

THE RAILWAY RIVALRY.

A Grand Trunk Letter Produced Advising Klondike Party to Outfit in Seattle.

What the British Public Say of the Developments—Proposal for a Truce.

MONTREAL, March 1.—It was stated in a Montreal paper that the Grand Trunk Railway Company were not responsible for the precise wording of the petition to the United States commerce committee at Washington, put in to secure more advantageous arrangements in their struggle with the C.P.R. This morning a prominent official of the C.P.R. stated to the Herald:

"Unfortunately, considering the point which the Grand Trunk want to prove, the position of the Grand Trunk told only the truth when it stated that the settlers stopped off in Minnesota. It has been an open secret among Western railway men for some time past that they could use the Grand Trunk line as they felt disposed to injure the C.P.R. in any way. Now it appears that the United States lines have authority to sign the Grand Trunk's name to documents without the officials of that line bothering about seeing that they are not.

"Mr. Hayes recently stated that Canadian interests and the Grand Trunk's interests are identical. Here is a proof of how parallel they are. It is a letter given by an official of the Grand Trunk to one of the road's passengers, advising him to purchase his outfit in Seattle in preference to a Canadian city.

"GRAND TRUNK RAILWAY SYSTEM."
Quebec City, Feb. 22nd, 1893.
"Mr. Nadeau, Agent N.P.R., Seattle, Wn.:
"DEAR SIR,—This will introduce to you Mr. Gravel and party. They desire to outfit at the most advantageous point, and I have assured them that with your experience and assistance they will be able to procure all they require in Seattle. Will you kindly give them the benefit of your assistance, and also give them a letter to the steamship people and the officials at Alaska. Permit me to thank you for your kind assistance to Mr. Gravel. He was much pleased with his stay in Seattle, and the pointers and advantages obtained through you. I hear from him at St. Jean.

Yours very truly,
(Signed) J. W. RIDER,
City Pass. and Ticket Agent, Grand Trunk Railway.

GRAND TRUNK VERSION.

Canadian Sympathy Asked Because of Efforts to Build Up Ontario and Quebec.

MONTREAL, March 1.—(Special)—The Grand Trunk has issued a statement to the effect that their company had done more towards building up Ontario and Quebec than the C.P.R., and that the C.P.R. had built up the Canadian Northwest at the expense of the older provinces by inducing immigration there, thus reducing the population and land values of Ontario and Quebec.

When shown to a Canadian Pacific official he pointed out the utter absurdity of this contention by quoting from a Grand Trunk folder which advises intending Klondikers that "supplies can be best purchased at Pacific coast points, Seattle, Victoria, etc., where the merchants are accustomed to put up just what is required." "That is building up Eastern Canada with a vengeance," he asserted, "telling people to buy goods in Seattle instead of in Montreal and Toronto.

"In the petition which the Grand Trunk and the American lines presented to the Washington commission for authority to attack the Canadian Pacific, which authority was granted, they state that prior to the completion of the Canadian Pacific railway between Ontario and Manitoba, their lines enjoyed the whole or a large part of the traffic between these provinces, and many of the passengers found inducements to settle in Minnesota and other Western States. When the Canadian Pacific opened it confined the immigration entirely to the Canadian Northwest. Minnesota to-day is largely inhabited by Canadians who would now be in Manitoba if the C.P.R. had been in existence a year or two earlier than it was."

YESTERDAY'S MOVEMENTS.

United States Roads Promise a Truce and Grand Trunk Action Now Awaited.

NEW YORK, March 1.—At the trunk line passenger committee meeting to-day, general passenger agents Daniels, of the N. Y. C., and Roberts, of the Erie, submitted their report of the conference held last week with the Canadian Pacific in Montreal, with a view of bringing about a settlement of the war in transcontinental fares. The report substantially shows the efforts of the committee to secure an agreement for the suspension of hostilities pending a conference and arbitration, and consent thereto on the part of the C. P. E. Western lines have so far failed to accept the proposition pending initial action by the G. T. R. A similar report was made to the board of managers of the joint traffic association.

Chancellor of Queen's.
Kingston, March 2.—(Special)—Sir Sandford Fleming, K.C.M.G., has been unanimously elected Chancellor of Queen's University.

Fatally Burned.
Corvuse, March 2.—(Special)—Wm. Dorris, employed in Moore's livery stable, was fatally burned in a fire which broke out in the stable.

There will be a meeting of the Victoria Home Nursing Society at 11 o'clock to-day in room 40, Market hall.

A TRIP TO CUBA.

United States Senators and Representatives Go to Spy Out the Land.

WASHINGTON, March 1.—A party of senators and members of the house left Washington this afternoon for a trip to Cuba. They go by train to Fortress Monroe and from there will take a private yacht for Havana. The party will consist of Senators Gallinger, Thurston and Mooney and Representatives Amos J. Cummings and William Alden Smith and their wives. Senator Thurston said to-day that the trip was undertaken for the purpose of making a personal investigation into affairs in Cuba.

A CEMETERY SCANDAL.

American Presbyterian Foreign Mission Board Involved in a Disgraceful Transaction.

LONDON, March 1.—Truth to-day, as a sequel to a request made its editor to take steps to expose an alleged scandal in regard to the sale of the American cemetery at Jerusalem by the American Presbyterian board of foreign missions, says:

"The American missionaries and the consular representative that the bodies were reverently exhumed and removed. But the action of Lord Salisbury, in having the pit of the English cemetery, in which they were buried, opened in order to recover the remains of an English officer, resulted in the ghastly discovery that all the bodies had been broken up and packed in small wooden boxes, so that neither the body of the officer nor any body could be identified. Both the sale of the cemetery and the removal of the corpses appear to have been carried out in an extremely disgraceful manner."

NO SYMPATHY FOR SPAIN.

The British Would Not Assist Spain as Against the United States.

LONDON, March 1.—The Daily News, commenting editorially on the relations between the United States and Spain, says: "Spain can expect no support, moral or otherwise, from England as against the United States. She has ruined Cuba as she ruined or lost every other colony, by the grossest corruption, cruelty and maladministration, and she must be left to settle the account for it with those with whom it may concern without any aid or sympathy on our part."

The Standard, in an editorial on the same general topic, highly praises President McKinley's "statesmanlike moderation," and recognizes that it would be only human nature that proof of the Maine's having been blown up from the outside should excite a dangerous war feeling in America.

Sir Edward James Reed, the eminent naval expert, writes to the Times this morning expressing the opinion that the Maine could be refloated for a tidal hole cost.

MANITOBA AND NORTHWEST.

Land Sales Continue Erik-Trading Company Falls—The Metis Claims.

WINNIPEG, March 1.—(Special)—The Whitelaw Trading Company of Brandon, a large mercantile concern, has assigned for the benefit of creditors.

The French Liberals of the province organized a meeting on Saturday. Resolutions were passed urging a settlement by the government of all well established Metis claims.

The body of the late James Fitzsimons, deputy warden of Stony Mountain penitentiary, will be interred at Kingston.

Land sales of the C.P.R. for the month of February totalled 21,000 acres for \$60,000.

Holmes, D.O.C., and his eldest daughter left to-day to visit friends at the Coast. Miss Holmes will remain at Victoria all summer, the guest of Hon. C. E. and Mrs. Polley. Col. Holmes does not expect to return to his duties here until April 15, and during his absence Major Evans, commanding officer of the Royal Canadian Dragoons, will act as district officer in command.

D. D. Mann, of Mackenzie & Mann, contractors for the Teslin Lake railway, arrived in the city from the West this morning.

GRAND TRUNK CRITICIZED.

British Public Leathe to Believe That It Has Worked Against the Canadian Northwest—The Klondike Procession.

MONTREAL, March 1.—(Special)—A Star cable from London says: "The railway rate war is a burning theme in the city. To-day's discussion turns largely upon a Times Ottawa telegram, largely by which the Grand Trunk admits having worked in conjunction with United States lines to divert to the Western States British and European settlers intended for the Canadian Northwest. The Grand Trunk, under Mr. Hayes, has established in public opinion here that this allegation must set most prejudicially. Great Britain is just now in too keenly an imperialistic mood to appreciate an anti-British policy on the part of a line built up by British capital. The friends of the Grand Trunk here deny the allegation and say that Mr. Hayes will certainly be able to contradict it."

"Despite government and other efforts to keep back Klondikers until the season really opens for traffic via the Stikine, steamers are now taking between two and three hundred each week, mostly booked to Vancouver. These numbers will be swollen next month, but agents do not anticipate anything tremendous in the way of a rush from Europe. The Klondike fever is nevertheless checking general farm immigration for the moment."

NEWS OF THE CAPITAL.

Profitable Trafficking in Yukon Dredging Leases by Lessees From the Government.

Mr. Bostock on Yukon Railway Bargain—He Foresees Trouble With Miners.

Hamilton Smith Ill in New York—Intercolonial Will Not Lower Rates.

(From Our Own Correspondent)

OTTAWA, March 1.—The interior department to-day awarded the second batch of dredging licenses for the Yukon river bed. John Connor, of St. John, and associates get the greatest share. In connection with Dr. Smellie, of Gaspé, and Mr. Goodwin, of Ottawa, Connor obtains 110 miles of Stewart river. Part of this property has been already assigned at good profit to London operators. Connor alone gets 30 miles on Indian River, 10 miles of which he has already sold. Finally he gets 10 miles on Lewis river, which he has sold to the Gould firm, who purchased 35 miles obtained by Connor at the previous assignment. David Russell, of Montreal, acting for Greenhills and Stroud, of Montreal, has as good as secured 420 miles.

The report that there is a prospect of the government railway system being dragged into the rate war, now that the C. P. R. has extended to Montreal, is incorrect. Mr. Blair stated this afternoon that the railway department is pursuing the even tenor of its way on this question and will not go into the freight-cutting business.

Information reached the city to-day that Hamilton Smith is lying seriously ill at the Waldorf, New York. He is expected to leave for Ottawa as soon as he recovers.

Less than fifty members of the Commons were present when the house resumed this afternoon. Feeling references were made to the death of Mr. Perry.

The debate on the Yukon railway bill was continued by Mr. Bostock, who supported the measure, but insisted that the contractors must be confined strictly to the terms of the bargain. He foresaw possible trouble with miners over the selection by Mann & Mackenzie of their lands. Mr. Dobbell wound up the discussion for the day. The house did not sit in the evening.

THE DISPUTED TERRITORY.

Colonial Office Interest in the Reported Flag Hoisting at Summit Pass.

LONDON, March 1.—Colonial office officials say that Summit Lake, fourteen miles from Skagway, is a part of the disputed territory in regard to which negotiations have been opened with the government at Washington. Neither the foreign office nor the colonial office is officially aware of the hoisting of the British flag at Summit Lake, which is alleged in newspaper reports to have taken place. The colonial office authorities suggest that the flag was possibly raised with the cognizance of Canada, with the object of marking Great Britain's claim and not with the idea of violating the territory of the United States.

CUBAN FIGHTING.

Large Bodies of Troops Engaged With Heavy Losses on Both Sides.

HAVANA, March 1.—La Luca publishes an official dispatch giving an account of a battle in the province of Puerto Principe in which the insurgents are said to have lost 161 killed and wounded. According to the dispatch, the battle took place February 18 and 19, in and near the Santa Hinojosa hills. The Spanish force, which was under the command of Gen. Gimenez Castellanos, numbered 2,400 infantry and 400 cavalry. The insurgents numbered 3,000. The insurgents left 87 dead on the field. Among the killed were Col. Alvaro Rodriguez, Commandant Angelino and other officers. According to the dispatch the Spaniards lost one officer, Lieut. Porajo, and seven soldiers killed, and three officers and 73 soldiers wounded. The Spanish troops are said to have captured many weapons, a large quantity of ammunition and 34 horses.

RUSSIAN COALING STATIONS.

Negotiations With Korea for a Base of Supply on Deer Island.

LONDON, March 2.—In the House of Commons the parliamentary secretary of the foreign office, Mr. Curzon, answering a question put by Sir Ellis Ashmead-Bartlett, Conservative, as to whether Russia had occupied Deer Island, said Russia was believed to be negotiating with Korea for a coal depot at Deer Island, where Japan already had a similar one. Mr. Curzon said nothing had been officially heard of Russian occupation of the island.

The correspondent of the Daily Mail at Nagasaki had wired that Russia had purchased a portion of Deer Island from Korea.

The German Navy.

BERLIN, March 2.—The budget committee of the reichstag to-day adopted, in accordance with the government proposals, section 1, paragraph 1, of the naval bill fixing the number of ships to be held in readiness for service as follows: A flag ship, 18 battleships, 12 large cruisers, 30 small cruisers, 8 coast defence iron clads, and 13 gunboats, besides torpedo boats, school ships and small gunboats.

Not a Fighter.

PARIS, March 2.—Col. Picquart, the disciplined chief witness for Emile Zola in the recent trial of the author, has informed the Aurore that he will never consent to fight Major Esterhazy if the latter challenges him.

THE WORS OF ROYALTY.

German Emperor and Empress Ask Relief from Well Meant Demonstrations.

BERLIN, March 1.—An important decree has been issued begging the public to cease molesting the Emperor and Empress while they are out driving. Their majesties, it is set forth, are grateful for the royal greetings, but they frighten the horses and occupants of the carriage. Their majesties also object to persons who always insist on throwing bouquets into their passing carriage. The latter, it appears, are mostly ladies and un-called throwers, for one bouquet hit the Empress on the face, and was in the flowers causing a painful scratch.

JACKASS TRAIN CANCELLED.

Official Intimation That the Relief Expedition Was Not Necessary.

WASHINGTON, March 1.—The war department has decided to abandon the expedition for the relief of the miners in the Klondike county because the conclusion has been reached that no necessity exists for it. Secretary Alger has written a letter to Senator Hawley, chairman of the senate committee on military affairs, explaining the department's position and asking congress to take action authorizing the department to dispose of the supplies purchased for the expedition, including the reindeer from Norway, and to abandon the project entirely.

PROVISIONS FOR CUBA.

Two United States Vessels Take Supplies for Starving Non-Combatants.

WASHINGTON, March 2.—The decision of the navy department to send two ships to Cuba with supplies for the suffering reconcentrados caused some commotion in official circles to-day until the real purpose of the visit of the ships came out. The cruiser Montgomery and the gunboat Nashville were selected for the purpose and orders were sent to Admiral Sigsbee to put them in shape for the required service. It is explained at the navy department that this action was taken at the instance of the Cuban relief association, organized through the efforts of the state department for the relief of the destitute non-combatants.

RAILWAYS ASK A TRUCE.

United States Roads Ready to End Their Trouble With the C. P. R.

CHICAGO, March 2.—The western roads have decided that they will accept the suggestion of general passenger agents Roberts, of the Erie, and Daniels, of the N. Y. Central, in which the two gentlemen, who have conferred with the officers of the C.P.R., say that in their opinion a conference is desirable for the purpose of settling the trouble if possible.

The general passenger agents of the western roads were in session to-day and after some discussion announced that they were ready to meet the officials of the C.P.R. at any place agreed upon by Messrs. Roberts and Daniels and the officials of the C.P.R. Before the agreement was reached, however, the western roads sent out a notice to the effect that they had decided to meet the rates made by the C.P.R., and asked all interested roads to participate in the reductions made.

THE GOVERNOR HESITATES.

Railway Deal in Newfoundland Referred to the Imperial Authorities.

ST. JOHN'S, Nfld., March 2.—Sir Herbert Murray, governor of Newfoundland, is awaiting instructions from the Colonial office in London before signing the much discussed contract with Mr. Reid. The government wishes it signed as speedily as possible for incorporation in a bill for enactment by the legislature, the contract being made provisional on this enactment.

The assembly has adjourned pending the action of the colonial office, and other measures are postponed until the result is known. Mr. Reid says that the speedy completion of the contract is essential to the early commencement of work, and the ministers contend that delay will hamper their financial arrangements. They believe the entire cost of the contract will bring about a restoration of trade, while its rejection would probably provoke a ministerial crisis.

The deadlock over the railway legislation has produced a ministerial crisis. The cabinet say the refusal of Sir Herbert Murray, the governor, to sign the contract with Mr. Reid is calculated to influence the legislative council unfavorably. They denounce it as an "improper interference with the course of legislation," holding that the power of disallowance retained by the Imperial cabinet is ample safeguard. However, the government resigns the opposition could not succeed because it numbers only 8 in a house of 36.

The Rate War.

CHICAGO, March 2.—A meeting of the Central Passenger Association was held here to-day to consider the transcontinental rate war. Many of the roads in the Central Passenger Association are anxious, it is said, lest the action of the Grand Trunk in reducing the rates of the C.P.R. should force the competitors of the Grand Trunk to meet any reduction of rates that may be put into effect.

Accident on Grand Trunk.

TOBACCO, March 2.—A Grand Trunk passenger train from Hamilton for Toronto ran into a freight near Burlington. Engineer Hutchinson and fireman Clarke, of Hamilton, were terribly scalded and may not recover, but the passengers escaped with severe shaking up.

The Semi-Weekly Colonist Leads

"A NOTICE TO QUIT."

People of Ontario Have Declared for a Change Which Must Come Shortly.

Latest Returns Make It Doubtful if the Liberals Have Even Bare Majority.

Conservatives Secure One Seat in Ottawa—How the Figures Now Stand.

TORONTO, March 2.—(Special)—The News to-night claims a clean majority for the Conservatives, ranking Evan-lyn, the late speaker of the house with the Conservatives. Tucker, the Patron, was Whitley a majority of 2, 48 against 46, and remarks: "This is an extremely narrow majority with which to conduct the business of the province and it is not at all likely either party will succeed in doing so for any length of time. The prospects of another election before this time next year are exceedingly bright, in which case Mr. Whitley will simply bury the present government."

The returns to-day show O'Keefe, Liberal, defeated in Ottawa, which is a Conservative gain, and Campbell, Liberal, elected in South Renfrew instead of Dempsey, Conservative. The latest returns from Nipissing indicate that Loughrin, Liberal, will be elected.

Independents now estimate the standing of parties as follows: Liberals, 46; Conservatives, 44; Patron, 1; Algoma, doubtful, 2. Russell elected later. Total, 94.

TORONTO, March 2.—(Special)—The World says: "The straight Conservative have carried 44 seats; Conservative Independent, 1; Conservative Patron, 1; total, 46. The Liberals, including the speaker, number 44. The majority for the Conservatives is therefore not heard from are East and West Algoma, Muskoka, and Russell. The World heads the election returns: "A straight notice to quit."

The latest returns from East and West Algoma, despite the World's statements, give the Liberals majorities of over 100 with several distant polls to hear from.

The World, editorially, says: "The Liberal party in Ontario stands on the brink of a precipice, if indeed, it has not actually lost its centre of gravity and fallen into the chasm. The returns indicate a very close contest, with odds in favor of the Conservatives.

"While there may be some doubt as to the actual numerical strength of the two parties, there is no doubt whatever as to the great fact: the Hardy government has been routed. The Liberal party has run to seed; the country has no further use for it. The people have unmistakably declared for a change of government, and a change of government is most assuredly at hand.

"It is absolutely impossible for the government to conduct the business of the country, even if a few changes in our errors or recouments. The government no longer retain the confidence of the people. The government has notice to quit, and the sooner it acts upon a resignation the more will its action be appreciated by the country."

OTTAWA, March 2.—The Journal (Independent) to-night says: "While Premier Hardy manages to carry on the government of the province, the verdict of the electorate at the polls yesterday is practically against the government. The Conservative members of the legislature are nearly doubled in number, despite the adverse influence of both federal and provincial office holders. This gain by the Conservative party is unparalleled in the political records of the province, and another election in the near future would undoubtedly overwhelm the Liberals, now that the people have suddenly found out that other people thought it time for a change."

TORONTO, March 2.—The following is a special cable to the Evening Telegram noted London: The Conservative element of the Canadian colony in this city are jubilant over the success of Mr. Whitley's supporters in the Ontario elections yesterday and believe that Premier Hardy cannot hold on with so slim a majority.

TORONTO, March 2.—(Midnight)—The Liberals now claim to have 48 straight seats for the legislature with Russell to come, and give the Conservatives 43, or with two independents, 45. The Liberals thought they had North Toronto this morning, a mistake having been made which deprived them of 60 votes and took away clear majority, but as the Rev. Dr. Dewart was preparing to hold a jubilation meeting to-night it was discovered that the mistake was but a transposition and Dr. Dewart had full credit for the missing 60. Marter's majority is 23, but the election will be disputed.

The Liberals concede West Huron and South Huron to the Conservatives, but the Liberal candidates in both these ridings claim that the official returns will elect them.

German, Lib., has 602 majority in Welland; Premier Hardy, in South Huron, 530; Matheson, Con., South Lanark, 816; Carcallan, Con., East Hamilton, 880; and Auld, Lib., South Essex, over 600.

The biggest majority is that of Dr. Fry in East Toronto, 1,610. The smallest is that of Beck in West Huron, 1. Premier Hardy was on the train wrecked between Hamilton and Toronto yesterday and got a good shaking up.

Engineer Hutchinson died to-night of his injuries and the fireman is very low.

C.P.R. INTO BOUNDARY.

Authority for This Extension to Be Asked by the Company During the Present Year.

Crow's Nest Pass Road to Connect With Nelson Before the End of August.

Story of This National Enterprise One of Most Wonderful in Modern Times.

MONTREAL, March 2.—The Canadian Pacific annual report announces that the Crow's Nest line will be completed to Kootenay Lake before the end of August. A temporary connection will be made with Nelson by means of a train ferry, whereby a through train service may be established pending the completion of the railway along the shore of the lake to that point, a distance of 80 miles.

The maximum grades through the Rocky and Selkirk ranges of mountains are only one foot in one hundred, or barely one-half the maximum of any other road crossing either of these ranges.

The company announces, too, that it is now necessary to move westward from the Columbia river to Robson, the western end of the C.P.R. line, so as to reach the Boundary Creek district, about 100 miles distant. During the present year authority will be asked to make this expenditure.

The company also announces the purchase of the Columbia & Western, extending from Robson to Rossland, for the sum of \$500,000. Along with this purchase the company has acquired the smelting works at Trail Creek and about 270,000 acres of land in the vicinity.

The Gazette commenting editorially on the Canadian Pacific annual statement, finishes as follows: "The Canadian Pacific Railway Company is only 18 years old. When its project was published people thought it would never be executed. The system to-day comprises 7,676 miles of road owned and operated, and two steamship lines on the Pacific. It has assets representing a value of \$245,000,000, earns \$24,000,000 a year, and is paying dividends where some thought it would not earn axle grease. Its story is one of the most wonderful in the annals of modern business enterprise."

VANCOUVER AFFAIRS.

Progress of the Railway Contractors' Pioneers—Vital Statistics—Mining Sale On.

VANCOUVER, March 2.—(Special)—The Gold Fields Mining Company called a meeting for last night to consider a proposition for the sale of their properties to English people. The meeting was adjourned till Friday.

The steamer Conquiam left for Wrangell yesterday with 75 passengers and a large cargo of freight.

The retail grocers' association met last night and elected George Weeks president.

The "Bachelor's Honeymoon" drew one of the biggest houses on record at the Opera House last night. As the rush took place at the last moment it naturally may be inferred that the Colonist's favorable notice was particularly responsible.

During the month there were 32 births, 22 deaths and 10 marriages recorded in Vancouver. Ninety-four cases were tried in the police court. A letter from one of Mackenzie & Mann's staff to a Colonist representative, states that the advance party for the projected railway arrived safely at Wrangell after a stormy passage on the Juan de Dixon's entrance the storm was the worst ever experienced there. Wrangell is terribly overcrowded, says the writer, and at Skagway death camps on the trail and chaos reigns in the town. Neil Keith is in charge of the Mackenzie & Mann party. His staff consists of Dr. Clendennan Lindsay; Bert Meek, Winnipeg; Fred Calder, Winnipeg; A. M. Burns, Montreal; E. E. Weldon, St. Thomas.

Armament for Argentina.

Buenos Ayres, March 2.—Acting in pursuance of the general demand for an increase in the armaments of the Argentine Republic, the government will send a special military commission to Europe to purchase armament.