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NINETEENTH YEAR | EIGHT PAGES—WEDNESDAY MORNING MARCH 23 1898—EIGHT PAGES | ONE CENT

A TELLING INDICTMENT

Against the Policy of the Government Regarding Yukon Railway.

The Klondike Delegates State the Position of the Miners in Relation to the Deal With McKenzie and Mann—Teslin Route Available Only Five Months in the Year—Might as Well Give the Contractors All the Timber—"For God's Sake, Give the Poor Canadian a Chance!"

Ottawa, March 22.— (Special.) —The addresses delivered by the miners' delegates from Dawson before a number of Senators in Room 8 of the Senate wing this morning constituted the most telling indictment of the Government Yukon Railway policy which has yet been heard. Mr. E. J. Livernash, assistant editor of The San Francisco Examiner, was the principal speaker. It is no undue compliment to Mr. Livernash to say that he is one of the smartest and ablest speakers who has ever addressed a Parliamentary committee. At the outset Senator Snowball sought to discredit him by asking him if he were an alien. Mr. Livernash owned up to it manfully, and felt it incumbent then to give a little of his own personal history. He mentioned, however, the fact that the two gentlemen who were sent to Ottawa with him were Canadians, Dr. Wills, formerly of Belleville, and Mr. Maxime Landreville, a Quebecer.

A Fair Presentation.

Mr. Livernash's address was eminently fair. His arguments were adduced from his own practical experience. He disclaimed any desire to curry favor with one political party or to antagonize another. All that he wanted was fair play for the men who had sent him to Ottawa. He said he had gone up to the Yukon country in a twofold capacity. One was that he weighed only 90 pounds and wanted to weigh more. [Laughter.] The other was he wanted to get a mine. [Hear, hear.] He described the awful hardships of transportation in the Klondike country. The three delegates had traveled 600 miles on foot over ice and snow with dog trains. They knew how much a dog could carry and how much swearing was required to get him to carry anything. [Laughter.] Probably his friends and he, under the circumstances, were the three most ardent advocates of the building of a railway to the Yukon to be found in Ottawa to-day.

Railway Should be Built.

Considering the circumstances of the country, a railway should be built to accomplish the purposes for which it was designed, namely, free access to and egress from the Yukon. Secondly, it should assist in the development of the country; not discourage it. He commented upon the fact that all the official reports showed that the Teslin route could not be available for a longer period than five months in the year, so that for seven months the railway would be absolutely no use.

During that seven months miners and their supplies would go by way of Dyea and Skagway, because it was 200 miles shorter than by the Stikine route. He was not there to advocate any particular route, but simply to emphasize the fact that a better route should surely be found which would be available all the year round. The tolls which would be imposed on the Stikine Railway under the bill must evidently be of a prohibitory character, for ten years at any rate, because the provision for the reduction implied that they would be high at the outset. Then, when the railway was finished, there would still be high transportation tolls on the steamboats, as these steamboats would have to be tied up seven months in the year, and the employes would be idle.

The Price to be Paid.

The most important proposition they had to submit was the price the country is going to pay for this toy railway. They had come out as the representatives of men who desired to protest against the reduction in size of miners' claims, to protest against the reservation of alternate claims by the Government, to protest against the granting of timber limits to outsiders whose sole object would be to hold up the water. If anything were designed to kill the Klondike country this bonus to Mann and McKenzie would do it. If the bill passed in its present shape it would be impossible to move at a profit, and lead to the depopulation of the country.

He proceeded to point out how little of the Klondike country had been prospected. The men there were working on an area of 864,000 square miles, and yet the Government of Canada proposed to give for this railway four times that area.

Something About the Difficulties.

Speaking of the difficulties of mining in the Yukon, he said he had seen workings done to a depth of 60 feet and never get below the frost line. He proceeded to point out the injurious effect which the method of selection of the lands by Mann and McKenzie would have on the development of the country. Fuel was an absolute necessity to the miner, and as Mann and McKenzie were to be the owners of the timber on the lands they reserved, they might just as well grab the mines. Fuel to-day was costing the miner $25 a cord to get out, and the position of affairs was such that the contractors could impose any terms they pleased.

Workings of the Land Subsidy.

He contrasted the mining conditions in Alaska, where there is only a royalty of 1 per cent., with the 10 per cent. charged by Canada. By means of diagrams he explained the workings of the land subsidy to McKenzie and Mann, and showed how, in conjunction with the mining regulations, they could with their movable base line blanket all the valuable territory in the Yukon. Hence, it would be better for prospectors to deal with these contractors than to deal with the Government. Let the Dominion Government strike the alien if they pleased; he could not object to that, but for God's sake, give the poor Canadian a chance! It should be the duty of the Government to help the poor miner, not to crush, harass or annoy him. The delegates counted upon the Senate to see that this measure was so amended as to give the poor miner a chance, and not to drive him out of the country where he was now attempting to lay the foundation of his home. [Applause.]

Questions Asked.

Senator MacDonald asked Mr. Livernash for his opinion as to the best route for a railway.

Mr. Livernash said he was there to give facts. He did not come to offer his own opinions. [Hear, hear.]

Senator Wood asked if steamers had ever gone down the Five-Finger or the Rink Rapids.

Mr. Livernash said no steamer had ever navigated the Lewes or the Hootalinqua. The rapids were run by small boats. He had seen a cobbler and a tailor building such a boat. [Laughter.]

Senator Almon asked about the snow road up the Stikine.

Mr. Livernash said he had never been over that route, and did not come to speak from hearsay.

Senator Power asked how it came about that the delegates, having left Dawson before the railway was projected, ventured to speak about it now.

Mr. Livernash said the miners had commissioned them to make any representations they might deem proper.

Dr. Wills' Remarks.

Dr. Wills spoke briefly in reference to the enormous powers given to Mann and McKenzie in selecting their lands. He said the contractors could cripple half of the miners on Bonanza, Eldorado and Hawker Creeks by their monopoly of the timber.

Mr. Landreville spoke briefly in French in support of the representations made by his colleagues.

The proceedings were closed by Mr. Livernash briefly thanking the Senators for the privilege accorded to the delegates.

COMMERCIAL MEN BANQUET.

President of London Chamber of Commerce Fears American More Than German Competition.

London, March 22.—At the banquet of the London Chamber of Commerce to-night, the guests included three Canadians, Lord Strathcona and Mount Royal, Mr. Richard Dobell and Lieut.-General John Wimburn Laurie, member of Parliament for Pembroke Boroughs.

The Right Hon. Charles T. Ritchie, President of the Board of Trade, in responding to the toast "Her Majesty's Government," referred to foreign competition, and quoted figures showing that America was destined to be more formidable than Germany as a competitor. He declared that this was due to the energy and determination displayed by both masters and men in the United States, and that Great Britain would do well to imitate America in this respect.

Lord Strathcona echoed Mr. Ritchie's remarks.

Other speakers were Lord Selborne, Lord Charles Beresford and the Right Hon. Herbert Henry Asquith.

British House of Commons.

The President of the Board of Trade, Mr. Charles Ritchie, replying in the House of Commons to-day to a question on the subject, said he was in communication with the British Consul-General at New York, relative to the reported crimping of seamen at the shipping office of the consulate.

Sir James Ferguson, Conservative member for Northeast Manchester, questioned the Government as to whether there was any truth in the accusations brought by the United States Senate Committee on Foreign Relations against Great Britain in the committee's Hawaiian report, to the effect that Great Britain was plotting for the absorption of Hawaii.

MISSIONARIES AND NURSES

To Labor in the Klondike—Presbyterian Home Mission Committee in Session—Money Grants.

The half-yearly meeting of the Home Mission Committee of the Presbyterian Church opened yesterday morning at St. Andrew's Church and continued in session all day. Rev. Dr. Cochrane, Brantford, occupied the chair, and Rev. Dr. Warden acted as secretary.

Dr. Cochrane reported the sending out of missionaries to the Klondike. It was decided to give the sum of $17,000 to the Synod of the Northwest and $18,000 to British Columbia. It was the opinion of the members that there was too much overlapping of work done by various denominations, and that more united effort should be displayed.

Claims for missionary work in the several presbyteries during the past six months amounted to $28,822, applications were received for grants from the various presbyteries for the coming year, beginning April 1, amounting to $70,000, which includes $17,000 for Manitoba, $18,000 for British Columbia, $10,000 for the Klondike and $25,000 for Ontario and Quebec. The traveling expenses will amount to about $15,000 extra.

A deputation of ladies from the various Presbyterian churches in the city, composed of Mrs. Maclennan, Mrs. Mortimer Clark, Mrs. Scott, Grey, Mrs. Brodie, Miss Hart and Miss Inglis, waited on the committee regarding the sending of nurses to the Yukon. A committee, as follows, Dr. Cochrane, Dr. Warden and Mr. E. D. McLaren, was appointed to confer with the ladies' committee.

The evening session was occupied in making up a list of missionaries, students and catechists seeking employment for the next summer. The total number of applications is 212, and the number of stations to be filled is under 200.

BIG FIRE AT AMHERST.

Car Works of Rhodes, Curry & Co. Damaged to the Extent of $40,000 or $50,000—Well Insured.

Amherst, N.S., March 22.—The most disastrous fire that has visited Amherst for years occurred in the car works of Rhodes, Curry & Co., to-night. The fire started in the core ovens, situated in the moulding shop. The buildings destroyed are the moulding shop and the mill, containing carpenter shop, pipe work, painting department and patterns. The loss is $40,000 or $50,000. The company carries about $100,000 insurance on the whole works.

FRENCHMEN MASSACRED.

An Expedition in Madagascar Badly Whipped by Natives.

Paris, March 22.—The Siecle to-day says a French expedition sent against Bossiris, in the island of Madagascar, has met with a serious reverse, six officers and one hundred men being killed. The insurgents, it is added, also captured a number of rifles and 125,000 cartridges.

BELGIUM WILL BE IN IT.

New Commercial Treaty Gives Her Benefit of Canada's Preferential Tariff.

Brussels, March 22.—Le Soir learns that the new Anglo-Belgian commercial treaty, arranged in Belgium, will participate in the favored nation clause as regards Great Britain and her colonies, thus securing the benefits of the Canadian preferential tariff.

Pember's Vapor Baths, 127—129 Yonge.

Ladies' Fur Caperines at Dineens'.

The newest Parisian styles in the most fashionable fur combinations, seal, Persian lamb, chic cape shapes, long fronts, elegantly trimmed in jet and passementerie, fresh from the modistes and designed in the newest models for spring wear. The light-weight, jaunty style and rich dressy effects of these caperines will be appreciated by ladies and Dineens' prices are exceptionally low all this week.

Fetherstonhaugh & Co., patent solicitors and experts, Bank Commerce Building, Toronto.

Any Good Ink

is good enough till you want to write, then you need Stafford's Commercial. It costs no more than the poorest. Use it in your fountain pen. Grand & Toy, Stationers and Printers, Wellington and Jordan-streets.

"Salada" Ceylon Tea is pure.

Have you seen the steam yacht engine at Townsend's Auction Mart, King-street, to be sold on Saturday next at 1.30 p.m.? It is a beauty.

Art Worth Seeing.

Lovers of high-class art will be well repaid by a visit to the rooms of C. J. Townsend & Co., where one of the best collections of paintings that have been seen in Toronto for many years can be seen this morning. The collection belongs to Mr. Percy T. Carroll of London, and will be sold to the highest bidder this afternoon at 2.30 o'clock.

AN AWFUL BLUFF.

"YUKON BILL": Drop yer gun and get out o' th' way, or I'll blow yer reverend Senatorial body outen existence.

THE SENATORIAL BODY: I wonder, now, if there's anything in it.

LUMBERMEN'S ASSOCIATION.

Proceedings at Their Annual Meeting in Toronto Yesterday.

Wish to Enlarge Their Bounds and Include Others of the Trade so as to Make a Stronger Organization—Committee Appointed to Report—Freight Rates and the Export Duty on Logs.

The annual meeting of this association was held in the rotunda of the Board of Trade Building yesterday afternoon.

The following were present: A. H. Campbell, sr., president; John Waldie, Victoria Harbor Lumber Co.; W. A. Charlton, M.L.A.; Charles Beck, Penetanguishene; Thomas Conlin, Thorold; ex-Ald. James Scott, A. H. Campbell, jr., J. B. Miller, secretary-treasurer; C. H. Warren, Warren Lumber Co.; R. Laidlaw, Longford Mills; R. Cook, South River; John Bertram, Toronto; Allan McPherson, Langford Mills; S. Lougheed, and W. C. Laidlaw.

Preliminary Difficulties.

President Campbell took the chair. There was great difficulty in getting down to business. Mr. C. H. Warren declared that the meeting was illegal, but after a little cross-firing between him and Mr. Miller, the president called upon the latter to read the constitution.

According to the constitution a member must have a three-fifths vote before being admitted. The membership fee is $10, but if more than one member of a firm joins the fee for each is $7.50. It requires a two-thirds vote to change the constitution. This constitution was adopted in 1889, since which date no regular meeting has been held, although the constitution calls for an annual meeting in February of each year.

To Change the Constitution.

The object of yesterday's meeting was to propose measures so that a greater representative of the lumbering interest might be had. Last year there met in this city another body of lumbermen called together by the Board of Trade. It was the aim of the meeting yesterday to so change the constitution as to allow these representatives to come into the Lumberman's Association of Ontario, and thus make a strong organization, capable of pressing its views upon any government.

The treasurer presented his report, which, without the usual form of being audited, was accepted. This report stated that there were 25 members, who had paid a $10 entrance fee, and 20 who had paid $7.50. There is still in the hands of the treasurer a surplus of over $300.

Who Are Members?

After some discussion as to who were really members of this association, a committee, consisting of Messrs. Waldie, Miller, Laidlaw, Bertram and C. H. Warren, was appointed to revise the constitution.

The general opinion was that the entrance fee should be reduced to $5, though Mr. John Waldie was in favor of admitting members at a dollar a head.

On motion it was decided to hear the report of this committee at the next meeting, to be held at 10.30 a.m., on Thursday, April 7, at the Board of Trade.

The meeting then adjourned, and formed itself into an informal gathering.

Interview With the Premier.

Mr. John Bertram gave a report of the deputation of the association to Ottawa recently, to interview Sir Wilfrid Laurier. This deputation asked that a retaliatory measure be passed by the Government, so as to counteract the duty placed by the United States upon Canadian lumber. The deputation wanted a similar duty of $2 per 1000 feet placed upon lumber coming into Canada from the United States. By such a measure it was hoped that the United States would see fit to remove its duties, and Canada would have free trade in lumber. Mr. Bertram impressed upon the Premier that he was not after a protective tariff so much as he was desirous of ameliorating international trade. The Premier said that he would take the matter into his earnest consideration.

The Freight Rates.

Mr. John Waldie, another member of the deputation, had seen the C.P.R. managers at Montreal and had tried to prevail upon him to lower the freight rates so that inferior kinds of lumber might be shipped from the Georgian Bay district to Fort William, and thence to Manitoba, and cut into the lumber trade of the Dakotas. The C.P.R official had been favorably impressed, and was working along these lines.

Export Duty on Logs.

Ex-Ald. Scott asked if the question of an export duty upon logs had come up.

Mr. Bertram said that this had not entered the question at all.

Mr. Scott informed the association that petitions signed extensively by the lumbermen of Canada had been sent to both the Provincial and the Dominion Governments asking for the imposition of an export duty.

There was a variety of opinions expressed by the members on the advisability of such a measure. President Campbell was vigorously opposed to it.

DOYLE TO BE HANGED.

British Columbia Murderer Found Guilty and Sentenced to Be Executed on April 22.

Nelson, B.C., March 22.—(Special.)—The trial of Doyle, alias Sullivan, for murder, was concluded to-day. The jury brought in a verdict of guilty and the culprit was sentenced to be hanged on April 22.

Pember's Turkish Baths 127-9 Yonge. Ladies 75c, Gents, day 75c and evening 50c

Lawson's Gluten and Whole Wheat Health Breads for sale by grocers.

Use "Manitou" the famous Colorado Springs Mineral Water. It is an excellent appetizer, and peculiarly beneficial in all Dyspepsia and Stomach troubles. Swan Bros., Agents, 162 and 164 King-street east.

Cook's Turkish Baths, 204 King W Open all night. Bath and bed $1.

One Million Envelopes.

The 50c line are all sold. We are now selling a line at 60c per thousand which are well worth the extra price. Blight Bros., 81 Yonge-street, next door to World Office.

Cook's Turkish Baths, 204 King West. Ladies 75c; gents, day 75c, evening 50c.

Flowers for Everyone.

And for every occasion. Write for Dunlop's descriptive price list if you contemplate an entertainment. Wedding flowers and effective arrangements of bouquets are our specialties. 5 King-street west and 445 Yonge-street.

Have you tried Monsoon?

Duty Makes No Difference.

Call at M. McConnell's, Colborne and Leader-lane, and see for yourself that he is selling imported cigars cheaper than anyone in Canada. You can purchase one cigar at the same price as you can five thousand.

TO CURE A COLD IN ONE DAY.

Take Laxative Bromo Quinine Tablets. All Druggists refund the money if it fails to cure. 25c.

WILL THE SENATE KILL IT?

Laurier Organ in Quebec Says That is the Conservative Resolve.

Yukon Bill to be Strangled in the Upper House if It Can be Done—Mr. Tarte's Paper Returns to the Attack on Toryism—Lawyer's House Robbed and Burned—The Rate War Situation.

Montreal, March 22.—(Special.)—The Laurier Government organ in Quebec says: "There is no doubt that the Conservative leaders have resolved to kill the Yukon bill in the Senate, the only question being, will they succeed? Here are the calculations up to date: In favor of the bill, 29; against the bill, 27; those who refuse to pronounce themselves, 11. It also looks as if Mr. Tarte has less hope than a few days ago, as he writes in La Patrie as follows: "The people should govern. Toryism has been condemned en bloc, and the Senate, which is one of Toryism's means of action, and which contributed 18 years of ruin, emigration and depreciation, rests beneath this same condemnation. We make no threats, but we are not to allow our party and country to be crushed by a chamber of immovable and irresponsible men."

Burglary and Blaze.

Late last night a burglar broke into the residence of Wilfrid Paguuelo, advocate, St. Hubert-street, and the proprietor, having got up, was fired upon by the robbers. He, however, was unhurt, but let a lamp drop, which set fire to the house, causing several thousand dollars' damage.

Another meeting of the sub-committee of the Joint Passenger Traffic Association, of which Mr. McNicoll, general passenger traffic manager of the C. P. R., is chairman, will be held in a day or two, this time in Montreal, with a view to discuss the possibility of a settlement of the present rate war. The western lines have not yet acceded to the proposition to restore rates, pending the arbitration of the question of settlement, which was being discussed by those endowed with plenary powers in the premises, but they will, nevertheless, be represented at the meeting by their agents in New York.

Personal Notes.

Sir A. P. Chapleau left this evening for New York and Atlantic City.

Mr. "Jakie" Moss, the well-known pawnbroker, of Notre Dame-street, died to-day.

Will Die at Hawarden.

London, March 23.—The morning papers in referring to Mr. Gladstone's journey from Bournemouth to Hawarden, recall that in one of his latest speeches, after alluding to Liverpool as his birthplace, he continued, "With Hawarden, if it please God, my last acquaintance with light and air is likely to be connected."

"Salada" Ceylon Tea is healthful.

Your Income.

If your income is just a little more than will meet current expenses, you can, by investing that little in an unconditional accumulative policy in the Confederation Life Association, make provision for yourself in your old age, or for your wife and family in case of your death. The unconditional accumulative policy is absolutely without conditions and guarantees extended insurance or a paid-up policy after two years, or a cash value after five years.

Rates and full information will be sent on application to the head office, Confederation Life Association, Toronto, or to any of the association's agents.

Edwards and Hart-Smith, Chartered Accountants, Bank of Commerce Building. Geo. Edwards, F.C.A. A. Hart-Smith, C.A.

SENATE HAS NO RIGHT

To Initiate Legislation Dealing With the Public Revenues,

Neither Has the Upper House the Right to Amend Such Legislation, According to Hon. David Mills—Yukon Bill Debate Opened by the Government Leader in the Red Chamber—Senator Kirchhoffer Gave Mr. Sifton a Satirical "Roast," and Hon. Mr. Scott Moved the Adjournment.

Ottawa, March 22.—(Special.)—There was quite a large audience behind the bar of the Senate this afternoon to listen to the Yukon Railway debate.

Mr. Mills moved the second reading. He said in framing the bill the Government had properly gauged public sentiment on the subject of securing railway communication with the Yukon country when they decided to pay for the railway by a land grant instead of by a cash subsidy. There was a strong feeling throughout the country against any more of the public funds being expended to aid railway construction. The lands of the Yukon district were a part of the public domain, and as such must be regarded as a part of the public revenues. The disposition of these revenues was a matter which peculiarly belonged to the Lower House. The Senate had no right to initiate legislation dealing with the public revenues, nor had it the right to amend such legislation. The Senate could approve of or reject the present bill, but it could not make amendments to it.

Government's Mistake, If Any.

He did not propose to discuss the question as to whether the work of construction should have been commenced earlier or not. If any mistake had been made on that score, it was the fault of the Government, and did not affect the necessity for the work being done.

The rush of miners into the Yukon country showed the necessity for securing immediately, railway communication. The Government had acted as quickly as could have been expected of them under the circumstances. The expense of administering affairs in that country was greatly enhanced by the physical difficulties, which made free and easy access to the country impossible. These physical obstacles were rendered more insuperable to Canada by the fact that the United States had control of the easy gateways into the country from the Pacific slope.

Political Situation Important.

The political situation in the Yukon was as important as the commercial situation. The Government, in deciding which route it would select in building a railway into that country, had held the political considerations as paramount. It was held that it was a necessity that Canada should have a highway into that country through her own territory. If she did not have that, she would have to depend upon the good will of the people of the United States whether the Canadian trade passing into the Yukon country would be admitted free or not. The Government in selecting the Stikine route decided to construct that portion from Glenora to Lake Teslin first and utilize the Stikine River for the first year or so, until the railway could be completed to Observatory Inlet, in the event of it being found impossible to utilize the Stikine route for all the purposes of an all-Canadian route. He admitted that the route over the Dalton trail from Pyramid Harbor to Hink Rapids had the advantage of being the shortest and most natural route into the country, but maintained that any railway built over that route would necessarily be under the control of the United States. Over a route of that kind it would be impossible for Canada to send into the Yukon country the armed force necessary to preserve law and order, and Canadian trade would be at the mercy of the Americans in the matter of customs regulations.

As to Taking in Armed Men.

Senator Macdonald wanted to know if it would be possible for the Canadian Government to take in arms and men by the Stikine-Teslin route?

Hon. David Mills said he had already explained that the railway would be extended down to Observatory Inlet in the event of there being any difficulty on that subject. The construction of the railway from Lake Teslin to Pelican this year was intended to give access to the country and take in food and clothing to the miners this fall. It was not the Government could undertake in a single year, and would form the initial section of the ultimate road down to Observatory Inlet.

Railway Wanted at Once.

The mining population in the Yukon country next year, if ordinary anticipations were realized, would be 100,000, mostly aliens. As a result a railway would be imperatively needed. The construction of a railway from the Lynn Canal practically meant the annexation of the Yukon to the United States.

The maintenance of law and order required the construction of a railway immediately. He valued the friendship of the States, but was not prepared to submitpatiently to seeing a blow struck at our trade. He claimed that the Stikine route was the best and only practicable route into the Yukon country. He contended that Canada had every right to the free navigation of the Stikine. An all-Canadian route was essential to the peaceful possession of that country. The people of Canada, he believed, were prepared to make some sacrifice for the maintenance of Canadian rights. As regards the land grant he saw no force in the contention that it was too large. He concluded by moving the second reading.

Mr. Sifton "Roasted."

Senator Kirchhoffer said the rising young statesman from the West, Mr. Sifton, had referred to this enterprise as of a most stupendous character. But it was not long before the country realized its inherent weakness, more especially owing to the recent and suspicious circumstances connected with the arranging of the country. What Mr. Sifton did not know about subsidizing railways was not worth knowing. If the true inwardness of the Greenway Government's deal with McKenzie and Mann respecting the Dauphin Railway were known it would create unpleasantness for more than one Government. That railway secured a subsidy of 6400 acres per mile from the province and $40,000 a year for twenty years from the Federal Government. With the land grant and the Federal subsidy it was estimated they produced sufficient to build the railway. But that was not sufficient, Mr. Sifton secured a guarantee for his friends, the contractors, to the extent of $800,000 on the railway, principal and interest. For that they did not take the security even of the land grant. Mr. Sifton had, therefore, had experience of railway matters. With reference to this Yukon arrangement it appeared Mr. Sifton had made it at first without the knowledge of the Premier.

Mr. Scott: "That is entirely erroneous."

Mr. Kirchhoffer: "I heard it stated in the other House."

He regretted that Mr. Sifton, who was a young man of ability, should have been so careless of the preservation of his own honor or his fair fame as to blast it by his connection with a scheme which was either incompetent or nefarious. It was regrettable that a presumably innocent man should attach a stigma to his name by his own hand and actions. Mr. Scott had said this contract was the act of the Government, not of Mr. Sifton alone. The Government in choosing this route had shown they had been taken in by the astute politicians at Washington. He made a careful comparison of the different routes and favored the one by the Dalton trail as being in every respect the best. After pointing out the enormous concessions accorded to Mann and McKenzie he urged the Senate to give a calm and dispassionate judgment on this important question. He had intended moving the six months' hoist, but as he had been summoned home he would content himself by going on record as opposed to this bill.

Senator Scott moved the adjournment of the debate.

Sir Mackenzie Bowell railled the Government on not proceeding with the bill rapidly, as had been done in the Commons.

The Senate then adjourned.

RUSSIA HANGS ON.

Li Hung Chang and Chang Yin Huan Said to Be in Sympathy With the Muscovite Schemers.

London, March 23.—The Pekin correspondent of The Times says:

China has not yet formally replied to the French demands. She is passively awaiting further French action. Li Hung Chang and Chang Yin Huan have been appointed to represent China at the forthcoming conference with M. Pavloff, the Russian Charge d'Affaires, who has received special power. Both are credited with strong Russian sympathies, but there is little hope of obtaining any practical abatement of the original Russian demands. Last night (Monday) the Emperor granted an audience to all the members of the Tsung-Li-Yamen at the summer palace.

The Times commenting editorially on the despatch of its Pekin correspondent, regards the postpoonement of M. Pavloff's departure from Pekin as "tantamount to an approval by his Government of M. Pavloff's peremptory methods."

The Times publishes a letter signed "Shanghai," to which it attaches importance, whose writer alleges that Li Hung Chang and Chang Yin Huan, who are representing China in the negotiations with M. Pavloff, are definitely committed to support the Russian policy, and that Li Hung Chang actually informed M. Pavloff of all the details of the British proposals as to the Government loan on the day they were confidentially submitted to the Tsung-Li-Yamen.

A Policy of Resistance.

Pekin, March 22.—The Tsung-Li-Yamen (Chinese Foreign Office) had the Russian demands under consideration to-day. The members of the council strongly favored resistance to western aggression. Orders were issued to strengthen the threatened posts by a concentration of troops.

The council, however, lacked unanimity, owing chiefly to the opposition of Li Hung Chang, and it was decided later to agree practically to Russia's demands.

SETTLERS FOR THE NORTHWEST.

Many Avail Themselves of the Special Trains This Season to Winnipeg and the Coast.

The Grand Trunk weekly settlers' train left Toronto at 9 o'clock last evening. Sixty passengers were aboard the train when it pulled out of the Union Station, but by the time the train reaches Port Huron tunnel it will consist of five colonist cars, nine cars of settlers' effects and will carry 300 passengers. Traveling Passenger Agent C. S. Proctor of Toronto will look after the interests of the passengers as far as Port Huron tunnel; C. C. Craigie will take charge from Port Huron to Chicago and C. W. Graves from Chicago to Winnipeg.

The Canadian Pacific train for the coast, which leaves the Union Station at 12.30, went forward in three sections yesterday afternoon.

Mr. C. E. McPherson, assistant general passenger agent of the Canadian Pacific, was in Montreal yesterday.

ORDER CHOSEN FRIENDS.

Proceedings of the Eleventh Annual Convention Opened in Toronto Yesterday—Excellent Reports.

The eleventh annual convention of the Canadian Order of Chosen Friends opened yesterday in the Confederation Life Building with Grand Councillor T. G. Davis, London, in the chair. About 300 delegates were present. The printed reports show the society to be in an excellent condition, ranking third among Canadian fraternal societies.

The Grand Councillor appointed the following committees: Grievances and Appeals—W. F. Miller, W. Church and J. R. Fraser. Credentials—J. S. Boddy, D. Robertson and W. G. Roberts. State of Order—H. Gummer, J. T. Wilson and R. J. Fitzgerald. Miscellaneous Business—D. A. Donaldson, J. R. Ferguson and Henry Hurlop. Secret Work—Dr. Thompson, W. T. G. Bethel and C. E. Linton.

H. F. Jones, Guelph Herald, and G. M. Wynn, Welland Telegraph, were appointed to furnish reports for the press.

The afternoon session was devoted to the discussion of amendments to the constitution. A proposal to change the annual gathering, and have it a half-yearly one, was ruled out of order and a suggestion to make the offices of Grand Solicitor and Grand Organizer elective was voted down.

Two disputed death claims were brought before the meeting. The one for $500 on the death of Maggie P. Aitkin of Galt was ordered to be paid and the remaining one, the Maxwell claim, was rejected.

TORONTO POSTMASTERSHIP.

Rumor That Mr. T. C. Patteson is to Retire and Mr. O. B. Sheppard to Succeed.

Postmaster Patteson and Postmaster-General Mulock are said to have had a disagreement. On Monday it was rumored that the postmaster had resigned and yesterday it was stated that an arrangement had been carried out by which Mr. Patteson was to retire. Mr. Patteson stated to The World last night that he knew nothing whatever about such an arrangement, and he had not resigned.

A further rumor was that Mr. O. B. Sheppard is to get the position.

Mr. Mulock Heard Nothing About It.

Ottawa, March 22.—Mr. Mulock says he has not heard anything of Postmaster Patteson's alleged resignation.

Dyspepsia will not trouble those who use Lawson's Health Breads.

Snow Flurries.

Minimum and maximum temperatures: Edmonton, 4—32; Qu'Appelle, 12 below—12; Winnipeg, 22 below—12; Port Arthur, 6—20; Parry Sound, 34—48; Toronto, 36—52; Ottawa, 24—40; Montreal, 22—42; Quebec, 16—40; Halifax, 24—50.

PROBS.: Fresh to strong west to north winds, cloudy to fair; colder weather, with local snow flurries.

Several changes in the store arrangements of the Boys' Department at Oak Hall Clothiers, Toronto, add to the ease and comfort of selection.

Steamship Movements.

March 22.	At.	From.
Pisa	New York	Hamburg
Bovic	New York	Liverpool
Lake Huron	Liverpool	St. John
Halifax City	London	St. John
Kaiser Wil. der Grosse	Bremen	New York
Concordia	Glasgow	St. John
Livonian	London	St. John
Waesland	Philadelphia	Liverpool

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ated that unfavorable news would be promulgated relative to the Maine report and the Cuban question. Despatches saying that Captain Sigsbee had been notified that he will get another command at once were considered significant, in that such action on the part of the Administration was regarded as clear proof that the inquiry Board will report the explosion due to external interference. The outside public apparently became frightened, and at the opening to-day there was quite a large volume of selling orders awaiting execution. To strengthen the belief in a lower market London sent decidedly weak orders for Americans. The professional contingent are inclined to lean toward the bear side. The opening declines extended from ½ to 1¾ per cent., the stocks of the local corporation being relatively the weakest. The depression, however, did not come in the nature of a surprise, for Saturday's manipulation appeared inadequate to eliminate the entire short interest from the market, and some short covering soon after the initial transactions resulted in a substantial rally, prices in some instances recovering to Saturday's close. Trading lapsed into dulness and the gains were soon lost. There continues to be good buying of General Electric. Information from good sources that the plan to adjust the claims of the preferred stockholders is definitely matured and may be announced at any time. It is said with a feeling of confidence that the statement is approximately true that the purpose of the directors is to offer three shares of common stock for one share of the preferred, including the accumulated dividends on the preferred.

London Markets Lifeless.

New York, March 21.—The Evening Post's financial cable from London says: The stock markets here were lifeless and featureless to-day. Americans were stagnant and dull, pending the report on the Maine disaster and the disclosure of President McKinley's plans regarding Cuba. Arbitrage houses took stock when it was offered with fair margins, but otherwise there was no support for Americans. Spanish bonds were weak. Brazils were flat, the exchange being the lowest on record.

The Indian budget was better than anticipated, providing as it does for a net increase of only £3,000,000 to the debt. Silver has risen sharply because of the absence of any allusion in the budget to an increased import duty.

The decline in French exchange is believed to be partly due to sympathy with the fall of money rates here, and partly to the fact that the Bank of France is parting more freely with gold.

The Paris and Berlin markets were steady.

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