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Discuss Canada's Railway Policy

Financial Times on the Government's Bargain With Grand Trunk Pacific.

Severe Criticism in Respect to Arrangement for Building Eastern Section.

The policy of the Canadian government with regard to railway c[illegible] and railway construction has been very severely criticized recently, not only in Canada, where as elsewhere it is but the natural function of the party in opposition to find fault with the party in power, but also in the United States, says the London Financial Times. In the first place, Americans find it difficult to understand the inability of its official managers to make the Intercolonial railway pay; and, in the second place, in view of the fact that that railway does not pay, they are astonished at the government's policy with regard to the Grand Trunk Pacific. The Intercolonial railway is an important system, 1,476 miles in length, running from St. John, New Brunswick, and Halifax, Nova Scotia, through Quebec to Montreal, and its operation for the past financial year has recently been reported upon by the minister of railways, Mr. Emmerson. He had not the full accounts before him, but he estimated that the line had been worked at a loss of between $1,500,000 and $2,000,000. In arriving at this result nothing had been allowed for interest upon capital and nothing had been charged against the earnings for taxes, among systems of its size the Intercolonial railway may be said to stand by itself. It is not easy to find another railway in the world of the same or greater length whose operation results so disastrously. Americans are just now particularly proud of the success achieved by their railroads, and the failure of the Canadian Intercolonial railway to keep its working expenses within its earnings is therefore commented upon with more severity. They attribute the miserable results attained on the system to the fact that it is under government control, and the American railroad world is the most happy to be able to do so because it is threatened with closer government supervision of its operations. Canada's minister of railways has his own explanation to give. He points out that the line was located for strategic purposes, and not with the object of making it financially successful. In other words, he suggests that, though there may be a loss on working, there are, or at any time may be, or at least were intended to be, compensating advantages. In support of this statement he advances the fact that when the Dominion built the Intercolonial over a long and unpromising route, it gave a subsidy to the Canadian Pacific to build a short competing line through the state of Maine. The particularly poor results of the past year he attributes to the extremely severe weather in the winter, which caused parts of the road to stop working practically for two months, and to the increase in wages, amounting to about $750,000 during the year.

Case of the Intercolonial

As the success or failure of the Intercolonial railway has some bearing upon Canada's policy in connection with the finance and construction of the Grand Trunk Pacific, in which English investors are interested and to which we must refer later, it may be well to consider the replies that have been made to Mr. Emmerson's arguments. It is, of course, admitted on all hands that the winter weather was exceptionally severe, and must have made a considerable difference to expenses, but with the rest of the arguments there appears to be little sympathy. Americans say that there cannot be any necessity for so large an increase in wages, and that in so bad a year it should have been granted, while the Canadian Conservative press does not hesitate to assert that the increase was resolved upon for political reasons. As regards the suggestion that the railway is unsuccessful because it is badly situated, there seems to be some difference of opinion. On the whole, we think it may be taken that the line is worked under some natural disadvantages. From Quebec to Montreal it should be able to compete effectually with other lines, for its route is no longer, but after leaving Quebec it passes through unproductive country and is unable to compete for through traffic because its route to St. John is 260 miles longer than that of the Canadian Pacific. As Nova Scotia lines are at present without competition. It may be that its position will prevent it from becoming a really profitable railway, but railway men, both in Canada and the States, are strongly of opinion that it ought to pay its way. There would be objections to selling the railway outright, or that would seem to be the best plan for the government to pursue. An alternative suggestion which has been made is that the government should hand over the operation of the road to practical and substantial railroad men, either Canadians or Americans, make the system subject to taxation, and retain the right to [illegible] extent in surplus profit[illegible] plan the government [illegible] against loss, would [illegible] the amount of the [illegible] have at least the [illegible] ther return upo[illegible] is little doubt [illegible] ment could b[illegible] much doubt [illegible] political p[illegible] enough to [illegible] Under this [illegible] would be secure [illegible] the gainer by [illegible] taxes, and would [illegible] chance of some further outlay. There [illegible] that some such agreement [illegible] secured; but there is [illegible] whether either of the [illegible] parties would be unselfish [illegible] adopt this line of policy.

Criticism of the New Scheme

Our readers will be able to judge from the information we have given how far the strictures passed upon the Canadian government's policy with regard to the Intercolonial railway are justified, but the criticisms of the agreement with the Grand Trunk with regard to the Grand Trunk Pacific are far more severe. It should be remembered that the Grand Trunk undertakes to construct from Winnipeg west to the Pacific at or near Port Simpson, and receives a guarantee of interest on a portion of the capital required. The government constructs the line from Winnipeg east to Moncton, New Brunswick, and leases it to the Grand Trunk for fifty years. Now the critics of the Canadian government say that this eastern division of the Grand Trunk Pacific, as a competitor of the Intercolonial railway, which without its competition is a financial failure, cannot pay, and that the government is saddling itself with a huge outlay, estimated to approach $100,000,000, without any prospect of receiving a return thereon. The government's supporters pin their faith to the beneficial results of the through traffic to be derived from the western division of the Grand Trunk Pacific. American critics, however, scoff at this argument. They point to the fact that the operation of the system will be in private hands, and that the branch from Lake Superior will belong to the Grand Trunk Pacific, although it joins the main line east of Winnipeg, and that the Grand Trunk has been allowed to purchase the Canada Atlantic. Now, the point of this argument lies in the fact that the Canada Atlantic runs from Georgian Bay to a junction with the Grand Trunk at Swanton, Vermont, and the very reasonable assumption is that the grain traffic of the western division of the Grand Trunk Pacific will be carried over the Lake Superior branch to Port Arthur, thence by boat to Parry Sound, on Georgian Bay, and over the Canada Atlantic and Grand Trunk to United States ports. If there is anything in this theory, one may well ask what prospects the government-constructed line east of Winnipeg can have? A correspondent was complaining in our columns the other day of the rights over the Canada Atlantic being obtained by the Canadian government; but we are inclined to agree with American observers that the Grand Trunk has, taking everything into consideration, the best of the bargain. If there was ever any solid ground for the construction of the Grand Trunk Pacific, then it must be admitted that the Grand Trunk has secured the concession on very favorable terms, and should in the long run reap a great advantage. On the other hand, Canada wanted the new railway to assist its development, and experience shows that if it had built the line and operated it itself, the result would probably have been disastrous. Nevertheless, the Canadian government cannot prudently advance this argument, however plausible it may be, in support of its policy.

ON TIME.

St. John Sun.

Lieutenant Governor Bulyea has called, or will call upon Mr. Rutherford to form the first Alberta administration. Mr. Rutherford's claim to the position grows out of the fact that a Liberal caucus elected him to the party leadership. Mr. Bulyea seems to have been pledged to carry out the wish of the party machine. So fully was that taken for granted that a Regina Liberal paper announced some days before Mr. Bulyea was sworn in that Mr. Rutherford had been in Regina on the previous Saturday making up his staff. The paper gave the names of the persons selected for the positions of deputy minister of education, deputy minister of agriculture, clerk of the legislative council, provincial auditor, and clerk of the works department. These operations of Mr. Rutherford were more recall the scene in the old miracle play where Adam and Eve walk across the stage preparatory to being created.

PROGRESS OF THE BOUNDARY SURVEY

Delimitation of the Line Around Lynn Canal Will Soon Be Finished.

A Skagway correspondent writing under date of September 7th, says:

Within another two weeks, provided the weather remains good, the international boundary line between Canada and the United States will be decided upon around the head of Lynn Canal. This includes all the territory from south of the Salmon river on the west side of the canal to far down the eastern shore.

The above information was received during an interview with Mr. O. M. Leland, who has had charge of the work in the vicinity of White and Chilkoot Passes for the United States.

If the weather should be cloudy, says Mr. Leland, it is possible that there will be some work to do near the Chilkoot Pass summit next summer, but he hopes to get that done this year.

The work in the vicinity of Glacier has been completed, and the men who were camped at that place have been transferred to the summit of White Pass, where the line is being completed with a double crew. A gang is still at work up the east fork of the Skagway river, but it is expected they will complete their labors at that point in a few days.

The boundary line across the railroad track and the old Bennet summer trails at the summit of White Pass has been agreed upon. This was agreed upon, says Mr. Leland, while Mr. C. A. Bigger, superintendent of the Canadian surveys, was in Skagway a short time ago. According to the location of the line it runs across the White Pass & Yukon railroad at the identical point agreed upon by Dr. Titmann, representing the United States, and Professor King, representing Canada, at the time they located the line according to the modus vivendi of 1899. However, a slight change has been made in the line on either side of the track, and the change has given the United States a very small amount of additional territory. As the line has been established, the stakes upon the mountain side, set five years ago, are all on American territory, the true line passing to the north of them.

Mr. Leland, who is an instructor at Cornell university, will leave about the middle of September to resume his work at Ithaca, N. Y.

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The difficulty of stopping the dreadful itching, burning sensations, and of healing the raw and irritated skin, is what has made eczema, salt rheum and running sores seem impossible to cure. But there is a cure for everyone who will persist in the use of Dr. Chase's Ointment.

There is scarcely a neighborhood in this country where Dr. Chase's Ointment has not produced some remarkable cures, and for this reason we request you to ask your neighbors about it. We publish hundreds of testimonials in the papers, but may not happen to refer to anyone known to you personally.

By its antiseptic influences Dr. Chase's Ointment thoroughly cleanses the sore to which it is applied, then soothes the irritation and heals the skin. It is useful in scores of ways—wherever there is itching skin or a sore that refuses to heal; 60 cents a box, at all dealers, or Edmanson, Bates & Co., Toronto.

Along the Waterfront

Empress Brings News of Disaster to Jap Transport—A Sealer Seized.

Capt. McLean Sails Schooner Acuapulco Into Port Under Mexican Flag.

(From Wednesday's Daily.)

R. M. E. Empress of India, Captain Beecham, reached port yesterday afternoon from the Orient on her 76rd voyage, with 64 saloon passengers, 30 intermediate and 214 steerage, including a number of Indians. She brought 2,800 tons of general cargo, including silk, tea, opium, cigars and general Chinese and Japanese merchandise. The saloon passengers included Mr. and Mrs. G. A. Griscom, the former until lately president of the International Marine Association, and Mr. and Misses Woods, who have been visiting Mr. Griscom's son, Hon. Lloyd Griscom, United States minister to Japan, at Tokio; Admiral D. M. Riddell, a Canadian by birth, arrived from Hongkong accompanied by Mrs. Riddell; Congressman H. Parsons and wife of New York, returned from a trip to Japan; M. Cambon, of the French embassy at Tokio, was returning to France; Messrs. W. C. Carl and O. Sanger, musicians, returned from China and Japan, where they have been studying the music of the Orient; C. J. Leavenworth, newly appointed United States vice consul at Nagaski, arrived on a trip to Washington.

The captain and crew of the American steamer Australia, seized by the Japanese at Petropavlovsk, arrived by the Empress of India en route home to San Francisco. The Australia carried a cargo from San Francisco under charter to the Kamchatka Trading Company, and reached Petropavlovsk safely. Then she visited neighboring places on instructions received at Petropavlovsk, and had returned to Petropavlovsk when the Japanese warships Azuma and Suma entered, and after bombarding the place and destroying the government offices, seized the Australia. She had no contraband on board, but was captured because she was employed on official business by the Russians. She is held at Yokosuka.

Particulars regarding the disaster to the transport Kinjo Maru on August 23, in the Inland Sea of Japan, involving the drowning of Major Kobori and 126 soldiers returning from Formosa, were received by the Empress of India. The British steamer Baralong, under charter to the Nippon Yusen Kaisha, collided with the troopship, which displayed no lights. When the captains sighted each other's vessel they signalled and both shifted courses to starboard, but the speed of the transport was less than that of the Baralong, which crashed into the stern of the transport on the port side. The Baralong at once put out four boats, and 38, including 17 of the crew, were picked up, but 126 were drowned when the transport went down. The Baralong was damaged about the bows and was taken to Kawasaki yards for repairs.

A survivor says: "After the transport sunk there was a terrible confusion. The sea was covered with debris and many were crushed by falling spars and timber. Many on the Kinjo Maru were asleep when the vessels collided, being awakened by the noise. When they reached deck the boat was half under water, the steamer foundering while efforts were being made to lower boats. I was carried down, but came to the surface and caught a piece of wood, which floated me until I was taken into a boat with three soldiers on board. Some of the survivors escaped by swimming to the lights over the Canoe rocks, in the opinion of the professor's judgment, alienating great bodies of men who formerly stood by the party, increased, and I hope that time may be reached a revenue of $100,000,000, one-thirteenth of which would be $8,000,000; we shall have reached the maximum which will be required for our military force. It is essential, however, that sufficient money should be provided to carry out the recommendations of the department. Experience has shown that if we are to have an effective army in time of war, we must have all the departments in actual service in times of peace. Canada we are endeavoring to act on this basis."

New Military Council

Being asked regarding recent improvements and changes in the administration of the militia of Canada, Sir Frederick referred to the organization in November last of the militia council, on the model of the army council of England. "I believe that the establishment of this council has been of very great advantage to the militia," he said. "The difficulty in old times was that different generals came to Canada with different views; nothing was recorded, and each general thought he ought to inaugurate a new policy—involving expense and serious loss. Now the heads of the four principal departments meet with the minister, the deputy minister and the finance member of the council at least once every two weeks, to the very great advantage of the work of the department.

A Line of Depots and Garrisons

"We have also arranged, as I have already suggested, for a chain of depots from Halifax to Vancouver. When I made my last report a long ago of this line of depots across the continent, I was at once quoted by the newspapers as advocating the building of a chain of fortresses across the continent. What we propose to have is a series of military depots where the officers of the regular militia may carry on training and which would be of service in maintaining order within the country. We have also been improving the Royal Military College and we now have 30 military college graduates on the permanent force, which number we expect soon to increase to 50.

New Departments and New Reforms

"We have organized a number of new departments. The intelligence department, the engineering, ordnance, and army service corps, and the medical service, have all been organized within the last few years. We have also a militia pension law, so that a man can pass his life in the service and be sure of a living during his declining years. We have arranged a limit to the tenure of command, created higher educational standards for officers, and arranged the plans of attending the staff college in England, a school of musketry has been established, rifle associations have been established all over the country, and a school of gunnery has been established in Quebec."

School Cadets

One of the subjects in which the minister is deeply interested is military training in the public schools. Regarding this matter he has been in correspondence with the ministers of education in the various provinces and is hopeful of making arrangements in the future for the thorough military training of all young men in the advanced schools. This system would result, Sir Frederick believes, in the very greatest good to the youth of the country, would mean the saving of very large sums of money, which would otherwise necessarily be spent in the training of adults, and would give to the Dominion a very large force of men from which an army could be very quickly recruited.

The minister also suggested that, while opposed to conscription, he would be in favor of asking young men between 18 and 21 to give three annual trainings to the militia. These young men would not yet have begun the serious business of life and would not be withdrawn from useful industry, a consideration of the gravest importance in dealing with military questions.

WINDY ARM MINES.

Progress at Scene of Latest Mining Excitement in the North.

A correspondent of the Whitehorse Star, writing from Caroboo under date of September 4th, says:

Ninety thousand feet of cable arrived on Friday, which completes the tram to the Conrad Consolidated mines.

Leo E. Simmons is erecting a building facing on Bennett avenue to be used as a barber shop, a long-felt want at this place.

The work on Scott Bros.' addition is progressing slowly on account of non-arrival of finishing lumber, doors and windows.

J. H. Conrad returned with Royal N. Riblet from the Bonanza mine and the Big Thing group today, where he has been with Mr. Riblet, the tramway manufacturer, laying out the two new trams to be built on the Bonanza group and the tram for the Vault claim. The Vault claim is developed by nature 1,800 feet deep and this promises to be the great mine of that camp. Mr. Riblet, while there, also laid out and directed the work for the tram of the Big Thing group, this is the opinion of the Hon. Edmund Bristol of Toronto is developing with Mr. Conrad. Harry Dixon of Whitehorse is there with a force of men carrying out the detail of the survey laid out by Mr. Riblet. These trams will be built and delivered this winter. The work on the tower is progressing rapidly and as soon as the lumber and timbers can be moved up hill the tram will be completed.

The Bristol property, in the opinion of all miners and prospectors who arrive here, is rightly named and will make the biggest and richest mine found yet.

A very rich strike of native copper has been reported on Whipby Arm. Samples show native copper well distributed through the quartz.

Conrad City is booming and Manager Singer sold six business lots yesterday. If the work laid out is not stopped by bad weather this promises to be the lively camp of the Yukon this fall and winter.

LOUBET ATTENDS MANOEUVRES.

French President Visits Army Encampment and Is Duly Honored.

Chateau Brienne, France, Sept. 11.—President Loubet arrived on the field of the army manoeuvres today, and was given a notable welcome by the assembled generals and troops. Accompanied by War Minister Bertreux, and a brilliant staff, he proceeded to point in the vast theatre of operations, at Ville Hardouin he encountered Lieut.-Gen. Chaffee with Gen. Crozier and their staffs. The Americans were presented to M. Loubet by the latter. Addressing Gen. Chaffee, the President said: "We are very glad to receive the Americans and thus acknowledge America's reception of the French military mission which attended the Rochambeau exercises." Gen. Chaffee in reply paid tribute to the splendid organization and equipment of the French army. M. Loubet bestowed many decorations on the French officers.

A Brilliant Banquet

The manoeuvres concluded with a brilliant banquet, at which President Loubet presided. M. Casimir-Perier, former president of the republic, sat at the President's right, and Lieut.-Gen. Chaffee at his left, and near these were Minister of War Berteux, Gen. Brugierre, commanding general of the army and director of operations, and Gen. Dessirier, commander of the second army, and other foreign officers. President Loubet, in proposing a toast to the heads of the states represented at the banquet, assured the foreign officers that their presence was heartily welcomed by the army and people of France. Minister Berteux, on behalf of the French army, thanked the representatives of the foreign powers for their attendance at the manoeuvres. He expressed the hope that all would retain agreeable impressions of their visit.

President Loubet and the members of the American mission later returned to Paris.

TROUBLE IN THE BALKANS.

Relations Between Roumania and Greece Greatly Strained.

Bucharest, Roumania, Sept. 12—The relations between the governments of Greece and Roumania have become strained. M. Tombazis, the Greek minister here, has left the country on an unlimited leave of absence, after receiving a note from the Roumanian government, which immediately sent orders to the Roumanian minister to Greece, M. Ghica, to leave Athens.

The cause of the trouble between the two governments is the refusal by Roumania of the demand of Greece for compensation to those who have suffered by the pillaging of Greek shops and maltreatment of Greek subjects during the recent demonstrations here, and for satisfaction for the burning of the Greek flag by demonstrators at Gurgevo. The Greek government also complained of the general insecurity of Greeks in Roumania, several having been expelled.

BARON KOMURA ILL.

New York, Sept. 11.—Tonight at the Waldorf-Astoria, following the consultation of physicians, it was announced that it is still undetermined as to whether Baron Komura will be able to start for Japan next Thursday.

Will Examine Esquimalt Forts

Hon. Sir Frederick Borden Minister of Militia to Arrive Here in Few Days.

Outlines All Objects of His Trip in an Interview Given at Winnipeg.

Hon. Fred. W. Borden, minister of militia and defence, who will visit Victoria in a few days, was interviewed at Winnipeg by a representative of the Free Press, and spoke briefly of the object of the journey through Canada and of the general work of the department of which he is head.

"I have come west with Major General Lake, the first military member of the militia council, on a general trip of inspection. Tomorrow General Lake will inspect the permanent force in Winnipeg, and in our trip through the West we will stop at every point where there is an organization of the active militia. Yesterday we visited Fort William and Port Arthur, where some day there will be a depot of the permanent force. By a depot I mean a small permanent garrison, with a supply of arms, ammunition and clothing. We now have these depots in every province of the East. There is one in Winnipeg and there will necessarily be some established in the West, as the mounted police force disappears or goes further north. In British Columbia we will examine the fortress and works at Esquimalt, which we are shortly to take over from Great Britain."

"You regard the taking over of the naval and military stations at Halifax and Esquimalt as a matter of great moment?" suggested the reporter.

Full Canadian Responsibility

"It is a matter of large consequence to Canada," replied the minister, "yet it is only the consummation of what has been the policy of the Dominion for many years. In the earlier part of last century, or up to 1870, the militia of this country was dependent upon the Imperial force stationed in North America for all the departments for the staff, for everything, except men, more or less trained. We have in recent years taken the important step of assuming responsibility ourselves. One after another the garrisons which were stationed in North America in 1867, have disappeared until now the only garrisons remaining are those at Halifax and Esquimalt. We are now taking the last step by substituting Canadian for British troops in these two fortresses and paying the bills ourselves. In our estimates for this year for maintenance of the permanent corps, there is an increase of $635,000, chiefly due to the taking over of Halifax and Esquimalt. There is, I take it, no difference of opinion in Canada regarding the duty of the Canadian government of assuming the costs of the maintenance of these two garrisons.

Defence Cost One-thirteenth Revenue

"The total estimate for the present year for military purposes is $5,500,000. When the revenue of Canada was $13,000,000 per annum, we began in 1867 with an expenditure of $1,000,000 a year for military purposes, this is one-thirteenth of the revenue. The percentage is still about the same, the estimates for the current year being less than one-thirteenth of the gross revenue. I do not say that because we began by spending this proportion of our revenue for this purpose, we should continue to do so, but I do say that we should continue to do so until our military organization is made an effective and efficient force. Whether that would be $6,000,000 or more or less, I cannot say, but I do say that I do not think we should go very much beyond that sum. I do not think the ratio of one to thirteen will be increased, and I hope that when we have

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MINING NEWS FROM OLD CARIBOO'S HILLS

Encouraging Reports From the Gold Camps Obtained From Responsible Sources.

P. H. Fraser, foreman for the Cariboo Consolidated Company at its La Fontaine mine, has gone to his home at Cape Breton for a short visit, says the Ashcroft Journal. He has leave of absence for six weeks, but will only spend about ten days at his home, the balance of the time being taken up in a visit to the Pacific Coast and in traveling. Duncan McIntyre will act as foreman while Mr. Fraser is away.

To Mr. Fraser belongs the distinction of sinking the deepest shaft ever put down in Cariboo—the Miocene at Harper's Camp—and of being foreman on the first of the deep ground mines to become a producer. He has had charge of the work at La Fontaine since the foundation was laid for the pump house and naturally enough is quite well satisfied with the result of his endeavors. Over 60 men are employed about the mine, including some 20 Chinese who are taking out some low grade gravel. The main drift is being pushed past the Eleven of England workings and will then be in solid ground again, where high values are expected to be found. Everything is working smoothly about the mine.

Willow River

Of more than local interest to Cariboo mining men is the transfer from Slough Creek to Willow River of Lou Muller, where he assumes the position of manager of the Willow River Mining Company. Mr. Muller has been foreman of operations at Slough Creek for about twelve years and has made for himself a reputation that any man should be proud of. The work of sinking and drifting at Slough Creek was directly under his charge, and all who have visited the property know how well that work is done. The Slough Creek company loses a first class foreman and the Willow River company gets an experienced deep ground miner to direct its work. Mr. Muller took charge at Willow River yesterday.

Mr. F. C. Laird will, it is understood, take upon himself the business emanagement of the mine, Mr. Muller confining himself to directing the mining operations.

Wingdam

From Cariboo comes the report that Superintendent Keast has successfully pushed an eight-inch casing to bedrock and brought up a sample of gold that would gladden the heart of any miner. Thirteen dollars in good coarse gold is said to be the result. As the hole inside the casing is only six inches, that portion of the ground is certainly rich.

Strike on Fountain Creek

J. D. Peebles of Stanley passed through Ashcroft Tuesday night for the Coast. He is making winter purchases for his store and hotel and is anxious to land his goods at Stanley before the heavy frosts. Mr. Peebles is one of a number interested in a strike on Fountain creek recently made. The ground is shallow, bedrock being struck at 38 feet and a good prospect found. The company have two and one-half miles of ground staked and active development work is now being carried on.

Slough Creek

On the 14th August Mr. J. D. Kendall, who was then at Slough Creek, cabled the London office as follows:

"Arrived here August 7; everything in first rate order; the water is gradually decreasing, and no difficulty appears to be overcome; fresh samples confirm those taken on my previous visit." Office note—The average value of the samples mentioned was 20s. 8d. per square yard.

Cariboo Oil Fields

James Harvey, the oil expert, has returned from Harper's Camp, where he met R. T. Ward and examined the Beaver Valley oil prospects found by Mr. Ward last year. After a thorough examination Mr. Harvey states that the prospects are good for oil fields of large extent. The indications are satisfactory and it remains only to make a test by boring to prove the value of the property as an oil producer. He will recommend to his people that an oil borer be taken in and a thorough test made. He found the shale as was described by Mr. Ward in the Journal last fall, and treated some of it before leaving Harper's Camp. Mr. Harvey has no hesitation in saying the prospect warrants the expenditure of $30,000 to prove them.

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in a serious condition, a diver having found several holes in the bottom. The Stanley Dollar is fast settling down and bumping heavily, with the fore hold full of water and the decks continually awash."

THE ACAPULCO.

Capt. McLean, Acting on Instructions, Unwilling to Tell Tale of Cruise.

Yesterday the Carmencita, now known as the Acapulco, arrived from Clayoquot and sailed into James Bay with the flag of Mexico at her masthead. A representative of the owners met her and cautioned Capt. McLean regarding making statements about the voyage. Capt. McLean left the vessel soon after she dropped anchor and shook hands with the hunters who had already arrived and were at the wharf to meet him. Then he went visiting. The schooner was meanwhile towed into the upper harbor and moored at Spratt's wharf.

Mrs. McLean and daughter expected the sealer; Collector Newbury also expected him that he might make certain explanations regarding a clearance for Acapulco on which a vessel newly christened Acapulco went to Behring Sea, which does not lie in the direct path between Victoria and Mexico, and several newspaper reporters sought him. But the captain hid himself. He successfully dodged all who sought him, including hunters who wanted to get a few dollars on account of wages due them; he made appointments and forgot them, but eventually a Colonist reporter interviewed him.

"I'll not tell you a thing," said Capt. McLean. "You've broken up my voyage—that's what you've done. Things were printed in the newspapers about me, and when the crew read 'em they wouldn't seal any more. I had to come home. If it hadn't been for the newspapers I'd been sealing yet. Did I raid? No, I did not. I broke no law. We weren't on any rookery, no matter what the papers say, and everything was all right. The clearance? Well, that's all right, too; I can go to Acapulco yet, can't I? The Mexican flag is all right. We can hunt seals within three leagues of the islands, and with guns at that. What need had I to be scared of cutters? They can't do anything to me. The Shearwater boarded me about ten miles off St. Paul and she found my papers all right. But I won't tell you a thing. I may later, but not now."

Some of the hunters, while willing to talk, gave little further information. From them it was learned that the Acapulco is short of food, the men having been short for some days. The voyage from Clayoquot was long because of head winds and fog, in which the schooner ran very close to the shore on one occasion when entering the straits. The men tell a similar story regarding the cruise as those who arrived a week ago, and some show they have replenished in malt. There is, I take it, no difference of opinion in Canada regarding the duty of the Canadian government of assuming the costs of the maintenance of these two garrisons.

Defence Cost One-thirteenth Revenue

"The total estimate for the present year for military purposes is $5,500,000. When the revenue of Canada was $13,000,000 per annum, we began in 1867 with an expenditure of $1,000,000 a year for military purposes, this is one-thirteenth of the revenue. The percentage is still about the same, the estimates for the current year being less than one-thirteenth of the gross revenue. I do not say that because we began by spending this proportion of our revenue for this purpose, we should continue to do so, but I do say that we should continue to do so until our military organization is made an effective and efficient force. Whether that would be $6,000,000 or more or less, I cannot say, but I do say that I do not think we should go very much beyond that sum. I do not think the ratio of one to thirteen will be increased, and I hope that when we have reached a revenue of $100,000,000, one-thirteenth of which would be $8,000,000; we shall have reached the maximum which will be required for our military force. It is essential, however, that sufficient money should be provided to carry out the recommendations of the department. Experience has shown that if we are to have an effective army in time of war, we must have all the departments in actual service in times of peace. In Canada we are endeavoring to act on this basis."

New Military Council

Being asked regarding recent improvements and changes in the administration of the militia of Canada, Sir Frederick referred to the organization in November last of the militia council, on the model of the army council of England. "I believe that the establishment of this council has been of very great advantage to the militia," he said. "The difficulty in old times was that different generals came to Canada with different views; nothing was recorded, and each general thought he ought to inaugurate a new policy—involving expense and serious loss. Now the heads of the four principal departments meet with the minister, the deputy minister and the finance member of the council at least once every two weeks, to the very great advantage of the work of the department.

A Line of Depots and Garrisons

"We have also arranged, as I have already suggested, for a chain of depots from Halifax to Vancouver. When I made my last report a long ago of this line of depots across the continent, I was at once quoted by the newspapers as advocating the building of a chain of fortresses across the continent. What we propose to have is a series of military depots where the officers of the regular militia may carry on training and which would be of service in maintaining order within the country. We have also been improving the Royal Military College and we now have 30 military college graduates on the permanent force, which number we expect soon to increase to 50.

New Departments and New Reforms

"We have organized a number of new departments. The intelligence department, the engineering, ordnance, and army service corps, and the medical service, have all been organized within the last few years. We have also a militia pension law, so that a man can pass his life in the service and be sure of a living during his declining years. We have arranged a limit to the tenure of command, created higher educational standards for officers, and arranged the plans of attending the staff college in England, a school of musketry has been established, rifle associations have been established all over the country, and a school of gunnery has been established in Quebec."

School Cadets

One of the subjects in which the minister is deeply interested is military training in the public schools. Regarding this matter he has been in correspondence with the ministers of education in the various provinces and is hopeful of making arrangements in the future for the thorough military training of all young men in the advanced schools. This system would result, Sir Frederick believes, in the very greatest good to the youth of the country, would mean the saving of very large sums of money, which would otherwise necessarily be spent in the training of adults, and would give to the Dominion a very large force of men from which an army could be very quickly recruited.

The minister also suggested that, while opposed to conscription, he would be in favor of asking young men between 18 and 21 to give three annual trainings to the militia. These young men would not yet have begun the serious business of life and would not be withdrawn from useful industry, a consideration of the gravest importance in dealing with military questions.

WINDY ARM MINES.

Progress at Scene of Latest Mining Excitement in the North.

A correspondent of the Whitehorse Star, writing from Caroboo under date of September 4th, says:

Ninety thousand feet of cable arrived on Friday, which completes the tram to the Conrad Consolidated mines.

Leo E. Simmons is erecting a building facing on Bennett avenue to be used as a barber shop, a long-felt want at this place.

The work on Scott Bros.' addition is progressing slowly on account of non-arrival of finishing lumber, doors and windows.

J. H. Conrad returned with Royal N. Riblet from the Bonanza mine and the Big Thing group today, where he has been with Mr. Riblet, the tramway manufacturer, laying out the two new trams to be built on the Bonanza group and the tram for the Vault claim. The Vault claim is developed by nature 1,800 feet deep and this promises to be the great mine of that camp. Mr. Riblet, while there, also laid out and directed the work for the tram of the Big Thing group, this is the opinion of the Hon. Edmund Bristol of Toronto is developing with Mr. Conrad. Harry Dixon of Whitehorse is there with a force of men carrying out the detail of the survey laid out by Mr. Riblet. These trams will be built and delivered this winter. The work on the tower is progressing rapidly and as soon as the lumber and timbers can be moved up hill the tram will be completed.

The Bristol property, in the opinion of all miners and prospectors who arrive here, is rightly named and will make the biggest and richest mine found yet.

A very rich strike of native copper has been reported on Whipby Arm. Samples show native copper well distributed through the quartz.

Conrad City is booming and Manager Singer sold six business lots yesterday. If the work laid out is not stopped by bad weather this promises to be the lively camp of the Yukon this fall and winter.

LOUBET ATTENDS MANOEUVRES.

French President Visits Army Encampment and Is Duly Honored.

Chateau Brienne, France, Sept. 11.—President Loubet arrived on the field of the army manoeuvres today, and was given a notable welcome by the assembled generals and troops. Accompanied by War Minister Bertreux, and a brilliant staff, he proceeded to point in the vast theatre of operations. At Ville Hardouin he encountered Lieut.-Gen. Chaffee with Gen. Crozier and their staffs. The Americans were presented to M. Loubet by the latter. Addressing Gen. Chaffee, the President said: "We are very glad to receive the Americans and thus acknowledge America's reception of the French military mission which attended the Rochambeau exercises." Gen. Chaffee in reply paid tribute to the splendid organization and equipment of the French army. M. Loubet bestowed many decorations on the French officers.

A Brilliant Banquet

The manoeuvres concluded with a brilliant banquet, at which President Loubet presided. M. Casimir-Perier, former president of the republic, sat at the President's right, and Lieut.-Gen. Chaffee at his left, and near these were Minister of War Berteux, Gen. Brugierre, commanding general of the army and director of operations, and Gen. Dessirier, commander of the second army, and other foreign officers. President Loubet, in proposing a toast to the heads of the states represented at the banquet, assured the foreign officers that their presence was heartily welcomed by the army and people of France. Minister Berteux, on behalf of the French army, thanked the representatives of the foreign powers for their attendance at the manoeuvres. He expressed the hope that all would retain agreeable impressions of their visit.

President Loubet and the members of the American mission later returned to Paris.

TROUBLE IN THE BALKANS.

Relations Between Roumania and Greece Greatly Strained.

Bucharest, Roumania, Sept. 12—The relations between the governments of Greece and Roumania have become strained. M. Tombazis, the Greek minister here, has left the country on an unlimited leave of absence, after receiving a note from the Roumanian government, which immediately sent orders to the Roumanian minister to Greece, M. Ghica, to leave Athens.

The cause of the trouble between the two governments is the refusal by Roumania of the demand of Greece for compensation to those who have suffered by the pillaging of Greek shops and maltreatment of Greek subjects during the recent demonstrations here, and for satisfaction for the burning of the Greek flag by demonstrators at Gurgevo. The Greek government also complained of the general insecurity of Greeks in Roumania, several having been expelled.

BARON KOMURA ILL.

New York, Sept. 11.—Tonight at the Waldorf-Astoria, following the consultation of physicians, it was announced that it is still undetermined as to whether Baron Komura will be able to start for Japan next Thursday.

Sunshine Furnace

McClary's

London, Toronto, Montreal, Winnipeg, Vancouver, St. John.

CARS COLLID ON ESQUIMALT BRANCH

Serious Mishap Yesterday Which Fortunately Resulted in no Loss of Life.

A somewhat serious collision occurred on the Esquimalt branch of the B. C. Electric Railway Co. yesterday at noon, between the "observation" car and car No. 13. While rounding the curve near the residence of W. F. Bullen, the two cars met, with the result that both were badly damaged.

At 12:10 p. m. car No. 13, in charge of Motorneer W. Coles and Conductor S. Lorimer, left the corner of Yates and Government streets on the regular trip to Esquimalt. The observation car left Esquimalt about the same time, in charge of D. Dewar, conductor, and R. Dewar, motorneer.

On the curve just beyond Head street the cars came suddenly in view of each other. R. Dewar quickly shut off the power, reversed and applied the brake and jumped clear of his car. Coles was also equal to the emergency and followed Dewar's example by turning off the power, reversing the car and applying the brake; but the motorman had not got clear of his car and was driven clear through the door, the breaking of which was, without doubt, the means of saving his life. So strong was the impact that the unfortunate motorman was hurled half way through his car.

Lorimer, who was on the rear end, also received a considerable shock, and landed on the floor in the centre of his car.

D. Dewar was standing on the rear of the observation car, and when the cars met he was sent flying through the window, cutting and bruising his face.

R. Dewar saved his life by making his leap, as to have remained would have meant certain death by being crushed.

Pass