The Semi-Weekly Colonist.

FORTY THIRD YEAR VICTORIA B. C. FRIDAY MARCH 4 1902 VOLUME LXVII

he land, hewed the timber, atoes, and in three or four years work, sometimes selling timber ers or working at logging ey were making money. The ompany raised the price several their land. Then a colony of nians were put on the land. lt creameries, and the district until where 15 years ago there one, there was now a district opulated by farmers who were money. Potatoes were first Then cows were imported, and table dairying was being done. ll station has now sent 3,700 of produce, which shows that ation of the farmer pays the ompany. Every station has nany carloads to Texas and adlates as far as Georgia. This he railway company is interest. the city merchant is interested. e farmer is making money from ice, he buys building material, provisions. Where a man and y is now living on a 40-acre ng the Minnesota railway he is g more business for the railpany then the farmer with 640 prairie wheat lands.

ing immigration, the speaker of the most serious mistakes any locality in trying to secure ion is exaggeration. Advertiser may be sent that enumerates things that belong to the de of the picture, and nothing he reader sees only the bright hings and goes to the locality. e comes face to face with the s as they exist in reality, he is that it does not agree with re his imagination suggested, is dissatisfied and exaggerates s that are wrong in his letters riends. The most satisfactory f settling a locality is through mmigration agents with perk. The St. Paul & Duluth mployed such men to go to rurs and go to the local hotels and people until at the end of a ay be, he could organize a colhad been properly told the and when they arrived, alscious of the local situations, d write for their friends. aker instanced how the presihe Great Northern railway had the farmers along that comad with 400,000 head of thorstock, mostly bulls, and a good broughbred hogs, which were along the railway lines. This he of the best investments the company had ever made, for ners are sending carloads of olds to markets which sell at prices. The railways are handad after carload, and their exhas paid them, for, as PresiJ. Hill told the farmers, they credit him with philanthropy, business transaction. ing his address, the speaker estions—an invitation which advantage of to a considerent. He told of how to keep improve barns, how to keep stalls, how to ventilate, feed wise care for cattle. He said d be stood in two rows, facother, with a feeding alley in . The cattle should be proom draughts, for the milder e the more the likelihood of ering than on account of inweather. The walls should be ; no windows left open. Venould be provided through a ning along the floor of the ley, with an augur hole bored ach cow. He told of how to feed cows, and said that if a d only enough food to feed it were better to kill one and other to advantage. Whole the best food for cows. In his ey dehorned their animals. 0 p.m., after Mr. Smith had many questions, a vote of s proposed to the speaker, and ng adjourned until this morno'clock, when the association at the Agricultural department vernment buildings.

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SEEDS

D REWARD.

reward is offered for the recovody of the late Captain James o was drowned at the time of the steamer Bristol, on between Grey and Green Isl- Entrance

JAMES DUNSMUIR.

Canadian Northern

Victoria to Be the Pacific Terminus of a Great Railway System.

Mr. Prentice Makes Important Announcement of Signing of Contract.

Result of Mr. Wells, Eastern Mission—News Received With Universal Joy.

Colonel Prior's committee rooms on Broad street were crowded last night, the bulk of those present being workingmen, who seized the opportunity afforded by Saturday night to enroll themselves under the standard of the government candidate. The large hall was packed, the audience overflowing into the anteroom and hallway and crowding the secretaries' quarters. Col. Prior was overwhelmed with the pledges of support and hearty expressions of good will which were showered upon him from all sides. The secretaries and their assistants had their hands full in endeavoring to answer the questions of eager electors, who wished to make sure that their names were on the voters' list, and registering the names of others who desired to be recorded as out and out supporters of Col. Prior.

Shortly before 9 o'clock Hon. J. D. Prentice entered the hall, and was received with cheers and insistent calls for a speech, to which he responded in quite an unexpected way. The inspiriting words in which Mr. Prentice addressed the assembled electors were very different from the ordinary campaign speech which voters are accustomed to have hurled at them by professional spellbinders. His speech was short, crisp, and businesslike, marred by no hackneyed platitudes, but it conveyed a message which electrified his hearers, raising their enthusiasm to the highest pitch so that their delighted cheers shook the building and echoed through the neighboring streets.

Mr. Prentice said he had the pleasure to announce that the negotiations which had been pending between the government and Mackenzie & Mann had culminated in the signing of a contract for the construction of the Canadian Northern transcontinental railway to a point on Bute inlet, thence by ferry to Vancouver Island, and down the island to Victoria. The contract had been signed in Toronto that afternoon, and a gentleman who was acting as solicitor for the government was then on his way to Victoria.

The announcement was received with prolonged cheers.

When quiet was finally restored, Mr. Prentice spoke briefly of what the arrangement meant for Victoria and Vancouver Island. In the first place it would mean the expenditure of several million dollars for wages and supplies, and after the road was completed, it would make Victoria the terminus of a great transcontinental railway system and the commercial metropolis of the North Pacific. (Renewed cheers.)

Hon. W. C. Wells, who entered during Mr. Prentice's speech, was greeted with rapturous applause. He confirmed Mr. Prentice's announcement and briefly outlined the negotiations which had led up to the happy consummation, and in which he had taken a prominent part during his visit to the East early in the winter.

Mr. Wells was vociferously cheered, all present recognizing that his personal efforts had greatly assisted in securing the Canadian Northern to Victoria.

MR. WELLS' STATEMENT.

Hon. Mr. Wells was seen by a Colonist reporter during the evening and asked to give some information regarding the initiation and progress of the negotiations between the government and the Canadian Northern Railway company.

He said that when he went East last November, he was charged by Mr. Dunsmuir and his colleagues to sound the management of the Canadian Northern as to their intentions regarding a Pacific terminus, and if possible induce them to make the choice of Bute inlet as the most advantageous to the province. Under their charter the Canadian Northern railway were authorized to strike the coast at any point which they might deem advisable, but it was of the utmost importance to the province that their choice should not be too far north. The desire of the government was to secure the building of the route via the Yellowhead pass and Quesnel to Bute inlet, thence across Seymour Narrows to Vancouver Island to connect with the Island railway system, and down to Victoria

Mr. Wells was authorized by his colleagues to approach Messrs. Mackenzie & Mann, the executive officers of the Canadian Northern railway, with a proposition on the foregoing lines, and to assure them that the government would be prepared to offer liberal aid to such a road. He had a good deal of difficulty in arranging a conference, for certain interested parties, for reasons best known to themselves, put obstacles in his way, but finally he was enabled to meet the C. N. R. directors and outline to them the terms upon which the government were ready to negotiate. The result of his conferences with Mackenzie & Mann was an undertaking that the C. N. R. would consider the proposal submitted, and that if they concluded to follow it to an issue, Mr. D. D. Mann would come to Victoria in February to make final arrangements. In pursuance of this arrangement Mr. Mann arrived here in February with Mr. Greenshields, the accredited agent of the provincial government, and after several conferences with the government a definite contract was drafted. Mr. Mann, though perfectly satisfied with the terms submitted by the government and personally prepared to give it his assent, deemed it due to his associates that he should submit it to them before announcing the result of the negotiations with the government. He therefore returned East, accompanied by Mr. Greenshields, and yesterday the contract was ratified at a meeting of the directors of the Canadian Northern railway at Toronto, and the signed contract handed to Mr. Greenshields.

Mr. Wells feels naturally elated on the success of his Eastern mission, and last evening he was congratulated on all sides for the able manner in which he had conducted the negotiations

THE FEELING IN TOWN.

In the hotel corridors and on the streets last night the sole topic of discussion was the C. N. R. contract. The news was received with universal satisfaction, and the opinion was very generally expressed that Victoria's day had dawned at last. Friends of Mr. Bodwell who endeavored to throw cold water on the announcement were heard with impatience, and many did not hesitate to accuse them of disloyalty to the province and the city. Prior stock went up by leaps and bounds, and long before midnight a Bodwell supporter was a rare occurrence on Government street.

THE PREMIER CONGRATULATED

Premier Dunsmuir, who had attended Hon. J. P. Booth's funeral at Salt Spring Island, was not down town last night, but he received hundreds of telephone messages congratulating him on the success of his statesmanlike policy in securing the great boon of the Canadian Northern to British Columbia and Victoria.

MONDAY'S MEETING.

Col. Prior's meeting in the Victoria theatre tomorrow night will be the most important and the largest political gathering ever held in Victoria. The principal speakers will be Lt.-Col. the Hon. E. G. Prior, Hon. James Dunsmuir and Hon. D. M. Eberts.

Marconi Has Further Proof

Receives Messages Aboard Ship From Distance of Two Thousand Miles.

They Are Verified Beyond All Possibility of Doubt—Inventor Pleased.

New York, March 1.—William Marconi, who returned from England today on the American liner Philadelphia, broke all records of wireless telegraphy during the voyage from Southampton. A complete connected message of four words was received from the Marconi station at Poldhu, Cornwall, near the Lizard, when the ship was 1,551½ miles from that point. Furthermore, signals were taken by the instrument on the Philadelphia, which were sent from the station, a distance of 2,099 miles. With a station on this side equal in transmitting force to that at Poldhu, he could have maintained constant effective communication ashore during the entire voyage.

Mr. Marconi takes his triumph very philosophically. When asked if he did not consider it a triumphant vindication of his claims for his instrument, he said:

"Well, it was only what I had prepared to accomplish. We prepared the necessary apparatus to do the work, and then I did it. I am in the same position as any other electrical engineer. If you have an engineer who is keeping 50 lights burning, and want him to keep these many going, you would give him the necessary plant, wouldn't you? Well, that is all I've done in this instance. I put in the necessary plant to do the work."

Mr. Marconi was accompanied on the trip by H. S. Saunders, one of the directors of the Marconi company, and two engineers, T. Vyvian and J. D. Taylor. The four men spent most of their time in house on the ship where the Marconi instruments are set up, and from the time they left the Lizard until the last faint signals were taken at a distance of more than 2,000 miles, they were constantly talking back and forth with the Poldhu station relative to the experiments they were making.

To obviate any chance for the sceptical to dispute the genuineness of the result, every message was taken on a tape and four of these were received in the presence of the captain and chief officers of the ship, who certified to them in writing as soon as the instruments had ticked them off.

In addition to this, the Captain, A. R. Mills, marked off on a chart the several points on the trip at which six messages were received. Mr. Saunders, the Marconi director, was enthusiastic over the success of the experiments of the trip.

"It is a grand triumph for the Marconi system," he said. "The messages transmitted back and forth between the ship and the station at Poldhu, were of state character, and dealt largely with the experiments we were making. After we got the Poldhu station, practically in mid-ocean, we did no more talking until 11 o'clock last night. At that hour we spoke the Nantucket station and sent several private messages ashore.

"We go to Canada in a few days to arrange for the putting up of a permanent station at Cape Breton. There will be many strides forward in the next few months."

THE CONTRACT IS SIGNED

Negotiations With Canadian Northern Crowned With Success.

The Hon. W. C. Wells received yesterday from Toronto from J. N. Greenshields, K. C., the following important telegram:

"Leaving at once for Victoria with railway contract signed."

The reference of course is to the negotiations between the Dunsmuir government and Messrs. Mackenzie & Mann for the construction of a railway from Bute inlet to the eastern boundary of the province, which have been carried on by Mr. Wells, and have now been crowned with conspicuous success.

In another despatch received by Mr. Wells, the reason for Mr. Greenshields coming to Victoria at this time is given. His visit is in connection with other important negotiations, concerning which he is the bearer of despatches from Messrs. Mackenzie & Mann to the Premier.

No premature announcement of the subject matter of these negotiations would be proper at the present time. The Colonist is authorized to state that the head offices of the Canadian Northern system for British Columbia will be located in Victoria, making Victoria the terminus of a transcontinental system.

Funeral of Late Speaker

Many Mourners Went From Victoria to Pay Their Last Respects.

Impressive Service at St. Mark's Church by Rev. Bishop Perrin.

The words "in sure and certain hope of the resurrection to eternal life, through our Lord Jesus Christ," seemed very expressive yesterday afternoon when the lord bishop of the diocese, Bishop Perrin, read the simple burial service of the Church of England at the graveside of the late John Paton Booth. From a rift in the clouds the sun's rays slanted through the pines, lighting up the impressive scene in the little plot of hillside set aside as God's Acre in the central settlement of Salt Spring Island. Around the open grave were gathered the few relatives whom the deceased had left in this province, most of whom were nephews or nieces, together with a large number of friends and neighbors, his fellow-settlers on the island, the worthy citizens whom he had so long represented in the legislative assembly of the province, as well as a great many of his colleagues from that body of which he had for so long been so worthy a member.

The funeral cortege left his late home (one of the finest farms on the northern part of Salt Spring Island) shortly after 2 o'clock, being followed by a long procession of carriages. At the Church Farm a halt was made, when Premier Dunsmuir and his party from the legislature and Victoria joined the sad column, marching in couples behind the bier. Amongst them were noticed the Hon. the Premier, with Attorney-General Eberts, Acting Speaker Mr. Pooley, Mr. Thornton Fell, the clerk of the assembly, and of the other private members of the House, Messrs. Joseph Hunter, Peter Ellison, A. W. Smith, Richard McBride, C. H. Dickie, Denis Murphy, E. C. Smith, W. H. Hayward, Robert Green, F. J. Fulton, Louis Mounce, John Oliver, S. A. Rogers, James Stables, H. Dallas Helmcken and Richard Hall. The city of Victoria was well represented by His Worship Mayor Hayward and Ald. Kinsman, McCandless and Yates, together with Capt. Wallace Langley, Capt. Chas. Hackett and Messrs. Patrick Hickey, J. W. Church, Michael Young, W. H. Smith and several others. From North Saanich, from Cowichan and from Nanaimo a number of old friends of the deceased gentleman were also noticed.

The pall-bearers were selected from the members of the assembly, and consisted of Messrs. Joseph Hunter, of Victoria; Price Ellison, of Vernon; A. W. Smith, of Lillooet; Richard McBride, of New Westminster; Frederick J. Fulton, of Kamloops, and Robert Green, of Kaslo.

At the door of St. Mark's church, of which the deceased had for many years been a zealous and devout member, the cortege was met by the Rev. E. Wilson, the rector of the parish, and His Lordship Bishop Perrin. To the solemn chanting of Woodward's "Gloria Patri" the coffin was carried up the aisle to the chancel rails of the chaste little edifice, which was filled to overflowing with those who had come to mourn. During the service, which was taken mostly by the Bishop, the two hymns, "Days and Moments Quickly Flying," and "When Our Heads Are Bowed With Woe," were sung, the organist, Miss Collins, playing Handel's "Dead March in Saul" as a recessional.

Beautiful wreaths of Easter lillies, of lillies of the valley and of other flowers, had been brought in great profusion, in silent tribute to the good works and noble character of the departed. Amongst those noticed on the bier were the offerings of the Honorable the Premier, of the Premier and Members of the Executive Council, of Mr. and Mrs. H. Dallas Helmcken, of Mr. Julius Brethour and the other constituents of the deceased in North Saanich, as well as of Mrs. Mowat, Mrs. Collins, Mrs. H. Stevens, Mrs. Beddes and several others.

After the interment, most of those coming from a distance returned to Ganges Harbor, where the steamer City of Nanaimo was lying, that vessel having, by the kindness of Premier Dunsmuir, been placed at the disposal of the members of the legislature for the occasion, an act of thoughtful courtesy, which was most heartily appreciated by the friends and colleagues of the deceased.

The deceased was a native of Scotland, having come out to Canada when quite a boy. After some years spent in the province of Ontario, in the neighborhood of the city of Guelph, he came to this province in 1859, and spent some time in Victoria. Soon, however, he removed to Salt Spring Island, where, up to the time of his death, he has always resided. He was about 64 years of age, and leaves a widow, but no children. His fireside, however, was far from being a silent one, as he took into his home and brought up two families of small children, his nephews and nieces. Of one of these, the father will be remembered by the old-timers of the city in the brother of the deceased, a well known builder in his day, who was one of the contractors of the old Driard hotel. This brother predeceased Mr. Speaker Booth by about four years. Of the children who have enjoyed his fatherly care, all re-gathered yesterday to his funeral, with the exception of one young man, William Richards, of this city, who had shipped some time since on the sealing schooner Oscar and Hattie.

With the exceptions of Mr. Pooley and Mr. A. W. Smith, of Lillooet, the deceased was the oldest member of the legislature. His kindly face and quiet smile will be much missed by his wide circle of friends and acquaintances.

A Builder—Are you losing weight?—"The D. & L." Emulsion will always help and build you up. Restores proper digestion and brings back health. Manufactured by the Davis & Lawrence Co., Ltd.

CUBAN RAILWAY.

Sir William Van Horne and His Enterprise.

Santiago de Cuba, Feb. 28.—Sir William Van Horne, former president of the C. P. R., and the promoter of a project for the consolidation of all the railroads in Cuba, accompanied by Mr. Dodge, left here today for New York via Havana after having inspected the work done by the Cuba Railroad company. Sir William expressed himself as greatly pleased with the results obtained during the last six months, and said that an immense amount of railroad construction had been accomplished. He expects to run trains between Havana and Santiago de Cuba within a year.

"Do you ever have any quarrels in your woman's club?"

"Oh, no; we call them 'debates.'"—Philadelphia Bulletin.

FACTION FIGHT.

Sheriff's Posse and Kentucky Gang Engage in Battle.

Campton, Ky., Feb. 28.—Sheriff Stamper and posse had a pitched battle at Vortex today with a gang that had previously engaged in a fight in Mrs. Faulkner's yard at Harris distillery, in which Napier and followers and Faulkner and followers had shed blood.

The sheriff followed the trail of blood to the distillery, where he found 14 men of the two factions dressing the wounds of Napier and Faulkner, who had dropped their quarrel.

The sheriff and posse rushed at them with drawn weapons and were fired on by the gang. The fire was returned by the sheriff's posse and six of the men were wounded. Two of the sheriff's posse were slightly wounded. The men were captured and brought here and placed in jail. Four of the men, Buck Wooten, Jeff Townsend, Clay Napier and John Faulkner, were left, as their wounds were severe. Wooten and Townsend are expected to die. There are indications of mob violence, and a hundred armed men are guarding the jail.

Session At Ottawa

Bill Regarding Pensions For the Mounted Police to Be Introduced.

Pottery Makers Interview the Government In Regard to Duty.

Mr. Devlin's Advocacy of Land League Causes Row in Committee.

From Our Own Correspondent.

Ottawa, Feb. 28.—Sir Wilfrid Laurier gives notice of a bill respecting pensions of officers of the Mounted Police.

Mr. Fitzpatrick will introduce a bill respecting telegraph and telephone companies. It gives the Privy Council control over telephone rates.

Sir Charles Tupper got a splendid greeting here today from both political parties. He left for Toronto tonight to meet Sir Hibbert.

Pottery manufacturers are asking for a specific duty of three cents per gallon capacity on all classes of common pottery.

There was another row in the Agricultural committee today over the interview of Mr. Devlin, Dominion immigration agent in Ireland, in the Montreal Witness, favoring the Land league. Mr. Devlin's explanation was not satisfactory, and many members said his usefulness was gone. Tonight a Liberal member even protested. A motion to summon the Witness reporter was voted down.

ONLY ONE BODY YET REMAINS

Funeral of Extension Victims to Take Place Tomorrow—Fish Trade.

From Our Own Correspondent.

Nanaimo, Feb. 28.—(Special)—All but one of the bodies are reported to have been taken out of Extension mine. It is fully expected the last will be found tonight. The funeral for all will take place Sunday.

Citizens of Nanaimo are again trying shipments of salt herring to Australia. It is believed that a lucrative trade will be worked up in this business.

An attempt is being made to effect a union between the Agricultural society and the Citizens' committee whereby a great celebration may be held in conjunction with the fall exhibition. The proposal has been made to give the Agricultural society a fixed sum to defray all their expenses and the Citizens' committee will then take over the show.

A. B. C. SCHOLARSHIP.

Trinity University, Toronto, Offers Inducements to Western Students.

Those who are interested in educational work in British Columbia will be much pleased to learn that Trinity university, Toronto, Ont., has offered an annual entrance scholarship to students in British Columbia.

This scholarship, which is for entrance to Trinity college, consists of $100 in cash and three years free tuition at the university, making its total value $250.

Students desirous of trying for the scholarship are required to pass examinations in the following subjects: English literature, English grammar, composition, English history, Canadian history, arithmetic, euclid, algebra, geography, Latin, and any two of the following: French, German, Greek, experimental science i.e., physics and chemistry. The text books from which the examination will be set are those recommended in the Trinity calendar, and authorized by the Department of Education of Ontario. It will be noticed that this work is very similar to that required by the Educational Department of British Columbia for the intermediate examination.

The only conditions upon which the scholarship is offered are: 1. That at least five students enter the annual competition. 2. That the student who obtains the scholarship shall retain his standing during his college course.

The time, place, and other particulars regarding the examination will be made public at a later date.

Trinity university was constituted by a Royal charter bearing date 15th July, 1852, and was thereby endowed with all such powers of conferring degrees in the various faculties as are enjoyed by the universities of Great Britain.

They were both her friends, of course. "Do you think," asked he, "that she is as old as she looks?"

"She tries not to look it," replied she, "so she must be."

Feminine perspicacy transcends masculine reasoning.—Indianapolis News.

Celebration Of Ladysmith Day

Largely Attended Meeting of the Navy League Held at the City Hall.

Paper Read on the Influence of Sea Power Upon History.

Ladysmith Day, the anniversary of the conclusion of the siege of the South African town, and the anniversary of a day first celebrated in Victoria with roar of firecrackers, joyful din, haphazard processions and general joyous abandonment—was celebrated last night at the City Hall by the Navy League. His Honor the Lieut.-Governor, was in the chair, and on the well-decorated platform were Senator Macdonald, Mayor Hayward, B. W. Pearse, J. Peirson and Capt. Barkeley, R. N. There was a very large and fashionable audience. The hall had quite a gala appearance. Strings of signal flags were stretched from pillar to pillar and tri-colored bunting was spread to add to the attractiveness of the hall. At the back of the platform two large Union Jacks were draped, with a large map of the world, with "the little patches of red" of the Empire.

The event of the evening was the very lengthy paper on "The Influence of Sea Power on History," by Mr. B. W. Pearse. There was, however, a good programme of vocal music, the gem of which was Mr. Salvini's rendition of "The Death of Nelson." Mr. Moxon was first called upon, and he sang in good voice, "Sons of the Sea," receiving a well-merited encore.

Then Mr. Pearse came forward and read his paper, which was listened to with interest. He said the sea, from a political and social point of view, was a great highway, a wide common passable by men in all directions, but with some well-worn paths. Notwithstanding its dangers, travel had always been easier and cheaper than by land. The commercial greatness of Holland had been due to her waterways. In her day of greatness at sea there were sea robbers, but yet water travel was safer and quicker than by land. The dangers such as this had now disappeared. In most countries the disappearance or destruction of the coasting trade would only be an inconvenience, and water travel would still be cheaper. In the wars of the French Republic, although the fleets were manned by cruisers, the coasters still crept along the coasts, and there were good inland routes. Under modern conditions, home trade was but part of the business of a sea-board country. Foreign necessaries had to be brought in, and a navy was the right of every nation to do its shipping in its own vessels, and the ships must be protected. A navy springs from the existence of peaceful shipping. As the fleets go from their own shores, ports and calling ports are needed, and stations, coaling stations, and then colonies are formed. The paper dealt at length with these calling points of the Empire.

The geographical position of England, compared with that of European powers, was treated at length, and the writer told of how the fact was demonstrated by the naval wars of the past three centuries, that Britain had control of the world's thoroughfares of traffic. He detailed the physical conformation of Britain, its weakness and strength, told of the wars with the Dutch, the French, and the combats. He recited the rise of Britain, the downfall of Holland and Spain, in detail the story of Britain's rise as the sea power, were cleverly told, and how her sea power had its part in the growth of the extent of the Empire's territory. The population of the Empire and its reserve strength was treated, and the point brought out how the reserve strength would aid in the maintenance of the supremacy of the Empire. The national character and attitudes on the development of sea power, he based upon extensive commerce, and spoke at length of the commercial gains of Britain and the decline of that of Spain and other continental powers who were formerly strong at sea. Colonization was also dealt with, and Mr. Pearse told of how Britain had become the greatest colonizer in the world. The character of British government, its enforcement of respect, and its shipping laws for the protection of shipping interests were well treated. All, said the writer, was a strong one, and treated in a studied, careful manner all those factors which went to make Britain a sea power, and ruler of the seas.

Mr. Williams sang "The Salamander" in a pleasing manner, and then Mr. C. E. Redfern spoke on Mr. Pearson's paper. He said it was but necessary to look at British history to confirm the statements of Mr. Pearse. The dominant and most prosperous nations were those supreme at sea. The supremacy of Britain had been worked out in but 300 years. The earliest explorers came from Spain and Italy, and Britain followed, commencing her sea power in the reign of Henry VIII. During the reign of Queen Elizabeth, Spain was the dominant power in the world, and she prepared her great Armada to annihilate England, but the courage of Britishers, aided by the elements, annihilated the Armada, and from then Britain's sea power began. In those days Britain's rivals were Spain, Holland, Italy and France, and of these France alone remained a rival. Other sea powers had arisen, however, and Russia and Germany were building navies, with which they hoped to rival Britain, and to maintain its supremacy, Britain must make her navy equal to that of any combination that may be brought against her. Britain's position was strong as long as she maintained control of the sea, but weak from the time her navies did not rule the sea, and allowed her food supplies from other lands to be cut off.

Other powers were endeavoring to wrest the supremacy from Great Britain, not so much warlike as commercially, and Germany was foremost in this, but, as long as Britain maintained her fleets, the day of German's success was long off. Taking a leaf from Britain's book, Germany has started a Navy League, whose membership was growing steadily. The Navy League had a strong moral effect on the powers that be, and in the face of strong sentiment they would not allow the navy to deteriorate. Not that the powers would be remiss, but a spur to prevent them from apathy, was always good.

Capt. Barkeley, R. N., was then called upon. He said the idea of the Navy League was to support Britain and not let the Empire "get to leeward." He was glad to see that Britain had authorized £31,000,000 for maintaining her fleets and building new warships. For thirty years he had served the Empire, from 1872, and had seen Canada grow. He was glad to see the prospects so good for the formation of a Navy League in British Columbia, and was sure Canada would ever do her part to help the naval authorities. The Navy League should always back up the authorities, and aid in maintaining a navy strong enough to protect the Empire. Canada had done well to aid the Empire in the recent war. He was sure she would back up the mother country, the sole burden of Empire.

Mr. Arthur Salvini sang "The Death of Nelson." He gave a stirring rendition of the dramatic song, and at the end of each verse the applause was long and loud. He was vociferously encored.

Bishop Perrin, discussing the paper, said that England, by herself, was not strong, unless the colonies stood with her. Now the bonds of Empire were strong, and in the future it seemed that there would be a new Empire. The time of the seas had gone, it was now the oceans. True, other Empires might rise. There might be a Russian Empire, a German Empire, another Empire, and that which would be most difficult—an Empire of the human race which might yet be formed, unless the enormous responsibility allowed to the British Empire by God be properly borne by the colonies and people of the Empire. If content, however, with mere talk and hot action, the day might come when the British Empire would fall as other Empires had fallen whose people had not done their duty. Here in this western gate of the Empire—a place which at one day might become the heart and centre of the Empire—the Navy League should lose no effort in doing their share in maintaining the supremacy of the Empire, and he wished the League every success.

Canon Paddon spoke of the practicability of the Navy League, and thought that its success in securing a strong navy which would equal one, two or three rival navies, would be to secure universal peace. He pleaded for work among the boys, such as those recently in trouble in the city, to whom the Navy League could point out a career and redeem them from crime ere it was committed.

Mr. Futcher spoke of the work of the British Empire League, which, like the Navy League, was for the improvement of the Empire, and the federation of the colonies and betterment of trade, routes, etc. He regretted the apathy of the young men in the work of the League. He suggested the advocacy of reserve force of seamen, so that instead of foreigners and Lascars, who left their posts in time of war, the fleets of Britain would be manned by British seamen, who would fight for the Empire.

Mr. C. F. Moore also spoke on the work of the Navy League and needs of the maintenance of the Empire's fleets and services.

Mr. H. Firth rendered a vocal solo, "Bobs," in fine style, being accompanied as were the other singers, by Mr. B. Bantly.

Senator Macdonald moved a vote of thanks to Mr. Pearse. He said, in speaking of the work of the Navy League, that it was satisfactory to know that $150,000,000 had been voted for the building of 49 new warships, and 60 others were contemplated, so that the British navy would be equal to any two nations in the world. He argued that the Navy League of Canada should use its efforts to impress upon the Dominion the desirability of Canada assisting in procuring the sinews of war for the Empire's needs.

Mayor Hayward seconded the motion. He said the navy had done much for Victoria, and the city should do something in return. He spoke of the house offered to the Admiral, and for some reason refused by the Admiralty, and suggested that the city secure a shooting range for the men of the fleet.

Secretary Peirson stated the aims and purposes of the Navy League, and spoke of its idea of giving prizes in the local schools for essays, and the formation of a sailor boy's brigade. Speaking of the supposed loss of the Condor, he said it had been suggested that a fund be raised for the relatives of those believed to have been lost, and stated a concert would soon be held to assist funds for this purpose.

A vote of thanks was also proposed to the Lieutenant-Governor, who replied in a happy speech, saying that it was for him to offer thanks for the pleasure given him, listening to the addresses and the splendid vocal selections.

The meeting then came to a close with the singing of the National Anthem.

The Trouble At Van Anda

North-West Copper Company of Montana Fail to Pay Miners Wages.

Prospect of the Difficulty Being Settled—The Marble Bay Mines.

Some further particulars of the cause of the trouble at the Van Anda mines, Texada Island, which has resulted in the shutting down of the mines and the smelter, have been brought to the city by a gentleman who has just returned from a business visit to the camp.

It appears that a Montana concern, operating under the title of the Northwestern Copper company, had taken out ore of the value of $40,000, and all that has been paid on their bond, so far as can be ascertained, is $5,000.

On Thursday, 20th instant, the regular pay day, the miners found that their month's wages were not forthcoming, and they were asked to wait a week till money could be received from the head office. Last Tuesday came in due course, but no cash made itself apparent, and consequently the miners, smelter men and other employees, numbering about 350, declined to continue on empty promises, and the work was shut down.

Mr. O. R. Allan, manager of the Northwest Copper company, appears to have done all in his power to meet the demands of the men. He handed over to them all the matte on hand, valued at about $3,500, and this, it is said, will liquidate about 25 per cent. of the workmen's claims. Mr. Allan also assured them that their claims would be paid in full as soon as certain pending financial arrangements could be completed.

While it was generally supposed that the Northwest Copper company were making money from their operations, it is stated, on the other hand, that their expenses amounted to about $12,000 per month, which would more than equal all that they took out of the mine since they assumed control.

It would not be necessary for a visitor to Van Anda to be a practical mining man to see at a glance that the mines, especially the Cornell, could not be worked a profit under the existing methods of handling the ore, which has to be conveyed to the smelter in wagons over a very rough bush road. The expense this entails is quite enough to eat west Copper company, secured control of the Van Anda company's property in October of last year. In taking over the mines and smelter, it was understood that the new management would, within a reasonable time, instal certain additional hoisting and other machinery and construct tramways from the Copper Queen and Cornell mines to the smelter, so as to permit of the handling of ore in the most economical manner. The former management, crippled for want of funds, were unable to make these necessary improvements, and without them the mines could not be worked at a fair profit. The newcomers, who were supposed to be expert mining men, with ample capital, were fully cognizant of the conditions and expressed their intention of placing the property on a profitable working basis, but up to the present they have made no move in that direction. On the contrary, they are alleged to have set themselves to work to "skin" the mine by taking out as much high-grade ore as possible and turning it into cash. It is reported that, up all the profit even from such rich material as the Cornell produces, and the wonder is that the new company did not remedy this expensive leak at the start.

The Tacoma company, which recently purchased the Marble Bay mines, are developing the property systematically. They are blocking out the ore in the drifts and levels, and will not ship to the smelter until they have a very large quantity in sight.

BANK CLEARINGS.

Report of Week From Various Canadian Cities.

New York, Feb. 28.—Following are some of the weekly clearances as compiled by Bradstreet's for the week ending February 27, with percentages of increase and decrease as compared with the corresponding week last year: Montreal, $19,923,855. Toronto, $13,163,655; increase, 18.1 per cent. Winnipeg, $2,472,627; increase, 41.6 per cent. Halifax, $1,005,068; increase, 18.6 per cent. Vancouver, $905,072; increase, 45.7 per cent. Hamilton, $766,281; increase, 16.4 per cent. St. John, $742,216; increase, 21.4 per cent. Victoria, $592,336; increase, 25 per cent. Quebec, $1,076,897. Ottawa, $1,739,332.

"Does your husband worry about the grocery bills?" asked the nagged looking lady.

Discuss Missions

Joint Meeting of the Presbyterian Committees of Western Canada.

The Appointment of Men For Supervision the Chief Question.

Manitoba Legislature Prorogues—Trainload of Immigrants From Europe.

Winnipeg, March 1.—At a joint meeting of the home mission committee of the Presbyterian synod of British Columbia and Manitoba, held here, the question of superintendence of mission work in the two synods was discussed, and it was agreed that three men be appointed for this work.

One of these would be entrusted with finding men to do the mission work and funds to support them. The other two would be appointed as superintendents, one for British Columbia and the other for Manitoba and the Northwest.

Rev. Dr. McLaren, of Vancouver, left on the Atlantic express to attend the meeting of the assembly's committee in Toronto on March 11.

Trains on the C. P. R. New Ontario division, between Rat Portage and Fort William, are blockaded today by snow. The weather here is colder, but there is very little snow.

The legislature was prorogued this afternoon. The opposition in the closing hours endeavored to have a bill passed granting to the Northern Pacific aid for construction of another railway system in the province, but were unsuccessful. Speaker Hosper this afternoon for Niagara Falls, where he goes as German consul to assist in welcoming Prince Henry.

The trainload of immigrants who arrived in the city yesterday was the first 150 this year. Over 150 settlers from Europe passed through the city en route to homes in the great West. The majority of those on the train were from Germany. There were in all 80 Germans, 12 Finns, 16 Swedes, 23 English, 20 Polanders, 13 Jews and 20 Scandinavians.

RALPH SMITH.

Will Address Trades and Labor Meeting at Brockville.

Ottawa, Ont., March 1.—(Special.)—Ralph Smith has accepted an invitation to address a mass meeting in Brockville, Ontario, on Friday, March 21, under the auspices of the Trades and Labor council. At the municipal election this year Brockville elected a Labor mayor and seven Labor aldermen out of 10.

BOUNDARY SHIPMENTS.

Output of Mines for the Week Just Ended.

Phoenix, March 1.—(Special)—Shipments of ore from Boundary mines for the last week were as follows: Granby mines, 5,774 tons; Mother Lode, 3,338 tons; Snowshoe, 600 tons; Winnipeg, 35 tons; Golden Crown, 30 tons. Total for week, 9,467 tons, being a new record for a single week. Greenwood smelter treated 1,455 tons of ore, and Granby smelter, 4,763 tons, making a total of 6,208 tons for the week.

RISING IN CHINA.

Rebellion in Uamning Province Is Serious.

Pekin, March 1.—The Chinese foreign office now admits that the rebellion, in the vicinity of the city of Uamning, province of Quangsee, 70 miles north of the Gulf of Tonquin, is very grave. Though this was denied yesterday, over 1,000 former soldiers are engaged in pillaging. An edict has been sent out commanding the Chinese authorities to afford protection to the missionaries and other foreigners. Mr. Conger, the United States minister, has notified Prince Ching, that he expects China will speedily scuppress the rebellion and protect the foreigners in that part of the country.

EIGHT HUNDRED MEN.

Kitchener Reports Severe Losses Inflicted on Boers.

London, March 1.—Lord Kitchener reports today that the Boer casualties during the recent operations amount to 800 men killed or captured. General Dewet's son, who is among the prisoners, was his father's secretary.

In detail the Boer losses were 50 men killed, 10 men wounded, and 759 unwounded men made prisoners. In addition to these, Lord Kitchener says, it is reported that more than a hundred Boers, killed or wounded, were carried off after the attack on the blockhouse line, February 24. These figures, however, cannot be verified, so they are not included in the above totals. Apart from the losses of the New Zealands, the other British casualties were only one officer killed and four men wounded.

THE PHILIPPINES.

United States Congress Confers on the Tariff Question.

Washington, March 1.—The conferees of the two houses of congress on the Philippine tariff bill reached an agreement today, the representatives of the house accepting all but one of the material amendments made by the Senate. The amendment which was not accepted is that imposing the tonnage taxes of the United States upon foreign vessels engaged in inter-island traffic in the Philippines. The house also refused to accept the proviso connected with the Senate amendment limiting the operation of the sedition laws of the Philippines, leaving that provision to declare simply that "no person in the Philippine islands shall, under the authority of the United States, be convicted of treason by any tribunal, civil or military, until on the testimony of two witnesses to the same overt act, or on confessions in open court." The part stricken out exempted members of a family from punishment for failing to give information concerning the treasonable acts of one another. The Senate reduction of 25 per cent. on the rate duty is retained.

Vote for E. G. Prior and secure the building of the Canada Northern, with Victoria its Western terminus.