be Co. Ld.
TAIL.)
Shoes,
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c., in each of our five
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.
B.C.

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VORKS
ITH
n August 1st. Con-
Sea.
MANAGER.
ER MANAGER.

5c.
Family
rkscrew
NEED BE WITHOUT ONE.
ONG AND DURABLE.
US H. BOWES
CHEMIST,
rnment St. Near Yates St.
OPEN ALL NIGHT.

NOTICE.

hereby given that 60 days after
nd to make application to the
ief Commissioner of Lands and
urchase the following described
encing at a post marked "W.
the west side of Effingham In-
Sound, thence south 10 chains
shore, thence west 20 chains,
h 20 chains, thence east 60
or less to the intersection of
ne, thence following the shore
of commencement, containing
0 acres more or less.
W. MEED.
. C., July 21st, 1903.

NOTICE.

hereby given that sixty days
, John M. McKinnon, intend
lication to the Honorable the
issioner of Lands and Works
on to purchase the following
nds, situated on Swanson Bay,
Coast District, Province of
mbia:
g at a post situated at S. W.
10, Swanson Bay, marked John
n; thence in a southerly direc-
g shore lines 20 chains to a
uth of Lot 10; thence east 40
or less to a point 20 chains
east boundary, Lot 10; thence
ains; thence west 60 chains,
, to shore line; thence follow-
e line southerly to the point of
, containing all the vacant
outside the boundaries of Lot
taining an area of 320 acres,
JOHN M. McKINNON.
h, 1903.

NOTICE.

hereby given that thirty days
intend to apply to the Chief
r of Lands and Works for per-
it and carry away timber from
g described tract of land, situ-
north side of Cracroft Island,
at a post planted on the beach
miles west of Bones Bay, run-
ains each way, as follows: 80
, thence 80 chains east, thence
orth to the beach, thence back
commencement.
CHARLES PICHON.
. C., September 9th, 1903.

NOTICE.

hereby given that sixty days
plication of this notice the San
Company will apply under the
Streams Act to the Chief Com-
Lands and Works for permis-
tain the booms and other log-
ements erected by them on
, Vancouver Island, as shown
thereof filed in the office of the
issioner, and to charge for the
ame such tolls as shall be al-
e Judge of the proper County
it behalf.
4th day of September, A. D.,
BODWELL & DUFF,
the San Juan Boom Company.

MINERAL ACT.

(Form F.)
ATE OF IMPROVEMENTS.

NOTICE.

ineral Claim, situate in the
ing Division of Chemainus Dis-
located: On Mount Brenton,
rn slope of the mountain and
ward of the Holyoke Mineral
e that I, Alexander Duncan
Free Miner's Certificate No.
yself and as agent for Edwin
Miner's Certificate No. B71592,
days from the date hereof, to
Mining Recorder for a Certifi-
rovements, for the purpose of
Crown Grant of the above
r take notice that action, un-
7, must be commenced before
of such Certificate of Improve-
third day of August, A. D.,
A. D. McKINNON.

$1.00 PER YEAR, STRICTLY IN ADVANCE, TO ANY ADDRESS IN CANADA, UNITED STATES, OR GREAT BRITAIN.

$2.00 PER YEAR, TO OTHER COUNTRIES, POSTAGE PREPAID, PAYABLE INVARIABLY IN ADVANCE.

The Victoria Times.

TWICE-A-WEEK EDITION

VOL. 34. VICTORIA, B. C., TUESDAY, SEPTEMBER 29, 1903. NO. 58

ABLE ARGUMENT IN CANADA'S BEHALF

REPLY TO CONTENTIONS OF UNITED STATES

Sir R. B. Finlay Concludes Address—D. T. Watson Presents American Side of Case.

London, Sept. 24.—The proceedings of the Alaska boundary commission were resumed to-day. David T. Watson, of Pittsburg, the counsel for the Americans, continued the presentation of the American case, and expects to conclude his argument to-morrow. The commission expects that the arguments will certainly be completed October 9th.

The Portland Canal.

London, Sept. 23.—Attorney-General Finlay concluded his argument on behalf of Canada at the session of the Alaska boundary commission to-day. He received the thanks of Chief Justice Alverstone and the congratulations of Messrs. Foot and Lodge on his "lucid explanation of so technical and comprehensive a subject."

Attorney-General Finlay, after a recapitulation of the points of the argument, referred to the great importance of the subject, and concluded with saying "I trust the Canadian interests will not suffer by my presentation. I commit the question into the hands of the tribunal with full confidence in their judgment."

The attorney-general during his argument on the Portland canal produced a volume of Vancouver's charts obtained from the London library. These he stated to be identical with the set which came from the parliamentary library at Ottawa. He then proceeded to discuss the argument of the United States, based on the Thalweg rule, which is to the effect that where national territories are divided by a river or stream having several channels, the middle of the deepest channel should be taken as the boundary. He contended that his rule applied only to rivers and streams, and not to an estuary such as the Portland channel.

Again referring to the United States' contention that Russia was not likely to have abandoned the only deep channel on the south, Sir Robert Finlay pointed out that there was no question of abandonment, that the right of innocent passages would remain, and further, that the line was to run, not through any channels, but "le long de la passe."

He then touched on one view suggested by the United States, that the lower portions of the Portland canal and Observatory inlet were held by the negotiators to form one inlet. After pointing out the impossibility of this, he passed to the consideration of the third question, "What course should the line take from points of commencement to the entrance to the Portland channel?"

Dealing with this contention of the United States that this line should follow along the parallel of 54 degrees 40 minutes, he showed that there was no warrant for this view, and the treaty explicitly declared the point of commencement to be the southermost points on Prince of Wales Island, and not the parallel of latitude, which was mentioned merely for the purpose of identification. He showed that this point was not exactly on the above, and this being so, how was the line to get from that point to parallel?

He showed most clearly from the negotiations that although Canning had the United States treaty of 1824 before him, in which 54 degrees 40 minutes was fixed as the line separating the Russian and the United States sphere of influence, he made no reference to that latitude in his instructions to Bagot, but spoke of the southermost point of the island as the commencement. The Russians on their part steadily claimed 55 degrees as the line, and that was adopted, though as it cut Prince of Wales Island, it was modified as regards that island, so as to secure it entire to Russia. When later the 54 degrees 40 minutes was alluded to by the Russians, it was as being about the latitude of the southern point of the island, as it happens to be.

The United States treaty with Russia of 1824 related to trade and commerce. It did not deal with territorial demarcation, so 54 degrees 40 minutes was named as being "about" the southern point of Prince of Wales Island. But the treaty of 1825 between Russia and England settled questions of sovereignty, therefore accuracy was necessary, and latitudes not known to be correct were discarded for natural features, such as the southermost part of Prince of Wales Island and Portland canal, which forms the first natural opening in the main canal south of 55 degrees.

The attorney-general handed in a list of maps of different periods, showing variations in the latitudes of various capes on Prince of Wales Island, and also at the mouth of Portland canal in support of his contention that the negotiators in making the treaty to define the boundaries perferred natural features to latitudes which were imperfectly known.

In support of his argument that the boundary should run up Vancouver's Portland channel, the attorney-general dealt with maps made subsequent to the treaty of 1825, referring first to the Russian map of 1826, which affords little indication of the boundary. Arrowsmith's map of 1833 was partly for and partly against the British contention. Wales and Pearse islands being colored Russian, with the Portland canal running down to the sea.

The French map of 1833 gives Wales Island to Russia, Pearse to Britain with Observatory inlet running down to the sea, Tanner's map (Philadelphia, 1839), shows both channels running down to the sea. Greenhow's map (1844) likewise carries both Portland channel and Observatory inlet to the sea, and carries the boundary north of Wales and Pearse islands. The French map (foreign office, 1844) shows Portland canal running down to the sea, and gives Wales and Pearse islands to Great Britain. The Russian official map of 1844 shows each channel running to the sea and the official map of 1849 shows the northern channel very distinctly.

Boubette's Canadian map of 1853 shows both channels in one, and has the words "Obresvatory inlet" running out into the sea. The map of 1857, used by Sir George Simpson before the House of Commons, shows the names of Portland canal and Observatory inlet going out into the sea, as does the Russian map of 1861. The admiralty charts of 1869 are marked as "not surveyed," and styles Observatory inlet as Portland inlet, which designation first appears on the admiralty charts of 1853. The map of 1869 shows Portland inlet on the lower part of the channel, and Portland canal on the western side in clear type, and Observatory inlet small at the head of the inlet. Dawson's Canadian map of 1880 shows the name "Portland inlet," but the colors of the disputed islands are British. The Canadian biographical map of 1879-'80 calls Observatory inlet Portland inlet and runs the boundary up.

In the three maps of Ivan Petroff, special agent of the United States in 1880-'82, the boundary is shown from Prince of Wales Island as a navy line, not pretending to follow the parallel of latitude, and on the second map this line passes to the north of Wales and Pearse islands.

The attorney-general, while not wishing to attach too much weight to these subsequent maps, contended that the weight of their evidence was in favor of Great Britain, whose contention is that the line should pass from Prince of Wales Island by the shortest way to the mouth of Vancouver's Portland channel, north of Wales and Pearse islands, which should be declared to belong to Great Britain.

He then passed to the fourth question, which he stated seemed to him to be based on a misconception of the negotiators, who assumed that Portland channel went up to the 56th parallel, which it does not.

The attorney-general quoted from negotiations in the proceedings of 1825 in support of his view, and asked the tribunal to answer the fourth question by deciding that the point of Portland canal and the point on the 56th parallel where mountains are found, should be joined by the most direct line.

He then proceeded to discuss the last questions of reference with regard to the fifth and sixth questions, and said that the United States contention was that Russia was to have a continuous strip of coast running round all the inlets, and that Great Britain was to be at every point excluded from the sea. To that view he asked the tribunal to return a decided negative answer. These questions, which are closely related, depended largely upon the true meaning of the words coast and ocean in the treaty. He contended that coast meant the general outline of continental shore and that it never could have been meant to cull heads of narrow inlets running 10 miles inland, the ocean. He instanced the case of Russia, whose forbidding distance was the approach for a ship 100 miles from the coast, and asked if the skipper of a vessel lying off the mouth of an inlet could urge that he was outside of a forbidden distance because he was more than 100 miles from a head of land.

He disputed the implication in the United States case that tide water and salt water are synonymous terms, and illustrated this by reference to the Thames and other large rivers. He questioned the analysis of the coast in the United States case, and declared that the meaning depends upon circumstances in which the word is used. This coast consists of inlets and peninsulas, and if the United States is to gain by drawing a line around the heads of inlets, surely Great Britain should correspondingly gain from the peninsula, and yet the United States seeks to treat the indentations as a coast, while regarding the prominence as a coast as well.

The attorney-general denied the possibility of drawing a line inland which should reproduce exactly all the headlands and inlets, and emphasized Great Britain's contention that the line from Portland channel to Mount St. Elias should show the mountains parallel to the general outline of the continental shore.

PIONEER JURIST DEAD.

San Francisco, Sept. 26.—Mobile Hamilton, one of the foremost of the pioneer jurists of California, is dead. He was 87 years old, and was born at Lawrenceburg, Ind.

BALFOUR ON THE BALKAN TROUBLES

EXPLAINS ATTITUDE OF GREAT BRITAIN

Concert of Europe Can Deal With Situation, But This is Necessarily Slow.

London, Sept. 25.—Premier Balfour, in a lengthy letter to the Archbishop of Canterbury, Dr. Davidson, discusses the Macedonian situation. The letter is a reply to the Archbishop's action in drawing attention to "the growing uneasiness among churchmen at the apparent apathy of the powers, while unspeakable atrocities are being perpetrated in Macedonia." Mr. Balfour says he is in entire sympathy with the feelings of horror and indignation and fully understands the desire to give expression in a public meeting to the sentiment of reprobation which recent events have justified.

Mr. Balfour then proceeds to analyze the situation. He says:

"We have not now to deal with the simple case of misgovernment or oppression by Turkish officials, but with a problem complicated by the fact that the Christian population of Macedonja is rent in fragments by differences of race aggravated by differences of religion, and in addition to the ills inflicted by a corrupt, incapable administration and by an ill-paid and undisciplined army and by the system of taxation. We have to reckon with all the ills, which in a population not imbued with Western ideas of humanity, rival nationalities and sects do not scruple to inflict on one another."

Mr. Balfour adds: "The instrument whereby the situation may be dealt with is the concert of Europe. But this, even were they all in harmony, is necessarily slow, and may easily be ineffective if the problem is complex. It was a matter of congratulation when Russia and Austria, acting with the authority of Europe, proposed to press the scheme of reform, which, while lacking in theoretic perfection, came within the circuit of practical politics, and would, if more earnestly pressed by the Porte and more frankly accepted by the Macedonian people, have spared the world the horror it has since witnessed. Neither of these conditions was fulfilled. The Porte, as usual, was dilatory and failed to see that a policy of humanity was a policy of wisdom. The revolutionists have deliberately done their best to drive the Turk to excesses and furnished him with an excuse for deferring the execution of reforms, meeting horrors with horrors and brutality with brutality, for the deliberate purpose of driving the Turks to crimes against the innocent, and thus play upon the sympathy of the world. Such methods as these are no more morally tolerable than the misgovernment which is their excuse."

Coming to the question of the attitude of Great Britain, Mr. Balfour points out that Russia, Austria and Turkey cannot be indifferent to a territorial redistribution in the peninsula, while Greece, Bulgaria, Servia and Roumania are all interested in the fate of the province whose Christian population is made up from all the nationalities. These external complications are doubled by internal ones, because of religious differences—the Mohammedans fearing Christian rule, while the Exarchists and Christians persecute the patriarchists. The Greeks, who are patriarchists, would sooner find protection under the rule of the Sultan than be left to fight the matter out with the Bulgarians, who are Exarchists.

"It is with a problem such as this that one has to deal," says Mr. Balfour, "and I cannot but believe that the best hope of dealing with it lies in the continued co-operation of Russia and Austria, strengthened with the support and advice of the other signatories of the treaty of Berlin.

"Great Britain has not been precluded by the policy outlined from offering suggestions," continues Mr. Balfour, "which has already been done, and she will continue to do so. But it would be folly to forget that there are occasions when two powers are stronger than three. These principles direct the policy of the British government in the near East."

A Warning.

London, Sept. 25.—It was stated at the foreign office today that Sir Nicholas O'Conner, of the British embassy at Constantinople, had been instructed to inform the Porte that neither Turkey nor Bulgaria must expect support from the British government in resisting openly or secretly the execution of the reforms proposed for Macedonia. The Bulgarian government received a similar intimation.

Still Fighting.

Sofia, Sept. 25.—Simultaneously with the issue of the irade appointing the mixed Macedonian committee, the report comes from Constantinople that the Porte has ordered the mobilization of two additional divisions of Asiatic troops.

A large Turkish force surrounded the insurgent camp near Prespa, and the insurgents had 40 men and 80 women and children killed. The Turkish loss was heavy. Another fight in the same district resulted in the defeat of an insurgent band, 10 of whom were killed. In an engagement near Keselay, Monastir vilayet, the Turks lost 100 killed and the insurgents had 15 killed and 29 wounded.

DOMINION NOTES.

Northwest Legislature Meets Next Month—Fire at Toronto.

Winnipeg, Sept. 25.—Premier Haultain says the Northwest legislature will be called for the dispatch of business during the last week in October.

Due at Winnipeg.

Lord Lyveden's parliamentary party will reach Winnipeg to-morrow from the West.

New Cars.

Montreal, Sept. 25.—The Canadian Pacific railway to-day placed an order with its Hochelaga shops for a million dollars' worth of new passenger equipment. The order calls for five dining cars, fifteen sleepers, twenty-five passenger coaches, twenty-five tourist cars and six suburban cars.

Shareholders Meet.

The shareholders of the Dominion Steel and Dominion Coal Companies met to-day and decided to abrogate the lease of the property of the latter by the former. The directors to-day voted to pass the dividend on the company's preferred stock, due October 1st.

Montreal Next.

Brockville, Sept. 25.—The Dominion Trades and Labor Congress to-day passed votes of thanks to those senators who opposed the Lougheed labor bill, and decided to hold the next convention in Montreal. St. John, N.B., and Guelph were unsuccessful candidates. Regret was expressed over the failure of the unions to respond to the appeal for financial assistance for the union label bill. Only 6 per cent. of the unions contributed anything.

Destructive Blaze.

Toronto, Sept. 25.—Fire at the Island this afternoon destroyed the power house, waiting room and Brock and Yonge street wharves of the Toronto Ferry Co. at Hanlan's Point. The fire burned with such rapidity that within an hour from the time the first alarm was sounded, nothing was left but smouldering ruins. The loss will be fifteen or twenty thousand dollars.

DELEGATES DELAYED.

Representative of English Chambers of Commerce Held by United States Immigration Officers.

Montreal, Sept. 25.—Much indignation has been aroused here over the fact that the United States immigration officers at different points have held up delegates to the Chambers of Commerce Congress returning home via New York. Two delegates, J. Falconer, of Dover, and W. Callard, of Torquay, were held up Thursday at Newport, Vt., because they did not have certificates from the immigration inspector at Montreal, that they were fit persons to enter the United States and were only allowed to proceed after twelve hours' delay on presenting return steamship tickets from New York. The detention was under a law passed at the last session of congress. United States immigration officials have now consented to allow delegates to pass freely as a matter of courtesy on presentation of their membership certificates.

STEAMER FOUNDERS.

Number of Crew, Who It Was Feared Had Perished, Safe.

London, Sept. 26.—The Dutch steamer Sophie Annette, belonging to the North Netherlands Steamship Company collided with the fishing boat Isabelle off the Northumberland coat in a fog and then went on the rocks. She afterwards floated, with 10 feet of water in her hold. Part of the crew clambered aboard the Isabelle, but 14 others remained on the Sophie Annette, which disappeared in the fog and afterwards foundered.

Landed at Leith.

London, Sept. 26.—The steamer Warsaw has landed at Leith fifteen members of the crew of the Dutch steamer Sophie Annette who, it was feared, had been drowned by the foundering of the steamer. The Warsaw tried to tow the Sophie Annette to Leith, but the latter sank.

BOUNDARY COMMISSIONER.

D. T. Watson Continues Argument in Behalf of United States.

London, Sept. 25.—David T. Watson, of Pittsburg, counsel for the American side, continued at this morning's session of the Alaska boundary commission his analysis of the treaty of 1825.

During the day Mr. Watson discussed the question of the existence of a mountain chain along the coast, declaring it was quite clear that the negotiations of the treaty proceeded with the assumption that there was a continuous dominant range around all the inlets. As a matter of fact, Mr. Watson stated, there was no such range.

Lord Alverstone made frequent remarks, indicating that he was impressed by Mr. Watson's speech, finally remarking: "Without wishing to flatter you, yours is a most powerful argument."

WILL RUSH WORK ON NEW HOTEL

OPERATIONS ARE TO BEGIN IMMEDIATELY

The Foundation Going In This Fall—An Interview With Sir Thomas Shaughnessy.

Vancouver, Sept. 25.—Sir Thomas Shaughnessy, the president of the C. P. R. Company, and party arrived by special train early this morning. They go down to Victoria this afternoon, returning on Sunday morning.

In an interview with the Times correspondent President Shaughnessy said: "We are rushing forward the Victoria hotel proposition just as rapidly as possible, and it will be until it is finished. We are preparing plans now, and the foundation will be put in this fall. We don't intend to wait until spring to commence. We are anxious to get on in Victoria just as fast as we can."

"Is it the intention of the company to add any steamers to the Empress fleet?" was asked.

"No," replied Sir Thomas. "We are not intending to build any new steamers on account of legislation passed by the government calculated to injure trade with China. This legislation is promoted in Ottawa by the increasing cry from the Pacific Coast, and such conditions do not warrant the further investment of capital."

"Does the company intend building a branch from Spence's Bridge into Similkameen, or a new line into Chilliwack?"

To this Sir Thomas replied that no new roads would be built in British Columbia until adequate returns had been received from the roads in the West already in operation, or until it was demonstrated that there was an actual call for such extensions.

SIR THOMAS SHAUGHNESSY.

The president was asked regarding wharves for Vancouver, and replied: "There will be no delay in building wharves in Vancouver. The extensions will go on right away as proposed."

The correspondent then called Sir Thomas Shaughnessy's attention to a press dispatch from the East, in which the C. P. R. was represented as projecting large extensions in Western Ontario and the Northwest in retaliation against the Grand Trunk Pacific.

In reply Sir Thomas said: "The C. P. R. never retaliates. In Ontario it may be necessary in time to construct two or three new lines, as business is constantly increasing in that territory, and demands for transportation facilities from new sections of the country are growing.

"The C. P. R. never resorts to retaliation of that kind. In the present instance, even if a different policy were to be adopted, the C. P. R. would probably wait until the proposed enterprise was becoming a factor in competition or until the scheme has brought its own retaliation."

Sir Thomas declined to discuss the subject further, declaring this was more than he had ever said in his life before on this matter.

(From Saturday's Daily.)

Sir Thomas Shaughnessy is in the city to-day. This evening he will leave Victoria on his return trip to Montreal. When interviewed this morning the president of the C. P. R. said that the present journey to the West was undertaken to some extent as one of pleasure. Lady Shaughnessy and Miss Shaughnessy, who accompany him, had never before made the tour through the mountains, and for that reason in part the trip was planned.

Originally it was not intended to come over to Victoria. He would not be able to stay long, however, as he must get back to Montreal.

The question of the hotel in this city was now a settled one, and there remained nothing except for his company to carry out the project. This would be done with expedition. On this subject he had little to say in addition to what had already appeared in the interview given in Vancouver.

He had not come out here in connection with the hotel question at all, but on entirely different business Sir Thomas assured the Times reporter. This prompted a suspicion that the political situation of the time and the delayed announcement of the government's policy on the Columbia & Western land grants might have something to do with the visit, and the president was asked if the claims of his company to the blocks of land in Southeast Kootenay had been dropped. Sir Thomas said "No, I cannot say that we have dropped it altogether. We are in hope that after the province has had time to consider the situation that it will pay its just debts."

Asked if he had any assurance of this being done, Sir Thomas made no reply.

Sir Thomas Shaughnessy is accompanied by Lady Shaughnessy, Miss Shaughnessy and his private secretary, W. F. Lynch.

R. B. Angus and the Misses Angus, who also are in his party, remained in Vancouver.

They leave this evening for Vancouver, and on Monday expect to leave for Montreal. They will go direct, taking the lake route.

Last evening, upon his arrival in the city, S. J. Pitts, vice-president of the Board of Trade, and F. Elworthy, the secretary of that organization, saw the president of the C. P. R. and arranged with him to meet the members of the Board of Trade to-day at 12 o'clock.

The board of trade chamber was filled to its fullest capacity by citizens to meet Sir Thos. Shaughnessy. C. F. Todd presided.

In his address Sir Thomas spoke of the difficulties which the C. P. R. had had to overcome in their project of putting their railway line across the continent. They had had their own difficulties in the money markets of the world at first, but that had been overcome. By pursuing a Conservative policy and building only when they found they could, and on a business proposition, they had surmounted many difficulties, and in consequence he could say that to-day no railway company stood in a better position in the money markets of the world than the C. P. R.

British Columbia had made demands upon them in the opening of the mining parts. They had done considerable in that work. The Nakusp & Slocan had not been built at their own instance, but it had never paid for the cost of running. The Columbia & Western had opened an important section. The only aid they got for that was a land grant from British Columbia, which they had not been able as yet to have handed over to them. (Laughter.)

Victoria, in spite of all that might be said, had always been a warm friend of the C. P. R. It was impossible to build wharves and terminals anywhere except on the Mainland. A town had naturally sprung up about those terminals, and had been looked upon with some feeling of antagonism by Victoria. This feeling was now dying out he thought. Had it been possible to put Victoria on the main line, the terminals would have been located here.

The company had decided to get property in Victoria. It was not likely that what was done could be altogether one-sided. Victoria had opposed at one time the putting of a faster steam service between the Mainland and Victoria. Finally the C. P. N., which he thought was really at the bottom of the opposition, had been acquired by his company. And now a steamer had been put on which was adapted to the service.

Situated as Victoria was, it was destined to attract thousands of tourists a year. The Chateau Frontenac was planned in Quebec at $300,000, the same as that intended for Victoria. They had been forced to spend $840,000 on the Chateau Frontenac to meet the demands of the travelling public. While he could not promise that sum would be spent on the Victoria building, yet the hotel would be no disappointment, he would assure them, when the work was completed. The work would be pushed to completion as fast as possible.

He was glad of the expressed good-will shown to his company in the by-law which had been passed. He thought that the results would be such as to show politicians, and he did not intend to be discourteous to Col. Prior—(laughter)—that if they kept out of these things and left them to business men that the results would be much better.

A vote of thanks was accorded Sir Thomas, after which the meeting dispersed.

FRANCE AND MOROCCO.

Report That Britain and Spain Have Agreed to French Protectorate.

London, Sept. 26.—The Paris correspondent of the Daily Mail asserts, on unimpeachable authority, that Great Britain and Spain have agreed to the establishment of a French protectorate over Morocco. A strip of land along the coast will be declared neutral in order to avoid international complications over fortified ports.

Groundless Nonsense.

London, Sept. 26.—The British Foreign office, in denying the statement of the Paris correspondent of the Daily Mail that Great Britain and Spain had agreed to the establishment of a French protectorate over Morocco, characterizes the correspondent's story as "groundless nonsense."

CRUSHED TO DEATH.

Member of Chicago Board of Trade Fell Under Wheels of Tram.

Chicago, Sept. 26.—William J. Taylor, a member of the Chicago Board of Trade and a leading resident of Kenilworth, stepped from a Chicago & Northwestern train at Wilmette last night and met death under the wheels. A widow and two children survive him.

DENIES CHARGES OF BEING UNFAIR

TREADGOLD INQUIRY SOUGHT THE FACTS

Commissioner Bell Speaks of the Work Which Was Accomplished in the Investigation.

B. T. A. Bell, of Montreal, who, with Mr. Justice Britton, constituted the royal commission appointed to investigate the Treadgold and other Yukon hydraulic concessions, arrived from Dawson on the steamer Princess May on her last trip. Mr. Justice Britton passed through to the East a day or two ago, while the remainder of the commission and its staff arrived in Vancouver with Mr. Bell, and include Dr. G. A. Lacombe, secretary, and H. H. Rowatt, chief clerk of the mines record bureau of the department of the interior.

Mr. Bell, who is also the editor and publisher of the Canadian Mining Review, and secretary of the Canadian Institute of Mining Engineers, was interviewed by a Vancouver News-Advertiser representative upon his arrival. While declining to discuss the nature of the report the commission was likely to make or the impressions that the evidence taken had made upon his own mind, he stated that when the report was made it would be found to contain a good deal of interesting reading, and that it would be a fair pronouncement upon what the commission had learnt from the mass of evidence, verbal or documentary, submitted to it. As an idea of the volume of the evidence, he stated that over 180 witnesses had been examined, and 200 or more exhibits filed with the commission. It would probably take the stenographer and secretary nearly to Christmas to transcribe, arrange and sort out this evidence, and it was hardly possible that the commission would be able to make its report till the end of January or February. That report would, however, be a fair presentment of the case.

Interrogated as to the charges against the commission of withholding necessary documents from parties interested, and of a leaning towards the concessionists, Mr. Bell stigmatized these as "all bally rot." The question was a complicated one and had both good and bad points. If the commission erred at all, it was on the side of leniency. Many people thought that its work was to enquire into an act of the minister of the interior and hear charges against the department, but they had formed an incorrect idea of its duties. It was strictly limited in its field of inquiry; its work was to take evidence upon and enquire into the beneficial effect or injurious influence of the concessions upon the mining industry, and whether the concessions were obtained by fraud or misrepresentation. In taking evidence, and in every way, Mr. Justice Britton, as chairman, allowed every latitude possible, and the "kicks" made were not worthy of the least notice. When the commission arrived in Dawson, it found that instead of being there to hold a commission, it was practically to try a case. The board of trade and others interested had engaged lawyers, and the thing evolved into a legal battle. Some people tried to use the commission for political and some for litigious purposes.

These two elements had to be met; Dawson was full of lawyers, there being more representatives of the bar there, per capita, than in any other part of the Dominion. Consequently there had been a good deal of litigation, and there was much feeling as a result of this.

Regarding the alleged suppression of files or government records, Mr. Bell said it was nonsense. The attitude taken was this: Specific charges had been made, and it was incumbent upon those laying these to prove their case. The commission was willing to assist them by lending any documents necessary, if such were named or asked for, but it could not allow the files and records, which really did not belong to it, to be given out for the purpose of letting anyone go on a voyage of discovery through them, to see what they could find. Any specific records asked for were obtainable, but the files, as a whole, could not be given out. During the last three weeks, in order to complete its work, the commission often sat from 10 a. m. to 10 p. m.

Mr. Bell stated that although somewhat tiring, he enjoyed the trip to the Yukon very much, as it was most interesting, and he carries away with him a most favorable opinion of the country as a mining region. The output this year will be, he states, about $10,000,000.

ARBITRATION COURT.

The Czar Has Obtained Professor de Martens One of Arbitrators.

The Hague, Sept. 26.—The Czar has appointed M. de Martens, professor of international law at the university of St. Petersburg, to be third arbitrator in the claims of the allied powers against Venezuela for preferential treatment, in place of the Portuguese appointee, whose illness has precluded his serving.