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MADE THE MONEY FLY

"Billion Dollar Congress" No Longer Holds the Record for Appropriations.

Stupendous Increase in United States Expenditures Following the War.

Washington, March 5.—The official statement of Representative John G. Cannon, of Illinois, the chairman of the house appropriations committee, summing up the appropriations of the fifty-fifth congress, shows an aggregate appropriation by the entire congress of $1,566,890,016, and for the session just closed a total of $673,658,200, with authority for contracts subject to future appropriations amounting to $50,000,000. Chairman Cannon's statement in full follows:

"The appropriations made at the session of congress just closed amount approximately to $673,658,400, and show an apparent reduction of $219,571,000 under the appropriations made at the preceding session. This is attributable to the large expenses occasioned by the war with Spain that were provided for during the preceding session. The entire appropriations made by the fifty-fifth congress aggregate $1,566,890,016.28. Of this sum $482,562,083.47 is directly chargeable to our late war with Spain, or incident thereto. Deducting this charge from the whole amount of the appropriations, the remainder, $1,084,327,632.81, represents the ordinary or normal appropriations made by the fifty-fifth congress.

"The appropriations made by the preceding congress, the fifty-fourth, amounted to $1,044,580,273.87. A comparison shows an increase in ordinary appropriations made by this congress over those made by that congress, the fifty-fourth, of $39,747,000, but this apparent increase is more than accounted for by increases under eight items alone, namely: For pensions, $4,000,000; for the postal service, $16,000,000; for rivers and harbors, including work under contracts previously authorized, $3,600,000; for new ships for the navy, $6,000,000; for the Paris exposition, $1,200,000; for new public buildings, including the building for the department of justice and for site and partial construction of the new government printing office, about $5,000,000; and for payment of judgments rendered against the government on account of the French spoliations on account of the Bowman act, $3,100,000. The very natural and necessary increases in public expenditures on account of the pension list, the growth of the postal service in response to the demands of commerce, the improvement of the great waterways of the country, and for increase of the navy, the construction of needed buildings to accommodate government service in the cities of the country; the taking of the census, the participation of the nation in the great exposition to be held at Paris next year, and the payment of the French spoliation judgments and Bowman act cases, so long considered by and pressed upon congress, aggregate $39,900,000—more than dissipating the entire apparent increase in the ordinary appropriations by this congress over those made by the fifty-fourth congress.

"In addition to the direct appropriations made at this session, contracts were authorized, subject to future appropriations to be made by congress, amounting to about $70,000,000. Of this amount $44,000,000 is for additional ships for the navy, $22,500,000 is for work on rivers and harbors, and something over $3,000,000 is for public buildings. The contract system is of necessity applied to the construction of the new warships, which require periods of years for their construction. In the case of river and harbor improvements and the construction of public buildings, experience has shown that the authorization of contracts tends materially to expedite and cheapen the same."

Mr. Dockery, of Missouri, the ranking Democratic member of the house appropriations committee, made the following statement, giving the Democratic view:

"This congress easily surpasses all its predecessors in the stupendous aggregate of its appropriations. It was thought that the fifty-fifth congress, commonly known as the 'billion-dollar congress,' had, in point of extravagance of appropriations, touched a limit which would not be reached, or at least surpassed, by any of its successors.

"This congress, however, has far exceeded the appalling total of appropriations there made, and it will be remembered that the 'billion-dollar congress' was followed by overwhelming disaster to the Republican party at the ensuing election.

"Confronted with a war with Spain requiring the imposition of additional taxation, it is obvious that rigid economy should have been appled in all other directions to the expenditure of public money. The people were willing to meet all the demands upon the national treasury made necessary by the Spanish war, but it is fair to presume that they expected their representatives, in view of the cheerful disposition manifested to meet these added burdens, to limit the ordinary appropriations to the necessity of a wise and economical administration. These expectations have not been realized.

"The result is an actual deficiency in current revenues, amounting, on the 1st of this month, to $99,109,554.50. This deficiency, as shown by a recent conservative estimate by Chairman Cannon of the appropriations committee, will probably reach $159,000,000 on the 30th of June next.

"It is impossible to estimate with absolute accuracy the treasury deficiency for the coming fiscal year. The secretary of the treasury, in his annual report made in December last, estimates it at about $31,000,000, but it is now apparent that it will not be less than $100,000,000. It is almost certain, therefore, that the government will be compelled during the calendar year 1900 to face an actual treasury deficiency. The $462,000,000 of income arising from the sale of bonds under this administration and that of President Cleveland will then have been exhausted, and the treasury will pass from the condition of a borrowed surplus to an actual deficiency. Such a condition must be met, either by increased taxation or by the issue of treasury certificates or by an additional bond issue.

"Notwithstanding this deplorable treasury situation, which has been called over and over again to the attention of congress and the country, appropriations have been made which, in many cases, have not been warranted by the interests of the public service, or which, if proper in themselves, should have been postponed until the national finances became ample to meet its liabilities without the necessity of bond issue.

"The appropriations of the original 'billion-dollar congress' amounted to $1,035,680,109.94. The appropriations of the congress just ended reach the mighty aggregate of $1,566,890,016.28. It is fair to deduct from this total $482,562,083.47, made necessary to meet the liabilities of the Spanish war. So if we deduct from the grand total the liabilities on account of the war with Spain, it appears that the appropriations for the ordinary expenses of the government are $1,084,327,932.81. The appropriations of the congress just ended to meet the ordinary governmental expenses exceeded those of the preceding (fifty-fourth) congress by $39,747,658.94. Not only this, but the contract liabilities authorized by the congress just expired for new ships and their armament, public buildings, rivers and harbors, and miscellaneous items amount to $70,602,524. If, therefore, the ordinary appropriations are added to the liabilities on account of these authorized contracts, we ascertain that the appropriations and contract liabilities amount to the tremendous total of $1,154,930,456.81.

"These increased appropriations have gone for French spoliation claims, public buildings, rivers and harbors, Bowman act claims, and hundreds of other projects, some meritorious, but many of them not entitled to recognition by the national government. In nearly every branch of the civil service of the government there has been an increase of appropriations.

"The time has come to reform the scale of national expenditures. The reckless improvidence of the outgoing congress will at least serve the good purpose of arousing the people and of causing them to send representatives to the national capital who will reduce the burdens imposed by riotous appropriations."

CANADA FOR CANADIANS.

Conservative Policy Contrasted With the Commercial Follies of the Liberals.

From the Toronto Mail and Empire.

Sir Charles Tupper, in his powerful speech on Wednesday night touched a chord to which all true Canadians will respond when he pointed out that it is the duty of Canada now to leigslate in her own interests and for her own people. Speaking in in parliament a few years ago (Hansard, 1893, page 24,) Sir Wilfrid Laurier laid down his policy thus: "The great trouble we have always had in our dealings with the American republic has been simply this, that the Canadian government have never been generous in treatment of American citizens and the American republic. If we have favors to give, if we have concessions to make, we should give them and make them gracefully. Then they would evoke the gratitude and the goodwill of the Americans; whereas, if we make them grudgingly, the conclusion on the other side will be that we yielded simply because we could not help it. It seems to me that there is only one proper mode of proceeding in all of our relations with the other side; we should take a broad, manly and generous course; that is to say, we should meet our neighbors not grudgingly, but hwerever itis possible to do a favor we should do it willingly and with some grace. Under such circumstances our relations would be far more satisfactory than they have been in the past."

This position summarized the general tenor of Sir Wilfrid's policy for years previously. He dah blamed our Government for standing out for our rights in the fishery dispute, for protecting our own industries and our own interests, for adopting as its principle of action, "Canada for Canadians, and Canadians for the Empire." We have now had two years and a half of generous treatment on the Canadian side. Generous is a term which scarcely covers the situation. The treatment has been morethan generous; it has been downright luxurious. Look at what we have done for the United States. Britain is the great market for the farm products of the republic. From Great Britain the United States buys comparatively nothing; the purchases are getting smaller and smaller every year. To Great Britain the United States sends millions and millions of dollars worth of produce; the sales are getting larger and larger every year. By Mr. Chamberlain, who wanted to draw British interests into closer touch, and, as he said, to reinforce sentiment by material advantages, it was proposed that a duty should be levied on foreign produce entering Britain, and that colonial produce should go in free. To our first minister, who opposed this proposition, the United States owes its position in the British market to-day, and as a result of this position, a large measure of the prosperity now enjoyed. Canada in this matter was generous in the extreme. We sacrificed an opportunity—an opportunity that our premier pledged himself in his election speeches to seize—and the Americans have the advantage. During the past year they raised their exportations to Britain from $482,000,000, as they stood in 1897, to $538,000,000, while in the same period they reduced their imports from Britain from $159,000,000 to $111,000,000. By our own legislation we have given the United States valuable advantages in our own market at a time when the Americans were legislating against us. They now sell us $78,000,000 worth of products, and buy but $35,400,000 from us. Every Canadian takes $14.25 of United States goods annually; every American takes 60 cents worth of Canadian goods. We take $40,589,000 worth of United States goods free of duty; the United States gives to Canada a free list of $14,000,000, consisting chiefly of saw-logs, pulpwood, gold-bearing quartz and settlers' effects. Of our total free lists 72½ per cent is conceded to the United States, and but 17 per cent to our Mother Land. We have placed United States corn on the free list, and have given a market for six million dollars worth this year, although the Americans tax our barley 30 cents a bushel and take not a cent's worth of farm produce from us without levying a heavy duty. They have free entry to Great Britain for anything they can produce; they say to us that this part of the Empire shall sell them nothing without first paying toll. We have lowered our duties on a long list of their manufactures, and are now gripped by their trusts; but we can sell them nothing that we make. Their Standard Oil monopoly has been presented with market to monopolize it, and to coin millions in. We take their lumber free. They tax ours and demand our logs to feed their mills. They take our pulpwood as raw material, and then tax our pulp. They take our nickle in the matte, and lay duties on our nickle if refined here instead of in New Jersey. Of our gold districts they have the freedom, but, excepting in Alaska, where they admit a native Canadian and no other British subject to conduct mining, they exclude our miners from all their mining regions, and they tax our ores that go over to be smelted. They have now set their eyes on the great and new Boundary district of British Columbia, and have demanded railway entrance there that the gold territory may be subsidiary to their trade and to their smelters. Our governments have given them our eastern coal mines, our Niagara power, and our gas wells in face of the protests of the people. We have even been confronted with an alien labor law offensive to our country and have not returned the compliment in kind. Finally, we have permitted our neighbors to make our national currency and our tsamps. Talk of generous treatment! These past generous treatment, but sacrifices of a two years have witnessed not merely character unheard of before. What response have we elicited except a cry for more?

We do not believe in hostile legislation; but we do believe that we should look after ourselves and that we should measure out just the same degree of justice to the United States as the United States accords to us. For this reason there must be a change in our attitude. Our policy must take upon it the national character indicated by Sir Charles. Canada must be our first concern; generosity to the United States the last. Inequalities must be rectified; discriminations must be met; and the development of Canada for and by Canadians must be undertaken. Nor must we overlook the great imperial trade question. We must repair the mistake of the jubilee year—the refusal of reciprocity with Great Britain—which has done and is doing still such signal service to our neighbors. The proffered preference by Great Britain, refused by Sir Wilfrid, because it implied a departure from free trade, and because it interfered with a reciprocity which the United States will not concede, must be sought once more, and must be accepted. In a word we must stop the prevailing and costly pursuit of phantom advantages and apply ourselves to the courageous task of building up a great Canada, giving prosperity to our own people, and adding to the strength and glory of the British empire.

ATLIN AND ITS OUTPORT.

Why Work on Claims Was Ordered Stopped—Victorians at Skagway—A Toll Road's Troubles.

The effect of the news of the alien exclusion legislation has been, according to the late arrivals out, a paralysis of energy at Atlin City, all building operations being abandoned immediately either voluntarily or at the suggestion of Gold Commissioner Graham. "The only work now being done," to quote the Alaskan of Skagway, "is on the bank, which is nearly completed. It will be occupied by the Canadian Bank of Commerce and the Bank of Halifax. Before the news of the exclusion act reached there, business was very lively and about 200 buildings, including stores, hotels, cabins, stables and storehouses, were put up or in course of construction. The number of people in Atlin City is between 200 and 300; at Discovery 50 or 60; and about 20 on Spruce creek. Considerable development work has been done on Spruce during the winter, some prospecting their bench claims by tunneling, and others whipsawing lumber for sluice boxes. On two claims—No. 95 and 104 above—they are sluicing. On the latter Mr. Kelly and his German partner are taking out two to three ounces a day. They are working on the rim rock, thawing out the ground and wheeling out the gravel to the creek. The frost only goes down about 18 inches, Mr. W. M. Brooks says. On No. 95 Duffner and Clark are also taking out about two or three ounces a day. On the right bank of Spruce below discovery a dozen or more tunnels have been run into bench claims. Some of these are in from 50 to 60 feet, and the prospects are said to be very rich."

W. Wallace Grime, who arrived here several days ago and has since been confined to a room at the Jubilee hospital with frozen feet, brought down with him the Atlin City protest against the alien exclusion bill. Speaking of the order issued by Captain Rant on October 31, stopping all work on claims during the close season, Mr. Grime says the reason Captain Rant gave for his action was that he understood that many miners were taking gold out of claims that were not their own. When Gold Commissioner Graham arrived he said that he should make those dishonest miners refund every cent they had taken out. Mr. Grime understands that over $20,000 of dust and nuggets has been taken out of Willow creek this winter by people not entitled to it. He adds that considerable work is going on, however, on Spruce creek, several claims averaging an ounce and a half per day per man. Spruce creek has never before frozen up this winter, nor has Pine creek, and the latter is opening more every day.

SKAGWAY AND ITS PEOPLE.

From recent issues of the Skagway papers it is learned that Major Wilson, of this city, passed through on his way to Dawson on February 24; also that Messrs. F. McB. Young and J. D. Stewart, from Victoria, passed out the same day, bound for the Atlin field.

Skagway is agitating for the formation of either a board of trade or chamber of commerce. She doesn't much care which it is, but she won't be happy till she gets either one or the other.

J. Godson, who for some time has been chief collector of customs on the Skagway trail, has just returned to the Lynn Canal City from Tagish post. He had a very rough trip up from Lake Bennett, encountering a succession of blizzards, but escaped fortunately.

The Union church at Skagway has at last been abandoned, and in its place Rev. Mr. Sinclair purposes organizing a Presbyterian congregation. The Union church was joined in by all denominations, and apparently worked well.

The experience of the Brackett toll road forms a sorry object lesson. From the first gate-breaking and toll refusing has been the rule, and now the users of the road have been brought to court by the owners to secure payment of tolls, while the gates are all down—broken in a rush.

Who is to Blame

If you Neglect Catarrh Until it Becomes Consumption Instead of Curing it by Using Dr. Chase's Catarrh Cure?

You certainly cannot blame the fates for whatever tendency to consumption you may have inherited, you may keep off consumption by curing catarrh.

Lung disease never starts in the lungs. It is always developed from a cold in the head or throat. Quick and decisive action will stop "cold in the head" or catarrh and prevent consumption.

It is impossible to estimate the thousands of lives which Dr. Chase's Catarrh Cure has saved by curing this insidious disease, which slowly but surely develops into consumption.

Catarrh is easily detected by the annoying symptoms, such as dropping in the throat, hawking, spitting, choking up of air passages, foul breath, a husky voice, headache and frequently deafness and loss of the sense of smell.

Dr. Chase's Catarrh Cure will cure catarrh and prevent consumption. It is the most popular catarrh remedy on this continent, and is sold everywhere for 25 cents a box, blower free. Edmanson, Bates & Co., Toronto.

For la grippe Dr. Chase's Syrup of Linseed and Turpentine should be used in conjunction with Dr. Chase's Catarrh Cure, as it heals the throat and prevents pneumonia; 25 cents a large bottle.

BOARD OF ALDERMEN

The Council Decides That Now Is the Time to Make Road Improvements.

Architect Mallandaine Submits Plans for Bridge or Permanent Way Over James Bay.

The greater portion of the time of the city council at their session last evening was taken up with business in connection with road and sidewalk improvement, the aldermen being agreed that now is the best time of all the year for the prosecution of such work. Not only were the latest reports of the acting engineer taken up and dealt with, but the held-over work of last year's council was resurrected for review, and while some items were struck off as not imperative at the present time, the majority of the works contemplated were ordered to proceed forthwith. Another interesting feature of last night's session was the presentation by Architect Edward Mallandaine of plans for the construction of either a bridge or a permanent roadway to replace the present shaky structure spanning James Bay, the council looking upon this matter as worthy of more mature consideration than could be given it save at a special meeting convened for the purpose. And yet a third interesting item of council business developed out of the petition of city barbers, the great majority of the shops being represented, asking for the passage of a by-law making Sunday closing imperative in their trade.

Under the head of correspondence Mr. Thornton Fell renewed his request of last August for an extension of sewerage facilities to his property on Cadboro Bay road, 30 other residences being incidentally benefited. Mr. Fell's letter went to the city engineer for a report.

C. C. Moody informed the council by letter that he had obtained some valuable and authoritative information with regard to the establishment of a mint for Canada, and would be pleased to lay the facts referred to before a select committee of the council should such a body be named.

Ald. Humphrey moved that the letter of Mr. Moody be "received and filed."

Ald. Williams was in favor of accepting information, from whatever source it came. It was not business to reject Mr. Moody's information simply because some of the council did not like the man.

His Worship the mayor insisted that no occasion had been given for such an observation.

Ald. Williams held that the stand taken by the council on previous occasions justified the conclusion. He moved that Mr. Moody's suggestion be accepted and a special committee struck as proposed.

The mayor saw no necessity for such a committee.

Ald. Hayward suggested that Mr. Moody place his information in the hands of the council.

The amendment offered by Ald. Williams was altered in accordance with Ald. Hayward's suggestion, and was then accepted by the council.

J. G. Elliott, secretary of the Board of Fire Underwriters, wrote that the recent communication of the council had been supplied to all agents in the city for transmission to the head offices of the companies represented. This letter went on the file.

Mr. E. Mallandaine laid before the council alternative propositions for the construction of an arch bridge or a permanent roadway over Jmes Bay. His letter read:

The Mayor and Council of the City of Victoria:

Gentlemen,—I have the honor to lay before you a plan for James Bay bridge with arches, and an alternative plan for a permanent way or embankment, in case the latter should be preferred. The reasons that may be urged for the former are a pleasing appearance, superior to the solid surface of dead wall of a plain character of the latter; also that the arches of the former could be utilized at a future time for bonded warehouses and with a continuous wharf in front. Meanwhile, the east wall shown can be left out. I will add that the arches are of brick, painted at completion. Quantities accompany.

I shall be happy to furnish fuller information at an interview. The cost would be, as estimated by a well known contractor from my estimates: For the bridge, 40 feet wide, $84,000; for the bridge, 70 feet wide, $114.611 (deduct east wall in both cases, $5,000). For permanent way, or 70 feet wide embankment, $134,607.

I have the honor to be, etc.,

EDWARD MALLANDAINE,
Architect.

This being a subject calling for careful consideration, it was tabled for thorough investigation.

Mrs. William Spring applied for permission to plant shade trees in front of her property on Belleville street.

It was moved that the request be granted, on the understanding that no poplars (first objected to by Ald. Humphrey) be planted.

Ald. Brydon thought some means should be adopted of regulating the manner of tree planting on the public streets. He pointed to an example on Caledonia avenue, where permission had been granted to plant trees on the street—a hedge developing in consequence. He held that there should be established rules as to what trees might be planted, and how far apart they should be.

Ald. Hayward—And how far from the sidewalk.

Other aldermen agreed with this proposition, but as it was conceded Mrs. Spring would not plant trees in a manner that would be objectionable, the request was granted, with the proviso that poplars will not be tolerated.

D. Barry asked the corporation to consider when in need of piles that he has some to offer, and his letter in this regard goes on the file, a letter being sent Mr. Barry conveying the information that when the city wants piles it advertises for them.

J. L. Raymur referred to an unsanitary drain, with respect to which he intimated that he had approached the engineer without result. His communication goes now to that official for a report to the council.

From Mr. Cousins, the acting engineer, came an important report, which is appended in its entirety. It read:

"I have the honor to submit the following report for your consideration:

"Re Belmont avenue nuisance. The pond referred to could be drained through the old ditch, but to do so would necessitate the ditch being deepened to such an extent that it would be necessary to lay an eight-inch pipe for a distance of 315 feet, the estimated cost—exclusive of pipe on hand—being $75. In connection with this it would be necessary to deal with the drain from Mr. T. H. Matthew's house on North Chatham street which at present discharges into the pond. This drainage could be brought out on North Chatham street, which would require the laying of a box drain from the catch basin at the junction of the said street and Stanley avenue, a distance of 500 feet, at the same time affording drainage to several other houses, the estimated cost here being (including rock excavation) $106.

"Re Jubilee hospital drain. I would respectfully recommend that a 15-inch pipe be laid through the hospital grounds to take the place of the present open ditch, a length of 500 feet; also that 1,450 feet of the present box drain on Cadboro Bay road, which is in a very rotten condition, and in many places blocked, be replaced by a box drain 12x20, the estimated cost (exclusive of 200 feet of 15-inch pipe on hand) being $440.

"Re Cedar Hill road surface drain. This drain could be taken along the east side of said road to connect with the ditch north of Edmonton road, a distance of 360 feet, the estimated cost (exclusive of 8-inch pipe on hand) being $110. It will also be necessary to renew a portion of the box drain on Edmonton road, which is rotten in places, the estimated cost being $40.

"The city carpenter reports the following sidewalks worn out and in need of repair: Fort street, north side and east of Cook street, 225 feet of eight foot walk, at an estimated cost of $54; Cadboro Bay road, north side and west of Ormond street, 80 feet of eight foot walk, at an estimated cost of $20; Cadboro Bay road, north side and west of Stadacona avenue, 140 feet of five foot walk, at an estimated cost of $22; and Cadboro Bay road, north side between Stadacona avenue and Belmont avenue, 420 feet of five foot walk, at an estimated cost of $65.

This document was discussed item by item, and each being adopted, the report passed as a whole, and the works dealt with will proceed immediately.

Another report from the same officer recommended that the request of Donald A. Graham and 90 others, for a sidewalk on the south side of south road, west of Fernwood road, be not entertained until fences and buildings at present trespassing on the street, are moved back to the proper line. The report also set forth that the complaints with regard to the condition of Pine street, Victoria West, are receiving consideration; and advised that a cart horse be purchased, to replace the one recently disposed of.

This report was speedily adopted.

Market Superintendent Johnson reported his fees from all sources during February at $77.25, his report also being adopted and going upon the file.

Robert Mason applied for payment for certain gravel hauling that he had done through a misunderstanding. He had been employed to gravel a certain street for $45, and on completing this work had gravelled a part of an adjoining street, for which he thought himself entitled to about $25. The late city engineer attached a report to Mr. Mason's communication, to the effect that the work referred to had been done, but as a difference of opinion arose as to the value of the extra work, the communication went to acting Engineer Cousins for an expression of his opinion.

The same course was taken with a petition from R. Wolfenden and five other residents of Menzies street, who pointed out the desirability of extending the sewerage system to Niagara street.

The acting engineer will also report as to the necessity for and probable cost of a 400-foot sidewalk on the south side of Taunton street, petitioned for by Laura Bates and a number of other residents in the locality in question.

Louis Vigelius and some 37 other barbers of the city of Victoria petitioned the council to take steps towards enacting a by-law for the compulsory closing of barber shops during all of the Sunday. The petition, in that it cites reasons why this should be done, is interesting. It says:

"1. The barbers of this city have tried voluntarily to close the barber shops on Sunday, but cannot come to a unanimous agreement, so the undersigned, representing two-thirds or more of the barbers, herewith petition your honorable body to introduce and pass a by-law compelling all barber shops to close and remain closed on Sundays.

"2. No other class of laborers known have to put in as many hours as the barbers. Our hours are from 7:30 a.m. to 8 p.m., and on Saturdays from 7:30 a.m. to 11 p.m., which we consider sufficient without being compelled to get up at 7:30 on Sunday and work until 12 noon or 1 p.m.

"3. There is very little transient trade on Sunday for the simple reason that in all the largest and most important cities of Canada the barber shops close on Sundays—consequently any visitors to our city will not expect us to be open on that day.

"4. There is not a single boat or train that runs regularly between this port and any other that arrives on Sunday forenoon, and as far as the residents of Victoria are concerned, we have heard no complaint from them in regard to closing; in fact, we have canvassed our patrons, and they say: 'By all means close.'

"5. The daily routine of a barber's life, coupled with the long hours, is very trying on the young men who embark in the trade, to say nothing of the old timers; and then take into consideration the families of the married portion! They think it very hard that they cannot have the companionship of their husband and father one day in the week.

"In regard to another petition which we understand is being circulated, to close cigar and fruit stores, etc., we wish it distinctly understood that we have nothing to do with it; all we ask is to have the barber shops closed.

"The barbers are very much in earnest about this bill, and respectfully recommend that your honorable body will not pass it by without careful consideration."

In passing, Mayor Redfern remarked that he had been waited on by two of the petitioners, who assured him that there were only two shops not represented in the petition, while of those two, one of the proprietors was favorable although he would not sign.

As it was intimated that there was another somewhat similar petition to come before the council very shortly, the barbers' plea was tabled to be dealt with at the same time.

Mr. Wills, who owns two lots at the terminus of the Spring Ridge car line, represented by letter that he had been asked by certain residents to move back his fence. He was agreeable to doing so, he intimated, provided the council give him $25.00 for each lot cut down, he removing the fence back at his own expense.

Discussion upon the communication developed the information that other property had been purchased on the same street, these two lots in question alone remaining, and that without the moving back of the fence pedestrians were dangerously crowded against the car track.

Ald. Humphrey thought that the people on the street should pay if property were acquired in the manner proposed, but as there was information necessary, the communication went to the engineer and the solicitor for a joint report.

The special committee appointed to consider the drainage of Edmonton road and Cedar Hill road presented their report, which being practically the same as that of the engineer, previously adopted, merely went upon the file.

From the finance committee came a report recommending that the offer of Swinerton & Oddy, for the removal of the city garbage, be not accepted, but that the corporation obtain a suitable scow, and afterwards arrange for towing as required. It was explained by Aldermen Hayward and Kinsman that this meant a considerable saving to the city, while the former member of the council furnished the information that the scow could be got for from $300 to $1,000.

The Mayor was in doubt whether Swinerton & Oddy would continue to handle the garbage for the temporary accommodation of the city at the old rate of $10 a day until other arrangements could be made. He for one favored the continuation of the old arrangement for a year at least.

Ald. Brydon was not committed to the towing to sea plan, and expressed himself accordingly.

The report was, however, adopted, and the committee and purchasing agent in conjunction were asked to report as to the cost of a suitable scow.

A second report from the finance committee recommended that Mr. Winsby's suggestion with reference to the collection of taxes be adopted; also that the street roller be put to work improving the streets under the temporary charge of a special committee of three aldermen; and that the Electric Railway Company be instructed to pay to the city forthwith the sum of $199.95, for certain work done by the city at Oak Bay last year. The first and last paragraphs were adopted, but the central clause of the report was referred to the city engineer, the Mayor ruling that a special committee could not be so empowered, the work coming in the province of the engineer's department, and the engineer being held responsible.

Accounts for the past month, amounting to $4,000 odd being passed for payment, comment was excited by the bills of the Toronto Globe ($54.00), Montreal Star ($52.50) and Halifax Chronicle ($15.00), for advertising for applications for the vacant office of city engineer. A portion of the council appeared decidedly of opinion that a less expenditure would have been quite sufficient. The monthly bill for telephones was also objected to, Ald. MacGregor holding that a bill should not have been tendered for his telephone, inasmuch as it had not been put in; and Ald. Beckwith observing that his had usually failed to work.

As a question of privilege, Ald. Beckwith referred to the last meeting of the council and the Times report of the proceedings. He had there been made to say, when the solicitor's salary was under discussion, that the services of a judge of the Supreme court could be got for $125 a month. He had no wish to get himself committed for contempt for saying such a thing as this—(laughter)—and wished merely to set it right—what he had said was that a police court judge had been got for $125.

The last business of the evening was the revision of the held over work ordered by the council of 1898. In this it was decided to proceed with the gravelling of Superior street from Menzies to Birdcage walk; the laying of a gravel sidewalk on Shakespeare street; the repairing of Douglas street above the Fountain; the putting in of a concrete gutter by the new Weiler block on Government street; the tar-surfacing of the cinder walk on Fort street between Vancouver and Cook street, and the improvement of Mary street, Victoria West. The cindering of the walk of Fort street, east of Cook street on both sides, was dropped; as were also the gravelling of St. Charles street, the improvement of Garbally road and the construction of a cinder walk on Ida street.

This morning the council will meet again to complete the preparation of their estimates.

THE WASHINGTON FOLLY.

Canadian Interests Imperilled With No Hint of Substantial Compensation.

From the Montreal Gazette.

Not much is to be directly gained from the official statement as to the actual situation of the matters taken under deliberation by the international commission, which met in Quebec last August and in Washington last November. There has been, it is admitted, serious disagreement on the Alaskan boundary question, and, posisbly, failure to agree on others of the dozen matters that were referred to the commission for adjustment. Indeed, on the matter of reciprocity, it is practically certain that no understanding has been arrived at. No great surprise will be felt over this, even among those who were most exuberant in their demonstrations when it was announced that a commission had been arranged for. Indeed, but for the possibilities involved in the Alaska boundary question remaining open, it might be said that it would be better that things should remain as they are. The Alaska boundary aside, the principle causes of dispute between the two countries were connected with the fisheries of the Atlantic and Pacific coasts and oceans. In regard to both these Canadian contentions are based on treaties or arbitration awards to which the United States was a party, and the desire of the United States to get advantages not now enjoyed is the cause of what are called the disputes. Such disputes could not be well settled to the satisfaction of the United States except by Canada's giving up something that might cause loss to her own fishermen. That would not be desirable. The bonding privileges, as they are called, were another subject of reference. They include permission for transportation companies to carry merchandise, without the payment of duty thereon, except by the country of destination, from one country through the other for shipment abroad, or from abroad through one country to the other, or from one part to another of the same country through the other. These privileges rest now on a treaty basis, and are of mutual convenience. No basis they could have would save them from attack by interested parties in the United States. There was no apparent satisfactory reason for making them the subject of new negotiation. They seem to have been included in the list for the purpose of making it big, like the questions of alien legislation and mining rights, which are matters of domestic legislative policy in both countries, most difficult to regulate by treaty with an outside power.

Not since 1866 has there been any real chance of securing a reciprocity treaty that the authorities at Washington would assent to. Leading men of both parties have sought such an arrangement at least a dozen times, always unsuccessfully. There was less chance, to all appearance, on the present than on any former occasion. While the commission was in session the Canada trade returns were published, showing the movement of commerce under the revised tariff of the present government. They indicated that the United States exporters are gaining control of the Canadian market as the situation exists. They showed that this country had given away much it might have offered in return for tariff concessions from a neighbor. It was almost natural that efforts to obtain reciprocity should not have any marked succes.

The failure to arrive at an understanding for the arbitration of the Alaskan boundary will, therefore, be about the only thing the country has any justifiable reason to regret in connection with the negotiations that may not be resumed. Still, it is a disappointed lot of diplomatists that will return from Washington to Ottawa. In the freshness of their inexperience of power they forgot themselves. They shut their eyes to the fact that many of the ablest men Canada had produced had failed in missions like that on which they were entering, in something of the same spirit as a business is business minister would go out to fix a constituency in a bye-election. They trumpeted it that they were the recognized friends of the United States. Their press sycophants placarded them as diplomatic geniuses, beside whom, to use the classic language of the Toronto Globe, the Conservative ministers who preceded them were "a lot of dubs." They met the U. S. representatives at Quebec, and they followed them to Washington. After a year's preparation and six months' negotiation, they have secured a date when the United States representatives may meet them and negotiate some more. The mighty (in their own estimation) have come down.

TWO SEALERS DROWN.

Members of the Crew of the Minnie Lose Their Lives in the Gordon River.

Queen City Reports a Number of Schooners on the Coast—Humboldt to Call Here.

A double drowning accident which occurred on the Gordon river was reported by the steamer Queen City, which last evening returned from Kyuquot and intermediate West Coast points. The victims are C. Erickson and Huns Newbury, two Swedes, aged 26 and 24 years, respectively. They were members of the crew of the sealing schoner Minnie, of which Capt. Victor Jacobsen is master. They left the schooner at San Juan, where she had been detained for several days on account of bad weather, and in a small sealing boat proceeded in search of game up the Gordon river—a hunting ground unsurpassed on the southern end of Vancouver Island. Nothing has since been seen of them, but their boat found upside down, has furnished to the crews of both the Queen City and the Minnie sufficient evidence of their fate. Neither of the young men leaves any relatives in this city.

The Queen City also brings an interesting budget of sealing news. The Arietas and Beatrice were in Kyuquot, ready to put to sea when the steamer left; the Ainoka was in Hesquoit, and should have been in condition to sail yesterday; the Umbrina and Dora Siewerd were at Ahousett, the former ready to sail; and the Viva, Borealis and Otto were in Clayuquot, while the Favorite was passed in Barclay Sound.

Heavy seas and westerly winds were encountered on the Queen City's trip. A barkentine bound up and a three-masted schooner outward bound were passed in the Straits. The passengers were Capt. Campbell, of the schooner Umbrina, which vessel goes to sea under the command of Capt. J. W. Peppett, her owner; A. Engvik, a bookkeeper of the Clayoquot store; William Munsie, George Brown, Judge Kinney, Miss Armstrong, G. H. Hall and A. Wilkinson.

COMING HERE FOR INSPECTION.

Capt. E. E. Caine, of Seattle, is in the city, waiting for the steamer Humboldt, now due from the North, and which is coming here to undergo Canadian inspection. The Humboldt is now being operated in connection with the City of Seattle, and will make alternate calls regularly at Vancouver. Capt. Caine has found the fast steamer business to pay, and wonders at Victoria not putting on a speedier vessel in the northern trade. He says his steamers are already handling most of the through traffic from the Sound.

FIDDLE REEF LIGHT.

The department of marine and fisheries gives notice of the following change in character of Fiddle reef light: Red sectors have been added to the fixed white light heretofore shown from the lighthouse recently established on Fiddle reef, Mayor channel, to mark the foul ground on the western side of the channels approaching the light. The light now shows red over an arc of 45 deg. 30 min., between the bearings of S. by W. ¼ W. (S. 36 deg. W. true), around through S. to S. S. E. ¾ E. (S. 9 deg. 30 m. E. true) and over an arc of 48 deg. 30 min., between the bearings of N. ¾ W. (N. 13 deg. 30 min. E. true) and N. E. ½ N. (N. 62 deg. E. true). Over the remainder of the circle it remains fixed white as heretofore. When the light changes from red to white the fairway of Baynes channel or Mayor channel, as the case may be, is open, and while passing through the channels the white light must be kept open. This notice affects Admiralty charts Nos. 577, 1,911, 1,917, 2,689 and 2,840, British Columbia Pilot, 1898, page 87, and Canadian list of lights and fog signals 1898, No. 1,711.

BEFORE THE FULL COURT.

Appeals Adjourned on Account of Trial Notes Not Having Been Delivered.

Three appeals had to be adjourned by the Full court yesterday on account of the refusal of Mr. C. F. Jones, who acted as stenographer in the trial of the cases to deliver a transcription of his notes, he claiming that he does not have to do so until the government pay him the regular salary allowed stenographers, which is fixed by statute. The courts were appealed to to make Mr. Jones deliver a transcription but Mr. Justice Drake refused to make an order, holding that Mr. Jones not being a duly appointed court stenographer the court had no control over him. His Lordship also intimated that Mr. Jones should receive the allowance fixed by statute.

The cases which were adjourned were Pender v. the War Eagle; re the O. K. Mining Company and Clabon v. Scott. They will have to stand either until the Full court orders Mr. Jones to deliver a transcription of the notes or delivery of them is secured through the Attorney-General paying Mr. Jones. Should the Full court decide in favor of the stenographer and the Attorney-General still refuse to pay him, the case would have to be re-tried.

The first case called involves the sum of $60, which to the ordinary layman would hardly seem to justify an appeal to the Full court. The case is Wolf v. the Nelson Electric Light Company. The company ordered some goods from Wolf, Zwicker & Co. of Portland, to be delivered in eight days if possible. The Portland firm sent the goods in three weeks and the company refused to accept them. On a chamber application Judge Forin, of the County court of Kootenay refused to allow the defendents to be heard and they appealed. The Full court yesterday decided that Judge Forin should not have given judgment without allowing the case to come to trial.

The afternoon session was occupied in hearing arguments in the appeal in Scott v. Rogers, Aulay Morrison appearing for the appellant Rogers, and Alexander Henderson for the respondent Mrs. Scott. The appeal is from a judgment rendered by Mr. Justice Drake in accordance with the verdict of a jury, who granted Mrs. Scott damages amounting to $1,200 for the death of her husband. The cause of death was a collision between the steamer Dunsmuir and the fishing boat of the deceased on the Fraser river some two years ago. Argument will be concluded to-day. The defence set up was contributory negligence, but this the jury set aside, and the trial judge, on argument for judgment took the same view.

Long engagements are rather expensive affairs in Russia. The bridegroom-elect is expected to send his fiancee a present every day.