

# A LONG LETTER LIST

### Lighting of the Northern Coast Before the Board of Trade.

### Welsh Miners Like British Columbia—The Technical Education Question.

Many important communications received consideration yesterday at a meeting of the British Columbia board of trade council, over which Mr. G. A. Kirk presided and at which were present Messrs. L. G. McQuade, J. H. Todd, W. H. Bone, F. C. Davidson, A. G. McCandless, D. R. Ker, R. Brakine and Capt. J. G. Cox. The meeting was short but none the less interesting, as may be judged from the record.

On the very important subject of improving the lighting and buoying of the northern coast, the secretary of the Seattle chamber of commerce wrote enclosing a recent letter from Major R. L. Haxie, engineer, secretary of the light-house board of Washington, showing that substantial progress is being made in the matter of navigation aids on the Alaskan coast. The letter of the British Columbia board with a statement of what has recently been done in this province, has been of material assistance to the Seattle body, and it is promised that the matter will be followed up at the next session of congress "undoubtedly with further success."

Major Hoxie, in his communication to the Seattle chamber, says that at a meeting of the United States light-house board on the 6th ultimo, "it was ordered that the proper measures be taken for the erection of a new light-house on the coast of Alaska, and for the establishment of some ten or twelve new light stations in Alaska. As both of these measures will require legislative authority, proper steps will be taken to bring the matter to the attention of congress at its next session. An appropriation of \$100,000 was made in the Sundry Civil Appropriations act for the construction of a steam light-house tender for use on the Alaskan coast, and it is expected that immediate steps for the construction of this vessel."

On this same subject of improving the aids to navigation in the North, Captain John Irving addressed the board as follows, this letter being referred to the standing committee on harbors and navigation:

"I wish to direct the attention of your board to the great necessity there of placing, with as little delay as possible, in the waters of British Columbia the following lights: Whilst all sea-faring men are grateful to the Dominion government for the lights erected last year, yet there are the following dangerous points in our waters yet unlighted. With these lights erected, I may say the coast of British Columbia will be safeguarded for our marine traffic for many years. The lights named in the order of their importance:

- 1. Start Point, Llama Passage, Fitz-ugh Sound.
- 2. Third Point, Seafarth Channel.
- 3. Pointer Rocks, Chatham Sound, off Port Simpson.
- 4. Lawyer Islands, northwest extreme, Chatham Sound.
- 5. Haddington Island, Broughton Strait.

Capt. Roberts of the Dirigo and other United States shipmasters are anxious that your board should suggest to the United States authorities that the following lights be placed in Alaskan waters:

- 1. Abraham Island, Clarence Strait.
- 2. Mary Island, north of the entrance to the Narrows.
- 3. Guard Island, northern entrance to Tongass Narrows.
- 4. Ship Inlet, Clarence Strait.
- 5. Southeast Five Finger Island, Frederic Sound.
- 6. Sentinel Island, Favorite Channel, Lynn Canal.

As somewhat analogous to the foregoing marine matters, F. Gourdeau, deputy minister of marine and fisheries, writes in acknowledgment of a letter pressing the views of the board on the subject of the new salmon fishery regulations for this province. These regulations have been under consideration, the deputy minister said, and the various arguments having been carefully weighed it had been decided to revise the regulations in one or two particulars, without, however, materially changing their general scope."

A letter of which copies will be sent by the board to the city council and the Dominion and Provincial governments, is one from J. McKenzie, Dominion district agent at New Westminster. With this communication was a letter bearing the Vancouver date of the 8th March, from James Martin, vice-minister of the "Jarraldite Jarrah Forests and Parks, Limited," having 400 square miles of Jarrah forest in the Darling range, Western Australia, and a port of shipment at Rockingham, 12 miles south of Fremantle, S. A.

"Our Jarrah wood," this writer explained, "is largely used for sleepers, piles, railway wagons, buildings, etc. In southern waters it resists the white ant, and also the sea worm. At Fremantle the Jarrah piles have been in the water 30 to 40 years, and are still as sound as when put in."

"On my arrival at the William Head quarantine station on March 7, I noticed that the piles were rotten between high and low water levels. If our wood will withstand the sea worm here as does in Australia, and also the rot, would it not be worth the while for the authorities of British Columbia to test this wood for piles, etc.? If your government will pay the freight we will make you a present of samples of the wood, in order that you might test its qualities."

As to the recent proposals for the establishment of a mint in British Columbia, the representative of the Dominion on the subject, the deputy minister of finance wrote by direction of Hon. Mr. Fielding, acknowledging the board's letter of December 22 last, and conveying an assurance that "the matter will receive careful consideration."

From Hon. P. Carter-Cotton, at that time acting minister of mines, came a similar letter of formal acknowledgment with respect to the board's resolution of February 8 last: "That it is desirable that mining companies already licensed be permitted to have free mines certificates under the Placer Mining act; and that requesting that provision be made in that act to enable companies already licensed to obtain such certificates without re-incorporation under the Companies act."

Still another communication classifiable as purely formal was from Hon. A. G.

# A RULER IN EXIL

### Kang Yu-Wei, Leader of the Pro-English Reform Party of China, in Victoria.

### Looks to British Intervention as the Only Salvation of his Country.

Kang Yu-Wei, a Chinaman who is a century ahead of his race and in consequence finds himself a fugitive and an alien from his own land, arrived here by the N. Y. K. liner Idzumi Maru from Hongkong last night, en route to London, where he will make a final appeal to the British foreign office, as he expresses it, to break the ages-old and unchangeable Great Britain intervenes (and he himself is doubtful if even she will accept) the consequences of this invasion he sees no future for mighty China except speedy partition among the nations, and her own foreign influence to utter obscurity.

Of Russia among the powers he deems the greatest fear, as of a nation both strong and resourceful, yet half asleep and a plaything for the nations. He therefore doubly dares to break the ages-old and unchangeable Great Britain intervenes (and he himself is doubtful if even she will accept) the consequences of this invasion he sees no future for mighty China except speedy partition among the nations, and her own foreign influence to utter obscurity.

Since escaping with his life alone from Peking Kang Yu-Wei has been constantly under the direct protection of the British government, nor is that protection entirely relaxed even here, for while he sleeps and a plaything for the nations. He therefore doubly dares to break the ages-old and unchangeable Great Britain intervenes (and he himself is doubtful if even she will accept) the consequences of this invasion he sees no future for mighty China except speedy partition among the nations, and her own foreign influence to utter obscurity.

"I am in receipt of your parcel of annual reports for the past year. I am forwarding these to the editors of the papers in my district, and you may depend upon interest in British Columbia being aroused in this way. The similarity of resources of Wales and of British Columbia is bound to create a mutual and growing interest. I know one Welsh millionaire who takes a wonderful interest in British Columbia, and as several other large capitalists, if you people can show them anything reasonable, I am sure you will be favorably disposed toward your province."

I have sent a large number of Welsh to your province, and the success that has attended their efforts has been uniform and most gratifying. Should you know of any concern who want a few of our Welsh men, I shall be glad to lay the matter before the miners here. Your province is attractive to me, and anything I can do in distributing our Welsh men, I shall be glad to do. I have also a number of Welsh men in Wales; or in any other part of the world, I shall be glad to distribute them in British Columbia in Wales—it shall be done."

A decidedly interesting letter on the subject of technical education read as follows:

Ottawa, Canada, March 7, 1899. To the Secretary of the Board of Trade, Victoria, B. C.

Sir,—You are doubtless aware that the question of the establishment of technical education has become one of national importance. It is generally admitted that if Canada is to hold her own in the industrial warfare now in progress amongst the nations, she must be equipped with the necessary means for training her own population to enter into the arts and manufactures.

The question of technical education will most seriously affect the future prosperity of the Dominion. We cannot be called a manufacturing country, for the export of our manufactured products is small in comparison with our imports. Canada pays millions every year to the American and English workmen, and every cent of which represents a loss of income and a drain of capital at home. We cannot depend on private industry in this young country to organize and support a system of technical education. The necessary means for such education, made by many European countries is regarded as one of the most pressing of public duties and may be followed by us with profit.

In the United States also technical education has made great strides during the past few years, largely through business education and private munificence; but the same is not the case in this country. It is to be regretted that in every state of the Union; some by private aid, such as the Philadelphia Centennial school; others by municipal and state aid.

The success attending the efforts of the Toronto and the less pretentious success in Ottawa, evidence that the possibilities of our unrivalled natural resources, we believe the time has arrived when an opportunity should be furnished our people to develop the many fields of industry within our borders. This is a matter of public interest, and comes primarily within the scope of the federal government; just as agriculture, dairying by our experimental farms, and the geology of our mountains, and mining by our geological survey.

The object of this circular is to ask the opinion of your council on the great step to be taken. We assume, of course, that any system of technical education should be national, i.e., aided by the state, as in Germany, France, Switzerland, Belgium, Austria and England.

It is felt that no time should be lost in making a beginning. Would you therefore approve of a convention of representatives of different boards of trade at an early date as possible at Montreal, Toronto or Ottawa, to discuss and formulate a plan?

I have the honor to be, etc.

CECIL BETHUNE, Secretary Board of Trade, JOHN COATES, Chairman of Committee.

A RINGSIDE FIZZLE.

Mysterious Billy Refuses to Fight Because Not Money Enough in His House.

# OPERATE ON LAKES

### Intentions of the Company of Which Capt. John Irving Is Manager.

### Nippon Yusen Kaisha Steamer Arrives From the Orient—Dirigo Seriously Damaged.

Among the steamship companies that will be especially energetic this season in catering for the trade of the mid-north sailing districts will be the Irving line, which has recently been organized and will be personally managed by Captain John Irving, M.P.P., of this city. The Captain's long experience in British Columbia marine matters and also his long personal knowledge of the North and its conditions, cannot but prove important factors in the making of success for his new line, so that next season will probably see four or five vessels required to maintain the service which in a few weeks is to be modestly inaugurated with two. Of these two, the larger, to be named the Glenear, is building at Bennett lake under the supervision of Captain Armstrong, who will command her. She is to be a 115 foot stern wheel steamer, and will be fitted out as a passenger steamer, and will be ready to ply between Bennett and Atlin, on which route she will run throughout the season, in conjunction with the Canadian Development Company's fleet. The second of the Irving line is to be a stern wheel steamer, 120 feet in length over all, and like the Glenear—possessing the speed of fourteen miles an hour. The engines for both vessels are from the Marine Iron Works of Chicago, while nothing is being omitted in their construction that will contribute to their speed, safety and convenience. It is contemplated that a third vessel for the line next fall, on Atlin lake, this being a propeller 120 feet in length, and the first steamer of her design to be placed on any inland water of British Columbia. A steamer for Surprise lake, near which some magnificent specimens of free gold quartz have recently been found, is also projected by some company.

N. Y. K. LINER ARRIVES. Steamship Idzumi Maru Makes Her First Call—Delayed a Day by Storm.

The big Japanese steamship Idzumi Maru, which has been chartered by the Nippon Yusen Kaisha to replace the steamer Dirigo in the trans-Pacific service, arrived from Japan last evening, a day late. She was caught in a storm a few days ago and for nearly twenty-four hours was obliged to "lay to." She brings no later Oriental advices than came by the Empress of Japan, having sailed from Yokohama two days before the C. P. R. liner and being three days behind her in reaching port. Her cargo consisted of a general cargo, of which none was landed here. Her passengers numbered some half dozen for Victoria and two Europeans from Yukon.

The Dirigo was damaged by a fire on board which destroyed the engine room and boiler room, and the latter of whom owns a large ranch close to Seattle. The Idzumi Maru is of the long type of vessel, although only built in 1894. She is slow but is retained in her present service long and will return to the Yokohama-Bombay route in the autumn. She is a double bottom, and is not an hour and a half underway, but she is lacking in another essential, namely, that of having a double bottom. She is not at Nagasaki undergoing repairs, and will be there for many weeks, the damage sustained through the fire aboard being greater than was at first reported. The Idzumi Maru arrived from the Orient at 10 o'clock last night and remained until 9 when she proceeded to Seattle.

THE DIRIGO'S DAMAGES. It Will Cost Between \$25,000 and \$30,000 to Fit Her for Service.

A special dispatch from Tacoma to the extent of the injuries sustained by the steamer Dirigo when she grounded in Alaska recently became known to-day. It was found that the cost of repairs to \$30,000 to repair her, or nearly one-third of her total value. The steamer was built last year at a cost of \$80,000, and \$12,000 was subsequently spent in fitting her up for the Alaska trade.

When she was placed in the dry dock and stripped it was found that her keel was completely gone, as well as a large portion of her garboards or bottom planking. The engine and boiler were out of position and forced over to the port side, their foundations being broken and twisted.

Considerable other damage was done in the engine room, including the cracking of her low-pressure cylinder and boiler. The electric light plant was badly injured by the salt water, and the dynamo must be rebound.

A LULL IN PHILIPPINES. Hostilities Suspended for a Week—Insurgents Won't Surrender Spanish Prisoners.

Manila, April 6.—There has been a week's respite of hostilities, chiefly in order to allow the Filipinos to digest the proclamation of the United States commission. Advice from Samar say the revolutionists there are weary. Their leader, General Luk Ban, has deserted with the funds, and the inhabitants desire American rule.

Bad water at Malolos is causing much sickness among General MacArthur's men. One hundred and twenty-five men have been prostrated with diarrhoea and dysentery from this cause. Water is now supplied from Manila, and it is hoped by this means to check the growing list of sick.

London, April 7.—The Madrid correspondent of the Times says: "The government has received a despatch from

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