

ENTERED INTO HIS REST

The Announcement of the Death of "Father Pat" Causes Sorrow.

Steps Taken for the Erection of a Suitable Memorial.

The citizens of Rossland have taken the initiative in the matter of erecting a memorial in honor of the late Rev. H. Irwin, "Father Pat." The departed clergyman devoted several of his best years to a work in Rossland that won him a place in the inmost hearts of citizens generally. This fact is to be recognized in a manner that will hand down the name of "Father Pat" to posterity. The exact nature of the memorial cannot yet be determined. Much will rest upon the extent of the subscription raised, but as the coast and Boundary people are to be invited to join in the movement, it is certain that something of an enduring and substantial nature will be evolved.

Pursuant to the call of Mayor Clute, some thirty representative residents of the city gathered in the board of trade rooms last night to consider the matter of the "Father Pat" memorial, which was mooted within an hour of the sad news of his demise in Montreal. There was an earnest discussion as to the suggested movement, and a vein of deep feeling underlaid the entire proceedings. In introducing the topic Mayor Clute referred in touching terms to the many generous and many traits of character evidenced so freely by the departed while resident in the Golden City. His words were followed by Judge Schofield, who also took occasion to pay a tribute of eloquence to the memory of the late pioneer clergyman. It was then moved that a memorial be erected and the resolution was unanimously carried. It was understood that the honorarium should open correspondence with the editors of all the newspapers published in the province, calling attention to the memorial and suggesting that subscription lists be opened in the respective newspaper offices.

A feature of the memorial will be the fact that subscriptions are to be limited to one dollar. Practical steps were taken toward getting the subscription lists under way when some twenty of the gentlemen in attendance immediately handed their subscriptions to the secretaries.

The committee was appointed as follows: Mayor Clute, chairman; C. S. Wallis, secretary; E. Durant, associate secretary; J. S. C. Fraser, honorary treasurer; W. F. McNeil, John McKane, T. S. Gilmore, Rev. Charles W. Hedley, M. A., C. O. Lalonde, Hon. T. Mayne Daly, W. Waddis, A. S. Goodwin, M. W. Simpson, F. K. Schofield, E. W. Ruff, Rupert Bulmer, W. L. McDonald, E. King, P. R. McDonald, F. E. Woodside, Harry V. Green, E. B. Kirby, J. G. Kenney, Samuel Tomkin, W. F. Fether, Shadwell Curry, James Anderson, J. M. Smith, W. B. Townsend, D. Morgan, Andrew Bewick, A. C. Galt, W. Hart-McHarg, Dr. McKenzie, A. B. McKenzie, J. B. Devine, Edward Baillie, W. J. Nelson, Sam W. Hall, Lorne A. Campbell, J. S. Deschamps, W. H. Goodeve, J. J. Honeyman, H. W. C. Jackson, J. B. Johnson, C. R. Hamilton, John Dean, Hugh Henderson, Ernest Kennedy, W. J. Whiteside, Lee Coombs and Colonel King.

Rev. H. Irwin was a native of Ireland and a graduate of Keble college, Oxford. He was ordained as a clergyman of the Church of England in 1883 and was curate of Rugby until 1885. In the latter year he came to British Columbia and was appointed chaplain to the Bishop of New Westminster, and missionary of the large district which comprised the diocese. He married Miss Innes but was soon after left a widower. This was a loss from which he never fully recovered, as he had a great affection for his wife.

Some two and a half years ago "Father Pat" severed his connection with the Rossland church, which he had seen grow into a cohesive organization with a place of worship, the present church structure. To friends he intimated that Rossland had become "too civilized." He was transferred to the Okanagan and Similkameen country, and was a familiar figure about the new towns in those districts, where his plan of work among the miners, prospectors and railroad workers was similar to that followed in Rossland. He seldom visited Rossland, but a host of friends here followed his movements with keen interest and one of the attractions about a visit to the section in which he was located was the possibility of running across "Father Pat."

A LETTER FROM THE PREMIER

In a letter published in the Victoria Colonist of Sunday last Premier Dunsmuir thus deals with some important political questions: A few days ago, in an open letter to the people of British Columbia, I outlined in a general way my own position and the policy of the government, and I now wish to supplement my former remarks with others, and incidentally to meet the objections that have been raised. I have not been disappointed with the reception with which the government's declaration has been received, as I felt certain when our course of action and policy were fully understood, much of the opposition—result of misapprehension—would disappear, and that the electors, more especially those in the province, were ready to endorse what I have had my permission to publish.

Among other things, an impression is sought to be conveyed—more especially that our representations at Ottawa have been an issue in the present federal campaign, endeavoring to create a feeling of antagonism against the Dominion, by the people of this province. This is unfair and untrue. In all the correspondence with the Dominion authorities, there is not a word of reproach, not a breath of menace, not a single unfriendly utterance. I have gone to Sir Wilfrid Laurier in perfect confidence, open and above board, because I have all along believed him to be a statesman who can rise above party considerations whenever the interests of the country are at stake, and who is capable of either either the complete explanation of what, in this instance, are the special and peculiar conditions. The arguments for that company were that there should be competition, and that for that purpose the complete explanation of what, in this instance, are the special and peculiar conditions. The arguments for that company were that there should be competition, and that for that purpose the complete explanation of what, in this instance, are the special and peculiar conditions.

In order that our case may not be prejudiced on account of political considerations, I am averse to having the name of our party or government mentioned in connection with the subject of the letter to the prime minister, requesting his co-operation and support in behalf of our claims. In order that our case may not be prejudiced on account of political considerations, I am averse to having the name of our party or government mentioned in connection with the subject of the letter to the prime minister, requesting his co-operation and support in behalf of our claims.

GRAND FORKS MAY COME—The Victoria hockey club has extended a challenge to the Grand Forks seven to play here at an early date. It is probable the game will be arranged.

NO RELENTING—The cold snap shows no signs of relenting. All day yesterday the thermometer ranged a degree or two below zero, and at midnight it had touched seven degrees below. This was on Columbia avenue, and it is stated that on the hill to the south of the city the cold was several degrees more severe.

HIGH UP—For the purpose of obtaining photographs in the early hours of the morning, Messrs. McMillan, Cunliffe, Brown, Hindsdale and Lamont spent Saturday night and Sunday morning in Mr. Lamont's cabin on O. K. mountain. The cold was excessive, but the party were comfortably housed and were not inconvenienced by the vagaries of the mercury. On Sunday morning they obtained a series of splendid views.

IMPRESSED WITH ROSSLAND—F. W. Flanagan, assistant chief of the Canadian Pacific passenger department in London, passed through the city yesterday en route from Australia to England. Having been piloted around the city by Alfred McMillan, he expressed himself as surprised and greatly pleased by what he had seen. The large output of ore and the excellent equipment of the mines especially impressed him, and he believes that the vast mineral resources of Rossland have only to be better known in London to induce capitalists to take them up on a large scale.

DIED SUNDAY—Thomas F. Wooderman died Sunday at the Sisters' hospital after a sharp attack of pneumonia. Deceased was a blacksmith by trade, but had been employed as an ore sorter at the Le Roi mine for some time previous to his death. He was a native of Halifax, N. S., and was a prominent member and officeholder at one time in the Orange fraternity. An effort is now being made through the police department to communicate with the deceased's relatives, and the remains have been placed in Lockhart & Jordan's mortuary in the meantime. The address is believed that Wooderman had two sons resident on the coast, but their whereabouts is unknown.

whether the representations made to Ottawa are proper and in the public interest.

Whether or not the facts stated therein and the conclusions drawn are correct. Whether or not, in that case, we did right in making such representations, and in pressing our claims as we did. Whether or not the government is now right in asking for a convention for their discussion. Whether or not they will unite in supporting them. Whether or not, if our course has been in the interests of the province, the interests of the Dominion, or of any credit for its efforts in that respect.

Whether or not, under such circumstances, the failure so far, to secure recognition of our claims or reply to our representations, is to be laid at the door of this government. Let our opponents, too, take up the different planks of our platform and say whether they are sound, practical, and worthy of support. The government is accused of adopting Mr. Martin's and Mr. Smith Curtis' railway policy. Even if that were true, it is no good reason why it should not be adopted if it were a right policy; but we have not adopted that policy, and we have not adopted the principle of Dominion ownership. I have stated distinctly that I am not in favor of the government of the province undertaking on its own account, as a general principle, the building of railways, and for three reasons: (1) the province is not in a position financially to do it; (2) it is the duty of the Dominion government, if at all; (3) success of government ownership must depend on the whole Canadian system of railways being made uniform.

A principle not generally applicable, however, may be so under special and peculiar conditions, and the agitation of last year in favor of the V. V. & E. is the complete explanation of what, in this instance, are the special and peculiar conditions. The arguments for that company were that there should be competition, and that for that purpose the complete explanation of what, in this instance, are the special and peculiar conditions. The arguments for that company were that there should be competition, and that for that purpose the complete explanation of what, in this instance, are the special and peculiar conditions.

It may be held, as it has been held, that if the V. V. & E. secured the subsidy and built the line, the C. P. R. would be forced, in its own interests, to parallel it. Even if this should be a suit, why such a waste of money as a single railway line would serve both provinces? Is this a practical, business-like policy, or is it not? Whether the Dominion government will accept the proposal is not the question. The question is, is it a wise policy? It demands a definite reply from our opponents, and that reply is to determine whether they were sincere in the public interests in agitating for competition and against monopoly.

I now come to the question of constitutionality involved in our railway policy, or is it not? Whether the Dominion article obviously written or inspired by the Dominion government, the astounding position is taken that the province, by seeking to impose conditions of any kind by contract with any railway it proposes to assist, which may be, or is, declared to be for the general benefit of the province, and consequently under the provisions of the Dominion government—a direct derogation from the Dominion act, and an attempt unconstitutionally to vary the provisions of the B. N. A. Act, and "a declaration of war against the persons who are expected to co-operate with the provincial government in railway construction." The government stipulated in its Railway Act that the province should have "absolute control" of the railway and passenger rates, and that in case of the railway assisted passing under the jurisdiction of the Dominion, that the control should become a matter of contract between the province and the company. It is pointed out that the railways declared for the general benefit of Canada come within the exclusive control of the Dominion, and that therefore there is a conflict of authority created, and that the province could not legally contract itself away from the Dominion authority. Similar objections are held to the power of taking the railway over after 20 years as a provincial undertaking, to the plans and specifications being approved by local officials and to any railway accepting a subsidy being controlled by the B. C. Railway act. There is nothing inconsistent as between the powers which the two governments could exercise in the province as a matter of private right insisting on certain conditions being complied with. Otherwise the province would be powerless even though its aid were two or three times greater than that given by the Dominion. For instance, if a railway is wished for free right of way or a portion of the land as a subsidy. If the owner imposed a condition that the railway should carry his produce at a certain rate and the company refused on the grounds that the Dominion government had control of rates, the land owner could say: "Very well, you can't have my lands." The company would as a matter of fact have the right to enter into any arrangement, even to carrying his goods and himself free, as a matter of private contract, and there would be no derogation from the authority of the Dominion. That is all the province proposes to do—to stipulate certain conditions as a return for the subsidy, I will never consent to granting bonuses to railways without a proper measure of control being exer-

THE STOCK MARKET

A SUBSTANTIAL VOLUME OF BUSINESS FOR THE PAST WEEK. PRICES OF LEADING STOCKS ARE ADVANCED IN MOST CASES. The stock market during the past week enjoyed something like a boom, the volume of business being the largest for some time and stocks in most cases being strong. In all, \$3,000,000 worth of shares were traded, and the market was much broader than usual of late.

Perhaps the most notable event of the week was the declaration of the dividend of 11-2 cents on Cariboo McKinnery, at the directors' meeting held yesterday. This is the first dividend for this company since October, 1900, when one of the same amount was paid. There has been a steady advance in the stock since it reached its lowest point, probably because of the expectation of a dividend, and because the fact has become better known that a strike of unusually good ore was lately made in the mine. Sales have been made on the local market during the past two days at 31-2 and 31-4. The announcement of the dividend yesterday offers of 33-4 and 33-1-2 were made for the stock. This makes an advance of over 8 points for the week.

Rambler-Cariboo kept its upward march until the middle of the week, when it reached 86 in actual transactions. Yesterday it sold back to 84, but the sales lately have been light, stronger on some of the other markets. The trading for the week was as follows: Thursday 14,500; Friday 18,000; Saturday 15,000; Monday 10,500; Tuesday 15,500; Wednesday 15,000. Total 83,000.

Abe Lincoln 8 1/2; American Boy 8 1/2; Athabasca 4 00; B. C. Gold Fields 3; Big Three 4 1/2; Black Tail 12 1/2; California 5 1/2; Canadian (Camp McK) 32 3/4; Cariboo (Camp McK) 43 1/2; Centre Star 48 1/2; Deer Trail No. 2 3 1/2; Giant 5 1/2; Golden Crown M. Ltd 3 1/2; Homby Consolidated 3 1/2; Homestake (as paid) 24 20; Iron Mask 15; K. L. 10; King (Oro Denoro) 7; Lone Pine 7; Monte Christo 3; Montreal G. F. 3; Morning Glory 3; Morrison 2 1/2; Mountain Lion 1; Noble Five 27; North Star (E. K.) 1; Novaty G. (E. K.) 1; Payne 10; Peoria Mines 13 1/2; Princess Maud 3 1/2; Quilp 34 1/2; Rambler-Cariboo 86; Republic 6; Rossland Bonanza G. M. & Co. 2 1/2; St. Elmo 10 1/2; Sullivan 22 1/2; Tom Thumb 3; Van Anda 3; Virginia 3; War Eagle Con 14 1/2; Waterloo 4; White Bear 4; Winnipeg 3; Wonderful 3.

GAMBLERS RELEASED—H. P. Jones of the Clifton hotel arrived from Elko, East Kootenay, last evening. He brought with him the five men who were sentenced to Nelson jail gambling, having paid their fines and secured their release. Mr. Jones alleges favoritism in the matter of gambling suppression.

ROCKY MOUNTAIN RANGERS—The company has received the prize won last summer by its first team in the Canadian Military Rifle League. It is a large handsome steel engraving in a heavy oak frame relieved by gold, representing Crownwell at the storming of Basing House. The picture has been hung in a prominent place in the company's mess rooms.

ABBOTT & HART-MCHARG BARRISTERS AND SOLICITORS. Solicitors for Canadian Bank of Commerce. Corporation of the City of Rossland, etc. Bank of Montreal Chambers, Rossland, B.C.

TWO DOLLAR WORK IN ORE SHIPMENT

The ore shipment camp for the week somewhat lower than those for the previous week. The output of the Le Roi week while certain shipments for the satisfactory condition of a promise of a in point of ore production. During the current week the output will take a substantial advance. The management announce that 24,000 tons of ore were shipped from that point last week. The Centre Star will in all probability portion of the growing production. The camp should with from 35,000 to 40,000 tons.

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