# A Prosperous Corporation

## Satisfactory Year's Business Done By B. C. Electric Railway.

### Profits to June 30, 1902 Aggregated Nearly to $200, 000

The report of the directors of the British Columbia Electric Railway Company, Limited, to June 30, to be submitted at the meeting to be held on January 21, states that the directors are glad to be able to report an increase of business in all departments; the profits earned again show an increase over those of previous years, and the prospects for the future continue to be satisfactory. For the twelve months to March 31 the gross receipts showed an increase over the preceding year of $62,639, and the net earnings an increase of $20,476, and for the whole fifteen months covered by this report the gross receipts were $691,487, being $80,369 in excess of those for the corresponding previous period; the working expenses were $426,760, an increase of $52,929; the net earnings were $246,727, or $27,440 in excess of the previous corresponding period. The net profit for fifteen months, after deducting London office expenditure, writing £1,000 off preliminary and issuing expenses, and providing £10,036 for renewals, amounts to £39,544. Add balance brought forward from last year, £83; deduct debenture interest to June 30, £14,082, and dividend on preferred ordinary stock for twelve months to March 31, £10,000, thus leaving available for distribution and reserves, £15,575.

From this the directors have decided to provide for the balance of dividend on the preferred ordinary stock (three months to June 30), £2,500; to recommend the payment of a dividend on the deferred ordinary stock of £4 per cent. per annum, which, including income tax, will absorb for the fifteen months, £10,628; to transfer to capital amortization account, £1,913; and to carry forward to next account a balance of £533.

On April 24 the company created and disposed of in July, £175,000 four and a half per cent. Vancouver power debentures, redeemable in 1952. The company's shares were also converted into preferred ordinary and deferred ordinary stock, and it has been determined to issue 7,500 five per cent. cumulative perpetual preference shares of £10 each at par. A prospectus offering shareholders the right of subscribing for these shares accompanies the report.

The directors are glad to state that they have received assents to the creation of the five per cent. cumulative perpetual shares from all the stockholders, except the holders of £2,790. Of this amount £2,490 is held by six stockholders who have dissented from the board's proposals. Owing to lack of capital, pending the issue of the new preference shares, additional rolling stock, which is most urgently needed, has not been built, and, in consequence, a considerable amount of profitable freight business has had to be refused during the past six months.

DURBAR CLOSED.

Reception by Viceroy to Indian Princes.

Delhi, India, Jan. 9.—A small but brilliant reception closing the Durbar festivities was given here this evening by the Viceroy Lord Curzon of Keddlestone to the native Princes. Lady Curzon, the Duke of Connaught who represented King Edward at the Durbar, and the Duchess of Connaught were among those present. The Duke and Duchess spent some time in bidding farewell to guests. In the evening Lord Curzon conveyed his official thanks to all persons who were concerned in the Durbar.

FIRE AT DAWSON.

A Number of Buildings Destroyed on Bitterly Cold Night.

The Vancouver Ledger, in a special despatch dated Dawson, Jan. 5, says: "One of the biggest fires in the history of the city, since the conflagration a couple of years ago, occurred on Tuesday night. The blaze was in a building on Second avenue, when the temperature was 45 degrees below zero. An accident prevented the quick application of water, and the fire spread rapidly. At one time it looked as if half the city was doomed, so great was the blaze. The buildings destroyed were of a poor class, mostly frame shacks which had been erected in a hurry in earlier days. The Harkins Standard library building, being fireproof, prevented the fire spreading to the South, although the flames played against it for over an hour.

"The great gusher, which has caused no end of wonder in this city and the outside world, has at last been capped and the flow of water stopped. The placing of the cap cost $20,000.

"The nominations for the Territorial council were made on December 29. There were 17 candidates, five of whom are to be elected. There were four candidates for mayor and 19 for aldermen. The election takes place this week."

LATE SENOR SAGASTA.

Crowds Witness Funeral of Dead Statesmen.

Madrid, Jan. 7.—The Archbishop of Toledo today officiated at the funeral of the late Senor Sagasta, which was witnessed by great crowds of people. The streets through which the cortege passed were lined with troops. The casket will remain in the vaults pending the erection of a tomb.

EN ROUTE TO OTTAWA.

Representatives of Silver-Lead Miners Pass Through Winnipeg.

Winnipeg, Jan. 7.—A delegation from the Kootenay district passed through the city today en route to Ottawa to discuss the question of the import duty on refined lead from the United States. The delegation consists of Messrs. J. T. Retallack, the chairman of the deputation; G. D. Potter and G. O. Buchanan.

The deputation was met at the station by representatives of the Board of Trade.

The delegation represents the Boards of Trade of the interior of British Columbia, and the silver-lead mines and they wish to obtain relief by an adjustment of the tariff which they say is necessary to prevent the ruin of all those engaged in business in the section which the delegation represented.

MEXICO AND SILVER.

People of the Southern Republic Look Prosperous.

From Mexican Herald.

Few people realize how modern processes of manufacturing and expert ingenuity have combined during the past ten years to prevent our feeling too severely here in Mexico the effects of the depreciation of silver. The shop windows of the great "cajones" and "almacenes" have never been more handsomely adorned, for it is especially in fabrics for women's use that cheaper and most attractive substitutes have been prepared abroad. When silver plunged downward, on the closing of the Indian mints, manufacturers of textiles for silver-using countries were stimulated to find means of preparing goods that would have a pleasing appearance and yet be cheap, and so within the means of customers of moderate means. Mexican ladies found, to their surprise, that they could still make the depreciated peso do good work in procuring for themselves handsome raiment.

Along with this process of simulation and substitution went on, contemporaneously, a cheapening of manufacturing processes, and so, although silver has been gradually losing value, it has been possible here to procure articles of decent appearance at prices not beyond the means of the people. We have but touched on a subject which is one of the secrets of the textile industry and trade. The cheapness and attractiveness of goods are matters of common observation as we pass through the central streets of the city and note the contents of the show-windows. We doubt if the middle class here has ever dressed better than now. The women of the "clase media" in former times were very plainly gowned, often in black. They wore no French millinery on their heads, and, when not using the lace head-scarf, or sevillana, went bareheaded, with a gay flower in their hair, always a pleasing sight. The loss of the sevillana, displaced by picture hats, and some that are not at all pictures, is regrettable. But the general outward appearance of the city's crowds has improved.

Men dress far better than formerly; it used to be among the middle class hardly anything but black, most dismally mournful, what with the inevitable high hat or "sombrero de copa," the frock coat of curious cut, and black waistcoat and trousers. Now "todo el mundo masculino" wears colored woollen fabrics, and the streets have not the air of being filled with mourners and undertakers' assistants.

Of course, the rich and cultivated upper class always had fine clothes—the most delicate goods and all that goes to make up approved civilized clothing; we have been speaking of the middle class, the people of small or moderate incomes, who undeniably make a better appearance on the streets of this city, and of the provincial cities as well, than they did sixteen or eighteen years ago.

# Japanese Sealers In Behring Sea

## Furnish a Problem For Those Who Would Stop Pelagic Industry.

### Restrictions for the British But None For Japanese Sealers.

The United States government is taking considerable interest in the entry of Japanese sealers to Behring Sea—the Japs not being a party to the modus vivendi, and free from the restrictions imposed by a paternal government which has "struck hands" with the United States to handicap the Victoria sealers. Supervising Special Agent Chance of the United States treasury department has made a report in this connection, in which he says:

"Reports from various sources indicate increased activity on the part of Japanese pelagic sealers in Behring Sea. The Japanese government pays to vessels owned exclusively by Japanese, engaged in taking seals, whales or certain kinds of fish, bounties not exceeding in the aggregate each year 150,000 yen, or $74,700.

"Through the United States minister at Japan it has been learned that in 1901 four vessels sailing under the Japanese flag—three of them navigated by Americans—took seals on the United States side in Behring Sea, and that during the current year a number of Japanese sealers would visit Behring Sea. The minister's reports show that no foreigner has any trouble in registering his vessel under Japanese ownership, and that vessels owned and managed both by Americans and Canadians were so engaged, and were meeting with good success.

"At the time of the wholesale seizure of Canadian and United States sealing vessels, which resulted in the Paris tribunal, the English sealers were reimbursed for their losses in large amounts, but the Americans received nothing, and in 1897 the taking of seals in the Pacific Ocean north of the 35th degree of north latitude and Behring Sea by United States vessels was entirely prohibited. It is said that many had their all invested in sealing vessels too small for any other trade or commerce. Their only recourse was to sail under foreign flags, and at present the most favorable for their purpose is that of Japan.

"In August last the commander of the revenue cutter Manning boarded in Behring Sea two sealing vessels sailing under the Japanese flag, with seals on board and complete sealing outfits of boats and firearms. One of them stated that eighteen sealers had cleared from Yokohama for Behring Sea. In September last the same officer boarded four Japanese sealers in the vicinity of the 60-mile zone around the Pribyloff Islands, in which pelagic sealing is prohibited to American and British sealers by the terms of the Paris award. The commander of the Manning pertinently remarks that 'to one on the grounds seeing the workings of the present method of patrol and the results, it appears ludicrous for the United States and British governments to be making such efforts to prevent their own sealers from gathering in the seals, thus protecting the herd that the Japanese may come in and secure the cream of the business.'

"This is a matter of grave importance to the Pribyloff herd, and it would seem that, if no insistence is made regarding the other features of the Paris arbitration, the one requirement of the award—the preservation of the 60-mile limit—should be enforced against all comers. Even if this government has no property right in the seals, which is not granted—it would seem the proper act of a civilized nation to preserve the 60-mile zone free from hunting, so that the female seals may safely gather food for their young on the rookeries before becoming targets for the guns and spears of the hunters. Unless the Japanese government, as an international courtesy, or for whatever reason, forbids her vessels going to Behring Sea and taking seals in the 60-mile zone, the existence of the seal herd will be brief.

"The terms of the so-called Paris award, embodied in the treaty of February 29, 1892, between the United States and the British government and incorporated in the act of April 6, 1894, prohibit citizens and subjects of the two governments from killing seals within the zone of 60 geographical miles around the Pribyloff islands, and forbid the killing of seals from May 1 to July 31, both inclusive, in the Pacific Ocean, inclusive of Behring Sea, North of the 35th deg. of North latitude and East of the one hundred and eightieth degree of longitude. The taking of seals is restricted to sealing vessels only, and the use of nets, firearms and explosives is prohibited, except that shotguns may be used when fishing takes place outside of Behring Sea during the season when it may be lawful to carry on pelagic sealing."

There can be no doubt that the action not only of the Japanese sealers, but of the Government of Japan itself, is a very serious matter in connection with the future of the seal herd. The activity of these sealers is extraordinary, and laws and regulations seem to have absolutely no weight with them.

Technical Education—(What we are coming to)—"I've got a really excellent cook, now. She develops all my photos for me!"—Punch.

# PRISONS AND PRISONERS.

Part I.—UNDER PENAL SERVITUDE.

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"* * * He suddenly seized the officer and endeavored to fling him over the rails."

SPEAKING to a well-known M. P. in the lobby of the House of Commons one night, the Hon. Member (who is himself an authority on all things penal) observed: "Many attempts have been made from time to time to convey a clear idea of what English prison life really is, but although I have read almost everything yet written upon the subject, my notions are still very hazy, and I always feel like one treading on slippery ground when I approach it publicly."

This remark of the honorable gentleman expresses very clearly what one has long felt in connection with what many consider to be the most important department of the public service; for whilst "Red Books" and other similar publications may impart some useful information as to the ground plan of a prison, the number of bricks in the building, the cubic space which it occupies, and the amount of £ s. d. which it annually costs the country, they are completely at sea in regard to facts which 99 per cent. of the ordinary reading public must desire to know something about—to wit, the inner life of our penal establishments.

In the series of prison articles here commenced, the fullest and most reliable information will be given in respect to the economic phase of the subject, but flesh and blood shall take precedence of bricks and mortar. So much by way of preamble.

Apropos of "flesh and blood," my earliest prison recollections refer to one whose "great bulk of limb and boundless' mendacity have been the theme of many discourses and the subject of many verses. I allude to Arthur Orton, alias Thomas de Castro, alias Sir Roger Charles Doughty Tichborne, Bart.

I was standing in the centre "A" hall or "division" of Pentonville prison on the 2nd March, 1874, when my attention was drawn to this huge mass of humanity. He had just then arrived at the prison, under that terrible sentence of 14 years' penal servitude, passed upon him by the then Lord Chief Justice (Cockburn).

The difficulties experienced by judges, juries and a host of legal illuminati to furnish the "claimant" with a name were trifles when compared with those experienced by the executive authorities at the "Model Prison" to furnish him with a pair of breeches! Quoting from notes made at the time, "Nothing that a rather extensive wardrobe could supply came within measurable distance of those gigantic limbs, and it was not until a certain sartorian genius, then undergoing a sentence, took this matter in hand and devised a suit of unknown dimensions that "Sir Roger" was in a condition which allowed of his journeying in public from Pentonville to Millbank prison, where, as a Roman Catholic, the first stage of his sentence was worked out."

There were many distinguished prisoners in Pentonville during the "seventies," but, with the single exception of the notorious "Charley Peace," who there wrote the confession which subsequently led to his execution at Leeds, and saved young Habron from the gallows, none caused so much stir as the great bank forgers, Macdonald and the brothers Bidwell.

It may be remembered that this trio were convicted of a series of systematic frauds by which the Bank of England lost nearly £100,000.

Sentenced to penal servitude for life, they made a desperate bid for liberty whilst detained at Newgate, and had it not been for the clumsiness of a certain member of the gang, there was very little doubt at the time but that at least two of them would have got clear away.

As it was, a misunderstanding led to the discovery of the plot, and on their removal to Pentonville prison each convict was placed in a specially-guarded cell and subjected to extraordinary supervision.

I conversed with the junior member of this forging fraternity (Austen Byron Bidwell) at Chatham prison some years later, and then learned much of the private history of that remarkable prisoner.

One little incident is worth recording here, as illustrating the proverbial unsmoothness of the course of true love. Bidwell was enamored of a young lady of great personal beauty, to whom he was subsequently married at the English embassy in Paris.

Scarcely had the nuptial knot been tied ere the "bolt from the blue" fell; the fraudulent practices of the conspirators were suddenly discovered by a mere accident, and Bidwell with his bride fled to Cuba, from which "loophole of retreat" he looked forth and thought he could defy the limbs o' the law who were in pursuit of the gang.

He had reckoned without his host! A special extradition treaty was speedily passed, Cuba gave up the fugitives, and the bank forgers had to face the music at the Old Bailey, with the result mentioned above.

Nearly nineteen years later the still ardent lover was released by a special order of the Home Secretary (in consequence of a conspicuous act of bravery by which he saved the life of a fellow-prisoner), and once more rejoined the wife of his young days; but they were again separated, by death, shortly afterwards.

Contemporaries with Bidwell at Chatham prison were the two Irish soldiers, O'Brien and McCarthy, who were also undergoing the dreadful life sentences for an offence against military discipline committed in Dublin during the Fenian agitation in the sixties.

I knew John O'Brien personally, and indeed, with Bidwell we formed a kind of triumvirate, which, one has good reason to believe, exercised an wholesome influence upon some fellow-prisoners. Of McCarthy I saw but little whilst at Chatham. He was, however, a most quiet, inoffensive man, and his sad end recalled the very worst days of the "slaughter house," as that prison was then appropriately called.

When the Irish prisoners were released, it may be remembered that a public reception was given to them on their return to Dublin. The large building in which the meeting was held was packed from floor to ceiling, and the greatest excitement prevailed amongst the vast audience.

Poor McCarthy rose to his feet, in response to a call from the chair, and, having given a brief but pathetic account of his prison experiences at Chatham, was about to resume his seat when he fell dead upon the platform!

Sudden deaths, murders, suicides and mutilations were much more common in those days than they are now, as a more humane spirit has been infused into the administration of our prisons; but even in these latter days some tragic scenes are often witnessed by the inmates of all penal establishments.

It is very rare indeed to find the governor of a prison actually murdered as was Captain Price. But attacks on prison warders are of frequent occurrence, and I have seen no less than five killed outright in my time; whilst the number of those who have been maimed and injured for life at Chatham, Dartmoor and Portland during the past 20 years is very large indeed.

I was in the quarries at Portland one afternoon when Warder L—— was suddenly attacked from behind by two prisoners (whom he had "reported" for some breach of discipline a few days previously) and nearly murdered.

We had just returned to labor at 1:15 p.m. when suddenly a loud "Oh!" was heard coming from the direction of the crane, and on looking around I saw the two prisoners, who had that afternoon rejoined their party, standing over the prostrate form of the warder. He had been struck down by a blow on the side of the head, and just as I caught sight of the group, one of the prisoners was again about to strike the unfortunate officer with a small "pick," which he held aloft in both hands.

Had the blow descended, there would have been an end to Warder L——'s existence; but the "crane man" seized the uplifted weapon, and, three other prisoners rushing upon the assailant, he was at once thrown to the ground and the pick wrested from his grasp.

One old convict drew out the small nickel-plated whistle which every prison warder is provided with, for the purpose of summoning assistance whenever needful, and, blowing away with might and main, soon brought a number of officials to the spot.

A convict gang deprived of its leader is apt to become disorganized, and things looked very ugly indeed before the arrival of the relief officers. Order was, however, soon restored, and the whole gang, surrounded by warders and civil guards, was marched back to prison and placed under lock and key.

Warder L—— eventually recovered, and is, I believe, still in the prison service, but he had a "narrow squeak," and the brutal ruffians who attacked him were properly punished by a liberal application of "the cat" and a long additional term of imprisonment.

I happened to be in Parkhurst prison a short time ago when a deliberate attempt to murder one of the most fatherly warders in that large establishment was made by a convict undergoing 15 years' penal servitude for an assault upon his superior officer in the army.

This man had some grudge against Warder M——, who was in charge of the "cleaners" party, and as the gang was at work on one of the top landings of the prison he suddenly seized the officer and endeavored to fling him over the rails. Had he succeeded in doing so, poor M——might have been killed; but some fellow prisoners came to the warder's assistance and pounced upon the aggressor, who was at once taken to the punishment cells to await trial by the director, who always has power to deal with such cases. Warder M—— only suffered from shock and was soon able to resume his duties, whilst the convict was sentenced to 14 days' bread-and-water diet, put in leg-irons, and deprived of all "class" privileges for three months, in addition to which he forfeited 720 remission marks.

The latter part of the sentence did not, however, affect the prisoner, as within twelve months of the occurrence, and before he had completed three years of his original sentence, he was one day found dead in his cell, having committed suicide by cutting his throat.

Speaking of suicides, these "reminiscences" would not be complete were one to omit the case of the convict F——, whose dreadful end caused such a profound sensation in Parkhurst prison just before I left that establishment.

The first time he had ever been in prison F—— was undergoing the crushing sentence of penal servitude for life. He had completed no less than 17 years of that sentence at the time of the tragic occurrence I am about to relate, and, as under a standing order of the Home Office, life sentenced men are generally released (on license) when they have been twenty years in prison, he would have had but three years more to serve, when, probably worn out and completely demoralized by his long imprisonment, he resolved upon putting an end to it by taking his own life. Engaged in a gang which carried on its operations upon the top landing of "A" hall, he one day watched his opportunity; and, when the warder in charge of the party was occupied with another prisoner, deliberately flung himself over the railings, and, falling a distance of nearly 80 feet, alighted on his head and was almost instantly killed.

In most prisons there is a wire guard running along the whole length of each hall and about 20 feet from the ground, thus breaking the fall and preventing any would-be suicide from descending to the flags beneath.

Unhappily this protective netting was not then slung up in "A" hall, although it has since that sad affair been placed there.

I chanced to be walking into that hall at the time of the occurrence, and saw two warders mopping up a pool of blood from the spot where the hapless prisoner had fallen. He had just been carried over to the hospital, but he was then, of course, unconscious, and died shortly afterwards.

It was in connection with this painful incident that a certain "prison poet" composed the piece, since published, commencing with the lines:

One more poor numeral
Gone to his end!
Ignorant rumor will
Foolishly send
From the false jaws of it,
Not the true cause of it,
Nor the true laws of it,
Or whither they tend.

I wish space would permit of a reproduction of the entire composition, but I have already exceeded the limit allowed me, and must conclude this chapter of "reminiscences" by referring to the case of poor M——, who, within six weeks of F——'s death, was found dead in his cell, when the warder first unlocked his cell door on the 21st of February. Unlike F——, this man had been prison before, and was then undergoing 20 years' penal servitude for attempting to murder his wife.

The woman subsequently recovered, and when her husband had completed about eight or nine years of his sentence, tidings reached him that she had got into trouble.

M——i brooded over his misfortune to such an extent that his mind appeared to have given way. He was "admitted" to the hospital, where he remained for some time. He accused the medical staff of "neglect and ill-treatment"—a charge which, after careful investigation, I found to be wholly unfounded.

M——was discharged from the infirmary suddenly, and a few days later he was found in his cell, suspended from the ventilator attached to the cell window, and quite dead. He had tied a boot-lace around his throat on the previous evening, and, attaching it to a strip of linen torn from his sheets, strangled himself.

An inquest was, of course, held in the prison the next day, and the usual stereotyped verdict—"temporary insanity"—was returned.

But what produced the insanity? That M—— was not "insane" at the date of his conviction and sentence is clear, as he would in that case have been sent to Broadmoor lunatic asylum.

Perhaps the explanation of this and many other similar fatalities which have occurred in prisons within the past twenty years is to be found in the description given of our prison system by Sir Edmund du Cane, who has publicly declared that "our prison regimen imposes upon all under it an artificial state of existence, contrary to that which nature has set up as the conditions of moral, mental and physical health."

New York, Jan. 8.—The price of coal has been advanced to $9.50 as a minimum, and some anthracite has been sold as high as $12.50. A number of large dealers have consulted over the situation, and it is probable that a meeting will be held today to promulgate a schedule of retail prices. The independent operators met in this city and agreed not to sell coal at less than $10 a ton to the dealers. Thecoal roads, it was said by some of the officials, would continue to sell at $5 a ton.

# GRANTING OF FORESHORE RIGHTS

## Chief Commissioner of Lands and Works Interviewed at Vancouver.

The Vancouver News-Advertiser publishes the following:

Hon. W. C. Wells, Minister of Public Works, was in the city yesterday consulting with C. P. R. officials concerning the dispute between the government and the company over the approach to the Westminster bridge, which, he said last night, was likely to be settled.

Questioned as to the accuracy of the report from Victoria that the government intended to grant foreshore concessions, Mr. Wells said the government was now dealing with the matter, but that no leases had yet been given.

"Will concessions be granted before the House meets?"

"It is not likely that they will be," said Mr. Wells. "It all depends upon the action of the surveyors, who will have six months within which to make their surveys. Of course, any application for location, which there is no difficulty in assigning, can be dealt with so soon as the applicant complies with the conditions."

The reporter observed that the impression seemed to be that the government had last session agreed not to grant foreshore leases.

Mr. Wells acknowledged that there had been a great deal of discussion on the subject, but remarked that the government had not given such a promise as that. The understanding was that the leases would not be granted until the conditions were perfected. "The conditions," said he, "have now been fully defined, under which locations shall be allotted. These leases are given under the Land Act, which enable the government to grant a lease for fishing purposes, and to make conditions, which it thinks necessary, for the protection of the industry.

Asked what the conditions would be, the Minister said that the tenure of the lease would be five years, the locations would be limited to a half-mile frontage, and there would be an annual rental of $100. In the event of the foreshore being used for trap fishing, the government will collect a tax of so much per thousand upon the fish caught. The amount of this tax has not yet been decided on.

"The proposed concessions are not necessarily for trap fishing, then?" Mr. Wells was asked.

Mr. Wells explained that the use of traps depended upon the Dominion government, and that a strong argument in favor of making the foreshore grants now, was that those to whom they were made, would be in a better position to get the Dominion government to act in the matter.

Mr. Wells was asked if the government had yet done anything relative to the projected transfer of the Westminster bridge to a railway company. He said that the proposals made at the time had not been further considered, and intimated that the proposition had been abandoned.

THE LUCKY ONES.

School Trustees and License Commissioners in Vancouver.

Vancouver, Jan. 8.—(Special.)—At the elections for licence commissioners and school trustees today, the following were successful:

License Commissioners—W. Hunt, H. McKee.

School Trustees—T. Duke, D. Donaldson and W. J. McGuigan.

PANAMA CANAL.

German Offer Has Been Made For Shares.

Paris, Jan. 8.—Edouard Lanpre, secretary of the new Panama Canal company authorized the Associated Press to say that the reports that a German offer of $40,000,000 has been made to the company for the Panama canal concessions and property. The negotiations are, he added, confined to the United States.

U. S. STEEL.

Applications of Employees For Shares.

New York, Jan. 8.—An official of the United States Steel corporation reports that applications to the amount of 26,400 shares thus far have been made by over 12,000 employees who wish to avail themselves of the profit-sharing plan. The original proposition called for the distribution of only 25,000 shares, but the excess stock possibly will be bought in the open market.

BUBONIC PLAGUE

Report of Conditions on Mexican Frontier.

Tucson, Ariz., Jan. 8.—Information to the Star from the office of the Secretary of State of Hermosillo concerning the plague situation is as follows:

"The strictest quarantine is maintained at Guaymas against Mazatlan. A cordon of soldiers has been established from tidewater on the boundary line between the states of Sonora and Sinaloa, the soldiers being stationed within sight of each other along the entire distance, with instructions to shoot anyone endeavoring to pass the line. The strictest kind of patrol is kept along the coast. No passports are issued to ships to clear from Guaymas, and no ships are allowed to enter from any point. Guaymas is depending entirely upon her own resources for subsistence. The most thorough system of fumigation and sanitary regulations has been adopted."

San Francisco, Jan. 8.—Gov. Gage, in his biennial message to the legislature, reiterates his former statement that there never has been and is not now any bubonic plague in San Francisco. He says the visit of Surgeon-General Wyman and his assistant, Dr. Glennon, and their examination of health conditions here will save the state from all further annoyance and threats of improper quarantine and of inaccurate reports growing out of reckless investigations.

MADAME HUMBERT.

Her Preliminary Hearing Going on in Paris.

Paris, Jan. 8.—Therese Humbert was interrogated today for the first time since her arrest, the questioning being conducted by M. Leydu, judge of instruction. Mme. Humbert traversed the courtyard of the prison to the underground passage leading to the Judge's chamber with a proud and energetic bearing. She met the glances of persons she encountered on the way with much assurance. Lawyer Robert was present at the examination in behalf of the accused. Mme Humbert was well prepared to go through with the ordeal as she worked half of last night arranging answers to such questions as she thought likely to be asked. It is reported that to M. Leydu's questions she replied with much arrogance and confidence. She categorically refused, however, to answer a single question regarding the Crawfords or their millions, saying she reserved her replies in this connection for her trial, when she would tell absolutely everything. Mme. Humbert said she took the entire responsibility of the whole affair upon her own shoulders, and that her family had nothing to do with it. The foregoing is the latest version of the questioning, but as the proceedings before Judge Leydu were private, it is impossible accurately to ascertain what occurred. A report was current earlier in the day to the effect that Mme. Humbert declared the whole story of the Crawfords and their millions to be true, and that the Crawfords really existed, and that in good time they would appear and confound her enemies.

ALL CANADIAN SHOW.

Montreal Men Favor One at Toronto—Lakes and Ocean.

Montreal, Jan. 8.—(Special.)—The Montreal branch of the Canadian Manufacturers Association have endorsed a proposal to hold an all Canadian exhibition at Toronto and have appointed Robert Munro to represent Montreal on a delegation which will ask for a grant at Ottawa.

Robert J. Campbell of New York, will leave here tomorrow for Quebec to confer with the directors of the Quebec and Lake Huron railway, with reference to its construction. The line will start at Quebec and end at the mouth of French river, on Georgian Bay, the Northwest angle of Lake Huron. It will connect with the navigation of Lakes Huron, Michigan and Superior. The object is to provide for the exportation of agricultural products of Manitoba and Western Canada and the United States. It would be the shortest route between the forementioned lakes and ocean navigation between America and Europe.

A COOL FISHERMAN.

From Forest and Stream.

Row slowly now—a little nearer to the shore—There, that's right—Steady, now—This eddy looks like a good place—The left oar, just a little—There, that's fine—Just by these lilypads a large one was caught the other day—Gee, whiz! did you see that?—A strike, and he was a beauty, too—An eight-pounder, I'll bet—Back water, quick, till I try him again—Steady, now—This is the place—I guess we've missed him—No, by jove! there he was again—He's got it!—Turn her out into deep water—He's in the lilypads now, and a goner, sure—Thunderation! and he was a monster—Must have weighed at least ten pounds—No, there he is—He is still hooked—He is all right—He is free from the lilies—He is free—Steady, now—Put the oars in the boat—See the pole; he bends it nearly double—And doesn't he make the reel sing—Now, he has turned—He is coming towards us—Hand me that landing net—Quick, Quick! He is going under the boat—He will snap the line—Holy smoke! there he goes—Grab the line—Grab the line, I say—Have you got it?—Keep him fast, now—Just a second—Steady, now—There he goes into the net—Here he is in the boat—We have him—He is safe—And isn't he a beauty?—Isn't he a beauty, a dandy, a crackerjack, a peach?—He will go above six pounds, if he weighs an ounce—Wasn't he lively?—Did you see him make that three-foot leap out of the water?—You didn't?—Man, where were your eyes?—Row in, now, and we will weigh him—How much did you say?—Four pounds and two ounces?—Pshaw! that can't be right—Your scales are not accurate—Well, he's a beauty, anyway—It took a full half hour to tire him out and land him—Three minutes, did you say?—Oh! you're mistaken—That can't possibly be—It was surely longer than that—He was a fighter to the last—Excited, when I caught him—Naw! not a bit—Cool as a cucumber, just as I am now—He certainly is a beauty.

# Council of the Board of Trade

## Matters Dealt With at the Regular Meeting Held Yesterday.

### Movement In Eastern Canada To Make Lord Strathcona Governor-General.

The council of the Board of Trade held its regular monthly meeting in the Board of Trade rooms yesterday morning at 11 o'clock. It is noticeable that the Board of Trade meetings are latterly being much better attended by the members than was the case heretofore; and as they are invariably opened sharp on time by President L. G. McQuade, no time is lost in getting down to business.

There were present at yesterday's meeting of the council L. G. McQuade, in the chair; S. J. Pitts, Simon Leiser, T. W. Paterson, Capt. J. G. Cox, D. R. Ker, J. A. Mara, C. H. Lugrin, J. H. Thomson and Lindley Crease.

A letter was read from President Graves of the White Pass & Yukon railway. Secretary Elworthy reported that acting under instructions from the president of the board he had written Mr. Graves, who was in the Old Country, stating that the board had noticed that the company contemplated closing its Seattle office and removing to Victoria or Vancouver. He had pointed out the advantages of Victoria as a location for the office of the company and Mr. Graves had replied that the matter had been referred to Mr. Newill. The secretary was now in a position to inform the board that the White Pass & Yukon Railway company had opened offices in the Board of Trade building on January 1st last.

Richard Taylor, secretary of the Longshoremen's union, wrote asking the board to use its good offices in securing an amicable settlement of the differences which had arisen between the union and Mr. Alex. McDermott regarding the scale of wages paid longshoremen. The council considered this an important matter affecting materially the interests of the port, a committee consisting of Capt. Cox, S. J. Pitts and the president, Mr. McQuade, was appointed to carry out, if possible, the object sought.

A communication was read from the Nelson Board of Trade endorsing the attitude of the silver-lead mine owners, which was recently held at Kaslo, also a copy of the proceedings of the meeting. The matter was considered at some length and finally the secretary was authorized to wire the delegation now at Ottawa that the board heartily approves of the action which had been taken by the silver-lead mine owners of Kootenay.

The secretary presented a prospectus of the British and Colonial Industrial Exhibition, which is to be held in South Africa during November, December, January and February, 1903-4. The prospectus was ordered placed on file in the library, where it may be seen by

Toronto, Dec. 22nd, 1902.

The Secretary Board of Trade, Victoria, B. C.

Dear Sir,—We send you herewith a copy of a letter sent by us to the members of the Dominion Cabinet, and would be glad if the idea contained in it would be discussed by your body and the enclosed petition signed and forwarded to the government,

Yours truly,

ARTHUR W. ROEBUCK,
Secretary Single Tax Association.

Petition to the Honorable the Members of the House of Commons of the Dominion of Canada:

This Petition of the ——— showeth that:

Whereas the increased traffic and the necessity for access to the unsettled lands demand that a new transcontinental railroad shall be constructed in the near future through this Dominion,

Therefore your petitioners request that no charter be given to a private corporation, but that this road be constructed as a public work, and that sufficient lands suitably located along the route be reserved for the payment thereof.

317 Markham St.,
Toronto, Dec. 20th, 1902.

Sir,—The rapid development of the Northwest with its enormous increase in the production of grain has made the construction of a new Pacific railway necessary to relieve the traffic congestion and to facilitate the opening up and settling of that district.

The secretary then read the following communication from Arthur W. Roebuck:

Sir,—I have the honor, by direction, to submit to your kind consideration, the English text of a resolution unanimously adopted by our Chamber, in reference to the future Governor-General of Canada.

Hoping to hear favorably from you at your earliest convenience, and thanking you in anticipation, I am, Dear Sir, yours respectfully,

JOS. HAYNES,
Secretary.

Whereas, the Imperial government will be called in the near future, to appoint the next Governor-General of Canada, and considering that the names of some of the most eminent political men of the Empire have already been suggested,

Be it resolved, that in the interest of Canada and that of the British Empire at large, the time has come for the Chamber of Commerce of the District of Montreal, representing the business community, to urge our federal government to respectfully call the attention of the Imperial authorities, on the opportunity of appointing to that high and responsible position, one of our most pre-eminent statesmen, Lord Strathcona and Mount Royal, whose life and energies have unsparingly been spent, to further the interests of Canada and those of the British Empire.

Be it further resolved, that the secretary be instructed to transmit copies of this resolution to the different Chambers of Commerce of the Dominion for approval and support, and that they be requested to forward their own resolution at their earliest convenience, to the Honorable Secretary of State of Canada for transmission to the Imperial authorities.

D. MASSON, Pres.
JOS. HAYNES, Secy.

The board, while highly appreciating the eminent services rendered by His Lordship in the interests of Canada considered that the matter was outside its province, and the secretary of the Montreal Board of Trade will be so informed.

The question of dry dock facilities at Esquimalt was then taken up. It was pointed out that increased dockage facilities would have to be provided to accommodate the immense steamships which are now building and will be placed on the run to Oriental ports. This caused mention of the fact also that larger warships were likely to be sent to this station. Several members suggested advanced to admit of report at the present time.

Secretary Elworthy reported that his bond had expired, and by a unanimous vote it was decided to immediately renew the same.

The quarterly general meeting of the board will be held on Friday next at 3 p. m. Among the matters which will come up for consideration are: Improvement of the West Coast and Sound steamer services, and extension of the Island railway to the North end of the Island. Members desiring other matters to be taken up are asked to notify the secretary.

ACHILLES EN ROUTE.

First of Ocean Steamship Co.'s Fleet Sails From Liverpool.

The British steamer Achilles, first of the big Ocean Steam Ship Co.'s liners, running in conjunction with the China Mutual fleet, to come to Victoria, leaves Liverpool today with general cargo for Victoria, and Tacoma, as well as the many ports of call en route around the world to this port via the Suez canal, the Straits Settlements and China and Japan. The Achilles, which is one of the three dozen lines of the Ocean Steam Ship company, all named after the mythical heroes of old Greece, is a fine freight carrier of 7,043 tons gross, and about a thousand tons larger than any of the China Mutual liners which have yet visited this port, although there are some of the vessels flying the China Mutual flag now en route, which will arrive before her of much larger capacity, the Ning Chow which is to leave Yokohama for Victoria in a few days being a vessel of 9,100 tons.

This week circulars for 1903 were received from Liverpool announcing the joint service by the Ocean Steamship Co., Ltd., which is the "Blue Funnel" line, and the China Mutual Steam Navigation Co., Ltd., between "Glasgow and Liverpool and Tacoma," carrying cargo on through bills of lading to Victoria, Vancouver, Seattle, Portland, San Francisco and other Pacific Coast points, steamers leaving Liverpool every 28 days.

The circular further announces the list of sailing dates "from Tacoma and Victoria, each 28 days, for Yokohama, Kobe, Hongkong, Liverpool and Glasgow, carrying cargo on through bills of lading for all ports in Japan, China, Manila, Singapore, Penang, Colombo, Western Australian and European ports."

The total fleet of the ocean steamers operated jointly by these two companies numbers in all 49 steamers. Of these three are over 9,000 tons gross register, eleven are over 7,000, and the balance of the fleet range from 3,000 to 7,000 tons. The China Mutual fleet includes 13 steamers, three of which, the Ping Chow, Keemun and Oanfa are 9,100 tons gross. The Moyune will be the next outbound steamer of this line, sailing for Liverpool via ports on Thursday next.

Steamer Glenogle sailed yesterday for Kobe and Oriental ports with a cargo valued at $102,000; on her last voyage under the Northern Pacific flag, for on arrival at Hongkong her charter expires and she reverts back to her owners, McGregor, Gow & Co., owners of the Glen line of steamers, many of which have been here in past years. She did not call here. The release of the Glenogle leaves the Northern Pacific without a chartered steamer in operation. One by one the well known fleet, which included the Energia, Goodwin, Braemar, Queen Adelaide, Clavering, Duke of Fife and Glenogle, have been released as their charters expired, leaving now only the Tacoma, Olympia and Victoria of the old line, and these latter three are owned by the Northern Pacific.