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CHARGING THE CROWD

Charging The Crowd

Cavalrymen Use Their Sabres on the Rioters in Albany Streets.

Crowd Attacks Non-Union Men in Spite of the Guard of Soldiers.

Albany, May 15.—So serious is the situation here tonight over the Traction Company strike...

As long as the Traction Company does not attempt to move cars or bring non-union men, the crowds on the streets remain good natured...

Anticipating an attempt to move the cars in Troy, Maj.-Gen. Roe has ordered the 23rd, 14th and 49th regiments of Brooklyn, Troop C of Brooklyn, the Second Signal Corps, the 17th Separate company and the Third Battery...

The mob and militia closed in combat late this afternoon, but by the accident of fortune there was no serious casualties. It was the introduction of more non-union men to take the places of striking traction employees...

Seventy-five non-union men reached the Union depot shortly before six, and their delivery at Quail street barn, one and a half miles away, was a daily order cavalry escort with mob resistance in almost every block.

Frenzied men in countless numbers swarmed through the police lines, urged around the cavalry men and fought to get at the crowd of non-union men inside the circle of galloping horses. The rays of the setting sun gave a lurid glow to the sabres, but the loud blades wielded by forbearing hands descended in serious blows.

At five o'clock the Third Signal Corps, mounted and armed as cavalrymen, swung down through the city and formed on Broadway just south of the depot. There were solid columns in front and rear and both flanks were closed in. As they rested they formed a phalanx, but later when a charge was forward their lines were depressed by the onslaught of the crowd until an oval was the shape of the outer line.

Suddenly a side door of the depot was thrown open and the alleyway towards the waiting teams stretched the non-union men. There was scarcely a sound, and for a moment no demonstration. It got their first view of the crowd. They stood in blanched faces and shifting eyes and stronger still in the way they crouched when they climbed into the awkward wagons that waited to carry them on the wildest ride they will ever know.

The police threw themselves across the solid phalanx, but they were swept over them and took up the chase. Ahead were thousands more, and with no fear for horses' heels or blades of steel, they closed in around the cavalrymen. The fighting, swirling crowd caught one cavalryman and swung him out of line. He beat himself free with the back of his hand and went galloping on into line. Then came a volley of bricks, and three of the strike-breakers fled from the rear wagon; they were surrendering to men more desperate than they. The flying column held its way and dashed into State street for the run up the hill past the Capital. Here the crowd was as dense and desperate

STOPPED THE CARS

Stopped The Cars

Attempt to Run Electric Trams in Albany Foiled by Strikers.

Company is Determined and Troops Are Called to the Spot.

Albany, N. Y., May 14.—When night closed over Albany it sent thousands of weary men to their homes, but those who were not were replaced by as many more who took up the vigil to prevent the United Traction men from running their electric cars with non-union men. The darkness brought some confidence that there would be an attempt before morning to move cars, for the two attempts made in broad daylight had brought bloodshed and riot on such a scale that the local police, aided by scores of deputies and hired Pinkerton men, had been unable to successfully compete with them.

One man lies in a hospital, wounded almost to death, one of the two cars the company attempted to run lies in the gutter of a street not two blocks from the car house, wrecked, and the trolley wires are cut, practically across the road. Near the car houses are thousands of men, women and children wrought up to a pitch of frenzy that looks like the doors of the car house would let out another mob.

Inside the car house, afraid to even look out of the grated windows, are about seventy men, some of whom the company expects to use in running the cars. Early this morning there were about 120 of a riot of stones, and the crowd was present purely as sight-seers and to cheer the strikers. The company brought back from the first attempt to run the cars, and urged on by the strikers, the American and Canadian men had deserted and joined the ranks of the strikers. The men claim that they were mistreated and misapprehension, and that they supposed they were going to Philadelphia. They were taken by ferry to Jersey City, and then left for Newark, N. J., on the Pennsylvania railroad. Some of them believed that they were being gassed on the Albany and Schenectady railway.

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General Oliver said tonight that he had every reason to believe that Major Gen. Roe was handling strike matters with excellent judgment. He said he had no objection to Albany being a free city, but he would not have it a hotbed of lawlessness. He will leave at 8 a.m. tomorrow. The two wrecked cars that have lain on Quail street for two days were first tonight and the picket line was drawn in. An alarm was sent in and the chemical engine quickly put the fire out.

GOVERNMENT TO SELL WHISKY

Methodist Conference Thinks It Would be a Step Towards Prohibition.

From Our Own Correspondent. Nelson, B. C., May 14.—Consideration of the temperance question was the chief business today of the Methodist conference. Regarding government control and management of the liquor traffic, a resolution was passed reciting that government management of the traffic would be appreciated as a step leading toward prohibition, as it was believed the introduction of such a system would eliminate the monetary interest in the traffic and do away with the treating system; thus bringing about a great decrease in the consumption of liquor.

In taking this course, however, the conference made it clear that it was not retreating from its former position in favor of total prohibition, by reaffirming its resolution of loyalty to prohibitory enactments. The temperance resolutions covered a wide field, calling upon all Methodist circuits to cooperate with the various temperance societies of the province protesting against newspapers running salacious advertisements for a cigarette trade and the cigarette habit. A motion was passed asking that the next Methodist general conference of Canada be held in Winnipeg.

The report of the educational committee, asking that Revs. G. K. Bradshaw, W. G. Johns, Robert Hughes, and D. W. Scott be permitted to attend college, was unanimously adopted. The conference is calling upon all sister conferences to unite for the publication of a universal Methodist hymn book to be used by all the Methodist churches of the world.

GENEROUS PRAISE FROM GASELE

Generous Praise From Gasele

British Commander at Peking Says Nice Things About Foreigners.

Chinese Make Appeal For Mercy Saying the Country is Impoverished.

London, May 14.—A despatch from General Gasele, the British commander at Peking, reviewing the operations in China from August to January 1900, has been gazetted. "I wish to take this opportunity," he said, "to record my appreciation of the assistance rendered by some of the foreign officers with whom the British have been associated by the Chinese government. This contingent has been more loyal and energetic than any other I have met. They have shown a high sense of duty and a willingness to sacrifice their lives for the cause of their country. I have no doubt that they will be remembered with respect and admiration by the British people."

General Gasele also mentioned the generous and friendly spirit of the Chinese people, who, despite the hardships of the war, showed a willingness to cooperate with the foreign forces. He noted that the Chinese government had made a strong appeal for mercy, citing the country's impoverished state and the devastation caused by the war.

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ACQUITTED

Acquitted

Indian Accused of Attempted Murder Set at Liberty.

Nanaimo, May 14.—(Special.)—Judge Harrison today dismissed the case against the Indian, Jimmy Jim, accused of attempting to murder the postmaster at Quatsino a month ago. The Indian was brought to trial here this afternoon, and the evidence showed the Indian was not to blame. Judge Harrison lectured the defendant on putting the country to such expense over the matter.

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RAILWAY SUBSIDIES

Railway Subsidies

British Columbia Does Not Get a Single Cent From Ottawa.

Commons Approve Increased Grant to the Franco-Canadian Line.

From Our Own Correspondent. Ottawa, May 14.—The house made splendid progress in supply on the railway subsidies down tonight. The total to be voted is \$3,462,472, of which Ontario gets \$1,520,000, Quebec \$765,472, New Brunswick \$307,000, Nova Scotia \$356,500, Manitoba \$112,000. British Columbia does not get one cent. The house this morning rejected by a vote of 66 to 37 an amendment of Mr. Clarke's to the alien labor law, authorizing a police magistrate to hear cases under the act.

Both sides approved an increased subsidy to the Franco-Canadian steamship line. Sir Richard Cartwright said that after the session negotiations were looking to be held with the French authorities for greater concessions for Canadian products in the markets of France. There was a lengthy discussion on the million-dollar loan to Montreal harbor, both parties agreeing that every effort should be made to divert United States trade to Canadian channels. It is reported that Charles Tupper cleared a hundred thousand dollars yesterday, selling his shares in Northern Pacific, which he purchased four months ago. Messrs. Borden and Monk address a great mass meeting at Toronto on Monday night. S. A. D. Bertrand, a prominent Manitoban, has been appointed superintendent of works in the Yukon, with a salary of \$5,000.

INTERNATIONAL CONVENTION. Hotel Employees and Bar Tenders Meeting at St. Louis. St. Louis, Mo., May 14.—Delegates to the annual meeting of the International Association of Hotel Employees and Bar Tenders met today at the convention of the National Association of Hotel Employees and Bar Tenders, which met in this city for a four days' session. Routine business occupied the time of today's session.

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DAY BILL

Day Bill

Premier Assent Will be Given Before the Twenty Fourth of May.

Premier Doubts If Government Can Interfere Against Montgomery Memorial.

From Our Own Correspondent. Ottawa, May 15.—The Bell Telephone Company, realizing that public opinion is against it, has withdrawn its bill asking for an increase of capital. Sir Wilfrid Laurier announced today that steps will be taken to have the royal assent to the Victoria Day bill, which was passed by the House of Commons on May 24. Sir Wilfrid Laurier stated that a protest had been received from the United Empire Loyalists Association against the erection of a monument to Montgomery in Quebec. If the municipality of Quebec allowed the erection of the monument on its own grounds he doubted if the government could interpose. Mr. Clarke was informed by Hon. Dr. Borden that there had been no undue delay in connection with the long service decoration and medal granted to Canadian militia. The Premier said the government still holds the view that the erection of a monument to Montgomery in Quebec is a matter for the municipality of Quebec to decide. The Senate dropped the Cook inquiry today.

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COAL

Coal

U. S. Company Seeking Now in Switzerland.

London, May 14.—The Daily Mail publishes the following despatch from Geneva: "Owing to the fact that the German coal merchants are raising the price of coal, the Swiss coal manufacturers have accepted an offer of the Rockefeller Coal Company to supply coal at the price at which the Germans formerly supplied it."

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TO RETIRE

To Retire

Mr. Beatty to Give Up Seat in Ontario Legislature.

Toronto, May 14.—(Special.)—W. R. Beatty, M. P. for Parry Sound, intends to retire from the legislature at the end of the present parliament. Mr. Beatty has been appointed manager of a large hotel in Nova Scotia, and is expected to take up his residence in that province.

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The Bill Will Pass

Manitoba Railway Measure Will be Ratified by House of Commons.

Member for L'Islet Has Been Formally Appointed to the Senate.

From Our Own Correspondent. Ottawa, May 13.—The house was in committee all day on the bill to ratify the Manitoba railway deal.

An order in council has been passed appointing to the Senate Mr. Arthur M. Deane, M. P. for L'Islet.

Hon. David Mills goes to England next month to represent Canada at the Imperial conference to consider the proposed reorganization of the judicial committee of the Privy Council.

The Canadian in South Africa are forming a Canadian society for mutual assistance.

The Governor-General and suite visit the Maritime provinces on an extended tour next month.

The parliamentary contingent to Quebec returned today this morning and report a delightful trip.

WANT A REDUCTION. Chinese Astonished at Amount of Indemnity Asked.

London, May 14.—Dr. Morrison, writing to the Times from Peking, May 10, says: "The Chinese plenipotentiaries are drafting a reply to the ministers of the powers, expressing astonishment at the amount of indemnity demanded, and urging a reduction of the same."

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SMALLPOX. Four Cases Discovered in a Winnipeg House—Steamer in Quarantine.

Winnipeg, Man., May 13.—(Special)—Four cases of smallpox were discovered in the residence of a family named Gillespie on Saturday night. The victims have been removed to the pest house.

Montreal, May 13.—(Special)—The Elder-Dempster's steamship Lake Superior is quarantined at Grosse Ile, smallpox on board, one of the steerage passengers being the victim. There are twenty-two Canadian troops among the second cabin passengers.

MRS. MCKINLEY ILL. The President Deceased by His Wife's Sickness.

San Francisco, May 13.—President McKinley returned late this afternoon from San Jose to the bedside of his wife, at the Hotel Windsor, where she has remained until tomorrow. If Mrs. McKinley's condition shall be favorable tomorrow, the President will verify out the arranged programme with some curtailment.

Archbishop of Ontario Dead

After Long Illness Dies at Sea On His Way to England.

London, May 13.—Archbishop Lewis of Ontario, died on May 4 on board the Atlantic Transport line steamer Penelope. He had embarked, seriously ill, as the result of pneumonia, and had intended to stay in London a short time and proceed to Egypt. He was accompanied by his wife and a trained nurse. During the night of May 3 he sank rapidly. He died at 4 o'clock the next morning. The body was embalmed and taken to his residence here.

The Most Rev. John Travers Lewis, archbishop of Ontario and (until he resigned the position a short time ago) metropolitan of Canada, was born at Garryville, Ontario, on June 20, 1825, his father being Rev. John Lewis, curate of St. Anne's, Shandon. After attending school in York, he entered Trinity College, Dublin, gaining the Trinity College, Dublin, the first prize in the First Hebrew prize. In 1848 he graduated as senior moderator and gold medalist in classics, his university city course being distinguished by mathematical studies and classics. He was ordained deacon in Christ Church College, Oxford, in July 1848, and as priest the following year. His first curacy was at Newtonbutler, in the North of Ireland, where he remained a year, and then came to Toronto, Canada, where his family had already preceded. On his arrival he was appointed curate of St. James' parish, Toronto, and in 1854 became rector of St. Peter's, Brockville. On the division of the diocese of Toronto, Dr. Lewis was elected missionary to the north, and in 1862, by the death of the Bishop of Fredericton, the office of metropolitan became vacant, and by the vote of the House of Bishops, assembled at Montreal, on June 25, 1862, he was elevated to the dignity of metropolitan of Canada, and the following year was made archbishop. This position he held till a short time ago, when through failing health, he resigned, and Archbishop Bond of Montreal was elected in his stead.

Archbishop Lewis at the time was very ill in New York, but recovered, it was thought, sufficiently to make the trip to England, and the despatches state, however, he died at sea.

Archbishop Lewis held a very high position in the clergy of the Church of England, not only in Canada, but in the Empire. An eminently scholarly man, he was the author of many published lectures, and his articles in various religious publications.

He was the originator and promoter of the celebrated Lambeth conference of the bishops of the Anglican communion, and was also mainly instrumental in inducing the British Association to hold its annual meeting in Canada, at Montreal, in 1884.

In 1885 the Governor-General in Council presented him with a bronze tablet in commemoration of his services in inducing the British Association to hold its annual meeting in Canada, at Montreal, in 1884.

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The Business Of the City

Many Matters Passed on by the City Council Last Night.

Their Visit to Seattle Causes the Aldermen to Open Their Eyes.

Good humor was the chief characteristic of the council meeting last night, and the late outing of the city fathers to the neighboring burg of Seattle was advanced as accounting for the happy frame of mind of one and all; even the erstwhile sober countenance of the philosophical chairman of the park committee was wreathed in smiles. But if Alderman Yates is correct it would do most Victorians a word of good if they too would visit Seattle and see for themselves what their neighbors are doing.

Taking up the business of the evening this went to a communication read from the Deputy Provincial Secretary acknowledging the receipt of a letter from the council re a new bridge at Point Elliot, making an appointment for a meeting between the mayor and council, and the members of the executive committee.

Ald. Yates said that the matter was of such importance that it would be advisable to have a written report of the proceedings, and was sent to the citizens ought to know about it. Ald. Yates' idea was accepted and a written report will be handed to the council.

A. T. Goward wrote in connection with Point Elliot bridge, and into that in order to permit of heavy cars being allowed to run over the bridge that certain alterations should be made, and work done, in consideration of which they were to get a certificate as to the safety of the bridge. This work had been done, and the company wished to secure the certificate.

This went to the finance committee for a report.

J. G. O'Connell complained of the draining of sewage on to private property on Esplanade Street, and requested that the city engineer be asked to look into the matter and report.

The last report also objected to certain property owners in the same locality fencing in certain property. The same city official will also look into this.

C. Dubois Mason made the complaint that for fifteen years he had lived on Amphion street, and had been unable to get a supply of city water. It was impossible to get a tenant for the property in its present condition. Laid on the table.

C. N. Cameron presented an opportunity of visiting the splendid resort, at great expense established. The supply of water from a mountain stream 25 miles distant, conveyed to the city by electric power and delivered to a high level reservoir, which by a triple pump machinery, operated by a turbine, is raised to the pressure of 100 feet. It is a really a fine piece of engineering, and the water is of the highest quality. The city engineer will look into the matter.

Ald. Yates suggested that a committee be appointed to look into the matter of the proposed new bridge at Point Elliot, and to report to the council.

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Up-to-Date Styles at THE WEAVER BROS.

Our first consignment of Fall Goods in the Upholstering, Drapery and Curtains line are now on sale, and we can only say that for coloring, artistic effect and value we have surpassed ourselves in these last purchases.

Latest Novelties From Paris, Berlin, London

paired and relet, and a new tenant was to start a business there. The proper official will look into this.

BY-LAWS. The revenue by-law was read a third time, and passed, likewise the Barber's Sunday closing by-law.

The council then went into committee on the Mendis street widening by-law, and after a long and interesting discussion, the matter was referred to the committee on the subject of the widening of Mendis street.

OVERDRAW CHECK. Authorities Condemn Its Use on Horses.

From Montreal Gazette. Dr. D. McEachern, F. R. C. V. S., principal of the Veterinary College, Montreal, in his opening address to the Society of Comparative Psychology, speaking of the horse, said: "Never cause pain or discomfort by the use of unnecessary restraints, such as the overdraw check, which is a disgrace to modern civilization and neither useful nor necessary in more than one case in a thousand."

And in a letter he states that he favors its abolition, on the ground that it is not only a disgrace, but a cruelty, and that it is a relic of a barbarous age.

Dr. Fleming, late chief veterinary surgeon of the British army, gives the following reasons why it should be abolished: "It wears the head and neck of the horse by the constrained unnatural position in which they are fixed. It spoils the appearance of the horse and largely increases the public and private expenses. The long continued pressure on the lower jaw tends to give the animal a heavy mouth, and therefore renders it less obedient to the driver's rein. It does not prevent stumbling, but on the contrary predisposes the animal to do so. It causes a large portion of the horse's power to be lost, from the animal being unable to get his head and neck down, and thus to stretch the weight of his body into the collar. The powerful muscles which pull forward the shoulders are thereby rendered inefficient, and the horse is unable to exert his full power. 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Position Regarding "What happened at that interview?" asked Mr. Mills.

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Visit of Duke of- ill.

(Special)—A horse- innkeeper during the Duchess of Corn-

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D RUSSIA.

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(Special)—John- of the Picton- 7th Bn.

3.—(Special)—

his son, residing- was to be in- to be done. She will- rock when that- manence is blown- shortly.

The Evidence

Not Finished

Hearing the Lengthy Macdonell Case Still Continues in Police Court.

Cox Re-Examined and the Defendant is Put in the Box.

The preliminary hearing in Rex v. Macdonell was continued in the late police court last night before Justices Pearson and McClellan. Mr. Mills renewed the combat by asking that Miss Cox's evidence be read in the presence of his client, John Cox. Mr. Duff moved to have Cox excluded during the discussion of Mr. Mills' argument. Mr. Mills then proceeded to argue Cox's right to be present. Mr. Duff asked that, in the event of Cox's consent to remain in court, he would consent to Cox remaining in court. Mr. Mills said he proposed recalling Cox. He waived his right to read Miss Cox's evidence. He had in fact recalled Cox as Mr. Duff had introduced new material on the cross-examination of Miss Cox. He claimed his right to recall Cox, and would take out a mandamus if necessary. Mr. Duff explained that he had introduced several letters that the cross-examination because he could not get Cox to acknowledge that he had been in the room when under cross-examination. He (Mr. Duff) had had no other choice than to introduce those letters through his daughter. He held that Mr. Mills had no right to recall Cox. He ridiculed Mr. Mills' threat of a mandamus. Counsel continued to wrangle over the point and exchange personalities for some time. Finally the court decided that Cox might be re-examined strictly on the new matter.

John Cox was sworn. Referring to a letter from Macdonell to Fullerton of January 2, 1897, Mr. Mills asked witness if he remembered going to Vancouver early in 1897 to see Mr. Macdonell. Cox said he did. He went at the end of 1896 or the beginning of 1897, and saw Mr. Macdonell at his office.

"What happened at that interview?" asked Mr. Mills.

Mr. Duff objected that the matter had been fully brought out in cross-examination.

Mr. Mills repeated his question.

Cox said he went to Vancouver and went to Macdonell's office and intro- duced himself to Macdonell. He told Macdonell that he was a witness for Victoria, and that he knew the cause of the bridge accident. Macdonell said he didn't want to hear any evidence from him, but when the trial opened he expected Cox would tell the truth about the bridge accident. Macdonell asked him if he was a Mason, to which he replied that he was not, but he was a Forester. Macdonell said that didn't matter. He wouldn't mind paying him \$2,000 or \$3,000 if he could get the case (case) won for the plaintiff. That was all that was said. Witness then left for home.

Cross-examined by Mr. Duff—Cox's son, wrote a letter to Macdonell, saying he (Cox) was entitled to \$5,000 for his services as a witness. He considered Macdonell owed him that amount, but was not gentleman enough to pay it. He didn't mean to say, in his former evidence that Macdonell owed him \$3,000. That was not all. That was about the \$2,400. He did not recollect having received \$300 in June when questioned about it. His daughter told him about it. She told him a letter came to him from Macdonell with a \$100 bill in it, and a message stating it was for witness fees in the Patterson case. He would not be surprised to hear that his daughter had denied having any conversation with him on the subject.

Miss Cox's evidence was referred to in which she said she did not remember such a conversation.

Cox continuing, said the spoke of his daughter about the letter the night of the day on which he had given his evidence in this case. Cox denied having dis- cussed the evidence with Mr. Mills. The matter may have come when he was out of town. Didn't think his daughter opened it.

Witness' former statement with regard to the letter and said it was correct, although it was a contradiction of his later evidence respecting the same matter. He did not tell Macdonell about bor- rowing the bridge. Mr. Mills asked him to go to Cariboo. Macdonell didn't say anything about winning the case. He said: "If the case goes in favor of the plaintiff I won't have to pay you \$2,000 or \$3,000, and your expenses."

He was positive those were his words. He did not swear to that. He said he was positive those were his words. Biggar and Fullerton about the case. Three of them came to him. They talked about his expenses for staying in Victoria. He was asked that they would pay me \$50. Couldn't say which one. They were all in the same mess. They gave him \$50 to go and see Macdonell. Mrs. Lang wrote the other—did not remember at what rate—think it was \$3 a day. That's what I was getting. I only wrote one letter to Macdonell—his daughter wrote the other letters. He did not ask her to write him about the \$2,000 or \$3,000. He took upon that offer to give her \$50. He did cause a letter to be written to Macdonell asking \$5,000 or \$6,000. He wrote on the 4th of March that he had not received his expenses, but \$50 from Jackson and \$150 from Fullerton. The only promise Macdonell ever made him was that he would pay him \$50. Mr. Mills read a letter from Macdonell in which he was promised to indemnify Cox for his loss of time.

Re-examined by Mr. Mills—"The committee" did not show him any document, Jackson gave him \$50.

Mrs. Bowness Johnston, sworn and examined by Mr. Mills—Belonged to the "combine." Was present at the com- bination. Was present at the Patterson and the Lang cases, as test cases, against the city. Meetings were held principally at her house, on Mendocino street. Mr. Macdonell said he would go to London to appear before the Privy Council for his fees. Hon. Ed. Blinke was to receive

An Unbiased Opinion

Visitor's Impressions of Vancouver Island and B.C. Generally.

Mr. F. W. Thompson, general manager of the W. W. Ogilvie Milling Company, the largest private milling company in the world, having a daily capacity of about 10,000 barrels of flour, is on a brief business visit to the Coast. Seen at the Driard by a Colonist man, Mr. Thompson said he was greatly impressed with the progress made in and about Victoria since his last visit, five years ago. The industrial and business improvements generally marked and he finds business generally much better than he expected. The Northern trade, while it has not reached its maximum, yet promises to be fully as large as last year.

"I think," said Mr. Thompson, "there is a wonderful future for the whole of British Columbia. It is optimistic, but I am fully of the opinion, from my intimate knowledge of that portion of the Province from the Fraser to the Great Lakes to the Pacific Coast, that there will be a population in less than 25 years as large as the present population of the British Columbia provin- ada. You have wonderful resources on this magnificent island of Vancouver, which are only waiting development. When we consider the climate, the Dominion from Port Arthur in the east, to Calgary, in the West, and the distance of nearly 1,300 miles, an extension nearly north to about 250 miles, in a fertile belt imports all the fruit consumed in the Dominion, and the agricultural lands and superb climatic conditions for fruit raising, you should not supply all that vast portion of Canada known as the Great West. The fact in view, I had the pleasure of discussing with Hon. Mr. Turner the great importance of making a suitable exhibit of British Columbia at the Winnipeg Industrial exhibition this coming season. As president of the Exhibition Association, I am anxious for every opportunity should be afforded for a suitable display, there being now a beautiful building which was erected especially for the purpose. I am specially interested in bringing about a suitable display of your various products, which are of the highest quality. If they are properly packed to compete successfully against United States fruit, large quantities of which are shipped to the West Coast from the Northwest. Mining is very good in its way, and its 'potance' cannot be over-estimated, but you are equally valuable resources, why not develop them?"

Asked to talk to the progress and prospects of Manitoba and the Territories, Mr. Thompson said:

"The present season opens most favorably. The wheat crop is the best wheat that ever before. I estimate the present increase at fully 15 per cent. The ground is in the best condition at this season of the year, and the yield at harvest time with a normal yield Manitoba and the Territories will have at least 20 per cent. more than the present. Manitoba grows the best wheat in the world, and our celebrated brands—'Hudson Bay' and 'Glenora'—have never been better commanded. The highest prices in all the leading markets of the world. In fact the demand has so increased under the war, that we are already making extensive additions and enlargements to our various mills. I would just like to say that Ogilvie's flour is quite equal to the best of the world. Our Patent are distinctive brands of flour, which we justly claim, by virtue of the steadily increasing demand, have equalled in the world. Our flour is a business, and hope within a brief period to have Ogilvie's flour establish- ed in the principal Eastern and Western ports. Manitoba grows the best wheat in the world, and our celebrated brands—'Hudson Bay' and 'Glenora'—have never been better commanded. The highest prices in all the leading markets of the world. In fact the demand has so increased under the war, that we are already making extensive additions and enlargements to our various mills. I would just like to say that Ogilvie's flour is quite equal to the best of the world. Our Patent are distinctive brands of flour, which we justly claim, by virtue of the steadily increasing demand, have equalled in the world. Our flour is a business, and hope within a brief period to have Ogilvie's flour establish- ed in the principal Eastern and Western ports.

Mr. Thompson visited all the great flour mills of Europe, and he thinks there is no agricultural country in the world possessing such great possibilities as the Canadian West, and most especially the great wheat states in wheat and flour milling, his opinion is of first importance.

THEIR ANNUAL PARADE.

Lodges of A. O. U. W. March to First Presbyterian Church.

The local lodges of the A. O. U. W. held their annual church parade on Sunday morning, and headed by the City band, marched to the First Presbyterian church, where Rev. Dr. Campbell, pastor of the church, presided. A special sermon, from the text: "Silver and gold have I none, but such as I have give I to thee" (Acts iii, 6). Dr. Campbell said:

"The text teaches us that we can do only what we are able, and give only what we have. The cripple was placed at the gates of the temple because that was the most likely place for him to get alms. The best, I do not say the richest, and most liberal are those who attend the church of God. Those who go to church to observe the first table of the law are the best frame of mind to be neighbor as thyself. Money is very necessary, but money cannot do every thing. It can build houses and churches, but it cannot make skilful physicians and faithful pastors.

"This cripple represents the world as to the needs of the great family of man. We are all dependent on each other as members of one great body, as every leaf of a tree is dependent on every other leaf. It is a negative statement, 'Silver and gold have I none,' is of little interest, for it is of little consequence what man has not, but a positive statement is of great interest, for what a man has is of great importance; but such as I have give I to thee. Do not be a negative, but a positive, in your giving. Make the world feel that you are living for a purpose and it will respect your gift. The purpose of the elevation of character, the relief of distress, the betterment of the world, and the glory of God.

If you say you are nothing and take no body, and no good, the world will take you at your own standard. If you take a back seat, the world will leave you there, for it will concede you are only for a back seat. Be sure you are right, and be a positive and work like Hercules to gain your end, and the world will ad-

Rich Strikes in Noble Five

Last Chance Main Lead Traverses Company's Property From End to End

The recent flurry in Noble Five stock, which caused a rise of several points in that security, was a mystery to the many, but the few who were in the secret knew that the revived confidence in the mine was founded on good and sufficient reason and they hastened to avail themselves of the opportunity to purchase large blocks of stock at favorable prices.

In March the miners of the Noble Five, who had been patiently working their way toward the discovery, struck the main ledge of the famous Last Chance, which is now known, traverses the Noble Five property for its entire length. This fact had long been the confident belief of the manager, Mr. George B. McDonald, but it then became a certainty much to the satisfaction of that gentleman and all concerned. Since the discovery of the continuation of the Last Chance ledge, all efforts have been made to carry out the plan, but in this they have been somewhat handicapped, as it is only through the courtesy of the Last Chance management that they have been able to utilize their good luck. The management of the Last Chance have been so anxious to allow the Noble Five miners to strike the main ledge to develop their find—a case almost unparalleled in the history of mining. While this concession has enabled the Noble Five to strike the main ledge and prosecute work upon it, the fact that both gangs of miners are using the same tunnel and the same tracks for their work, has necessitated the management of the Noble Five almost to a standstill. Enough has been done, however, to satisfy the management that they are really in the great Last Chance ledge and that all they have to do is tap it by a tunnel on their own ground. It is proposed to extend the tunnel to the present Noble Five tunnel, 325 feet. This will strike the Last Chance ledge at a depth of 900 feet from the surface, and afford a chance of working it in all directions. The Noble Five have 1,200 feet of this ledge on their property and when it is completed, the mine will be able to produce 1,000 tons of ore per day. It is proposed to extend the tunnel to the present Noble Five tunnel, 325 feet. This will strike the Last Chance ledge at a depth of 900 feet from the surface, and afford a chance of working it in all directions. The Noble Five have 1,200 feet of this ledge on their property and when it is completed, the mine will be able to produce 1,000 tons of ore per day. It is proposed to extend the tunnel to the present Noble Five tunnel, 325 feet. This will strike the Last Chance ledge at a depth of 900 feet from the surface, and afford a chance of working it in all directions. The Noble Five have 1,200 feet of this ledge on their property and when it is completed, the mine will be able to produce 1,000 tons of ore per day.

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FRIDAY, MAY 17, 1901.

Published by

The Colonist Printing & Publishing Company, Limited Liability

No. 27 Broad Street, Victoria B. C.

PERCIVAL R. BROWN, Manager.

THE DAILY COLONIST.

Delivered by carrier at 20c. per week...

THE SEMI-WEEKLY COLONIST

One Year \$1.50
Six Months75
Three Months40

TERMS STRICTLY IN ADVANCE.

NOTICE TO ADVERTISERS.

All new advertisements and changes of advertising to ensure their being inserted...

REWARD

Will be paid for such information as will lead to the conviction of anyone stealing the Colonist from the doors of subscribers.

B. C. AT OTTAWA.

The Times tells us that "if British Columbia has not had one right in the past, she will obtain them now," and it adds: "But they will be obtained through our legitimate representatives at Ottawa, and may not be satisfactory to the present government of British Columbia."

We are quite unable to understand the attitude which our contemporary has chosen to take towards Mr. Dunsmuir for having gone to Ottawa. It seems to think that in so doing he has transgressed some unwritten law. It is strange that no such idea appears to have entered the minds of Sir Wilfrid Laurier and his ministers, that is, if there is any such rule.

The fact should not be overlooked that the people of British Columbia have sent their representatives to Ottawa to assist the government in their work with respect to the railway. These are the federal ministers are in duty bound to listen to the representatives of the province in shaping their policy with regard to this province.

If the terms of the Loan Act are known to the federal authorities and are not acceptable to them, that is, if they are unwilling to assist any railway receiving provincial aid under the terms of that act, it would have been a very simple matter to have taken power from parliament to grant aid to railways in this province and entered into correspondence with the provincial authorities to ascertain if the government would be willing to recommend the special session of the house to alter the terms of that act, so as to meet the wishes of the Ottawa authorities.

The Times connects the failure of the federal authorities to co-operate with the provincial authorities with the alleged disposition of the latter to favor a certain railway company. There is no connection, so we may as well say at once that our contemporary means the

Canadian Pacific. It has no warrant for its insinuation on this head, except rumor; but, on the contrary, has Mr. Dunsmuir's explicit statement, which we quoted a few days ago, that he had not determined to give the Coast-Kootenay railway to any special company, but to the one that would give the province the best bargain.

Mr. Dunsmuir, that is, he is predisposed in favor of the C. P. R., he certainly will not be denied a right to his opinion on the subject. Does the Times know what is the opinion of the Laurier government on this point? Will it say that this option has ever been communicated to the provincial government? Has Sir Wilfrid Laurier ever said to Mr. Dunsmuir that he was prepared to co-operate with the province in securing the Coast-Kootenay road, but only on condition that it should be built by some company other than the C. P. R.?

NO SUBSIDIES.

British Columbia is wholly omitted from the list of railway subsidies which the government asks Parliament to grant. Yet there is not a portion of Canada where there is greater need for railway facilities, or where expedients to secure them would more quickly repay the country.

We await with much interest the ministerial explanation of the disregard to the requirements of this province, if any is vouchsafed. We know in advance what will be said here. We will be told that the fault lies with the provincial government, and that the latter would not meet the Dominion upon any common ground. We think the reply to such an argument is that the Dominion government made no attempt to discover a common ground upon which the two authorities could meet.

If this does not mean that the Liberal members from the province, including the Liberal Senator, blocked the efforts of the provincial government, because they were not approached in a businesslike way, we would like to be told what it does mean. We would like to know what, in the opinion of our contemporary, a businesslike way would have been. But we do not wish to make any point about a mere form of expression.

What seems of more importance is the suggestion that the representatives of the province in Parliament have been playing a game of hide-and-seek with the provincial government. This most certainly ought not to have been the case. Mr. Dunsmuir went to Ottawa as provincial premier, for the purpose of laying before the government certain claims. He might, of course, have consulted the members of Parliament on the subject before going, and we do not know that he did not. But as the subjects were wholly such as related to matters within the purview of the local legislature, there was no reason why he should have done so.

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operate with the province? To abandon generalities, and to come down to specific questions, let us take the case of the proposed railway to Cape Scott. This is one of the lines upon which "our representatives at Ottawa may view the situation with those of the provincial ministers." We have Mr. Ralph Smith's word for it, that he favors the building of that railway at the earliest possible day. We have seen Senator Templeman's paper strongly advocating it. It relieves them of any responsibility in the premises, unless they have practised deception in this matter, which we do not believe. Are we then to understand that Messrs. Maxwell, Morrison and Gallinger have views on this subject which are not in accord with those of the provincial ministers? The Ottawa authorities have not yet announced whether any subsidies are to be given to the other lines embraced in the local government's programme, and therefore we cannot analyze the influences that may be at work in regard to them.

BELLA COOLA.

Our Bella Coola correspondent voices the complaints of the people of that district about mail and freight accommodation. He makes out a case that ought to receive attention. It is too late now to raise any question as to whether it was desirable to encourage settlement in a point so far off the main line of travel as Bella Coola is. The settlement is ought to be regarded as a thing which is to be maintained, and not as a thing which is to be established.

The Public Accounts of Canada for last year contain twenty-five items under the heading "Mail Subsidies and Steamship Subsidies." They total at \$569,831.42. Following is the list:

MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS	
Raddeek Grand Narrows and Iona	3,084.00
Canada and Australia	121,098.67
Canada and China	73,000.00
Gauche Basin and Dalnoise	11,500.00
Canada and Mexico	22,500.00
Great Britain and Canada	189,423.91
Halifax and Newfoundland via Cape Breton	2,000.00
Halifax, St. John's, Newfoundland and Liverpool	4,714.28
Maclean Islands	9,000.00
Montreal, Quebec and Grand Manan	3,213.00
Quebec and Halifax	2,500.00
Pictou and Cheticamp	2,000.00
Pictou, Murray Harbour, Pictou and Montague Bridge	1,200.00
Port Mulgrave, Arichat, Canoe, Geyser and Port Hood	7,847.78
Port Mulgrave, St. Peter's and St. John's	3,983.67
Prince Edward Island and Great Britain	3,500.00
Prince Edward Island and Great Britain	10,000.00
St. John, Dublin and Belfast	6,750.00
St. John and Glasgow	7,500.00
St. John, Halifax and London	89,397.86
St. John, Halifax, West Indies and London	78,000.00
St. John and Halifax via Yarmouth	7,000.00
St. John and West Indies	2,300.00
Victoria and San Francisco	5,000.00
	609,831.42

B. C. AT OTTAWA.

The Times intimates that the reason more has not resulted from the mission of Mr. Dunsmuir to Ottawa is that the Liberal representatives in parliament interfered to prevent anything from being accomplished. We quote: "The fact should not be overlooked that the people of British Columbia have sent their representatives to Ottawa to assist the government in their work with respect to the railway. These are the federal ministers are in duty bound to listen to the representatives of the province in shaping their policy with regard to this province."

If this does not mean that the Liberal members from the province, including the Liberal Senator, blocked the efforts of the provincial government, because they were not approached in a businesslike way, we would like to be told what it does mean. We would like to know what, in the opinion of our contemporary, a businesslike way would have been. But we do not wish to make any point about a mere form of expression.

What seems of more importance is the suggestion that the representatives of the province in Parliament have been playing a game of hide-and-seek with the provincial government. This most certainly ought not to have been the case. Mr. Dunsmuir went to Ottawa as provincial premier, for the purpose of laying before the government certain claims. He might, of course, have consulted the members of Parliament on the subject before going, and we do not know that he did not. But as the subjects were wholly such as related to matters within the purview of the local legislature, there was no reason why he should have done so.

The Times connects the failure of the federal authorities to co-operate with the provincial authorities with the alleged disposition of the latter to favor a certain railway company. There is no connection, so we may as well say at once that our contemporary means the

minion winter and summer, thus placing the island in continuous communication with the Intercolonial railway and the railway system of the Dominion." The votes passed in parliament from year to year show that provision is made for a good service between the island and the mainland as circumstances will permit. It was surely hardly intended that the Dominion should perform impossibilities. The Order-in-Council must be construed in the light of the circumstances to which it applies, but the making of the new agreement implies that the Dominion is to be understood as having promised the impossible, for certainly every effort has been made to establish the communication contemplated. We do not suppose that there will not hereafter be grants for the service between the island and the mainland, and that these will not be increased from year to year as new inventions for dealing with navigation through ice are perfected. The grant looks very much like a bounty to the island. We are sometimes told that the reason why British Columbia gets nothing is that we have so few members in the House of Commons, but Prince Edward Island with one less manager to get its claims recognized. There must be some other explanation.

The Mayor's party, which went to Seattle to see the dredgers work, have come back convinced that the filling up of the James Bay mud flats is a very simple matter. So it is. There is not the slightest difficulty in pumping up material to fill the flats in a very short time, if it is to be found anywhere within a mile. While many people knew this before, it is a good thing that Mayor and the other city dignitaries took the trouble to secure ocular demonstration. They will be able to convince others that the thing can be done, and that it is no very great matter.

Our neighbors across the Strait at Port Angeles have been informed by one of their newspapers that there will be no celebration of May 24 here this year, in commemoration of the city's incorporation. The committee in charge of advertising ought to speedily enlighten the Angelites on this subject.

Mr. Sheldon, who has got rather over his head in many matters, albeit he made every attempt to hit with some of his writings, propounds the question: "Can we have a Christian theatre?" He is good enough to say that he does not know. Before he or any one else attempts to answer such a question it would be well to ascertain what a Christian theatre is. No person of sense will pretend that by having a whesky cabinet organ play "Nearer My God to Thee" behind the scenes while a pantomime of an alleged religious nature goes on in front, as a Christian performance. Such atrocious as "Quo Vadis" can by no possible interpretation be called Christian. Such morbid stuff as is presented in plays like "Human Hearts," "Way Down East," "The Sign of the Cross," etc., although probably they cannot be made for anything else but for a majority of them.

The remarkable thing about the discussion of this matter at all, in the columns of a religious paper like the New York Independent, is that any religious teacher is willing to admit that the stage is anything else than an instrument of evil. Times certainly have changed when an extremist like Mr. Sheldon is prevailed to admit that possibly the theatre may be used for the glory of God. We do not pretend that we have an answer ready for the question, which he propounds, but we feel very sure that the stage is very far from being the fountain of evil, which it has been represented to be by well-meaning people, who really know nothing about it.

THE ALASKAN BOUNDARY. Of itself, the matter mentioned in Col. Prior's question to the Premier relating to the map of Canada exhibited at the Paris Exposition is not very important. It does not make any great difference in the boundary line between this country and Alaska is shown on any particular map, although it is true that the line on the map in question was according to the contention of the United States, somebody is chargeable with great carelessness. The reply of the Premier is of more importance, and we quote it verbatim from the Toronto Globe:

I shall call the attention of my colleagues to the Minister of Agriculture, in the representations which have been made. I may say, however, that in view of the fact that we have received from our law officers, it is very hard to maintain that the boundary runs up the Clarence Channel. The treaty says in so many words that the boundary runs up the Clarence Channel. It is not in dispute in our opinion between the Americans and ourselves as to where that channel is. We claim that it is west of the Pease Inlet. They claim that it is Observatory Inlet. As to endeavoring to have the line run along Clarence Channel, which is a pretension Mr. Bezg has often submitted to me, I do not think anyone will take a reasonable view of the matter can be convinced of the correctness of that pretension. The point on which we and the Americans do not agree is as to what is Pease Inlet. They want to make it run up Observatory Inlet and then to the west, making a bridge of some kind at Point Ellice. Vancouver, on which the treaty of 1825 seems to have been based, namely, that channel of water which runs west of the island.

Persons who are familiar with the maps of British Columbia will see the distinction made by Sir Wilfrid at once. They know that the contention in this province has been that the boundary instead of extending East from the Southern end of Prince of Wales Island, as the United States contends, goes north, as the Treaty of 1825 provides. It is true that the treaty, while stating that the line runs North, also says that it runs up Portland Channel, and it is likewise applied to the canal which now bears it, and to reach it is the necessary to run the line East from the South point of Prince of Wales Island. On the other hand, it is only by running the line North through Clarence Strait that one is able to give effect to the other provisions of the treaty. In his reply to Col. Prior, Sir Wilfrid Laurier brushed what has been called the Canadian contention wholly aside, and has confined the dis-

ussion to the starting point of the Mainland to a very minor thing. He says that the United States authorities want to have the boundary run up Observatory Inlet. This is something decidedly new, that is, if Sir Wilfrid means the Observatory Inlet of the British Columbia maps and the Admiralty charts. His expression "making out that Observatory Inlet is only a small inlet running into the interior" is hardly clear when one refers to the maps. Possibly the reporter did not catch his words correctly; or else he may not have been himself very clear about the geography of the case, as is so often found true of Eastern people when matters relating to this coast are spoken of. The maps show Observatory Inlet to be an arm of the sea running into the interior for nearly forty miles. Possibly the Prime Minister meant Portland Inlet, and if so, his remark is more intelligible. Portland Inlet is the arm of the sea which both Observatory Inlet and Portland Canal are the extensions. It is on the East of Pease Inlet. There is a channel on the West of this island, forming an almost straight line with Portland Canal, and it is up this channel that the Canadian government is contending that the line should run. The only difference between the two contentions if we have correctly stated them, is that under one the United States would own Pease Inlet and Wales Inlet adjoining and under the other Canada would. The two islands are together about twenty-five miles long with a width of about five miles. We do not know what value they possess.

It is thus very clear that what has been regarded in this province as an important portion of the Canadian claim in regard to the boundary has been treated. How it will be possible to define the boundary under the terms of the treaty by starting from the head of Portland Canal, or even by "running up Observatory Inlet and thence to the West," as Sir Wilfrid says the United States want to be, is something which diplomats may be able to do, but surveyors cannot.

Hotel Balmoral Douglas Street Bet. View & Fort. Business Center.

Refurnished and remodeled with all modern conveniences. Cuisine and table service unsurpassed. Comfortable and commodious parlors for guests, and large ample rooms for commercial men.

Special accommodations are provided for the comfort of farmers and their families while in town.

Wilson Hotel Yates St., bet. Broad & Douglas Sts. First-class in every particular.

M. J. G. WHITE, Proprietress

Advertisement for PAGE WIRE FENCE CO. (LTD.) WALKERBEE, ONT. Includes an illustration of a man working with wire fencing and text describing their products and services.

Advertisement for EPPS'S COCOA. Includes text describing the product's quality and health benefits, and an illustration of a person enjoying the cocoa.

Advertisement for FIREWORKS. Includes text about celebrating garden parties and other events with fireworks, and an illustration of fireworks exploding.

Advertisement for POINT ELLICE BRIDGE. Includes text discussing the proposed bridge over the strait, its benefits, and the current status of the project.

Advertisement for THE ALASKAN BOUNDARY. Includes text discussing the international boundary dispute between Canada and the United States, and the Premier's response.

Advertisement for ABSOLUTE SECURITY. Includes text promoting Carter's Little Liver Pills as a safe and effective remedy for various ailments, and an illustration of the product packaging.

Advertisement for Hotel Balmoral and Wilson Hotel, providing contact information and descriptions of their services.

Advertisement for PAGE WIRE FENCE CO. (LTD.) WALKERBEE, ONT., featuring an illustration of a man working with wire fencing.

Advertisement for EPPS'S COCOA, highlighting its nutritional value and health benefits.

Advertisement for FIREWORKS, offering a variety of firework options for celebrations.

Advertisement for POINT ELLICE BRIDGE, discussing the proposed infrastructure project.

Advertisement for THE ALASKAN BOUNDARY, addressing the ongoing international dispute.

Advertisement for ABSOLUTE SECURITY, promoting Carter's Little Liver Pills as a health remedy.

Arrivals By The Glenogle

Golden Gate park. Lunch at Cliff house... Saturday, May 18.—Excursion in chartered steamer, Launce... Sunday, May 19.—Grand reunion and picnic at Eastern park.

Director of Manchurian Railway Tells of Great Trans-Asiatic Line. The steamer Glenogle arrived from the Orient on Sunday morning...

Steamer Wyefield Being Re-paired in Japan Prior to Sailing For Here. The steamer Glenogle arrived from the Orient on Sunday morning...

CROWD EXPECTED FOR CELEBRATION

In Chambers, before Mr. Justice Martin, today that the following matters were dealt with: Bryce v. Jenkins.—Order granted for a good arrest against Mason for plaintiff, Mr. Higgins for defendant.

President Will Be Late in Reaching Seattle and Many Will Come Here.

At the meeting of the sports committee of the celebration held at the city hall last evening, the following resolutions were passed: That the president be expected to arrive in Seattle on Friday...

GRANBY SMELTER AND ITS WORKING.

From the Grand Forks Gazette. George Hill, who has the contract for all the masonry and stonework on the Granby smelter enlargement...

PROVINCIAL PRESS.

ROYAL COMMISSION. From Kamloops Sentinel. Sessions of the Royal Commission to enquire into the subject of Chinese and Japanese immigration into British Columbia...

ROSLAND SHIPMENTS.

Not up to the Record of the Previous Week. Rosland, May 11.—The shipments for the week which did not up to the banner record of last week...

INTERNATIONAL CANOE MEET.

Will Be Held in Buffalo Next Month. Buffalo, May 11.—Chairman Charles P. Furgush of the Pan-American committee on canoeing...

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Sterling Worth Recognized

Political Friends and Opponents Unite in Honoring Mr. Turner. Owing to the lateness of the hour at which the legislature adjourned on Friday night...

GRANBY SMELTER AND ITS WORKING.

From the Grand Forks Gazette. George Hill, who has the contract for all the masonry and stonework on the Granby smelter enlargement...

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ANOTHER POINT.

It costs no more to finish a good skirt with "Corticeil" Skirt Protector, that will cutwear the skirt, than to "rebind" the garment several times with cheap "bindings."



McGill Past and Present. An Educational Institution of Which Canadians May Well Be Proud.

There was a fair attendance at the lecture delivered by the French Canadian Association last evening by Prof. Evans, of McGill University, Montreal.

Prof. Evans spoke in feeling terms of the great history of McGill University, the late principal of the university, and also referred to the benefactions of such men as Sir James Macdonald, J. H. McMillan, Peter Redpath, Lord Strathcona, and others.

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