ing With Northern Gales

Chief and Three Sons cued From Upturned Sloop.

Comox Forced to Run efore the Fierce Storm.

ver four hours in the icy Evans bay Chief Julian of ove was snatched from death e dark last Saturday by the Comox. The blinding south- which swamped the siwash drove it waterlogged, sub- heavy seas, brought also with scue party, as the steamer lf then running for shelter hnge seas that thundered up of Georgia to break against lge and the rocky islets that kly dot the waters between island and the mainland. the Indian chief, had left the north end of Cortez island, and his family have been ng and in a fine fishing sloop t for Wylie's wharf on Reade t sunrise all was calm, but y advanced a breeze kept and by noon it blew a gale, that tugs and steamers had shelter. But the siwash had w boat, staunch and seo essly held on, beating his on into the heavy seas of nnel, which opens up to the ep of the storm that howl the gulf. When off the Evans bay the gusts came d under one of them the boat nped, the big granite rocks ed her ballast rolling over to rd and effectually preventing ve boat's efforts to right her d with water she still floated, ept by every billow and the hed his two boys, one nine, to the mast and with his strove by paddling with an de the drift of his little craft e rocky shore of Reade island. led to the bone, engulfed and ed by every sea with the stoi- e redman he waited through afternoon. artlett of the Union Steam- ox, had, shortly after noon, from Valdez island on his p to Vancouver. Clear of bor Spit, he found a heavy g far to permit of running Lund, for Reef point has as bad a name as old Cape elf. The only alternative running northward with the finding sheltered water for y going around and behind nd. Coming up Sutil chan- d picked up the Reade isl- though Postmaster Wylie t swamped in bringing them sealer's boat and drifting up, passed Evans bay when one engers saw the wreck astern so inshore. Capt. Bartlett nger, but was called at once, fficer having meanwhile pu- r about and started for the ith some difficulty the well- ed rather with his boys were warmed and revived, but shing boat had to be aban-

PRESS COMMENT.

is that Mr. Borden is so dis- with the government plan inks it would be better for y to take upon itself the building this Western road, the government proposes- rly all the financial responsi- yet get no adequate con- vantage in return. This at- Mr. Borden's, which is no- n who have followed the de- ver loosely, Sir Wilfrid simply d one might infer from Sir peech that the parties were h regard to the section from vest.—Montreal Star.

nion Alliance has adopted that will enable the pro- ce the politicians in its get out and work for the ment once more. The feat- meeting was an intimation by secretaries that there is no nterest in the Alliance and its en this end of the Ross ma- credited.—Montreal Gazette.

dle hard in this country. e English press were hop- with regard to the French- d the South African war as d. Laurier again is regarded almost an enthusiast for the nexion and all measures cal- strengthen it. Thousands of anadians would laugh at such The present Premier is poli- which is saying a good deal but he is hardly more than an nist. Some of his henchmen one of sound, one a Minister n, has a black record in muni- that I know to be deserved. purassa, is a clever feather- brand eminently anti-British ily spouting. The pitted par- a new French-Canadian po'i- were recently sent me. of which was covertly anti- I was assured by those who meetings that more was was expressed in print and as fairly definite."—Granville Saturday Review.

PERSONALS.

om Friday's Daily.)

dent Hussey, of the Pro- e force, is not expected his holiday trip for two or s. Mr. W. H. Bullock- l continue to perform the perintendent in his absence. egrave returned yesterday tion trip to California. He the Senator, which arr ved orning. The serg nt took is trip at the Hotel Victoria are: Wood, Lawrence, Mass.; n. San Francisco; Thomas Wayman, Cumberland; rs. O. Adams, San Fran- F. Powell, North Yakima, P. Smith, Toronto. rick Oliver of Quebec who for nt months has been visiting dy Joly de Lotbiniere, in Vic- t for her Eastern home. and was a passenger from the Charmer yesterday eve- Dewdney returned from the terday evening. ve came down from Vancou- Charmer last evening. representing the Northern y at Victoria, came down on yesterday evening. Mackenzie was a passenger nd by the steamer Princess rday afternoon. was a passenger from the e Princess Victoria yester- n. den, King's printer, is suffer- severe cold which confines sidence. n, of Vancouver, represent- e Coast Steamship Company, a guest at the Vernon. ade, of Victoria, sailed from the Atlantic transport liner r London on Saturday. nald, of Montreal, is a guest y and Miss M. Halley, of have arrived to pay an ex- to H. G. Halley, of Salt

The Jefferson's Boilers Placed

Big Alaska Steamer Gets Her Machinery Aboard At Last.

General Shipping Intelligence of the Port and Coast.

(From Friday's Daily.)

After her unpleasant experience in the Puyallup river mud flats after launching the fine new steamer Jefferson has at last got her boilers aboard and work is being rushed on her. The boilers did not arrive until a few days ago so that even had the Jefferson got off all right after launching she would have had to wait idle until the beginning of the present week to receive her boilers. They came round from New York on the big steamer Alaskan and as they weigh fifty tons apiece the operation of placing them in the new steamer was not an easy one. It will take fully two months to equip the Jefferson for the northern run. She will be able to accommodate about eighty first-class passengers, and will have a large cargo capacity.

TONNAGE IN DEMAND.

Steam Schooners Can Get Plenty of Lumber Business.

A big demand for tonnage to carry lumber from Puget Sound and Grays harbor ports to California is the beneficial result of the recent strike of the steam schooner employees. The owners of the thirty or more vessels which were tied up for weeks now have more business than they can handle and within ten days or two weeks a part of the fleet will be in Puget Sound waters for large cargoes. Prior to the strike there was an accumulation of lumber at various ports in Southern California. While the steam schooners were out of commission the lumber supply was nearly exhausted and shippers are now willing to pay the freight tariff agreed to by members of the Steam Schooner Association of San Francisco.

It is believed by several Puget Sound shippers that if the war had not been declared against the association by the crews of the various vessels the rates for hauling lumber might have suffered a reduction, as the yards were fast filling up and the prospects for cargoes were not the best. While there is now an increasing demand for steam schooner tonnage it is not likely any effort will be made to raise rates, as the tariff has been agreed to by every member of the association, and the vessels engaged in the lumber carrying business a good profit.

The demand for lumber tonnage is now so great that not one of the vessels will contract to carry general merchandise on trips south. Every vessel has many thousand feet of lumber to convey to California ports in the coming few months, and it is said that not one of the schooners will return south with a light cargo. On the trip north the vessels will handle a general cargo.

That the carrying of lumber has proved to be profitable for the steam schooner men is evidenced by the fact that two new vessels have recently been added to the fleet touching at Sound ports. The steam schooner Shasta has already made a trip to Bellingham bay and the schooner Northland will reach the Sound about June 1st on her maiden voyage. The Shasta is also a new vessel and has never been on the Sound.

FOR NORTHERN TRADE.

Seattle Operator Charters Another Large Passenger Steamer.

Notwithstanding the fact that there will be many vessels on the Nome run this season, Captain Omar J. Humphreys of Seattle, has chartered from the Globe Navigation Company its freighter Tampico. He will operate her between Puget Sound, Nome and St. Michael.

Last season Captain Humphreys was in charge of the North American Transportation & Trading Company's business on the Yukon. This year he has leased the company's fleet of river steamers and will operate them between Dawson, St. Michael and Tanana.

The Tampico will be operated from the Sound in conjunction with the river steamers. The passenger steamer to be chartered will also connect with the river steamers at St. Michael.

While the North American Transportation & Trading Company will still maintain its trading posts on the Yukon, it will go out of the carrying trade on the Yukon and between Puget Sound and northern ports. The company recently chartred the steamer Roanoke to the John Sesnon Company, and the lease of its fleet to Captain Humphreys will not include the Roanoke, but will, it is understood, include the company's terminal facilities at St. Michael.

WIRELESS AT SEA.

The Cunarder Campania, which has just arrived at New York, was enabled, while at sea, to furnish her passengers with the latest news of the world through the cable and wireless telegraphy. She as informed on the 13th of the heavy fog which delayed the departure of steamers from New York on the 9th, the latest war news on the 14th, and later war news the same day, giving the destruction of the Russian battleship Petropavlovsk, the death of Admiral Makaroff and the greater part of his crew, and the accident aboard the Missouri, market reports and other interesting news. The French liner La Lorraine and the Ivernia, which furnished the news to the Campania, received late European news in return.

AMERICAN NEW TONNAGE.

The United States Bureau of Navigation reports 91 vessels of 25,866 gross tons were built in the United States and officially numbered during the month of March. Of these 30 of 3,863 tons were sail and 61 of 22,003 were steam. The largest steel vessels included in these figures are the Manchuria, of 13,638 tons, built at Camden, N. J., for the Pacific Mail Steamship Co., and the Umbria, of 4803 built at Cleveland, Ohio, for the American Shipbuilding Company. During the quarter ended March 31st there were built 177 vessels of 55,066 gross tons, as compared with 187 of 58,588 tons in the corresponding period of 1903. In the first quarter of 1904 there were built 60 sailing vessels of 14,176 tons, as compared with 73 of 10,822 tons in 1903, and 117 of 40,890 tons, as compared with 114 of 47,755 tons in 1903. During the nine months ended March 31st, there were built vessels measuring 232,132 gross tons, as compared with 230,987 in the corresponding period a year ago.

The Queen of Greece, who is a Russian Grand Princess by birth, has brought some good things into the land of her adoption along with her own gracious personality. Prior to her advent at the Hellenic court charitable institutions were unknown in the land of Homer. Her Majesty at once established an elaborate system of sick nursing, and out of her own not too abundant private means helped to found the first national nursing school.

THE POWER OF THE FOREMAN.

It is not often that the consideration of tenders for permanent way construction develops such sensational features as have been disclosed since the decision of the London County Council Highways committee to accept the offer of Messrs. J. G. White & Co., to reconstruct the lines from Kensington to Streatham, in preference to the lower tender of Messrs. Wm. Griffiths & Co., which they had previously favored. The main facts of the case are by this time generally known—namely, that in other portions of the permanent way, constructed by Messrs. Griffiths, the specification does not appear to have been strictly complied with. The case for the firm of contractors is that they were victimized by a foreman; that the council's inspectors examined the work regularly during its progress; and that they were prepared, under the terms of the contract, to make good any faulty work. How far is a firm justified in trusting foremen? Is it feasible to employ two foremen on each section to watch each other, or is some carefully-organised system of inspection necessary? As a rule, we think that contractors, in such a position, are quite safe in relying upon the continuous inspection of the municipal officials, who are not usually slow to extort every halfpennyworth of tar. They are there to see that the contractor conforms to specification; and although they do not, by abstaining from timely criticism, relieve the contractor from his responsibility, yet it is not unreasonable for that person to assume that, since someone is watching his men on behalf of his customer, there is no danger of the work being scamped.—Traction and Transmission.

To Put a Stop To all Sealing

This is Aim of Washington Govt in Negotiations With Britain.

Schooners Flying Japan Flag Stumbling Block to Scheme.

The special correspondent at Washington of the Seattle Post-Intelligencer says in a despatch dated April 25:

"The negotiations with Great Britain to secure an agreement by which the taking of fur seals in Alaska will be indefinitely suspended are progressing favorably. There is reason to believe that the British government will enter fully into the spirit of the proposition of this government, that in the interest of preserving the seal herds, sealing be stopped entirely until the herds have had a chance to become replenished.

"The Japanese situation is not so simple at present, but it is hoped that an agreement may be reached by which Japan will agree not to allow her subjects to engage in pelagic sealing. This feature of the pelagic sealing evil has, in the opinion of officers of the department of commerce, been somewhat exaggerated. It has been represented that the international agreement between the United States and Great Britain was a farce, as Japan and Russia are not parties to it. It has been shown that scores of Japanese vessels were engaged in pelagic sealing and that this had a serious effect on the size of the herds on the Pribilof islands.

"The experts of the department, who have the matter in charge, however, say that the real trouble lies with Canadian sealing schooners which annually sail for the North under the Japanese flag. Many of these vessels encroach upon the three-mile limit. If they were under the British flag, as they ought to be, they would be obliged to keep without the limits of the sixty-mile zone, as provided in the agreement between this country and Great Britain. Last year several vessels flying the Japanese flag, but undoubtedly Canadians, were discovered taking seals within two miles of the islands of St. George and St. Paul.

"The department believes, therefore, that if an agreement can be reached ending sealing with the British government, as the state department has recently been authorized to do by congress, the dangers which threaten the very existence of the seal herds will be overcome. The evils of Japanese pelagic sealing are not believed to be very great.

"The agreement which the department of state is authorized to negotiate is that the United States suspend the taking of seals on the Pribilof islands, provided the British agree to suspend the taking of seals in the waters of the ocean outside the sixty-mile zone.

"The question whether the North Alaska Commercial Company would have ground for legal action against the government on account of the contract which the company has with the United States for taking seals on the seal islands has been carefully considered by some of the leading lawyers of the senate. It is believed that if such contracts were taken it would amount to nothing. The secretary of commerce is empowered under the present law to limit the number of seals which the company may take in one year. If necessary the secretary could limit the number to a dozen as well as to several hundreds or thousands, and the company, under its contract would have no appeal or redress."

GERMAN OFFICER CRITICIES RUSSIANS

Found Greater Lack of Preparedness in the Far East Than Anticipated.

Berlin, April 27.—Colonel Von Gaedka, war correspondent of the Berliner Tageblatt, writing from Harbin, Manchuria, under date of April 4th, says he found the Russians much more unprepared for war than he anticipated. High officials assured him that the garrison of Port Arthur amounted to only 8,000 combatants when the first attack occurred. The troops south of Mukden ready for action numbered only 20,000 to 25,000. Col. Von Gaedka asserts that the total strength of the Russians in Manchuria at that time was hardly above 90,000 men, exclusive of 23,000 railroad guards. The Russians expected a speedy advance of the Japanese after the outbreak of the war and rather lost their heads. Much censure, the colonel adds, was heard in army circles of the mismanagement of the defence of Port Arthur.

UNDERGROUND RAILWAY SANITATION.

It was formerly attempted to fix upon the district railway, as a pet name, the neat, but not altogether pleasing, title of the Sewer. The malicious jibe did not, at the time, achieve wide popularity, but, if our information is correct, there is some danger of an attempted revival. It is contended in some quarters that the atmosphere in these tunnels is slightly impregnated with wandering airs from the sewers, and that the dense smoke from the steam locomotives has acted as a powerful disinfectant. What, then, will be the effect when smoke is banished forever? Obviously, if the worst comes to the worst, we may yet witness the formation of an Eau de Cologne trust, which will acquire a controlling interest in the district railway, and enter into a contract to take over the management.—Traction and Transmission.

MAJOR TOGO NOW EXPLAINS SITUATION

Captive Japanese Says Japan Will Have Nothing to do With Anglo Saxons.

Liao Yang, April 28.—The delay of the forward movement of the Japanese into Manchuria is due to the exceptionally severe weather. It is reported that there is considerable suffering among the Japanese troops, due to illness and the cold weather.

Major Togo Tatzozero, a member of the general staff of the Japanese army, who is a prisoner here and had been captured at Wiju, where he had lived since January last, said to the Associated Press today: "The Russians will be driven as far as Baikal, further than that, we do not wish to go, but we will return to Manchuria and open it to the trade of the world.

"Our people are certain that they can beat the Russians, but I think we began hostilities fifty years too soon. We were not prepared for such a serious war.

"Japan wishes above everything else to command the sea and she will then be free from fear of invasion and loss of territory. With the complete destruction of the Russian fleet we believe the war will end.

"Japan's alliance with Great Britain was a stupid act and will be of no service to us.

"We know perfectly well that the Americans were never our friends because in the Far East they were always our opponents. We are afraid that if Japan is victorious the British and Americans only will benefit. It would be foolish for Japan to ally herself with the United States, because the Americans do not intend to help us, but they wish to exploit us."

BURNING DYNAMITE.

Result of Investigation Into Alleged Attempt on Russian Ships.

St. Petersburg, April 28.—Regarding the alleged attempts to destroy the Russian protected cruisers Izumrud and Jemthug (now building) at Nevsky works by Finus, the minister of the interior announces that a police inquiry has established the fact that the reports grew out of an accidental loss of considerable government dynamite, which was found by children, who set on fire some distance from the ship yards. No attempt was made to blow up the ships.

TOURIST TRAVEL WILL BE LIGHT

St. Louis Fair and Presidential Election Turn the Tide East.

Probably owing to the fact that people in the United States are disinclined to travel during a year in which a presidential election is being held, and that the St. Louis exposition will tend to hold people in the East, tourist trade westward is not expected to be as great this year as in former seasons. In this connection the Seattle Times of yesterday says:

"The northern lines will not enjoy a heavy tourist travel from California this year. The investigations of passenger officials all tend to show a falling off is probable, and none of the lines is preparing for a good business.

"The investigations of passenger officials show the number of tourists spending winter in California has been smaller this year than usual. Some of the hotel men of the south have been inclined to claim that the usual number of winter visitors were present, but no investigation made tends to confirm this statement.

"During the winter the hotels have had smaller crowds than usual, and the insistence that there is a larger percentage of people in their own or rented cottages has not been verified.

"During the winter all the northern lines, and many of those that make connections at eastern terminals with Coast lines, have had representatives in California making an investigation of the tourist travel. The different lines are anxious to prepare for the crowds they would have to handle.

"All of the railroad men agree that the winter travel to California has been light during the past season, and they are all agreed that a smaller proportion than usual will come north on their way home.

"There are a number of reasons for the falling off in the northern travel, the decrease in the number of winter visitors to California being merely one of them. It is believed by railroad men that a large number of tourists will go east by way of St. Louis before hot weather sets in. A delay in the journey east might mean an extra trip to St. Louis for many of them, and they will not take chances with meeting such conditions.

"While it is likely the northern lines will get a portion of this travel from California to St. Louis, the more direct and cheaper routes will naturally have greater attractions for the visitors.

"If the California traffic falls off on account of the St. Louis fair, railroad men believe the same reason will affect the tourist travel to the Northwest, Alaska and Yellowstone Park. While the year is expected to be a fair one in westbound travel, originating in the East, it is not expected to show an increase over the past few years.

"The railroads will not suffer any inconvenience from this falling off, for the travel of Western people to and from St. Louis will fully make up the losses sustained in the tourist travel. For this reason none of the roads is worrying much over the prospect."

WAITING FOR TOGO.

Submarine Rendy at Port Arthur to Strike Another Mine.

Port Arthur, April 28.—One of the submarine boats which were put in commission April 24th, was received in section at Port Arthur before the war began. At the first opportunity it is intended that the submarine vessels shall be employed against the heavy ships of the enemy.

LOUBET AT NAPLES.

Naples, April 28.—President Loubet arrived here today from Rome, and was given a reception equal in enthusiasm to that accorded him in Rome. Great crowds of people stood for hours in the rain. The President spent the afternoon at the Royal palace, and this evening attended a banquet, and later was present at a theatre performance.

VOLUNTEERS PROTEST.

Object to Proposed Reduction Under New Army Reform Scheme.

London, April 28.—At a meeting of the volunteer yeomanry company it was stated that Arnold Forster, secretary for war, under his new scheme of army reform, intends to reduce the volunteer force by 80,000, the militia by 64 battalions and the yeomanry by 120 men per battalion. The meeting resolved to send a deputation to Premier Balfour to protest against this proposed reduction. It is believed that the statement of the reductions to be made in the auxiliary forces is greatly exaggerated, though it is thought possible that some similar reduction may be contemplated. The statement caused great alarm.

MORE REPORTS DENIED.

St. Petersburg, April 28.—The admiralty denies that treasure amounting to six millions of dollars went down with the battleship Petropavlovsk. No Russian warship carries more than $50,000. The minister of the interior denies the report of the discovery of a revolutionary plot at Warsaw. No arrests in this connection have been made.

BRITISH PATENTS.

Manufacturers, according to Traction and Transmission, have a grievance in respect of the patent office. They can never feel assured when they do take up an invention that their exclusive rights will be protected. There are very few British patents which are clearly and unassailably valid, and the House of Lords Appeal Court might almost be described as a department of the patent office. Of course, the uncertainty cuts both ways. Other firms hesitate to infringe a doubtful patent, because they shrink from spending large sums of money to have the question decided by the lawyers: that is to say, by the people who know nothing about it, beyond so much as may, during the action, be painfully and persistently dinned into them—by other lawyers. What is a crying need is the critical examination of applications by a staff of experts before they are granted. As it is, the patent office is too much of a shop, not very honestly managed, judged by ordinary standards; for when the inventor pays over the counter for his patent, he is purchasing something at a high price which may be utterly worthless.

Mr. Newbury May Get Collectorship

Believed By Many Liberals That He Will Succeed Late A.R. Milne, C.M.G.

His Selection Would Obviate Discord Among Supporters of Government.

The opinion prevails amongst many prominent Liberals who, perhaps, are as good a position to judge of the situation as any, that Mr. John Newbury will succeed to the position of collector of customs at the port of Victoria, rendered vacant by the death of the late A. R. Milne, C. M. G. Mr. Newbury, since the date of the passing of Mr. Milne, has filled the position of acting collector of customs.

Should matters eventuate as surmised above, and Mr. Newbury's undoubted claims to the position be recognized by the Ottawa government, the appointment would give every satisfaction to the business community of this city, irrespective of party affiliations. That he is thoroughly competent to fill the post is a matter of common knowledge. That he for years has been the de facto collector of customs is equally well known, the late Mr. Milne having, to a very large extent, relegated to his charge the more important duties of the office in recognition of his superior knowledge of the intricacies of the technical details connected with the administration of the customs laws.

Mr. Newbury, it may be said, grew up in the business. Entering the service many years ago in the capacity of junior clerk, he speedily won promotion because of his ability to grasp the essential details of the work, and climbed steadily, step by step, to a position which implied that his services were absolutely indispensable.

That there are grounds for believing that Mr. Newbury's chances of succeeding to the position are excellent will be admitted when it is stated that the Colonist's informant of the probability was a prominent local Liberal. It is admitted that, under ordinary circumstances, the post would naturally fall to a supporter of the party in power, but the Ottawa government might choose the easier task of allowing the status quo to continue at the custom house rather than antagonize many supporters by choosing one of the numerous gentlemen who are understood to be applicants for the position.

RUSSIANS DEFEAT JAPANESE CHARGE

Night Attack on Village on The North Bank of Yalu Repulsed.

Liao Yang, April 27.—The Japanese troops which crossed the Yalu north of Kuitiun (Tchanddjiou) charged during the night of April 26-27, the Russian position near Lizavena, a village on the Manchurian bank of the Yalu. They were repulsed, but their loss is not known.

Two gunboats steamed up the river to the support of the Japanese, when a Russian field battery at Amisan opened fire upon them, resulting in a duel which lasted for twenty minutes. The Russian fire was too hot and the gunboats were forced to turn and steam out of range.

The Japanese were facilitated in crossing by their occupation of the island of Samatanda.

AMERICAN TRUSTS.

Not only have paper values in trusts and other holdings shrunk by an incredible number of millions during the last few months, but economies are being effected by the manufacturers at the expense of the men, output, and shareholders. Bad times, when they come, will put to the test the strength or weakness of the gigantic combinations in America, which have for some years past been a real or imaginary menace to other manufacturing countries, and we shall know whether they are sufficiently powerful to stand the stress of storm, or whether they will break down under their own stupendous weight. The recent returns of the United States Steel Corporation are ominous. The earnings during the three months ending December 31st last were $14,845,000, as compared with $32,300,000 during the preceding quarter, while the earnings of the month of December were only one-fourth of those for the previous July. In times of depression neither shareholders nor workmen will suffer more than they can help, and with the enormously developed facility for production and the lessened demand at home, foreign markets will be more eagerly assaulted, for men and mills cannot stand idle.—Traction and Transmission.

RUSSIA GIVES NOTICE.

Will Not Accept Mediation and Will Brook no Interference Later on.

St. Petersburg, April 28.—The Official Messenger publishes a circular issued by the foreign office to Russian representatives abroad, declaring that Russia will not accept mediation to terminate the war, which, the circular declares, was forced on her. Neither will Russia, it is declared, allow the intervention of any power whatsoever in the Russo-Japanese negotiations after the war.

News Notes of The Dominion

Montreal's Move For Cheap Light And Underground Wires Is Blocked.

Building Trades in Trouble—Woollen Mills Will Probably Operate.

Montreal, April 28.—The bill of the city of Montreal amending the charter is having a hard time before the legislature private bills committee, and has about taken the heart out of it. Five years ago the city signed an agreement with the Montreal Gas Company by which it gave the company the exclusive franchise, and by which at the end of five years the city was to have the privilege of taking over the company's plant if it saw fit to do so. There has been an agitation in favor of cheaper gas and the city has decided to take over the plant or at least propose doing so with the idea of securing concessions from the Montreal Light, Heat & Power Company, which now owns the franchise. To do this it was necessary for the city to have money and accordingly application was made to the legislature for power to borrow the amount. The private bills committee has refused this power and unless the legislature will reverse the committee's decision, which it is not at all likely it will do, Montreal is blocked in its attempt to secure cheaper light. The city also asked for power to borrow a million and a half for the purpose of constructing conduits for placing electric light, telephone and other wires underground.

PROSPECTIVE TROUBLE.

There is much talk of a general strike in the building trade on May 1st, whether or not it will come to anything it is difficult to say. Many of the trades are dissatisfied with the attitude of the employers towards unionism, and as the demand for men is keen and the amount of work large it will not be at all strange if it does come off. There will not be a strike of longshoremen. The men say they are satisfied with the same terms as prevailed last year, and as the outlook for shipping this season is the brightest for years, they have come to the conclusion they are better off than if they were to lock horns again with the shipping men.

WILL RESUME.

Toronto, April 28.—W. R. Brock, M. P., president of the Canada Woollen Mills, says the company will pay a hundred cents on the dollar and will continue in operation.

TORONTO INSURANCE.

Following the lead of the tariff companies, mutual companies have increased insurance rates here 40 per cent. Several of these companies were so badly hit in the recent fire that they have been compelled to call for extra payments from those interested in them in order to meet losses. Merchants are talking of forming a big mutual company. The fire has been a good thing for the companies in one way, as it has been the cause of a couple of millions of new insurance being taken by people who have been awakened to the value by the losses sustained in the recent fire.

ROBBING LETTER BOXES.

The street letter boxes in Toronto are being rifled and the city and government detectives have been aroused.

MURDERER EXECUTED.

L'Orginal, Ont., April 28.—Clement Goyette, who on Sunday, January 24th, brutally murdered his employer, Samuel Colligan, and his fourteen-year-old son with an axe in the barn at Alfred, Ontario, as a result of a dispute over the amount of feed given to Colligan's horses, was hanged at 7:58 this morning. After killing Colligan and son he went to the house and tried to murder Mrs. Colligan, but was prevented by the arrival of neighbors on the scene. Goyette, it will be remembered, confessed to the murders in the most cold-blooded way. He told how he quarrelled with his victims, how he killed them and how he took the money out of the pockets of his employer after he had virtually cut off his head. He had been drinking a good deal during the fatal Sunday afternoon.

TOO MUCH MONEY.

French Financiers Dread Dumping of Panama Canal Money Into Paris.

Paris, April 28.—Some of the most important details of the payment of the forty million dollars to the Panama Canal Company for the canal concessions are still open. Some of the leading financial institutions represent that the sudden dumping of $40,000,000 on the French market may cause a disturbance. Therefore it has been considered advisable to make the payment so far as possible by trade bank balances, thus avoiding the shipment of $40,000,000 in coin. As J. P. Morgan is here he was consulted as to how the plan could be carried out, and it was at first expected he would undertake the transactions. However, it is now considered that others probably will carry out the plan.

LAKE MASTERS WILL LET OWNERS LIVE

Demand Everything Else In Sight Except Higher Wages.

Cleveland, April 28.—At a meeting of the Lake Carriers' Association today, at which were present all the line managers in Buffalo and all the principal owners from Duluth to Buffalo, including the executive committee of the Lake Carriers' Association, submitted its report for two conferences lasting three days which they had with the advisory board of the Masters' and Pilots' Association. The report says: "The Masters' and Pilots' Association insisted that each master should have nine months' pay whether he worked the whole nine months or only one month, regardless of whether he had been employed at any other vocation during the period that the boat was not in commission, and that any master not notified prior to January 15 that his services were not required, consider himself engaged for the ensuing season in the same line and on the same boat, and could not be changed or transferred unless he was given a better boat. Also that no master could be discharged for cause without it being referred to the arbitration board to be selected from the officers or agents and the directors of the Masters' and Pilots' Association. Yet the master reserved the right to discharge all of the men under his jurisdiction and control aboard the boat with or without cause, as he may elect. As there was no question of wages involved while the boats were in commission, the members present at the meeting unanimously voted that they would not pay for services not rendered, and that as the masters were the direct representatives of the owner of the vessel and responsible to the owner for its operation, they must reserve to themselves the right to hire the masters and discharge them for incompetency or when their services were not satisfactory to them."

Notice is hereby given, 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a 30-year lease of the following described lands for the purpose of stripping hemlock bark and cutting and carrying away the timber therefrom: Commencing at a post on the right bank of Nahmint river, Alberni Canal, thence 80 chains east, 80 chains north, 80 chains west, 20 chains south, 40 chains north, 160 chains west, 120 chains north, 80 chains west, 40 chains north, 80 chains west, 40 chains north, 80 chains west, 80 chains south, 80 chains east, 120 chains south, 80 chains east, 40 chains south, 80 chains east, 80 chains south, 240 chains east, 20 chains north to point of commencement. Also commencing at a post on Dunsmuir Point at the Boundary Line of the E. & N. Railway Belt, on Alberni Canal, on the west side, thence 160 chains northwesterly along the line; thence 40 chains southwest; thence 160 chains southeasterly to Alberni Canal, thence northerly along the shore to point of commencement.

FRASER RIVER TANNERY, LTD.

MINERAL CLAIMS.

Happy John and Happy John No. 1.

Situate in the Alberni Mining Division, Clayoquot District, on the north side of the Alberni Canal, west of the Monitor Group. Take notice that I, Arthur W. Harvey, agent for Alvin J. Engvik, Free Miner's Certificate No. 79505, intend, 60 days from the date hereof, to apply to the Mining Recorder for Certificates of Improvements for the purpose of obtaining Crown Grants of the above claims.

And further take notice that action under Section 37 must be commenced before the issuance of such Certificate of Improvements.

Dated this 22nd day of Feb., A. D. 1904.

ARTHUR W. HARVEY.

LICENCE AUTHORIZING AN EXTRA PROVINCIAL COMPANY TO CARRY ON BUSINESS.

"Companies Act, 1897."

Canada:

Province of British Columbia.

No. 249.

This is to certify that "The People's Loan and Deposit Company" is authorized and licensed to carry on business within the Province of British Columbia.

The head office of the company is situate in the city of Montreal, Province of Quebec.

The amount of the capital of the company is ten thousand dollars, divided into one hundred shares of one hundred dollars each.

The head office of the company in this province is situate in Victoria, and Alexander Scott Innes, barrister-at-law, whose address is Victoria, B. C., is the attorney for the company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 16th day of March, one thousand nine hundred and four.

(L.S.) S. Y. WOOTTON,

Registrar of Joint Stock Companies.

The objects for which the company has been established are:

Facilitating the buying and selling, leasing and holding of real estate and hypothecs securities, of buying and selling the same and contracting in relation thereto, and of doing all things relative to the objects of the company; carrying on a real estate investment business; of entering into contracts with individuals and corporations for raising by monthly or other periodical payments a fund for enabling such individuals and corporations to receive out of the funds of the company a loan for the purpose of erecting or purchasing one or more dwelling-houses or other freehold or leasehold estate, or any such like purposes, such advances to be secured by mortgage or otherwise to the company, until the amount or value of the said loan is repaid to the company, with interest thereon, with all assessments or other liabilities; acquiring by purchase, lease or otherwise any lands or interest in lands; to sell, lease or otherwise dispose of the same; to cultivate, erect buildings on, and make other improvements thereon; to take and receive mortgages thereon for the purchase money or such other securities, and at such rates of interest as may be agreed upon, with power to retain a lien for the purchase money, or any part thereof, on the lands sold or disposed of; to sell and assign such mortgages and liens, or to pay off existing mortgages, or to mortgage the same by any instrument in writing or endorsement, subject to the conditions and with covenants for security of the money advanced thereon at such rates of interest as may be agreed upon; to lend money, and to take and hold mortgages on real estate and collateral and other securities therefor, and to take and hold any real estate in trust or otherwise as security for or in payments of loans and debts due, or to become due, to the company, and to give and execute mortgages for the purchase money and real estate purchases by the company upon the land purchased, or upon any other lands or property owned by the company; to purchase real estate at any sale made by virtue of or on account of loan, debt, mortgage or trust made to or held by the company; dealing in stocks, bonds or other securities, and acting in the capacity of financial agents, or trustees for individuals, firms and corporations; borrowing for individuals or corporations by issuing notes, bonds or debentures, and generally do all such things as are incidental to the carrying out of the objects of the company.

Dated this 16th day of March, A. D., 1904.

LICENSE AUTHORIZING AN EXTRA-PROVINCIAL COMPANY TO CARRY ON BUSINESS.

Companies Act, 1897.

Canada: Province of British Columbia, No. 247.

This is to certify that the "Slough Creek Limited" is authorized and licensed to carry on business within the Province of British Columbia, and to carry out or effect all or any of the objects of the Company, to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate in England.

The amount of the capital of the Company is £200,000, divided into 200,000 shares of £1 each.

The head office of the Company in this Province is situate at Stanley, and John Hopp, mining engineer, whose address is Stanley, B. C., is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 15th day of March, one thousand nine hundred and four.

(L.S.) S. Y. WOOTTON,

Registrar of Joint Stock Companies.

The following are the objects for which the Company has been established:

(1.) To acquire and take over as a going concern the undertaking and all or any of the assets and liabilities of "Slough Creek Limited" (registered 7th December, 1900), and with a view thereto to enter into the agreement referred to in clause 3 of the articles of association, and to carry the same into effect, with or without modification:

(2.) To purchase, lease, or otherwise acquire, and to work, develop and deal with lands, estates, mines, mineral grants, gravel deposits, alluvial grounds, mining rights, claims, leases and privileges, ores, minerals, water rights, and concessions and other properties, real or personal, together with any right of water outlets and surface rights appertaining thereto in British Columbia or elsewhere, and to search for, prospect, examine and explore mines and ground supposed to contain minerals, ores and precious stones, and to employ, equip, and to send to British Columbia or elsewhere expeditions, experts and other agents, and to pay in cash or shares of the Company, or otherwise, the fees, costs, charges and expenses of agents, including persons and corporations, mining experts, legal counsel, and all persons useful, or supposed to be useful, in examining, investigating and exploring farms, lands, mines, minerals, ores, mining or other rights and claims in British Columbia or elsewhere:

(3.) To enter into contracts in the United Kingdom or elsewhere for the sale or purchase of any patents, articles or appliances, or any business or businesses, on such terms and conditions as may be determined by the directors of the Company, actions connected with the execution of any powers in this memorandum contained:

(4.) To apply for, purchase or acquire any patents, prevets d'invention, trade marks, licences, concessions and the like, conferring any exclusive or non-exclusive or limited right to use, or any secret or other information as to any invention which may seem capable of being used for any of the purposes of the Company, or the acquisition of which may seem calculated, directly or indirectly, to benefit the Company, and to use, exercise, develop or grant licenses in respect of, or otherwise to turn to account, the property rights or information so acquired:

(5.) To buy, sell, manufacture, prepare, improve, alter, manipulate, treat, and deal in commodities of all kinds which can conveniently be dealt in by the Company, in connection with any of its objects, and to carry on any business or manufactures which may seem to the directors convenient (either temporarily or permanently) advisable, or capable of being property carried on, or calculated, directly or indirectly, to enhance the value of or render profitable any of the property, concessions, or rights of the Company:

(6.) To purchase or otherwise acquire and undertake all or any part of the business, property and liabilities of any person or company carrying on any business which this Company is authorized to carry on, or possessed of property suitable for the purposes of the Company:

(7.) To construct, lease, carry out, maintain, improve, manage, work, control, operate and superintend any railways, branches or sidings, roadways, tramways, canals, docks, wharves, water-courses, hydraulic works, gas works, electric works, factories, warehouses, and other works and conveniences in any part of the world, and to contribute to, subsidize or otherwise assist or take part in any such operations:

(8.) To develop and turn to account or profit any properties, rights or interests that may at any time be acquired by the Company:

(9.) To work, treat or otherwise deal with natural or other products, or any appliances or methods connected therewith:

(10.) To enter into any arrangement with any government or authorities, supreme, municipal, local or otherwise, and to obtain from any such government or authority all rights, concessions and privileges that may seem conducive to the Company's objects, or any of them:

(11.) To undertake and execute any contracts for works involving the supply or use of any machinery, and to carry out any auxiliary or other works comprised in such contracts:

(12.) To procure the Company to be registered or otherwise recognized in any foreign country or elsewhere abroad:

(13.) To advance or lend money to any company, corporation, person or persons (including directors and members of the Company), on such terms as may seem expedient, and with or without security, and to discount bills, notes and other negotiable instruments and generally to carry on business as bankers, financial agents or otherwise:

(14.) To lay out land for building purposes, and to build on, improve, building leases, advance money to persons building on, or otherwise develop the same in such manner as may seem expedient to advance to Company's interests:

(15.) To enter into partnership or into any arrangements for sharing profits, union of interests, joint adventure, reciprocal concessions, or co-operation, amalgamation with, or purchase from, any person or company carrying on or engaged in, or about to carry on or engage in, any business or transaction which this Company is authorized to carry on or engage in, or any business or transaction capable of being conducted so as directly or indirectly to benefit this Company, and to take or otherwise acquire and hold shares or stock in or securities of, adn to subsidize or otherwise assist any such Company, and to sell, hold, release, with or without guarantee, or otherwise deal with such shares or securities:

(16.) To purchase, take or lease, or in exchange, hire or otherwise acquire, any real or personal property, rights and concessions, patents, articles, or appliances or other rights or privileges which the directors may think necessary or convenient with reference to any of these objects, and capable of being properly dealt with in connection with any of the Company's property or rights for the time being, and to use, exercise,