OTICE is hereby given that an applica- will be made to the Legislative Assem- of the Province of British Columbia at ext session, for an Act to incorporate mpany to build a line of railway of ard or narrow gauge, to be operated eam or electricity, from a point at or the head of Portland Canal; thence wing the valley of Fear River a dis- of thirty miles, with power to build, , maintain and operate branch lines teen miles in length from the main and particularly upGlacier, Bitter and ican Creeks; and also to establish per- nt tracks for collecting and distribut- rards on the main line or any branch anches; to construct, operate, maintain own telegraph and telephone poles, or , along the route of the said railway branches, or in connection therewith, to transmit messages for commercial sses, and to charge tolls therefor; to alte electricity and supply light, heat power and erect, construct, build and ain the necessary buildings and , and to generate any kind of power he purposes aforesaid, or in connec- therewith for reward; to connect with enter into running arrangements with railway, and to construct terminal sid- at any such connections; to receive any government, person, or body cor- e, grants of land, money, bonuses, eges or other assistance, in aid of the ruction of the Company's undertak- with power to own, by purchase or on, or lease mines and sell and dis- of its holdings; with power to own, nd operate water power convenient to road for the company's railway and purposes, and to exercise such pow- s are granted by Parts IV and V of Water Clauses Consolidation Act"; power to build, own, res, docks, and bunkers in connection the company's undertakings; and to own, equip and maintain steam and vessels and boats, and operate them e waters of the Province and those ent thereto, and to make traffic ar- ments with railway, steamboat and companies; and for all other neces- or incidental rights, powers and privi- in that behalf.

ed at Victoria, B. C., the 22nd day of st, 1906.

EBERTS & TAYLOR,
Solicitors for the Applicant.

TICE is hereby given that, 60 days af- ate, I intend to apply to the Hon. Commissioner of Lands and Works ermission to purchase the following bed lands, situated in the Valley of cLennan River, Cariboo District, B.C.; encing at a post planted on the west of the Kamloops and Edmonton Trail, bout eight (8) miles southeast of the Cache, and about 385 yards south of Creek, and marked "A.M. Wilson's ," thence north 60 chains; e west 100 chains; thence south 60 s; thence east 100 chains to point of encement; containing 600 acres, more s.

ed the 24th day of October, 1906.

A. M. WILSON,
Revelstoke, B. C.

LAND PURCHASE NOTICE

ice is hereby given that sixty days date I intend to apply to the Honor- Chief Comissioner of lands and works ermission to purchase the following bed land situate in Range five Coast t, B.C. Comencing at a post planted northeast corner of lot 364 running 40 chains, thence north 160 chains, east 40 chains, thence south 160 to point of commencement, contain- 0 acres more or less. Located Sep- r 2nd, 1906.

C. PORTER.
By J. Dean, Agent.
ed, Essington, Sept. 17th, 1906.

TICE IS HEREBY GIVEN that, on after date, I intend to apply to the Chief Commissioner of Lands and for permission to purchase the fol- described lands, situated on Union Kyuquot Sound, Vancouver Island, one mile West of Chatchannel Point; encing at a post marked "J. McM., Corner," thence West 20 chains, North 20 chains, thence East 20 to shore line, thence following shore point of commencement; containing res, more or less

JOHN MACMILLAN.

KE NOTICE that 60 days after date end to apply to the Chief Commis- of Lands and Works for permission rchase the following described lands nge IV., Coast District: Commencing post on the trail to the head of Fran- ake, one mile west of the Indian Hay ow, thence north 80 chains to Fran- ake, thence west 80 chains along thence south 80 chains, thence east ains to point of commencement, con- g 640 acres.

MRS. C. ARMSTRONG.
her Agent, E. P. Colley.
a Coola, B. C., Nov. 1, 1906.

TICE RE APPLICATION TO PURCHASE

TICE is hereby given that, sixty days date, I intend to apply to the Hon. Commissioner of Lands & Works for ssion to purchase the following de- d land, situate in Range 5, Coast t, B. C.: Commencing at a Post North bank of the Skeena River, near a point known as Kitsap, run- North 80 chains, thence East 80 , thence South 80 chains, thence 80 chains to point of commence- containing 640 acres, more or less. ed September 5, 1906.

ed at Essington, September 17, 1906.

E. D. ORDE.
By J. Dean, Agent.

NOTICE.

TICE is hereby given that, 60 days date, I intend to apply to the Hon. Commissioner of Lands and Works ermission to purchase the following ed land, situated at Lion Point, nd Canal:

mencing at a post placed at the S.W. of lot 467, and marked "A.H.P.'s ner," thence along the Southern ry of lot 467 to the S.E. corner of t, thence South 40 chains, thence 40 chains, thence North 40 chains, shore of Portland Canal, thence he shore in an Easterly direction to d commencement.

art, B.C., Sept. 14, 1096.

ARTHUR H. PIGOTT,
Per Wm. Pigott, Agent.

CE IS HEREBY GIVEN that, sixty ter date, I intend to apply to the hief Commissioner of Lands and for permission to purchase one hun- d sixty (160) acres of land situated Kitsunkalum Valley, Range V., District, B. C.: Commencing at a arked "B. H. Wilson's Southwest " and located at the Northeast cor- K. Braun's West quarter purchase thence running North forty chains; East forty chains; thence South hains; thence West forty chains to of commencement, containing one d and sixty (160) acres, more or

's Landing, Skeena River, B. C., 12, 1906.

BELLE H. WILSON, Locator.
Per H. L. Frank, Agent.

CE is herey given that 30 days ate I intend to make application to n. Chief Commissioner of Lands and for a license to cut and carry away from the following described lands, on the west side of Redonda Isl- orthwest District: Commencing at planted on the west side of Re- land about 2 miles from north end s Channel, thence east 80 chains, south to shore of Teakerne Arm, in a northerly direction to place of cement, containing 640 acres, more

E. W. WYLIE.
Island, B. C., October 27th, 1906.

ICE RE APPLICATION TO

CE is hereby given that, sixty days ate, I intend to apply to the Hon. ommissioner of Lands and Works ission to purchase one hundred and (60) acres of land situated in the kalum valley, Range V., Coast Dis- , B. C., commencing at a post marked Wilson's South-East corner post," ated at the North-West corner of ittle's purchase claim; thence run est forty chains; thence North forty thence East forty chains; thence rty chains to point of commence- containing one hundred and sixty res more or less.

T. A. WILSON
Per C. F. A. GREEN, Agt.
kalum Valley, Skeena River, B. C., ober 26th, 1906.

REPORT ON CASCADE POWER COMPANY

Conflict With the West Kootenay Power and Light Company

The statutory meeting of the shareholders of the Cascade (1906) Power Company, Ltd., was held on November 17th at the London Chamber of Commerce, Oxford Court, E. C. Mr. F. Faithfull Begg (chairman of the company) presiding.

The secretary, (Mr. Harry Robbins) having read the notice convening the meeting.

The chairman said: Gentlemen,—This is the statutory meeting of the company which, according to the Act of 1900, falls to be held within three months from the date at which the company is entitled to commence business. The only business which is obligatory, in connection with this meeting is that a report should be forwarded to each member of the company containing certain particulars. This has been done, and you will see from this report that altogether 52,262 shares have been allotted. Of these the debenture stockholders of the old Kettle River company have received 49,755 shares, as fully paid, 2,500 have been issued to the liquidator of the old company, with which he will settle with that company's creditors and the remaining seven shares have been issued to the signatories to the memorandum of association, and have been paid for in cash. Since the report was printed we have received out of the funds which were in court to the credit of the Kettle river debenture holders' action a sum of 3,000 pounds, which is, of course, working capital of this company, and we anticipate that after settling all the costs of the action and after paying the formation expenses of this company, there will be some further amount to come to us. Although no formal business falls to be done, the directors have asked me to give you certain particulars and information regarding the company which they consider will be of interest to you, and when I have done this I shall be prepared, to the best of my ability, to answer any questions which you may desire to ask why the company was formed.

The first point is to explain to you why it was considered desirable to form a new company, or rather to remind you of the corcumstances which made this desirable. The matter was dealt with in a circular which was issued to you on 29th June last by Mr. Bartholomew, who was then acting as receiver under the Court of Chancery and representing the debenture holders in the old company. These debentures holders were in possession of a mortgage upon the property and assets of the Kettle River Power Company, Ltd., which company owned the whole of the bonds and stock of the Cascade Water Power and Light Company, Ltd., a company incorporated by Act of the Legislature of British Columbia and carrying on the business there, which bonds and stock have now been transferred to your company. The inconvenience of carrying on the business by means of a receiver under the court were many and importance. There was, first, the fact that the very existence of a receivership rendered the company weak in the eyes of the public and in the estimation of those who were endeavoring, as you are aware, to create a rival business within the territory assigned by the Cascade Company by an act of Parliament, and who were applying to the British Columbia Legislature for power to carry this out. The second, and equally important reason was that the management of the company's affairs could only be carried on with great difficulty, owing to the necessity of applying to the Court of Chancery for permission to act in connection with every matter of importance which arose for settlement. You are also aware that both Mr. Wethered and myself had made special visits to British Columbia in the hope that some arrangement might have been come to of a reasonable character, either for the sale of our interests to the West Kootenay Power and Light Company (the company with whose competition we were threatened) or for an amalgamation or working agreement with that company. These efforts had failed, and the only offer we had received being of such a character that it was considered better to continue to fight rather than accept it. Although the West Kootenay Company had been unsuccessful in obtaining legislative authority to enter our territory, we knew that it was certain that that company would renew its application next year. On the other hand, it was clear that whereas, even under the most favorable circumstances, it would take many years before the debenture stockholders of the old company could receive any return of principal from the profits of the Cascade Company the ordinary shares were of no value, and could not under any conceivable circumstance receive anything either in the shape of dividend or return of capital. In these circumstances it was decided that the debenture holders should take over the property, form a new company to acquire the assets, and allot securities in that company to themselves, thus wiping out all other interests except their own. This, stated shortly, is what has been done. The capital of this company has been fixed—£75,000 in shares and £75,000 in debenture stock, and of this £50,000 in each class has been issued to the holders of the £100,000 debenture stock in the old company. I am speaking in round figures. These exact particulars are to be found in the statement which has been circulated. The interest upon the debenture stock has been fixed at 4 per cent. The annual charge including sinking fund, equals £3,200 beyond which amount the business will only have to provide for the expenses of management in British Columbia and in London, and these we shall do our best to keep at the lowest figure consistent with efficiency. The remainder of the debenture stock and of the shares are reserved to provide further capital for the extension of the plant of the Cascade company. Perhaps I should explain that the board consists of Mr. Wethered, whose intimate knowledge of the property and of British Columbia are known to you, of Mr. Bartholomew, who acted as receiver of the old company, and of myself, so that all your directors have special knowledge of the business in hand.

You will doubtless be anxious to know what the present position of the business is. The West Kootenay Power and Light company, having failed to obtain legislative powers, is for the present debarred from doing business in our area. The company has, however spent large sums in building pole lines throughout our district and in erecting fresh plant at their central station, and has also made provisional contracts which, of course, at present they cannot proceed with. We must therefore, anticipate a keen fight in the legislature next year. Meanwhile however, our plant is fully employed, and we are hopeful that we shall be able to enter into contracts with our customers for the extension of the period of supply, thus putting ourselves in a position to compete successfully with our rivals. The directors, however, wish you to clearly understand that the situation is full of difficulty. Our policy is, and has been, to come to some arrangement with the West Kootenay company, if that can be done on reasonable terms. Failing that we must fight for our existence. Contracts already entered into will probably be sufficient to enable us to pay our operating expenses for some years. The Cascade Water Power and Light company was at the end of August—the largest accounts to hand are to that date—well supplied with funds for all current purposes, including the erection of pole lines and sub-stations for the purposes of a fresh contract recently obtained. If then we are obliged to fight and the West Kootenay company succeeds in taking up their provisional contracts with our customers, we shall have available margin of power which can, if necessary be offered at a very small rate, and, in any event, our existence in the field will be a very material factor in influencing rates in the district. We have every confidence in Mr. Anderson, our manager at Cascade, and our plant has already proved itself more efficient under his charge. That practically sums up the situation, and unless any shareholder present desires to ask any questions, that concludes the business of the meeting.

No questions were asked, and the proceedings then terminated.

WOMEN ARE VICTIMS OF RAILWAY WRECK

Fire Follows Collision on Rutland Railroad and Bodies Are Burned

Vergennes, Vt., Dec. 1.—Three passengers, all women, met death near here today as the result of a wreck on the Rutland railroad, while at least twelve other persons were seriously injured. Among those hurt were members of the Drury Opera company of New York, an organization of colored musicians.

A passenger train consisting of two coaches and a caboose was run into by a heavily loaded gravel train moving swiftly on a down grade and both coaches were hurled down an embankment. Soon the wreckage was in flames.

The injured were rescued through the heroic efforts of the trainmen, the fire department of Vergenes and the volunteer helpers who hurried to the scene. The cause of the accident was not determined.

The dead are—Mrs. W. A. Lawrence, 35 years old, of Bristol, wife of the deputy sheriff of Addison county, Miss Corinna Stowe, 25 years old, of Bristol, teacher in the Bristol school; Mrs. Nellie Barnard, 45 years old, a widow.

The women killed were all in the front car. When the bodies were recovered they were so charred as to be unrecognizable. The wreckage was consumed. The injured were taken to a nearby farm house. Later in the day a number of those hurt were taken to Burlington on a special train. All the train hands escaped injury.

WINTER STORM RAGES AND FUEL IS SCARCE

Coal and Wood Famine in Nevada Threatens to Cause Suffering and Death

Reno, Nev., Dec. 1.—Unless the fuel famine in Nevada is broken immediately suffering and sickness and perhaps death will follow in the wake of the snowstorm which has raged for the past two days in Southern Nevada. Coal cannot be obtained in Goldfields or Tonopah, and wood is bringing exhorbitant prices. Ties and telegraph poles are being rushed into Southern Nevada, and the famine in Goldfields and Tonopah will in all probability be relieved before many days. The fuel famine extends over the entire state, and even in this city coal cannot be purchased. Wood can still be secured here, but only in small quantities, and at very high prices.

At Goldfields the supply of wood is exhausted. What fuel arrives from the hills is bid up by competitive buyers, the record price being $70 a cord. The railroad is bringing in old ties. Hundreds of cords of wood are on the way, but was caught in the railroad blockade.

Intense cold and deep snow coupled with the fuel shortage has already caused some suffering. Relief is in sight, however, as three carloads of coal will arrive tomorrow. The weather is moderating.

BRIDGE OF MAHOGANY.

Valuable Wood Used in Mexican Structure for Pedestrians.

From the American Inventor.

As mahogany is among the most costly woods in the world, it may well be inferred that this tropical material is not very extensively employed in the construction of buildings, etc. A bridge constructed of solid mahogany is certainly a rarity, a curiosity. There is one, claimed to be the only one in the world, built of that material. This structure is located in the Department of Palenque, State of Chiapas, Republic of Mexico. This district lies in the extreme southwestern part of Mexico, near the boundary line of Guatemala.

This mahogany bridge is constructed entirely of that valuable wood except some iron supports, braces and nails that are necessary. The bridge spans the Rio Michol and its total length, including approaches, exceeds 150 feet, while the width is 15 feet. It is used by both teams and pedestrians and, though somewhat rude and primitive in construction, it is very substantial.

None of the timbers of the flooring were sawed, for in that region there are no sawmills, but were hewn and split.

In that section of old Mexico there are several very large rubber plantations and mahogany trees are quite common. In clearing away the tropical forests for setting out the young rubber trees the mahogany growths are also cut down and removed. As this wood is quite abundant, some of it was used in building the bridge.

An illuminated French manuscript book of hours of the fifteenth century has been sold to Mr. Quaritch at Sotheby's auction rooms for £645.

After Oct. 1, 1907, the sender of a letter from one country within the postal union to another will be able to prepay the reply.

GIVES DESCRIPTION OF HUDSON'S BAY COUNTRY

Bishop Lofthouse Tells of People and Conditions in Dreary Land

Winnipeg, Man., Nov. 29.—Bishop Lofthouse of Kenora, who is probably the best informed man on Keewatin territory and land adjacent to Hudson's Bay district over which the boundary dispute has recently been occupying public attention is in the city. Speaking of the work in his diocese Bishop Lofthouse said: "This summer I have spent three months in Keewatin. I started on May 29 and got back on August 13, having traveled 2,000 miles in by Peterboro canoe. We have six Indian missions in the north, all of them very important, and some of them large. The aggregate there would be 2,000 indians under my charge. I began my itinerary from Dinorwic and went thence to Lac Seul, 50 miles and onwards to Cat lake, 150 miles. From that last place I traveled 400 miles up to Trout lake.

"No white men, practically speaking, have been up there. Some of the geological surveyors have been part of the way but they have never been right through. I got some of the Trout Lake Indians to meet me at Cat Lake to conduct me over the country. Trout Lake is one of the largest missions in the north. We have fully 600 Indians in connection therewith. I was at Trout Lake two Sundays, and on the second I confirmed 70. Two hundred and one communicants being present. There was a service every night in the week, and the congregation has never less than 350. The missionary there is a fully ordained Cree. There was only one European at the place, a Scotsman.

"The Indians in the north are an exceedingly nice class of people. They live by hunting and fishing; seventy per cent. can read in their own tongue, being in possession of bibles and hymn books. They join heartily in religious services. Not 5 per cent of them understand the English language. They will undoubtedly come into contact with the white man in time but it will be a great danger for our missions as they usually come into contact with the worst specimens.

"Ninety-nine per cent of the Indians have never tasted liquor and it is practically unknown among them. The Hudson's Bay officer is the only person who obtains liquor and his supply would be only two or three bottles once a year when his provisions arrive. From Trout Lake I went down to Severn on the west shores of the bay where we have a small mission of about 120 people. Thence I journeyed to York Factory.

"We have a station at Fort Churchill, where I spent eighteen years of my life, but I did not go thither. My missionary came down and met me at York Factory. Fort Churchill is the most northerly station."

His lordship was asked the nature of the country and replied: "There is very little to be seen within 100 miles of the coast. Some of the river sides are sparsely fledged with light timber, much of which is in dispute between the provinces of Saskatchewan, Manitoba and Ontario. It is practically a semi-barren country within a belt of 100 miles of the shores of Hudson's Bay. The west shores are flat until you approach within fifteen miles of Fort Churchill. They are swampy also and the tide runs five to seven miles in places. There is not a vestige of tree life. Rock crops out fifteen miles south of the fort. This formation is a continuation of the granite at Kenora which runs north across the Nelson, forming inter the bed, through which the Churchill river flows. The rocky ground extends to five miles north of the fort, after which the land again becomes flat for nearly 200 miles until Esquimaux is reached. I have been over almost every inch of it. There is not a post or mission station on the Hudson Bay that I have not been in."

The interviewer referred to the circumstance that Manitoba was claiming the country and His Lordship said: "It should belong to your province undoubtedly. Of course the great idea in claiming that country is simply to get an outlet for Manitoba on Hudson's Bay. I am afraid there is certainly no possibility of growing grain in that region skirting the shores. We could raise no vegetables of any kind. Of course 100 miles from the coast you may probably raise potatoes, turnips, etc., but there is no wheat land whatever. By this I do not mean to say that there are not small patches. Here and there you might obtain an acre or two of arable land by delving in among the rocks as we do in Kenora. But there is none commercially feasible. There is an uncertain amount of lumber which is nearly all small.

"The country is tremendously burned. While I was passing through this summer there were fires right along. We spent days paddling our way through burnt country. There is no heavy timber. Of course there are sections in the river beds where you might obtain timber six or 8 inches and you might get a few ties. No timber limits exist. You might find sufficient to put up a shanty or two perhaps. That describes practically the country 400 miles from Lake Winnipeg."

When he proceeded to speak of the harbor facilities at Fort Churchill Bishop Lofthouse was more appreciative.

"At the mouth of the river," he said, "there is a small landlocked basin two miles in diameter with very good holding ground and deep water. In the channel the river narrows down to a little over a quarter of a mile. There is a rocky promontory 100 yards from the south shore. A point runs out from the north which breaks the winds and affords excellent shelter. The harbor is shut entirely. The Hudson's Bay company have a whaling shanty on the south side. The land is fairly high being from 50 to 75 feet, and dreary but healthy. The Churchill freezes over about the middle of October. I crossed near the north mouth of the river on six feet of ice on June 29, but the day after it was gone. The average date of the opening of the Churchill is June 20, but there is ice often times until the end of July. The sea at the mouth is open all the year round, although there is a great deal of ice in the bay. The Hudson's Bay company's vessels come in at the end of July and the beginning of August, having no difficulty whatever in navigating it from the end of July until the close of October."

His Lordship here described a serviceable bight from Cape Churchill to Long Point which, being in the form of an equilaterial triangle, was 40 miles across at the base of the triangle. The construction at the neck of the Churchill river, which is one of the largest in the Dominion, causes the waters to flow out to sea at a very high velocity gushing as through a sluice.

"Do you think we can get through the straits in winter?" the interviewer inquired.

"I do not think it is possible," Bishop Lofthouse answered.

"J. W. Tyrrell, a friend of mine was two years on the straits and his opinion was against any such idea. I do not think it would be possible to navigate the straits although they are open all the year round. At least the ice is always moving and a steamship might make its way through. Still it is bad enough in summer especially in a sailing vessel which was the kind of craft I passed them in. When we entered the straits we ran into packed ice, a fog descended and when it lifted we found ourselves 60 miles on the other side of the straits."

In view of these facts the interviewer raised the question of the proposed transportation via the bay.

"I have every faith in the Hudson's Bay railway," His Lordship said, "It is bound to come in the course of years. There was great talk about it when I arrived here in 1888. When the west is peopled a demand is bound to be made for transit to Hudson's Bay. But it would require an enormous amount of money. We may also find that it is not so difficult to navigate the straits as we think. At present we know little about their navigation because it has never been tried to any extent. I doubt whether the scheme will be financially successful for many years to come. The railway which you will run from the north end of Lake Winnipeg or from Saskatchewan will traverse country which cannot feed a railway. The construction, however, will not be costly as there appears to be no considerable engineering difficulties.

"The next financial difficulty would be in getting grain carrying vessels properly sheathed and equipped to battle with the ice. Then as the route would not be open for more than four or five months of the year, they would be lying idle probably."

Bishop Lofthouse explained that the ordinary freight ship would be smashed up like a matchbox if it collided with the ice.

"I remember," he remarked, "standing on the deck coming into Hudson's Bay and counting 32 enormous icebergs just like floating leviathans, three or four times the height of our topmast."

"So you don't consider that it ought to be a grain route?" the interviewer questioned.

"I think it can be utilized undoubtedly for the short season and that a very large amount of grain can be carried from Churchill to Liverpool but there will always be a certain amount of risk in navigation."

His Lordship added that a portion of a season's wheat crop might be transported within the year. Navigation would be impractical only a month earlier than it was by the St. Lawrence. In fact more open water would be found at the end of November than there was in the Gulf.

The Bishop mentioned that the average tide at the Churchill river was fourteen feet. While the western shore is open for water there are sixty miles of ice along the eastern coast owing to the presence of islands. Passengers might comfortably travel the bay in July, August and September. He had been 500 miles along the western shores in a Peterboro canoe. In the winter there were terrific gales. Sometimes there was a velocity of sixty miles an hour with the thermometer 50 below zero. No man could live in that weather. In summer the land round Fort Churchill was prolific in beautiful flowers and mosses. There were millions of deer which lived chiefly on the moss. They migrated south in winter. There was no real pasture and cattle would have to be fed during the greater part of the year. There was sedge grass in the summer. Musk oxen and cariboo were to be found. In the soft and swampy ground the frost never left the ground. A few feet below the surface in summer one came upon ice.

SEES NECESSITY FOR INSPECTION OF BANKS

Leading Financier Points Out Defect in Canada's Admirable System

H. C. McLeod, general manager of the Bank of Nova Scotia, in a letter to the editor of the Toronto Globe, calls for an independent inspection of banks, and in doing so presents some interesting information. The letter reads:

To the Editor of The Globe—Through the press and from the platform the banking system of Canada is lauded as being the best in the world. In many particulars the system is admirable, our elastic bank currency and the readiness with which the banking requirements of new districts are met by branch extension being its strongest features. However, it is not without defects, some of them of vital importance. Of these the most prominent is the lack of external inspection, which experience in the Western hemisphere has demonstrated to be essential. The public have been reminded of this necessity by the recent failure of the Ontario bank and the leading papers of the country are almost a unit in demanding reform in this particular. The reasonableness of this demand is made clear by a review of Canadian banking history since 1880 and before, and is confirmed by the experiences of our near neighbors prior to the Civil War. In 1880 there were in existence in Canada forty-one banks; since then seven have been incorporated and have commenced business, making a total of forty-eight banks. Of this total twelve have failed and some others have saved themselves by amalgamation. The failures are, therefore, twenty-five per cent., within a period of twenty-six years, the last ten of which were years of unexampled prosperity, with steadily rising deposits, conditions under which even insolvent banks seldom close their doors. Most, if not all, of the above mentioned failures were fraudulent, and it is now plainly evident that a few hours' examination by a skilled banker would have disclosed an insolvent condition in any one of the banks, years before it collapsed. In each of the two most recent disasters a correct diagnosis could have been made ten or more years ago. Some urge that the government should call for special returns, but what value should attach to special returns from the Bank of Yarmouth, from the Ontario bank, or from any of the other wrecks gone before? They would simply have enlarged the piles of incorrect and deceptive bank returns in the finance department. What is written by one having unusual facilities for observation is eminently true: "It is extremely rare to find a bank has failed without some of the officers committing fraudulent or illegal acts to hide it. There is at least sufficient truth in the above to dispose of the suggestion of special returns and to dispel faith in the returns of badly managed banks.

SUICIDE AND TROUBLE.

London, Ont., Nov. 30.—Donald Sinclair, a patient at the London asylum, committed suicide early yesterday by strangling himself with bedclothes. Head Nurse Whittam of the asylum has resigned because some attendants are alleged to have ill-treated patients, and complaints to that effect have had no weight with the superintendent. An investigation will likely be held.

OF MUCH INTEREST TO SALMON PACKERS

Notable Judgment Against Liverpool Firm Secured by Royal Bank

The London Journal of Commerce of November 7th and 8th gives details of the case of the Royal Bank of Canada vs. Powell Bros., & Co., Ltd., of Liverpool, which should be of particular interest to salmon packers of British Columbia and the public generally. The decision was against Powell who has to pay costs and refund £2,000 in all from £4,000 to £5,000.

The article of Wednesday, November says:

Mr. Justice Grantham in the King's bench division, yesterday, further heard the case of the Royal Bank of Canada vs. Powell Bros., and Co., Ltd., of Liverpool, which was an action to recover £2,600 as assignees of one L. Wurzburg, a firm of canning merchants, of Vancouver, for whom defendants acted as brokers.

Sir Edward Carson, K. C., and T. Matthews, were for the plaintiffs, and H. E. Duke, K. C., and Mr. Greenwood Mears for the defendants.

Edward Powell, a member of defendants' firm, was examined by Mr. Duke. He said his firm had been brokers for Messrs. Wurzburg for a considerable time, and Wurzburg had carried on a successful lobster and canning business for a number of years. In 1900, Mr. Wurzburg introduced a system of packing the fish in glass jars for which at first a high price was demanded, as it was thought they would keep the fish in a better condition, but eventually it was found that sometimes the covers shifted in transit, and that made the fish liable to deterioration. The result of this was that discussion arose between the defendants and Wurzburg as to the amounts which Wurzburg had been in the habit of drawing at 31s per case and defendants asked them to reduce the figure to 28s. 6d. and a long correspondence ensued.

In reply to questions from the judge, witness said the great demand for tinned salmon and lobster came principally from England. The salmon was labeled either Sockeye or Cohoes, according to the quality. If it was not so good it was not labeled at all. The salmon was cooked twice, so that it was quite ready for eating when it was turned out of the tin.

His Lordship—For salmon mayonnaise, I suppose? (Laughter.)

Witness agreed it might be used in that way. Owing to the number of covers of the glass jars that got shifted in transit the patent had dropped out, and no fish was put up now except in tins. He said Messrs. Wurzburg told him that the plaintiff bank by their harsh and arbitrary conduct had broken him up.

TELEGRAPH OPERATOR'S JOKE.

In Fun He Sent a Cable Message to Emperor Napoleon.

"The story of Billy Holtham's costly joke illustrates that the laugh is not always on the side of the joker," said W. B. Bassett, an old time telegraph operator to a reporter of the Kansas City Star.

"The incident occurred a short time after the civil war, when Holtham was assistant operator in Denver, Colo. In those days two operators did all the work of the Denver office. Holtham opened the office one morning, took the daily paper and began reading about the war between Germany and France. All at once the desire to perpetrate a practical joke seized upon him: Taking the pencil from his pocket he indited the following cablegram upon one of the office blanks:

"To the Emperor Napoleon, Garden of the Tuilleries, Paris: Colorado will not accede accession of Germany to France. Please let Bohemia alone. Gov. Gilpin or any other man."

"Holtham called up Omaha and sent the cablegram to the man on duty there, just as he would have sent a bona fide cablegram.

"Omaha was the repeating office for all Eastern business. Holtham then tore up his copy and threw the remains in the waste-paper basket. Then he sat down and laughed. He supposed the man on duty in Omaha would, of course see the joke and after laughing himself over it would throw his copy into the waste basket. But the Omaha operator was a man who took everything seriously and hanging the cablegram on the New York hook thought nothing more about it.

"This happened about the middle of the month and nothing more was heard of the fateful cablegram until about the middle of the following month when Mr. Woodward, the Denver manager of the Western Union office, received the following message from the secretary of the cable company in New York:

Please come down with the dust.

Woodward scratched his head, but could not solve the enigma and replied:

"Don't understand your message about dust. Please explain."

"In due time an answer was received, saying:

"Your cablegram to Emperor Napoleon, Garden of the Tuilleries, Paris France, signed Governor Gilpin or any other man, $187.50 in gold, please remit."

"At this juncture Billy Holtham stepped in and pushing the message toward him Woodward remarked:

"What do you suppose that New York idiot means by that?"

"Holtham read it, and turning pale, blurted out: 'Why, I sent that thing to Omaha as a joke, supposing the man receiving it there would see the point and throw his copy into the waste basket as I did when mine

"'Joke,' replied Woodward, angrily. 'Do you understand that gold is now worth just two to one and the cost of your little joke is $375?'

"Manager Woodward wrote a letter to the cable authorities explaining the matter to them and asking that the cablegram be cancelled, but they were inexorable and demanded payment in full. At that time cablegrams were enormously high and payable in gold at that. The result was that poor Holtham had to make the amount good and the telegraph company permitted him to pay $50 a month until the whole sum was paid. Fortunately operators were then paid $125 a month salary and it war not as hard upon Holtham to liquidate the obligation as it would be upon a telegraph operator at the present day, with salaries so greatly reduced.

"The late Edward Rosewater, who was manager of the Western Union office at Omaha when the incident took place, secured copies of the cablegram and of all the correspondence relating thereto and put the whole thing in a frame and it is no doubt somewhere among his collection of telegraphic curiosities."

DEATH OF THE SMALLEST MAN.

Four Inches Shorter Than Tom Thumb —Lived 5634 Years.

Reese Wiggles, who declared that he was the smallest man in the world, died at a retreat near Wilkesbane, Pa., on November 10, aged 53 years. He was but thirty-seven inches tall, four inches shorter than Gen. Tom Thumb.

Wiggles was born in Wales and in his youth was exhibited a great deal. He had stood on the same platform with Gen. Tom Thumb in Wales and was exhibited alone in this country. His last appearance was at the Bloomsburg fair, a short time ago. He has been looked after for the last twenty-five years by William H. Thomas of Plymouth, his parents having died when he was quite young.

SIR EDWARD REED DEAD.

London, Nov. 30.—Sir Edward J. Reed, formerly chief constructor of the British navy, is dead. He was born in 1830.

The Chehalis Cases.—The appeal from the finding of Mr. Justice Morrison as to how the civil actions arising from the Chehalis disaster shall be tried will be heard in the Full court in Victoria on January 6. Mr. Justice Morrison decided that the consolidated trials should be held before a judge assisted by two assessors. Mr. Bowser is appealing for a jury.

SERIOUS SITUATION IS RELIEVED BY C.P.R.

Coal Is Rushed From Fort William to Places on the Prairie

Ottawa, Nov. 30.—(Special.)—In the House today, Hon. R. Lemieux, minister of labor, announced that yesterday he had sent a telegram to Sir Thomas Shaughnessy, president of the Canadian Pacific Railway company, stating that he was informed that a coal famine existed at Bladworth, Sask., and that no coal was available at Lethbridge. He asked if it would be possible for the C. P. R. to send immediately, by special train, coal to Bladworth and other places in the same situation as condition of things was very serious.

Sir Thomas replied that even if the mission of Premier Rutherford and Deputy Minister King to John Mitchell at St. Paul were successful, it would be some days before Lethbridge could furnish any quantity of coal. In the meantime the provincial authorities and Vice President Whyte would co-operate with a view to preventing any suffering for want of fuel. The C. P. R. was drawing upon its own coal supply at Fort William and forwarding rapidly to different points. Since the end of September the C. P. R. had put every available car into the coal traffic even at a risk of delaying grain shipments. Had not this been done there would have been a famine.

NEW SUPERINTENDENT OF ORDNANCE STORES

Capt. W. F. C. Sullivan Relieves Col. A. W. Jones, Who Retires

After twenty years' service as a staff-officer in the Canadian military service, Col. A. W. Jones has retired, being succeeded in charge of the Army Ordnance Corps and Army Service Corps at this station by Capt. W. F. C. Sullivan, who has arrived here and taken up his work at Work Point barracks. Capt. Sullivan comes from Quebec, where he was attached to the garrison of the Citadel. For two decades, Col. Jones had been a staff-officer at Victoria, being district paymaster, superintendent of ordnance stores, and in charge of the army service corps. He took over the stores of the Imperial garrison in 1903, when the Work Point garrison and the Esquimalt defences were acquired by Canada from the Imperial government.

The garrison at Work point is weak at present, having not much more than a third of its complement. There is a total strength at present of 105 men. Forty additional artillerymen are expected shortly from Quebec. At present there is hardly more than sufficient strength to take care of the ordnance of the garrison.

USES OF SAWDUST.

Too Valuable Now to Be Put to the Uses It Once Served.

Many are the uses of sawdust. In the days when the sawdust wagon made its lumbering rounds through the streets of most large cities, two commercial uses of sawdust were to sprinkle floors and to shelter lead pipes from cold and glass bottles from breakage.

Nearly every sawmill was a vat for the sawdust, and it was carried away free by anyone who had any use for it. In this era of the use of by-products, sawdust has a commercial value. It is no longer given away, but is sold.

One of the recent uses of sawdust is its distillation, resulting in acetic acid, wood naphtha, wood alcohol and tar. Sawdust may also be burned in special furnaces or mixed with other material for fuel.

Sawdust, when saturated with chemicals, can be effectively used in the manufacture of explosives, but it is more particularly in demand in papermaking than for any other purpose. Such a thing as sawdust on the floor of a room as a substitute for a rug or carpet is now practically unknown. Sawdust has joined sand in this respect.

Cotton felt has been substituted for sawdust as a non-conductor of cold in winter. Gas can be made from sawdust. It is also used for briquettes, i. e., blocks of compressed sawdust and wood chips burned for fuel. Even in the protection of glass-ware against breakage sawdust has been superseded by excelsior, sawdust being regarded as too valuable for such use.

LIVED 103 YEARS.

St. Thomas, Ont., Nov. 30.—Archibald McTaggart, one of the oldest and best known settlers in Elgin county, is dead, aged 103 years. He came to Canada from Scotland in 1842.

DECLARES HE SHOWS WISDOM AND DIGNITY

Outlook, London, England, Approves Stand Taken by Premier McBride

The Outlook, London, England, prints the following unbiassed view of Premier McBride's stand at the recent conference at Ottawa, contrasting the present state of affairs in Canada and Australia:

"The conference of Canadian Premiers assembled to discuss the financial relations of the central government and the various states, came to an end last week. Sir Wilfrid Laurier's desire for a unanimous decision on the necessary amendment of the Confederation act has been defeated by the action of the Premier of British Columbia, but with that exception a general scheme of financial readjustment has been agreed upon. This province for a per capita allowance to each province of eighty cents, to be calculated on the decennial census, and a further allowance of twenty cents a head for the administration of justice, an arrangement which will increase the burden of the Dominion government by more than £600,000. British Columbia was, however, to be allowed an additional claim owing to the physical difficulties confronting its development and its distance from the manufacturing centres of Eastern Canada. Mr. McBride, the Premier, suggested—it seems with reason—that the amount of this claim should be decided by arbitration, but his brethren refused to go beyond an offer of £20,000, which he considered inadequate: It appears, therefore, that before the Imperial authorities are asked to amend the Confederation Act on the lines agreed upon, Mr. McBride will petition Downing street for a larger financial concession to his own province.

Discontented Provinces

"The action of the discontented province in the Canadian family provides an interesting contrast with a similar disagreement in Australia. In Canada the federal authority has been supreme for nearly forty years, and holds undisputed sway in all essentials of policy over the several states. The Commonwealth, on the other hand, is barely five years old, and the hand of every state is against the federal government. Western Australia, which refused to send its representative to the conference of Premiers, has indeed gone so far as to pass resolutions in favor of secession from the Commonwealth in both her local houses of parliament. Due nominally to the refusal of the federal government to sanction her proposal for the construction of a trans-continental railway, the action is probably calculated, as in Canada, on a basis of population. Western Australia has at present a customs revenue, it is stated, nearly ten times as large per head of population as any other state, and she can, therefore, not unjustly advance a claim for special treatment.

Dignified Procedure of B. C.

"Her present behavior is, however, puerile. Her connection with the Commonwealth can only be severed by the Imperial parliament which sealed it, and resolutions such as she is passing now are simply resolutions in the air. Separation, if she really desired it, could not be achieved except by a difficult and protracted campaign of petition and argument, which would not be likely for many years to secure the attention of a British government. Neither we nor the federal authority in Australia will at present be much disposed to regard her firework resolutions with any degree of seriousness; but they are nevertheless instructive as compared with the wiser and more dignified procedure of British Columbia. She is not alone among the states of the Commonwealth in her tendency to a narrow and anti