PROVINCIAL HAPPENINGS

David Adam has been elected assistant engineer at Vancouver.

No. 1 mine at Nanaimo resumed yesteray.

which it is now proposed to form into a municipality.

Creston contemplates holding a fruit fair next autumn.

The big 240-foot chimney of the B. C. E. R. Co., at Vancouver, is at last completed.

Nelson is to have an energetic poultry association and a fanciers' exhibition.

Orders have been given for three new 150 h. p. boilers for the Hedley gold mines.

The Crow's Nest company's mines at Coal creek were idle two days last week owing to a shortage of box-cars.

Chief Tom O'Donnell, of the Dominion police in British Columbia, has gone to Bellingham to prosecute American sellers of whisky to Canadian Indians.

C. R. Draper, headmaster of the New College, a boys' private school of Vancouver, is missing, and it is feared has met death by drowning in the Inlet.

A strong company to be known as the Nicola Valley Land & Investment company, has been organized at Merritt to promote colonization.

The liquor and gaming house fines, imposed last week in connection with the Prince Rupert "clean-up" amounted to $5050.

The output of the Hosmer mine is steadily increasing and the management expect in a short time to reach 1000 tons daily.

Cranbrook city council has appointed May 2 a cleaning-up day and the mayor has been requested to proclaim it a civic half holiday.

Creston has appointed Messrs. Moran S. Hatfield, E. Payne, Edmonson and F. G. Little commissioners to devise a sewerage system for the locality

As soon as the snow on the mountain sides has disappeared some earnest and business-like development work will be done on the Apex group in the Hedley district.

Romano, the Vancouver contractor, whose blasting operations partially wrecked the home of W. D. S. Rorison has been fined $100 and costs for his criminal carelessness.

The concentrator installed by the Portland Canal Mining company is almost ready for operation. It is reported it will be started in a few weeks.

Revelstoke medical officer reports that the outbreak of smallpox in that city is at an end. Save for some scarlet fever cases, Revelstoke now shows a clean bill of health.

At a recent meeting of the Revelstoke license commissioners, it was resolved to request the police commissioners to do all in their power to rid that city of "blind pigs" which are reported to exist in the east end.

Settlement through the Nicola valley is going ahead very rapidly at present. Big ranches are being subdivided and new lands opened up. The settlers come mostly from eastern Canada as well as from the northern states.

It is regarded as probable that the skeleton found at Sapperton on Tuesday last is that either of H. H. Parker, a young clerk of the Bank of Montreal, who has been missing for about eight years, or Gilbert Parks, of Vancouver, who disappeared about five year ago.

The fine new Methodist church at Merritt was opened this week, the principal speaker being the Rev. Dr. Sipprell, principal of the Columbian college, New Westminster. This church is being started almost free from debt. The Anglicans and Catholics are also building.

The Kettle Valley railway has invited tenders for building a 20-mile section of the line between Merritt in Nicola Valley to Clearwater. It is expected that at least 100 miles of the road will be under construction this summer. The line will ultimately extend from Grand Forks to Merritt and possibly to Hope on the west slope of the Hope mountains.

Prince Rupert board of trade is cooperating with the G. T. P., Messrs. Foley, Welch & Stewart and the local merchants to exterminate the rat pest. The railway company, the contractors and the board each purchased 250 tubes of rat virus, and it is expected that the merchants will buy another 250. This will give 1000 tubes which will be used periodically, and should have the desired effect.

Kamloops has enacted a new dog tax bylaw, which provides that bitches must not be allowed to run at large at any time, that fierce dogs shall be kept muzzled or chained and not be allowed to run at large, that dogs which chase or bark at horses shall be kept chained or otherwise under control, and that any dog or bitch that bites or attempts to bite any person shall be either destroyed or removed from the city.

J. F. Bledoe, mining engineer, who has just returned from a tour of the North Bonaparte plateau, reports that at present there is room for only about 200 settlers in the North Bonaparte district, but more land can be secured and brought under cultivation by reclaiming and also by a system of sub-irrigation from the numerous lakes there. Quite a section of land yet remains to be taken up at the southeast of Green lake.

Spallumacheen council has decided to close all bars at 7 p. m. daily.

New Westminster Masons are to erect a new temple.

River pirates are operating at New Westminster.

The Prince Rupert Empire is now issued every evening.

Enlargement of the postoffice at Stewart is under way.

The spring rush of prospectors up Bear river valley has set in.

The Tasmanian is now on the run between Prince Rupert and Stewart.

The single tax principle has been adopted in Prince Rupert.

Settlement is very active in the vicinity of Coilettville.

Nakusp is to have a four-roomed school immediately.

The little steamer Alberta has been considerably damaged by fire at Riondel.

The proposals for a new reservoir at Kamloops have been shelved for a year.

Keremeos is agitating for a fire brigade.

Vancouver postoffice sold $254,000 worth of stamps last year.

McKenna & Johnson will have the first hotel in Fort George.

Nelson's civic employees have declined to join the union.

A company either of rifles or infantry is to be established at Chilliwack.

A publicity commissioner is to be appointed for New Westminster city at a salary of $75 monthly.

Pat Burns is reported to have taken an option on the Douglas Lake ranche at $1,000,000.

A steam tramway is to be installed this spring at Kitselas canyon on the Skeena.

Beginning with the first Wednesday in May, Greenwood merchants will close each Wednesday afternoon.

Delta is offering $135,000 worth of waterworks bonds.

The Vermillion Forks company began the construction of the Princeton waterworks last week. At present residents derive their water supply from wells.

Good progress is being made with the new steamer for the Ladner-Steveston run.

Tenders are being invited for $2,207,900 worth of Vancouver Four per cents, maturing in forty years.

Ladysmith Citizens league has requested the local city council to inaugurate dairy and milk inspection.

Little Mary Josetha Keary, daughter of the ex-mayor, has been chosen as New Westminster's May Queen.

Prince Rupert will merge the celebration of civic inauguration with that of Victoria Day on May 24th.

Applications are invited for the office of surgeon to the employees of the Western Fuel Co., Nanaimo.

The Nicola Valley Board of Trade has invoked Martin Burrell's aid in furthering its representations for a daily mail service.

Two new buildings at Stewart were wrecked and others badly strained in a terrific windstorm at the Portland Canal city last week.

Prince Rupert has gained a first manufacturing industry, the establishment being promised of the first waterproof garment manufactory in Canada.

The over-heated section of the diagonal slope No. 1 mine, Nanaimo, was flooded Tuesday night and it is expected that work will be resumed today.

Mr. H. C. Morris, formerly with the bank here, is to be manager of the Canadian Bank of Commerce's new agency at Stewart.

The recent fire at S. T. Elliott's premises at Kelowna which is supposed to have been wilfully started, has raised the question of appointing a night watchman for the town.

The appeal court has confirmed the decision of the lower court that the B. C. E. R. Co. is responsible if small boys steal rides on their cars, fall off and sustain injuries.

H. M. Wolflin, of the United States Geological survey is at Nanaimo, instructing a class of twenty-five in the use of the Dreager oxygen apparatus at the stores of the Western Fuel Co. This is the first rescue apparatus of the kind yet seen on the Island. Mr. Wolflin is superintendent in charge of the oxygen mine rescue station at Seattle.

Relatives of Fred. Bragdon, who died recently at the Royal Columbian hospital, claim that a watch and other personal property of which Bragdon is said to have been possessed, are mysteriously missing.

A twelve-year-old New Westminster boy has been sent to the reformatory for two years for stealing money from a sister, wherewith to patronize a tenent theatre. The father urged his incarceration, declaring him to be incorrigible.

The cornerstone of the new First Baptist church at Vancouver was laid with impressive ceremonies yesterday, the speakers including Hon. Mr. Bowser, Mayor Taylor, Dr. V. L. Whitman, Revs. R. J. Wilson, R. Milliken, R. Merton Smith and Clinton Parker.

The spring season in the Fraser valley was late last year and it is even later this. By this time last year half of the spring work had been done. So far this year the farmers can only be said to have made a start at the seeding. Most of the plowing has been finished, but there still remains some to be done.

The employing sheet metal workers of Vancouver have declared open shop.

The body of the last victim of the Rogers Pass disaster has been recovered and interred.

San Francisco capitalists threaten to erect a million-dollar steel hotel in Vancouver.

Phoenix is taking active steps to suppress the multitude of cultus curs that infest the city.

The project for the establishment of a floating drydock at North Vancouver is assuming practical form.

The referendum vote taken by the W. F. M. on their affiliation with the U. M. W. carried by a large majority.

Wild strawberry and saskatoon blossoms were picked in the Kettle valley last week.

A committee has been formed in Kamloops to look out a suitable site for a Y. M. C. A. hall.

During the past season Robinson & Lequime have cut 8,000,000 feet of sawlogs on the north fork of Kettle river.

Mayor Selous of Nelson has vetoed a proposed grant of $400 to the Y. M. C. A. deciding that such a grant can only be made by special vote of the people.

The Chilliwack Telephone company will this spring extend their connections to parts of the valley not heretofore enjoying the service.

Street car, automobile and other accidents at Vancouver Wednesday resulted in the injury of a woman and three boys.

The Greenwood-Phoenix tunnel is now excavated to 700 feet. The rock is very hard and the two machines upon one bar are driving about five feet a shift.

The Bluebell mine, on Kootenay lake, has been closed down, pending the installation of new machinery to develop the ore in sight.

Provincial Game Warden Avery of Golden has captured two fine beaver, which have been sent to the National park at Banff.

It is proposed to erect a special wing for the treatment of tuberculosis cases in connection with the Nelson general hospital.

The Golden Board of Trade has elected officers as follows: President, Dr. Taylor; vice-president, C. A. Warren; and secretary-treasurer, A. M. Pinkham.

E. Engen, the young smelterman who captured nearly all the ski events at the Rossland carnival last winter, left Grand Forks on Thursday for a trip to his old home in Norway.

The mining class of the University of Idaho, Moscow, accompanied by Prof. W. R. Chedsey and Dr. McCaffarty, of the university staff, arrived in Grand Forks last week on a trip of inspection, visiting the Granby smelter and the mines of the Boundary district in search of practical demonstration work.

The following are the newly chosen officers of the Golden Conservative association: Hon. Richard McBride, patron; H. E. Forster, honorary president; F. P. Armstrong, president; W. Wenman, vice-president; J. Good, second vice-president; C. Maxwell, E. N. Russell, D. H. Rolston, Charles Nicholson, W. Houston W. J. Wright and W. Williams, executive committee.

PREPARATIONS FOR THE SEATTLE SHOW

SEATTLE, April 22.—Entries and trophies for the Seattle Kennel Club's show at the Mammoth rink next month are coming in rapidly and at the weekly meeting of the club last night it was announced that a new record for the number of dogs will probably be set when the entry lists close on April 27.

This was followed by the announcement of several handsome trophy cups, including one by M. Robert Guggenheim and one by H. C. Bromley. Mr. Bromley is keeping under cover the class in which his cup, valued at $75, will be offered. It is to become the permanent possession of the winner.

FIERY SENATORS

Serenity of Red Chamber Disturbed by Clash—Senator Belcourt's Bill Cause

OTTAWA, April 21.—There was a lively scene in the Senate, Senators Power and Cloran clashing, the former accusing Senator Cloran of "getting up and bellowing away in a most absurd manner and being frequently out of order."

Senator Cloran heatedly declared that the word "bellowing" was unparliamentary, and appealed to the honorable genteleman to keep within the rules. Finally peace was restored, but the accustomed serenity of the red chamber was rudely disturbed by the vigorous crossing of swords.

The incident arose over the bill of Senator Belcourt to amend the criminal code, although he declared it was not his intention to press it this session. He stated that under sections 497 and 498 of the criminal code, it was an offence for British subjects to conspire for the restraint of trade. But these sections did not apply to trades unions. Senator Belcourt said he had no prejudice against trades unions, but believed that combinations of labor were as justifiable as combinations of capital, and his personal sympathies were for the workingman rather than the capitalist. He held that both, however, must be subject to reasonable control.

Papke vs. Thomas

SAN FRANCISCO, April 22.—Jim Coffroth is all smiles today. Following his success in gaining a fight permit from the San Mateo county board of supervisors, he immediately signed Billy Papke and Joe Thomas to box before the Sunshine Athletic club on the afternoon of May 14. The fight probably will be scheduled for 25 rounds.

Brake to Stop Ships.

PHILADELPHIA, April 21. — The United States battleship Indiana returned to the navy yard today after a five days' test of the brake which it is claimed will help in the quick stoppage of warships. Capt. Thomas, who came from Washington to observe the vessel, said the brake worked successfully, the Indiana being stopped in half its length when going at a good speed. The brake, which is the invention of a Canadian, is attached to each side of a ship and is operated from the engine room.

GUARANTEE MADE VALUE OF BONDS

Fact Brought Out in Alberta Railway Investigation — Contest Over Evidence to Be Taken in Winnipeg.

EDMONTON, April 22.—W. L. Walsh, K. C., chief counsel for the Great Waterways commission, said this morning he was preparing to fight the application of S. A. Robson, K. C., of Winnipeg, to set aside Judge McDonald's order in the Manitoba court compelling witnesses in Winnipeg to give evidence. The application was made by Robson on behalf of Machaffie, who was trustee for the Athabasca syndicate, which is now the Great Waterways railway company. All the witnesses in Winnipeg have been summoned under Judge McDonald's order. Mr. Walsh will be represented in Winnipeg by Isaac Pitblado when the application comes up for hearing on Saturday. Mr. Walsh said that even should Judge McDonald's order be set aside the commission would go to Winnipeg to take such evidence as witnesses would voluntarily give.

S. B. Woods, ex-deputy attorney-general, was on the stand again this morning. He said that he had himself taken the responsibility of releasing this company of some of the provisions of the general waterways act and making the special provision in the guarantee act. These special concessions had been asked for by Minty, including one permitting the company to do business after $50,000 stock had been paid up. Woods had explained to the government that he considered these reasonable requests. Woods said he remembered telling Cross he thought it was reasonable that the Waterways bonds should be five per cent., since they were to compete with bonds of 4 per cent. on railroads through more settled country.

"You realized," asked Mr. Bennett that this would be a greater liability on the province and that a railway through unsettled country was unlikely to pay."

Woods said he had realized this. Bennett asked him if he did not know that as a matter of fact, the bonds had been sold at 110 entirely on the strength of the government guarantee. Woods said he knew that now.

Judge Scott said: "Did not you think the guarantee amounted to much?"

"I thought it would make it easy to sell the bonds."

"I think the bonds were sold entirely on the strength of the guarantee," said Judge Scott.

Mr. Bennett—"I have heard that some of the bonds have been sold for 115 to a man who said he didn't know or didn't care whether there was a railway or not."

"How were you satisfied," asked Mr. Bennett, "to allow the issue of securities with a paid-up capital of only $50,000?"

"I knew that the money was in the bank, and that none of this would be paid out until some of the road was built, when we would either have the money or the railway."

At the opening of the investigation this afternoon S. B. Woods said the letter from Clarke to the premier on February 23, offering improvements in the contract, was almost entirely his handiwork. He had suggested the changes to meet the criticism in the House. He thought the changes would prevent the government being defeated. So far as he knew, Clarke had not effected the changes in the contract as he had offered, but he had fully intended to make the changes and carry out the new contract.

Judge Scott did not see how Woods could tell this.

"How could Clarke insist on changes in the specifications?" asked the judge, "when the contract for the construction had been turned over to the construction company on specifications that had already been decided on?"

Woods replied that he had always dealt with Clarke as the head of the railway company. He had prepared the letter for Clarke in all good faith, not knowing that the railway company had handed over everything to the construction company.

Woods admitted that although the contract called for a road equal to the standard of the Crow's Nest Pass line, the department never had a copy of the specifications of the Crow's Nest Pass road before them.

Woods said that the contract had been prepared according to his best knowledge. If a better contract could have been made it was due to an error of judgment, and not deliberate.

AMUSEMENT OVER PICTURESQUE TALE

Said Negroes of Central Africa Are Selling Ivory to Bet on 'Arthur Johnsing — Some Protests

Some disgust is being evinced among the sporting writers of America over the stories which are being set in circulation by the satellites of James J. Jeffries, the undefeated heavyweight, who on July 4th meets Jack Johnson, holder of the belt, for the world's championship.

They are getting tired of daily despatches announcing that Jeff had a sleepless night, that his appetite is robust, that he occasionally becomes peevish and won't follow his trainers' instructions, that he had a little bout with some sparring partner and all but put him out of business, that a cramp has developed in his neck, and so on. The opinion seems to be gaining ground that the publicity which is being shed on the big white pug is a little ridiculous and that it's all a little wearisome.

But the latest yarn, the one that has capped the climax, comes from Johnson's camp. It is so unique and is such a credit to the imagination of the press agent responsible, as to merit space. That the negroes of Central Africa, hearing of their American brother's celebrity in the art of fistic war, are engaged in cornering the ivory output of the country, intending to put it up for sale and use the proceeds to attend the fight in a body and to wager the surplus on the dinge, is the summary of the narrative. As a fairy tale it would take a prize.

Commenting on this dream, Lawrence Reddington, formerly of Victoria, and now of Seattle, says. "Now that this African stuff has been tapped, the stories from Jack's training camp should take us further afield, and we'll have to brush up in geography to intelligently follow them. We may expect to read that Jim Unwebopa, a prominent sporting man of Uganda, has arranged to run a special steamer and train to the ringside, or that Charley Mengahugo, the well-known referee of the Mozambique Athletic club, has picked Johnson to win in the seventh. There's one consolation, and that is that no matter what brand of hop the fellows round the Seal Rock house smoke, they'll give us something different from the drivel that has been turned out by Samuel Berger and the rest of the Jeffries' gang."

Heavily Insured

SAN FRANCISCO, April 22.—From now until it is time for James J. Jeffries and Jack Johnson to step into the ring at Emeryville, the afternoon of July 4th, the two heavyweights will carry insurance that will guarantee Rickard & Gleason against loss in event that any accident happens to either fighter.

The insurance was placed yesterday through local agents, by which the promoters will be compensated in the sum of $30,000 if there should be any hitch in the arrangements. This guarantee will be carried by Lloyd's, of London, and for insurance Tex Rickard has already written his cheque for $2,300.

When Rickard announced a month ago that he would insure the fighters to protect himself against loss, there were many who thought it was a matter of press agent work. But Rickard was in earnest. He figured out, as would any business man, that if either fighter should die or be taken sick, or suffer an accident, that would call off the big fight, he would be out the money used in the way of financing the battle.

Before the duo steps into the ring, Rickard estimates that he will have spent largely in excess of the $30,000 insurance he is carrying, but he says that will be something in the way of protection. As the policy is written, $30,000 will be paid only in the event of the fight being called off on July 4, due to accident to either man or sickness or death.

DEVELOPMENTS IN QUATSINO DISTRICT

Conversion of Trail Into Wagon Road by Government Will Greatly Facilitate Transportation Difficulties

Residents of the Quatsino district of the Island are looking forward to a prosperous time during the coming summer. The conversion of the present trail from Coal Harbor to Hardy Bay into a waggon road, a work about to be undertaken by the provincial government, will facilitate transportation and open up prospects to the settlers such as they have never hitherto possessed.

A. M. Lyon, postmaster and road boss at Port Hardy, has just been visiting Victoria, and he states that the coming summer will mark an era of development in the district. Signs of the establishment of new industries are already apparent. Mr. Lyon has just gone into partnership with B. Leeson of Quatsino, and will engage in the fish curing industry. A. T. Goodspeed of Hardy Bay, who recently arrived there, is looking for a site for a shingle mill, and is well pleased with the prospects which additional transportation will open up.

Ranchers in the neighborhood of Hardy Bay have been prospecting recently for copper ore, and specimens forwarded to Victoria have assayed $18 to the ton. The ore properties are located about six and-a half miles from Hardy Bay and within one and a half miles of the Half Way House on the trail to Coal Harbor.

The present trail reaches Hardy Bay about a mile and a half from the wharf at Port Hardy, and the settlers are very anxious that when it is converted into a waggon road it should be deflected some mile and a half so as to bring it to the wharf. The distance between the present terminus of the trail and the wharf is well nigh impassable in wet weather, and there have been instances of arrivals from Quatsino having to spend the night in the open waiting for daylight until they could find their way to Port Hardy. The settlers are approaching the government in the matter.

Oil Tank on Fire.

PORT RICHMOND, Cal., April 21.—A large tank at the Standard Oil Co's plant caught fire today. Tonight the flames still are leaping up, illuminating the country for miles. The burning oil burst from the tank late today and a sea of fire began spreading in the yards. More than 600 men are building a large dyke around the reservoir. It is believed that this will prevent the flames spreading to other tanks. Fully 350,000 barrels of oil were contained in the reservoir, and it is thought this will burn for three days. The loss is $200,000.

Alberta Seeding

CALGARY, April 22—A report from Gleichen shows that 80 per cent. of the spring crop has been sown in that district. Besides spring wheat this includes oats. Preparation of ground for barley and flax is being rushed, and a large number announce their intention of greatly increasing the acreage planted in potatoes. The most successful crops of winter wheat are those that were irrigated last fall, and the general consensus of opinion is that in future Alberta's record crops of winter wheat will be those that have been irrigated. Strathmore reports that fifty per cent. more land will be under crop this year than last, and that two-thirds of the spring crop is now sown. A number of women in the district are planning to sow small areas to alfalfa.

Mr. G. A. Staden is a week-end visitor in town from Cowichan.

LOANED HALF BILLION DOLLARS

Canada Borrowed Over Six Hundred Million Dollars in Great Britain During the Last Five Years

The Monetary Times has an article on the large loans made by Great Britain to Canada in the past five years. Fred W. Field, the editor, writes:

"In five years Great Britain has loaned Canada more than half a billion dollars, or to be exact, $605,453,842. This sum is obtained after five months' careful investigation by The Monetary Times, and special inquiry from practically every known reliable source of information. It is the first authoritative and approximately accurate compilation regarding the export of British capital as it specially relates to the Dominion. While open to some revision, the claim may safely be made that no pains have been spared to make it of commanding value and accuracy to bankers, financiers, investors, industrial and commercial interests.

"The figures are the best possible reply to the complaint sometimes heard that Great Britain is not taking sufficient financial interest in this country. Our railroad development has practically been financed from first to last by the British investor. Mr. George Paish, an eminent London financial statistician states that British capital has been invested in Canada to the extent of £300,000,000. It is practically impossible to check this sum, but it is safe to accept the estimate of Mr. Paish, who not long since lectured on the advantage to borrowing countries of importing capital. The young country, he says, requires to do all those things which in older countries have been gradually performed through the centuries, and it desires to do those things quickly. The rapidity with which things move in a young country is so astonishing to those accustomed to the slower progress of the older countries that it is difficult for the two kinds of countries to understand each other. Persons living in the older countries cannot and do not believe that the growth in the young countries is as rapid as it is said to be.

"The importation of this foreign capital, he concludes, sets free the growing savings of the young countries for the rapid extension of their industries. Further, the young countries attract large numbers of immigrants who possess no capital, and in order to render this additional labor productive the new countries need a much larger quantity of capital than they themselves possess. In brief, the importation of capital by the young countries enables them to construct those great works of public utility without which their natural resources could not be developed, to secure and to profitably employ a great amount of cheap labor from the older lands, to use their own capital in industries where the return is high, and to employ their own labor in the most profitable manner.

"Great Britain in recent years has not failed to maintain its reputation as the greatest loaning centre in the world. In 1909, £182,356,800 represented applications by prospectus in the English market, sums put into new companies publicly advertised and sums included in the official stock exchange record, and of new issues and increases of capital. That fact is a slight indication of Britain's unique loaning power. The amount of money borrowed by manufacturers on mortgage or debenture or raised by private issue of shares, cannot be stated, while no one can exactly say what sums leave Great Britain for investment abroad every year.

"New capital applications overseas during the five years' period under review, according to Mr. F. Hirst, another London editor and statistician, amounted to £785,000,000. The impression that there is no end to the loaning facilities of the English market is, therefore, well backed with reliable statistics.

"That Canada has been a heavy borrower in the London market in the past half decade is seen in the carefully compiled statistics of The Monetary Times. The amount is no less than £98,983,917, an average of nearly nineteen and a half millions sterling per annum. One of the most interesting features of this record is that last year's figures as stated above represented more than half the total for the previous four years, as will be seen in the following table:—

1905	£13,530,287
1906	6,327,500
1907	11,203,711
1908	28,950,621
1909	38,971,798
Total	£98,983,917

Besides this amount a sum of £5,936,008 was raised for enterprises controlled or partly so by Canadian interests but whose properties were in other countries. These included the Mexican Consolidated Electric, Rio de Janerio Tramway, Light and Power, Monterey Railway, Light and Power Company, and the Mexico Tramways Company.

In railroad borrowing, Canada's new transcontinental, the Grand Trunk Pacific, is the heaviest debtor, with fourteen millions sterling. The Canadian Pacific comes next with eleven millions and adding thereto its subsidiary companies' borrowings its total does not fall short of the Grand Trunk Pacific's figures. The parent Grand Trunk was a small borrower, with two and a half millions sterling. The Canadian Northern is the third largest railroad capital seeker, with a total of almost ten millions sterling. Electric railways in five years obtained £2,045,000 from the London market.

In Government borrowings, the amount of the Federal authorities is no less than twenty-seven million pounds, being only three and a half millions short of the entire government total. Ontario ,New Brunswick, Manitoba, Saskatchewan and Alberta were the provincial securities sellers. Quebec, Nova Scotia, Prince Edward Island and British Columbia, the remaining four provinces, did not enter the London market.

Canadian Cities Borrowed

Fourteen cities relied upon British capital for the financing of their requirements. Of the total £6,724,163 borrowed, £4,302,642 went to western Canada, the remaining £2,421,521 going to Ontario and to the Maritime Provinces. Winnipeg received the largest amount, £2,322 642, with Montreal coming second with £1 400,000. Fort William was the smallest borrower with £60,000.

In the remaining classes, the liking of the London market for equipment issues is noticeable. Nine electric light, heat or power companies obtained more than four millions sterling. In the industrial and miscellaneous [illegible] Iron and Steel, La[illegible] tion and the Canadi[illegible] Company are promin[illegible] ancial companies mad[illegible] in the five years' perio[illegible]

There has lately be[illegible] marked desire for first-c[illegible] dustrial bonds and stock[illegible] 5 to 6 per cent. and a muc[illegible] ket for this particular cl[illegible] ably exist in the near futu[illegible] four issues three returned [illegible] tor 7 per cent.; twelve, 6 per [illegible] teen, 5 per cent.; twenty-four [illegible] cent.; eight, 4 1-2 per cent.; six [illegible] per cent.; and two, 3 per cent. In t[illegible] teen cases a note of the rate of intere[illegible] has not been obtained.

STEAMSHIP OWNERS MAY CARRY OWN INSURANCE

Increased Rates in Alaskan Liners Cause Threats by Shipowners to Send Out Vessels.

SEATTLE, April 23—The increase in the marine insurance rates, particularly on the Alaska business, has caused Seattle ship owners to give expression to their displeasure in unmeasured terms and a couple of the larger companies have threatened to discontinue taking out policies and insure themselves, a declaration which the underwriters have so far listened to with equanimity, having heard the same story before.

But the real howl will not become audible until the opening of the Alaska spring business, when the big cargoes start going north, and the consignees there are brought face to face with the increased rates.

Of course, the Alaska consumer will have to foot the bills in the long run, but with the settlement of the steamship freight rate wars on both the North Sound and the Southeastern Alaska routes and the consequent increase in the freight rates, the added burden in the way of insurance will make a big difference in the cost of all commodities in the North and the merchants all over Alaska at this season do not relish anything that is going to increase the selling price of staple goods.

The value of the goods shipped between Seattle alone and Alaska ports has averaged about $15,000,000 a year for the last five years and this season is expected to be in excess of this amount. Of this export business about $1,000,000 goes to Southeastern and Southwestern ports, and the balance to Norton Sound.

On the Southeastern and Southwestern Alaska ports all rates on general cargo have advanced one-eighth of 1 per cent. Rates on freight to Yukon River points have gone up from 1¼ to 1½ per cent. and on freight for Nome delivery from ⅝ to ¾ per cent. These increases while small in individual cases will make a big aggregate. On the bottoms the present Alaska rates of from 12 to 16 per cent. have been increased to from 15 to 20 per cent., according to classification.

The underwriters point out in justification of the increase that their losses in Alaska last year were over $600,000, while of the $500,000 premiums collected by marine insurance companies in Washington last year only about $150,000 applied to Alaska business.

MADRID'S GRAN VIA

Great Thoroughfare To Be Built at Cost of $9,250,000 is Inaugurated By King Alfonso

MADRID, April 23.—The King has inaugurated the Gran Via in the presence of the Royal family, the civil and military authorities, and an enormous assemblage.

The Gran Via, or Broadway, work upon which will shortly be begun, will form a thoroughfare connecting the central part of the town with the north-west quarter, hitherto isolated from the rest of the city by a labyrinth of narrow streets, and will thus provide an outlet towards the Northern Railway Station and the magnificent new park of the Moncloa.

The scheme, which a group of foreign capitalists have undertaken to execute, involves the razing of many houses and the disappearance of 14 streets. The new road will be divided into three sections. An avenue, 27 1-2 yards broad, will extend from the Plazade Leganitos, at the head of the main street coming from the Northern Station, to the Plaza de Callao; a boulevard, 38½ yards wide, will continue thence to the Red San Luis; and another avenue will lead to the well-known Calle Alcala, terminating near the historic church of San Jose. The total length will be 1,446 yards and the cost is calculated at $9,250,000.

The contractors are to receive a monopoly, lasting 40 years, of the electric light supply for the houses bordering the new road and of the tram lines running along it. The work is to be completed in eight years. The razing of a great number of old-fashioned houses and the admission of more light and air to the populous central quarter of the city will mark another step in the transformation of Madrid into a modern city.

RECALLED INCIDENT IN NORTH SEA

Capt. Wm. Cox, the Victoria pilot, recalled a shipping episode in which he figured in connection with the Antwerp tug John Bull yesterday.

"Reading the account of the loss of the bark Kate Thomas, when in tow of the Antwerp tug John Bull," he said yesterday, "reminds me of an incident in which I figured in 1881 when I was chief officer of the bark M. & S. Cox, of which the late Capt. J. G. Cox was in command and a brother of Capt. W. Gould, superintendent of the Esquimalt dry dock was second officer. We left Antwerp in Tow of the John Bull for Shields and had only four colored men on board as crew, not shipping men for the tow to England. Soon after she left Antwerp the hawser fouled the propeller of the Antwerp tug and the John Bull lost her screw. The first thing we knew was when the hawser came adrift and we were blown off under a strong breeze. De didn't know what happened to the John Bull until after eighteen days of hard fight in the North sea, for we had quite a struggle with so short-handed a crew, before we finally reached Shields. The John Bull was picked up and towed to Antwerp and when reading the account of the loss of the Kate Thomas I was surprised to see she was still doing business."

CALCUTTA, April 23.—A warrant has been issued for the arrest of Arabinde Ghose, the Extremist leader, on a charge of active sedition. His whereabouts has been unknown for two months.