Conservation Of Mining

Large and Enthusiastic Meeting Held Last Evening Effects Organization.

Resolution of Executive Asking Aid For Silver Lead Endorsed.

The large attendance at last evening's meeting at the Board of Trade rooms to organize a local branch of the Provincial Mining Association was most gratifying. The gathering was a most representative one, prominent members of the city's industrial, mercantile, mining and professional ranks being present. Organization was promptly effected with considerable enthusiasm and the local branch has commenced its existence with every augury of a prosperous and useful future.

Proceedings were commenced by D. W. Higgins and C. D. Mason being appointed respectively temporary chairman and secretary. After some opening remarks by Mr. Higgins, in which he pointed out the objects to be accomplished by the Victoria branch and the share which he hoped it would have in promoting the mining interests of the province, Mr. J. J. Campbell, of Nelson, who with other members of the executive was present, was called upon by the chair to enlighten the meeting upon the condition of the silver-lead mines.

Mr. Campbell delivered an address teeming with facts and figures, showing how the silver-lead mines had been checked by the failure of the Federal government to render the assistance to which they were entitled. He pointed out how the United States had encouraged all branches of the lead industry, the production there exceeding the consumption, and there being no market, consequently for Canadian lead. Canadian ore had to depend upon the world's market price. The British Columbia mines had been paying for a time because the market price had been sufficient to yield a profit, but there had been depreciation since. The remedy was to place lead and its products upon the same basis as the other manufactures of Canada. It was out of the question to start smelting works in Canada under present tariff. If the Dominion would institute adequate protection, he had the assurance that works to treat lead would be started at once. The lead industry should be placed on the same footing as other industries in Canada. It was the only permanent solution, anything in the nature of a bounty was only a temporary expedient. The policy of protection in the United States had stimulated the industry without increasing the cost to the consumer. If the Dominion would put on a protective tariff on lead, the market would increase threefold within a year, and merchants in Victoria would be surprised at the manner in which branches of business and industry would be benefited. He asked Victoria to back up the Upper Country, where they felt very keenly the present situation. Mr. Campbell's address received enthusiastic applause upon its conclusion.

The branch was then formally organized upon the motion of Capt. Thompson, seconded by H. D. Helmcken, M. P. P., that the members present together with all subscribers to the funds of the association, constitute themselves into the Victoria branch of the association. It was resolved that the officers were to consist of president, vice-president, secretary, treasurer, and an executive of seven members, of whom two would represent labor, one the manufacturers, one the wholesale merchants, one the retailers, one the mine owners, and one the professional men.

The elections were then proceeded with, resulting as follows: R. Machin, president; Dr. T. J. Jones, vice-president; Frank I. Clarke, secretary; Joshua Kingham, treasurer; executive committee, McKechnie and Bolden (labor), H. B. Thompson, (manufacturers), J. Patterson (retail merchants), N. S. Clark, Yreka mine, (mine owners), A. J. Morley (wholesale merchants), and W. H. Langley (professional). Mr. Mortimer Lamb moved a hearty vote of thanks to the conciliation committee for the services rendered to the country in settling the Fernie strike. Mr. Fullerton, in seconding the resolution, said that he hoped as a labor man, that a permanent conciliation committee would be formed. The motion carried unanimously.

D. W. Higgins moved, and Mayor McCandless seconded, that the Victoria branch endorse the preamble and resolution urging upon the Dominion government the necessity of affording relief to the silver-lead industry of the province passed by the executive committee of the Provincial Mining Association, and that a copy of the resolution be wired to Sir Wilfrid Laurier, Hon. Senator Templeman, and other British Columbia members of parliament.

President John Keen was then invited by the chair to address the branch. He confined his remarks to an interesting narrative of the difficulties experienced by the conciliation committee in effecting an agreement between the coal company and the strikers at Fernie. They had found on their arrival a wall between the contending interests almost impossible to break down. Sixty-five to seventy per cent. of the employees could not speak English, and the Slavonic element, which could speak English, proved the most obdurate. He considered that if unhappily future friction were to transpire, that that organized labor should exercise disciplinary methods among these Slavs. It was also gratifying to have the work of the conciliation committee recognized in such a signal manner that the Provincial Mining Association would be consulted in future ruptures.

Mr. Hobson, "Father of the Association," was also called upon, and, like Mr. Keen, was the recipient of enthusiastic applause when he rose to speak. He congratulated the branch upon its successful organization. He predicted great results to the province from the work to be accomplished by the association and its various branches. He was in a position to say that British Columbia possessed the richest placer ground in the world. With proper legislation, the placer properties would yield $50,000,000 per year. Industry would be stimulated and an era of prosperity would be inaugurated.

ORGANIZER DEAD.

Winnipeg, April 23.—Today Harold V. Poore, general organizer for Canada of the United Brotherhood of Railway Employees, died in the General hospital. Mr. Poore had been employed for some time as cashier in the C. P. R. freight office at Vancouver. He left that position on January 1 for the purpose of becoming organizer of the U. B. R. E., but upon reaching Winnipeg in February was stricken with scarlet fever, from which disease he passed away today. John Poore, chief clerk in the office of the general passenger agent of the Northern Pacific, St. Paul, is a brother, and the widow resides in Vancouver.

SITUATION AT NANAIMO.

Nanaimo, April 23.—In the Huff perjury case, Waterhouse was nearly six hours on the stand today, and was subjected to a most severe cross-examination. Twenty witnesses yet remain to be taken, but the case is likely to be closed tomorrow.

The story that Cumberland was to be called out appears to be a canard. Organizer Baker remains quietly in Nanaimo.

It is understood that another effort is to be made to interview Mr. Dunsmuir by a combined delegation from Ladysmith and Cumberland. The officials of the latter union deny that they have been called out by the former.

ROSSLAND IN LINE.

Mayor Calls Public Meeting to Urge Protection For Lead Mines.

Rossland, April 23.—Mayor Dean has called a public meeting in Union Hall, Saturday night, to consider resolutions anent the inability of the Federal government to grant protective tariff on lead products imported into Canada, and to urge that action be taken to afford relief to Canadian lead industry. Considerable interest is manifested in the movement.

NATIONAL MUNICIPAL LEAGUE.

Annual Meeting Opens in Detroit—Small Attendance.

Detroit, April 22.—The attendance at the opening session of the National Municipal League was somewhat disappointing. About seventy delegates were expected, but only about half that number were present.

An exhaustive report of the year's work was read by the secretary of the National League. The recent elections in Chicago and Cleveland were pointed to as teaching the lesson that there must be an end to tampering with the city by the legislature, and that national parties must cease from placing national issues to the front in local campaigns.

After touching upon the recent municipal scandals of Minneapolis, St. Louis and Kansas City, Mr. Woodruff took up the question of municipal ownership, declaring that a movement in its favor had taken deep hold on the urban population of the country.

INVESTIGATING GAMEY CHARGES

Sullivan Swears was Offered Five Thousand to Corroborate Story.

Toronto, April 23.—At the afternoon session of the Gamey investigation, Frank Sullivan's examination was continued by Mr. Blake. Sullivan stated he did not write or tell Stratton or any member of the government about the interview with Gamey when the latter wanted him to go to the piano factory. Witness said he went to the piano factory to see how far Gamey would go in the matter. Gamey had said he could get money. Gamey, Sullivan said, wanted him to "lift" the story and everything, and he had said to "Meet me at the piano factory and I can fix this, and I can get the money."

Witness, under a severe cross-examination by Mr. Blake, said he did not get the money, that they had not even talked about the money which he said Gamey was to give him. Witness said that Gamey's object in going to the piano factory was to rehearse the story over there to see how good a story it would be. Gamey, he claimed, had told him that they would defeat the government on the story, and that he was going to be appointed minister of mines. He admitted that he might have said that Mr. Stratton was uneasy. His idea, he said, of Gamey, was that Gamey was playing him, and he was playing Gamey. He had Gamey under the impression that all he had to do was to go up to the parliament buildings and snap his fingers, and down came the ministers, and from what he saw, Gamey believed it.

Witness said he corrected Gamey as he was rehearsing his story. Witness had said to Gamey, "You said up in the buildings it was Meyers who took that money to Chase and Chase took that money to the smoking room." Gamey said: "All right, I had forgotten that about Chase. I will write it down," and he took a small book out of his pocket and put it on his knee and wrote just across it, "Chase."

He did not have any too much faith in Gamey. He was covering himself pretty well. He was not leaving himself open to Gamey. Witness said Gamey had tried to lead him to believe that he had received money from his own party to put this thing up.

Sullivan said Gamey had offered him $2,000, and on that account he thought Gamey had got money from his friends. Witness said he did not take the money, as it was not offered in the way the other money was to be offered. Gamey, Sullivan swore, had offered him $2,000 to corroborate his story. Afterwards he said: "I will give you $5,000 if you will corroborate the story that I read in the parliament buildings." I said, "I won't have anything to do with you. I will clear myself in this matter."

NATURAL HISTORY SOCIETY.

The recent meeting of the Natural History Society was one of the most interesting of the series held this season.

Mr. W. F. Best submitted specimens of coal said to be from Nitinat Lake, V. I., cinnabar and native quicksilver from Sechart, native arsenic from Queen Charlotte Islands, and antimony from San Juan river. Mr. Sutton said that, so far, on the Island Sechart was the only locality in which cinnabar had been found. Arsenical ores were more common. Native antimony veins are found in San Juan river valley, near Lillooet and on the North shore of Great Central lake. A specimen of bog ore was submitted from Quatsino, where it was reported there were at least 100,000 tons. Mr. Sutton was doubtful of the specimen of coal which came from Nitinat lake.

Mr. Baynes-Reed reported at some length on the largue of a Bomby moth which had been referred to him for identification, giving an interesting life history. The moth in question attached itself to conifers and was very destructive. Mr. Sylvester was appointed acting treasurer during the absence of Mr. A. Crease in England.

Notice was given of the intention of the society to incorporate under the provisions of the Benevolent and Friendly Associations Act.

Mr. E. A. Wallace then read a paper entitled, "What Is One Man's Meat is Another Man's Poison." This related to edible fungi and other dietary provisions of nature overlooked in the ordinary menu of civilized peoples. Many useful foods known to and used by native tribes, he said, might be incorporated into our bills of fare, and he proceeded to enumerate a number coming within his own experience in different parts of the world. His paper was most interesting and called for considerable discussion.

Reference to a previous paper by Mr. E. F. Robinson on "The Anatomy and Refraction of the Human Eye," has been omitted in these columns. It was very carefully prepared, and Mr. Robinson, who is particularly well versed in the subject, dealt at great length with it. The time at his disposal in one evening was too short to do it justice, and he promised to continue it on a future occasion.

INSURANCE MAN DEAD.

Toronto, April 23.—Wm. McCabe, managing director of the North American Life Assurance Company, died tonight, aged 63 years.

SMALL SHIP FIRE.

Liverpool, April 23.—Capt. Apielde, of the Red Star line steamer Friesland, which arrived here yesterday from Philadelphia, reports that fire broke out in No. 3 hold of the steamer when she was three days out from Philadelphia; the crew subdued the outbreak. There was no panic on board.

Indrasamha In From The Orient

Portland and Asiatic Liner Comes to Ocean Docks to Land Chinese.

Victorian Goes to Load Feul at Nanaimo—Tees For the North.

The British steamer Indrasamha, which left Yokohama on April 6 for this port, arrived at the Ocean docks yesterday afternoon and landed 105 Chinese and 22 Japanese. The steamer Indrasamha, which made one trip to this port last year, is one of the three "Indra" steamers operated by the Portland and Asiatic line between Portland and the Far East, and the steamers have been placed on the run to Victoria, calling here before going to the Columbia river, in order to accommodate the increased Chinese coolie travel, which has started as a result of the proposed increase of the poll tax on Chinese entering the Dominion from $100 to $500. The Indrasamha had no cargo for this port, but brought about 2,500 tons of through freight to be landed at Portland, consisting of tea, rice, matting and general Chinese and Japanese merchandise. She proceeded to Portland last night. The steamer had an uneventful passage, encountering moderate weather throughout.

News was brought by the Indrasamha from Yokohama, that a war ship to be named Buyo (according to Japanese pronunciation) has been purchased by the Korean government from the Mitsui Bussan Kaisha. It is, in fact, the steamer Kachidate Maru, used by the company for the transport of coal. The steamer is of 3,000 tons gross, with a speed of 11 knots an hour. She is now being equipped as a war ship at the Uraga dock. The price agreed on is a little over 500,000 yen, including the armaments, to be paid on delivery at Chemulpo.

FENNIA SIGHTED.

Russian Bark Reinsured at 40 Per Cent. Taken Off the List.

The Russian bark Fennia, which was overdue on her voyage from Rio de Janiero to Antwerp, and reinsured at 40 per cent., has been spoken, according to advices received here yesterday, and has been taken off the list. No particulars were given in the despatch received here, other than that the Russian bark had been sighted. The Du Condic, which is 120 days out from San Francisco for Sydney, has been all but given up as lost. She is reinsured at 85 per cent. It is expected that the rate will reach 90 per cent. in a few days.

VICTORIAN LEAVES.

Car Ferry Gone to Nanaimo to Load Coal.

The steamer Victorian—the new car ferry, which will be placed in service between Sidney and Liverpool on May 1, left last night for Nanaimo to load bunker coal and complete her preparations for the service into which she is to be placed. A number of carpenters and others left on her to complete the work.

The Victorian has been completely reconstructed since she arrived here from the Sound. In the first place her hull was strengthened materially, and her engines were overhauled, tightened to their bed plates, and improved. Then the forward part of the vessel was torn out the cabins and partitions being cut out, leaving nothing but the hurricane deck and the high sides—the passenger deck having been cut away forward of the engines. The bow was altered, and frogs and switches placed on the deck so that the apron may connect as it falls on the bow. Rails were laid on either side of the main deck and in the centre, so that eight cars can be carried, three on either side and two in the centre.

The dining room aft is filled with rows of seats, upholstered in red plush for passengers, with two little hole-in-the-corner offices on either side—one as a baggage room, and the other for the purser. The stairway is left as it was aft, and the saloon aft is unchanged, other than it does not extend forward of the after end of the engine-room casing. There are a few staterooms—about a dozen left. Two passage ways run alongside the engine-room casing to the bar and smoking room. The crew are housed below, and the galley is also below.

Everywhere there has been a change, although the steamer looks little altered from the water, the most noticeable alterations showing from the exterior, being the replacing of the two masts with very small sticks, and the change in the bow to allow of the cars being run aboard. The interior of the steamer, however, is much changed, as stated above.

Capt. Rogers is in command of the vessel, and he shipped a crew yesterday. Mr. Maguire, formerly of the Strathcona, is chief engineer, and others in the steamer's complement of officers are Mr. Charles Brown, who is steward, and Harry Howard, who is purser of the car ferry.

ST. DAVID ARRIVES.

Had Adventurous Voyage From Manila Via Yokohama.

The ship for which the tug Lorne went down the Straits, was the United States ship St. David, which was sailing in, and did not want steam when the Lorne arrived; so the tug returned and proceeded to Vancouver for the lumber laden schooner Carrier Dove, which was towed to sea. The St. David has had an eventful voyage. Capt. Ryder, of the California Shipping Company went to Manila to bring the vessel to Port Townsend, but the St. David was dismasted and drifted about the Pacific causing anxiety to her owners and her crew for some time, before she finally put into Yokohama in distress, from which port she came after being repaired. The St. David left Manila on October 21, and put into Yokohama on January 25. She sailed again for Port Townsend on March 18. The vessel sailed into Port Angeles early this morning.

FOR THE NORTH.

Tees Carries Big Cargo For Canneries and Way Ports.

Steamer Tees, Capt. Hughes, which left last night for Naas and way ports, had a full cargo, which included a varied collection of merchandise. There was a saw mill plant for the siwashes at Bella Bella, shipped by E. G. Prior & Co., shipments of groceries and supplies forwarded to Hazelton, by the Hudson Bay Company to be transhipped at Port Essington; cannery machinery, piping, window frames, doors, 20,000 bricks and general supplies for the Oceanic cannery, which Finlay, Durham & Brodie is completing on Smith Island at the mouth of the Skeena; boiler, piping, steam drill, machinery and supplies for the British Columbia Pyrites Company, which is mining sulphur on the Oxtal river, a tributary of the Skeena. There was also tin plate, salt, lead and other cannery supplies for many canneries Alera Bay to Naas Harbor, groceries for village stores, and everything from sewing machines to grave stones for dead Indians. The steamer had a full cargo.

The passengers who went North on the steamer included Messrs. J. W. Brydon and W. Swinnerton, of the B. C. Pyrites Company, who are going to instal the machinery at the sulphur mines on the Oxtal river; O. A. Raestad, H. Humphrey and G. Lawson. A number of Chinese deck passengers, their pigs and effects, were crowded in the 'tween decks.

CANNERY TENDER.

Work will be commenced shortly on a new cannery tender to be built for a company of which Mr. Brewster of Victoria and Clayoquot, is manager, at Thrple's Ways. The hull will be 65 feet long, 14.6ft. beam and 7ft. deep. A new boiler will be built here for her, and she will be engined with the machinery of the old missionary steamer Glad Tidings, which met with disaster in Shusharite Bay some time ago. She will make about 10 knots an hour. The hull is to be completed about 35 days hence.

PETITION.

The residents of Pandora avenue are petitioning the City Council to have the street car company lay their new track nearer the middle of that street, it being so inconvenient and dangerous while along the sidewalk as at present. Mr. Hanna arranged with the car company yesterday to have them stop further work on the street until he presents the petition to the council on Monday evening, and as the company have very kindly agreed to please the residents of the street, we presume the council will recognize their opportunity to correct a long-standing mistake.

DREYFUS MAY SUCCEED.

Paris, April 23.—It is semi-officially stated that owing to the absence of War Minister Andre no action will be taken on the letter from Alfred Dreyfus asking for a reopening of his case until the minister's return, when it will be presented to the council of ministers, probably soon after President Loubet's return. It is believed Dreyfus' request will be granted.

EASTERN WAR CLOUD GATHERS

Russia Makes Formal Demand for Manchuria—Japan Assembles Navy.

Pekin, April 23.—Russia has demanded that China sign an agreement practically ceding to her the sovereignty of Manchuria and excluding other nations from that country. The Russian Charge d'Affaires M. Plancon, has informed Prince Ching, president of the Foreign office, that no further steps in the evacuation of Manchuria will be taken until this agreement is signed.

Yokohama, April 23.—Three Japanese warships have been ordered to New Chwang. Marquis Ito has held a secret conference with the leading Japanese statesmen. The Russian demands for privileges in Manchuria have excited the Japanese press, which insists on vigorous action, confident that the United States, as well as Great Britain will support Japan. Arrangements has been reached by which the political crisis has been averted, but the government's naval increment proposals remain unchanged.

WILLIAM K. WILL WED.

Head of Vanderbilts About to Marry Muchly-Wedded Lady.

London, April 23.—The engagement of Mrs. Lewis H. Rutherford to William K. Vanderbilt is confirmed. It is not known whether the wedding will take place here or in Paris, but it will not take place at the United States embassy here nor at the London residence of Secretary White, Mrs. Rutherford's brother-in-law.

Mrs. Anna H. Rutherford is a sister of Oliver Harriman, jr., of this city, and of Mrs. William R. R. Travers.

Mrs. Travers, it is understood, is to sail for Europe in a day or two, presumably to attend the marriage of her sister to Mr. Vanderbilt. Mrs. Henry White, wife of the secretary of the American embassy to Great Britain, is a sister of Lewis M. Rutherford, who was Mrs. Rutherford's second husband. The first husband was S. S. Sands.

MONTREAL'S BIG STRIKE.

Montreal, April 23.—Six hundred carpenters were called out of sixteen shops at noon today and many of the large buildings which were to have been ready for May 1 are now completely tied up. The authorization to call out the 2,500 men engaged at the carpentering business at Montreal was received from the headquarters of the brotherhood last night, but for some reason or other, action was deferred until this afternoon. The officials of the union decline to give their reasons for calling out the men in these particular shops, and not others. They say that their next step will depend on circumstances, but it is quite certain that unless a settlement is reached at once, all the carpenters and joiners in the city will be out within a day or two, except those employed in shops that have already agreed to pay the new rates of wages. The master carpenters say there are no shops which have so promised. The brotherhood say there are.

LEAD ORE DIFFICULTIES.

Montreal, April 23.—Sir Thomas Shaughnessy, in an interview today, dealt with a statement which has been made relative to the possible closing down of one of the Canadian Pacific Railway Trail smelters: "We have no such intention," he remarked Sir Thomas. "It is our purpose to keep it going, but I may say that we may find it difficult to purchase lead ores unless conditions are improved."

ONE SIDED.

The securing of the whole of the freight-carrying trade of Canada for Canadian bottoms is a question in which all shipping and railway men are specially interested, says the Canadian Railway and Shipping World for April. Every effort put forward to this end is met with the steady opposition of the U. S. shipping interests, and those residing in Canada who are interested in handling its traffic. An instance of the manner in which Canadian freight is handed over to be carried from a Canadian port to another part of Canadian territory is to be found on the Pacific Coast, where the great bulk of the freight for the Yukon is carried from Vancouver, B. C., in U. S. steamers to Yukon ports. Two reasons why this is the case are urged; one, the scarcity of Canadian bottoms on the Coast, and the other, the U. S. coasting regulations continue to permit U. S. vessels to load freight at Vancouver and Victoria intended for Dawson and other points in the Yukon territory. The order-in-council passed in January directed that goods taken from one part of Canada to another, even when transported through U. S. waters, should be carried in Canadian vessels. If its operations had been made applicable all over the Dominion it would have been sufficient to have diverted a considerable trade from United States to Canadian steamers, but the Department of Customs has given notice that the new order is not at present intended to interfere with the transit privileges now accorded United States vessels on the Pacific Coast. A Pacific Coast paper says that 80 per cent. of the shipments of Canadian goods to the Yukon territory are carried in United States vessels. If there was any attempt at a reciprocal arrangement by which Canadian vessels were accorded privileges in United States waters, in or around Puget Sound, or in Alaskan waters, there would be some ground for continuing the present arrangement, but seeing that the United States waters are strictly closed to Canadian Coasting vessels, the concession is a one-sided one. When Canadian steamship owners are assured by law that they will have the Canadian carrying trade then the number of Canadian vessels on the Coast will increase, but it is doubtful if they will until then.

Britain's Huge Indebtedness

Chancellor of the Exchequer Presents His Budget to Parliament.

Nearly Four Billions the Present Amount of the National Debt.

London, April 23.—The budget, which was introduced in the House of Commons today, shows an estimated expenditure for 1903-04 of $719,770,000. The Chancellor of the Exchequer, Mr. Ritchie, fixed the national debt charge at $135,000,000, of which $31,500,000 is available for the sinking fund. The estimated revenue on the existing basis of taxation is $773,850,000, giving an available surplus of $54,083,000.

The duty on tea, which the trade expected would be reduced, is not changed. Mr. Ritchie's proposals include: The abolition of the duty on grain, the taxes on sugar and coal are unchanged, fourpence is taken off the income tax.

Mr. Ritchie opened with the pleasing scheme that whereas his predecessors had to impose fresh taxation, it was his task to remit burdens. He thought there was nothing in the monetary situation to create alarm. Money necessarily had been scarce and dear, as in addition to the government demands there had been many other calls on the market. Any further demands on account of the Transvaal, however, would be wholly for reproductive works, and would have the full guarantee of the British government.

The total expenditures of the state for the past year from every source was $1,005,635,000. He estimated the cost of the wars in South Africa and China of the last four years at $1,085,000,000, of which $340,000,000 had been defrayed by the revenue. The sum of $745,000,000 is charged to the capital account. The latter would be reduced to $550,000,000 by the Transvaal repayment and the Chinese indemnity.

Including the War Department, the national indebtedness now reached the enormous total of $3,991,745,000. Owing to the expenditure for 1903-04, the Chancellor estimated that it would amount to $719,770,000, and he proposed to fix the annual national debt charge at $135,000,000, of which $31,500,000 is available for the sinking fund.

The Chancellor viewed with great concern the increased expenditure, and hoped great reduction could be possible soon. On the other hand, the possession of a strong navy was not a matter of national pride, but of national life or death, and to preserve a strong navy he would grudge no cost. In this connection the Chancellor referred to the improved relations between Great Britain and France, and to the approaching visit of King Edward to Paris. The Chancellor, who spoke for an hour and fifty minutes, received approving cheers, especially when he announced the remission of the grain duties. Sir William Vernon-Harcourt (Liberal) former Chancellor of the Exchequer, followed.

Sir William said he thought it was scandalously unjust that the well-to-do classes should be relieved to such an extent, while the wage-earners' only advantage was the remission of $10,000,000 in indirect taxation. The grain tax, he added, was an infamous one, and he was glad therefore that it was repealed. The speaker vehemently complained of the proposed expenditure for South Africa, which he claimed ought to pay for the war. The colonies, he further asserted, ought to contribute towards the support of the navy. No sober-minded man could justify the enormous expenditure of the government.

RAILROAD ACCIDENT.

Two Lads in Avoiding One Train Step in Front of Another.

Brockville, April 23.—Two boys named Fred and Rolland Lane, aged 12 and 15 years, respectively, sons of William Lane, residing five miles from Prescott, on the Front road, were struck about 11:15 this morning by the Grand Trunk Limited train, three miles West of Prescott. They were walking home from Prescott and stepped out of the way of an Eastbound freight, in front of the Limited. The engineer on the latter was unable to stop to avoid the accident. Roland was killed outright, while his brother sustained serious injuries. His recovery is doubtful. Both were brought to Brockville, Fred being removed to the hospital for treatment. An inquest will be held over the body of the brother.

GAMEY INVESTIGATION.

Principal Ordered Two Weeks Rest by His Physician.

Toronto, April 23.—The Gamey bribery investigation was resumed this morning, but Mr. Gamey was not present, having been ordered away by his physician for two weeks' rest. Frank Sullivan was in the witness box this morning, and said it was at Gamey's suggestion that he introduced him to Hon. J. R. Stratton. Gamey also requested him to introduce him to Aylesworth, to whom he said he had been elected to support the government. On September 9 Gamey saw Hon. Mr. Stratton, and also told him that he had been elected to support the government.

WOOLLEN WORKERS STRIKE.

Hespeller, Ont., April 23.—Employees of the Canada Woollen mills, of which James Kendrick, M. P., is manager, went out on strike today for a 55-hour week. They have been working 60.

BIG LABOR STRIKE.

Montreal Carpenters and Joiners Go Out for Better Terms.

Montreal, April 23.—One of the biggest labor strikes in the history of Montreal commenced at noon today, when 750 carpenters and joiners quit work to enforce their demands for a nine-hour day with a minimum rate of 22½ cents an hour.

REVENUE CUTTERS.

The revenue cutter fleet to be sent to Behring Sea and Alaskan waters next season, will consist of six cutters. The Thetis which will make the cruise to Point Hope and Point Barrow in the Arctic, will probably be the first of the cutters to leave for the North, and will be expected to reach Nome as early as any of the ships of the merchant fleet. The Bear will cruise in the North Pacific and in Behring sea, going as far north, possibly, as Cape Prince of Wales, and making her headquarters at Dutch harbor.

The Manning will go on the North Pacific and Aleutian island cruise, the special duty of the officers of the vessel being to continue the search for new seal rookeries such as were discovered at Bouider Island last year by Capt. McClellan and Lieut. Berthoff. The Manning's headquarters will be at Dutch harbor, but she will spend little time at that port. The Perry will make the regular cannery cruise, having on board an agent of the treasury department to look out for the enforcement of the salmon laws. She will go as far north as St. Michael, and will convey the federal court from that place to Bristol bay and thence to Unalaska. The Perry will start north in June.

The Rush will have her headquarters at Sitka, and will cruise along the coast of Southeastern Alaska and visit the Fox islands. She will proceed to Sitka as soon as her repairs are completed. The McCulloch will make a short cruise along the Southeastern Alaska coast. The Grant will spend the summer on Puget Sound and either the harbor tug Golden Gate or the Arcata, now nearing completion at San Francisco, will also have her station at Port Towusend.

$1.00... Per Year

The subscription price of the Semi-Weekly "Colonist" has been reduced to $1 per year to all countries in the Postal Union.

Where Members Gather Data

Among the 16,000 Handy Volumes in the Provincial Library.

Archives Show Straits of Fuca Discovered By Greek Navigator.

Visitors to the magnificent legislative building across James bay are naturally so taken up with admiration of its beautiful architectural design and the wealth of detail in the exterior and interior work, including towers, stairways, vestibules, rotundas, corridors, galleries and tessellated floors, etc., that they are apt to leave without knowing of the existence of a most interesting and important section of the vast pile. One of the busiest portions of the buildings during the session, though seldom visited by the general public, is that alloted to the library. Here members are to be found looking up statistical matter and other information for use in a debate or in the preparation of legislative enactments. Often, during the discussion of important measures, a cabinet minister or member is seen to summon a page and hand to him a hastily written memorandum directed to the librarian, requesting information on some point that has cropped up in debate. A visit to the provincial library, with its 16,000 books, convinces one that the librarian, Mr. E. O. S. Scholefield, has adopted the most modern and scientific methods in its administration. Recently there has been remarkable development in the management of libraries in all countries, but especially in the United States. The system of cataloguing adopted by Mr. Scholefield has been taken from that introduced by Professor Melvish Dewey, director of the New York State library, and known as Dewey's decimal classification. Under this system the books containing the particular information required can be immediately selected from the shelves ranged with 16,000 tomes.

The provincial library is intended exclusively for the use of the members, although when the House is not in session the reading-room is open to the public. It is purely a reference library and no books are loaned. This being the case, the books are selected with a view of primarily providing references for parliamentary purposes. Few works of fiction are purchased; this class of literature being confined to the more prominent authors of prose and poetry.

Particular attention has been given to the acquisition of the best authorities on constitutional history and procedure, political economy, biography, general history and official publications of other countries, such as reports of departments of labor in New Zealand and the Australian Commonwealth; also all reports bearing upon the various phases of government, such as mining, fishing, forestry, agriculture, railways, road-making and municipal government. Father Hagerty, who recently lectured on Socialism at the Victoria theatre, visited the library and pronounced the selection devoted to political economy as one of the best he had ever seen, considering the size of the library and the comparatively short time in which it has been in existence. He expressed surprise at finding that both sides of the controversy, bearing upon the intertsts of capital and labor, were so impartially represented among the list of sociological books in the library. Indeed, anyone desirous of hunting up data on any aspect of the intricate problem involving the reconstruction of society can find the subject exhaustively treated from every viewpoint.

A most interesting section is that devoted to literature on the history of the province and the Northwest. Here may be found original editions of voyages of Vancouver, Cook, Meares, Portlock, Dixon, La Perouse, Marchand, Lisiansky and many other noted English, Russian, Spanish and French explorers who visited our shores in early days. These explorers, especially the Spanish, have left memorials of their travels to these, then unknown, regions in the nomenclature of the islands, bays, straits and gulfs from California to Alaska. The streets of Victoria also bear silent testimony to the exploits of these early navigators, as witness the thoroughfares familiarly known as Blanchard, Quadra, Vancouver, Cook, Meares, Dixon, Richard, etc. Valdez, San Juan, Galliano, Gabriola, Texada and many others of the neighboring islands indicate conclusively that Spanish navigators were the first to find place for them on marine charts.

In this connection it may be interesting to know the strait which separates the southern portion of the island from the much admired Olympic range on the American side, is named after the old Greek pilot, Apostolos Valerianos, more familiarly known as Juan de Fuca, as he was named by the Spaniards, under whose government he was employed. It is claimed that he discovered the strait as early as the year 1592, or as far back as the spacious times of Good Queen Bess, thus showing that in those remote days of Raleigh, Drake, Frobisher and the buccaneers of the Spanish main attention was being directed to these western shores of the Pacific by daring followers of the sea.

Mr. Scholefield, who is a diligent student among these interesting records, stated that Juan de Fuca sailed from a Mexican port on the Pacific and after journeying northward to Vancouver Island, returned and reported to the Spanish viceroy that he had discovered the much-talked-of Strait of Anian, the name given by Spanish geographers to the Northwest passage. He also reported that he had sailed for more than twenty days into a deep inlet between the 47th and 48th degrees of latitude, (evidently a mistake for the 48th and 49th degrees), until he reached, at last, the North sea on the Atlantic ocean. In those days the width of the North American Continent was unknown, and it is not unlikely that in reaching the Gulf of Georgia he thought he had sailed into the Atlantic. The story of Juan de Fuca's voyage in those days was received as a vivid creation of his imagination, much after the style of the punctured adventures of De Rougemont, who attempted to convince leading geographers of his alleged Robinson Crusoe exploits in the Antipodes. Both Vancouver and Cook had no hesitation in asserting that the Strait of Juan de Fuca had no existence, but in the light of modern discovery it certainly seems probable that the old Greek, Apostolos Veterius, was the first European to catch sight of the beautiful stretch of water known as the Straits of Juan de Fucca.

Puget sound, it seems, was named after Lient. Puget, one of Vancouver's officers.

This section of historical books also covers the overland narratives of Sir Alexander Mackenzie, Sir George Simpson, noted "Governors of the Company of Adventurers Trading into Hudson's Bay." The adventures of Captains Lewis and Clarke, who found a path across untrod plains, forest and towering mountains of the Rocky range to the Pacific ocean in 1804-1806, under order of the United States government, are also recounted. The journals of the trip of Simon Fraser down the great river of British Columbia that now bears his name, are also to be found among many other interesting accounts of the pioneer days of the Northwest.

The reference section of the library consists of encyclopaedias, dictionaries, year books, statistical compilations on various subjects, statutes from many portions of the British Empire, debates, journals and reports of the parliaments of Great Britain and the numerous colonies.

The reading-room contains revolving shelves of useful references in all manner of topics, and here and there are to be found files of all the provincial papers, also the leading periodicals from the other provinces and the Old Country.

Mr. Scholefield is constantly engaged in keeping abreast of the latest publications on parliamentary history and procedure and political economy in order that the provincial legislators may have the advantage of the best references on these subjects.

E. A. SHOEFIELD.
Parliamentary Librarian.

FUNERAL OF CAPT. CAMPBELL.

The funeral of the late Capt. D. Campbell, a resident of this city for some years, but recently of Vancouver, took place yesterday afternoon from the undertaking parlors of W. J. Hanna, and later from the Calvary Baptist church. There was a large attendance of friends of the family and many beautiful floral emblems were received. The deceased captain had expressed a wish that the pallbearers should be selected from his mariner friends, and the request was faithfully carried out, the following being selected to accompany the remains of their mariner comrade to its last resting place: Capt. Wm. Grant, Capt. W. McDougal, Capt. Wm. Cox, Capt. I. Gould and Capt. J. G. Cox, Capt. I. Gould, Capt. J. G. Cox and Capt. J. Anderson.

The late Capt. Campbell was born in Pictou, Nova Scotia, in 1827. When but fourteen years old he took his first sea voyage on a sailing ship, and continued to follow the sea for forty years. He was esteemed as one of the oldest pioneer captains of Nova Scotia. In 1855 he married Laura S. Jay, the oldest daughter of Norman Buchanan, of Bathurst, N. B. He came to Victoria in 1888, and became identified prominently with the local sealing fleet for several years. Latterly he had resided in Vancouver. He first showed signs of failing health at the beginning of the year, though not afflicted with any special complaint, the cause of death being attributed to old age. Three children are left to mourn his loss—S. Graham Campbell of Dawson, Douglas and Lilian Campbell of Vancouver, the two latter attending the funeral yesterday and returning to Vancouver last evening.