January 1st, 1904, and for 15 months two men had been continuously employed on rock work about 3 miles from Vernon. The first shot was fired by Price Ellison and about one-third of a mile of work had been done. The work was done in the winter and the ground was frozen.

Witness Cross-Examined.
Cross-examined by Mr. McLean, witness said that in the beginning witness and Mr. Kerr were the syndicate back of the scheme. The law firm of Wilton & Senkler joined the syndicate. Later this firm withdrew and took a cash part of its interest to Mr. McDonald and later another interest to Mr. Mcintosh. Ralph Smalls was also interested. R. Wood & Co., including his sister, his cousins, and other relatives, had put \$200,000 into the scheme. It was never estimated that the road would cost more than \$25,000 a mile. It was never the intention of the syndicate to build the road. All that was intended was to interest the government in the project.

The work that was done was that the company should conform with the statutes and about \$200,000 could be raised for the work. He stated that he had been interested in the company in 1902 and in 1905 the others who were interested were: John A. Best and Mr. Steele, of Pittsburg, and Ladenburg, Tolman & Co., of New York, were the first to begin work but in December the statement was made by the finance minister in Montreal and the money stopped abruptly. There had been \$135,000 spent on surveys and actual work.

The Dominion Subsidy Act of 1905 under which the aid was to be granted for a line from Midway to Vernon was dependent upon the company satisfying the government that it could build the line. This satisfaction was given in 1905.

The C. P. R. had given them great trouble. C. E. Lars, a contractor, under the Midway & Vernon, who was financially unable to go on with the work defaulted and went to the C. P. R., putting the work back seven months. In London also it had been found impossible to get information relative to Shuswap & Okanagan, and this he believed was due to C. P. R. influence.

A contract was entered into in May, 1904, with the Atlantic Contracting company. It was agreed by this company that \$10,000 was to be paid to the syndicate and proceed at once with the work. This company sent out the engineers, who were satisfied. The company was organized, the \$10,000 paid and work was to begin within 60 days. These men held this contract for six months and would not begin work. The Midway & Vernon syndicate were obliged to threaten an action before the contract could be pushed. The Atlantic Contracting company was to get three-quarters of the stock. It was to draw the subsidies also.

The court then adjourned until 2:30. On resuming the hearing after lunch Mr. Smalls was still giving evidence. He stated that the Midway & Vernon contract with the Okanagan Contracting company on July 5th, 1905. On the 20th of July, 1905, the company commenced work on the line. The work was done in the winter and the ground was frozen. The work was done in the winter and the ground was frozen.

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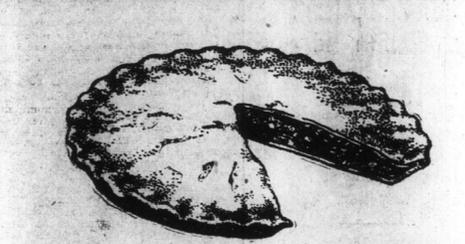
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Twenty-five years ago it was difficult to sell spring wheat flour for pastry at any price. People didn't want it—they were using soft, winter wheat flour, and saw no reason for changing.

But hard wheat flour was persistently pushed and prejudice has been overcome. The women tried it, succeeded with it and appreciated it.—To-day hard wheat flour is the favorite for pastry as well as for bread. The flour that is doing the most for the reputation of hard wheat flour is the brand known as

Ogilvie's Royal Household

It is hard wheat flour at its best—milled by modern methods, retaining all of the good of the wheat and none of the bad—it is without an equal for every kind of baking in which flour is used.

Talk to your grocer about it—if he isn't enthusiastic it's only because he isn't informed.

Ogilvie Flour Mills Co., Limited, MONTREAL.

"Ogilvie's Book for a Cook," contains 130 pages of excellent recipes, some before published. Your grocer can sell you a copy for FREE.

stated that as far as he knew no plans had been filed before the work was commenced. He had located the curves and grades and filed plans on March 23rd. The land on which the work was done did not belong to the company, but they had permission to do the work from a brother of the owner. In answer to His Lordship's question he stated that the plan that was filed in the department showed the location where the work was begun. He filed the plans in the land registry office on March 3rd and received an acknowledgment from the department on March 8th.

Henry Seydel, who was the next witness, said he did some work for the Midway-Vernon railway. He was engaged by Mr. Ashcroft, while Mr. Woods was also present. He began to work on the property of Mr. Simmons. In answer to His Lordship he stated that he began work on Dec. 28.

Replying to Mr. Robertson, he stated that no objection to his being introduced to the company working on the property, and had been employed for nearly 16 months. They had made a trench 400 feet on the land which was 16 feet wide and about 7 feet deep on the inside. He commenced to work on Dec. 28th along with Mr. Gilroy and an Italian. The first shot was fired by Price Ellison. He was at work on Jan. 1st by Mr. Smalls. The work was done in the winter and the ground was frozen.

Lachlan McLean, of McLean Bros., Vancouver, was then called. He stated that his firm was employed on the work on the Midway & Vernon railway. He arrived in Midway on the 28th of July, 1905, and put some teams and men to work. He stayed at Midway till Dec. and graded 10 miles already for the ties. Examined by Mr. McLean, witness stated that he had only received about \$10,000, the remainder being still owing to him and the balance to the workmen. He knew the money was in the bank but he did not receive more than \$10,000. By taking 15 months to do one-fourth mile was in his opinion very slow work and it would take a good time to do 152 miles, but it was quite possible.

An adjournment was then taken till this morning at 11 a. m.

GREENE AND GAYNOR.
Celebrated Trial Still in Progress at Savannah.

Savannah, Ga., March 27.—Col. Wm. Marshall, United States army in charge of engineering work in New York harbor, arrived here this morning in the Northfield. He was the first witness today in the Greene-Gaynor trial. His testimony was largely similar to that of other officers who had preceded him, being favorable to the defence. The work done by Greene and Gaynor, he testified, had accomplished its purpose of deepening Savannah harbor and in order to effect this result, he added, it must have been well done.

A LONDON L... ON GENERAL

The Past Winter
Been an Unusually
markable

A BUSY AND VERY IM...

The Final Democra...
Imperial Ho...
Common

London, March 10.—A week fairly emerged for if indeed it can be said winter at all since we have frost for snow and very only a prolonged season of rain days. The weather we have now is to be early summer, and our thermometer registers 60 shades glorious skies and a shish brought Londoners sands into the streets at in their spring and summer metropolises, and if it continues in London the atmosphere stimulates all sorts of a prosperous season London for many years.

In this bright clear sun in the streets are noticing interest the vast building in every quarter, and our the conducted motor shall shortly have, will cause to wonder and adm improvements which str reading and just a nation of the last vestiges of system. The bill will give to the farmer and comp treatment by some of the land question is the most of the population are clamoring forms as will make their able and check the rush of their position, and a resolution in favor of pa the treasury sees its w labor members decla essential to the final of the House of Commons, are not so sure of the step. The Spectator servative, today express will lower the dignity of the High Court of I says the Spectator, "the which has only died out a if, if it is to be saved, ought to count for w at Westminster is that it year yet before anything of the Exchequer will vision for paying M. P.'s, and.

LOOK FOR SPRING
They Group Out Const...
the System Needs

Since time immemorial customary to take "spring" water your cloth heavy, you may not be quite enough and you very strong heavy food. C. P. Pills and says: "The pores of the skin have face and ultimately they in rashes, humors and should cleanse and pur with Dr. Hamilton's Pills and Buttermilk.

At once you'll feel the fluence building up wear out disease, and put on your feet. These purely vegetable your tired worn-out cond health and vigor, because the body with nourish builds up and enlivens the Mr. Jno. Whitley of Ont. knows the merit alive today had it not Hamilton's Pills. Last week I was weak, bilious loaded with lagging and the matter, but I didn't get tried Dr. Hamilton's Pills my blood, took the y of my face, put new ton and increased my bilious attacks and gradually departed and their merit and proclama for all men.

For better health and more important, get Dr. of Mandrake and Butter all dealers, 25c per box for S. C. By mail from S. C. Hartford Conston, Ont.

ROUNDS OUT THE FORM.
Persons who have become pale, weak and thin by overwork, worry of disease and Dr. Chase's Nerve Food is wonderful effective in forming new blood, and in restoring the system. You will soon see the benefit of this restorative treatment and can prove it by noting your increase in weight.

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