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TWICE-A-WEEK EDITION

VICTORIA, B. C., TUESDAY, MAY 26, 1903.

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NO. 32.

GRAND TRUNK PACIFIC.

Premier Laurier Discusses With His Followers Character of Aid To Be Given.

Ottawa, May 21.—Sir Wilfrid Laurier... Premier Laurier discussed with his followers the character of aid to be given to the Grand Trunk Pacific railway.

Some parties talked of the government building, but it is scarcely possible this will be done.

The question also of extending the road from Quebec to a Maritime province port was discussed, and this will be done if better arrangements cannot be made with the government roads.

MANY HOMELESS.

Two Hundred Houses, Factory and Stores Destroyed by Fire.

St. Hyacinthe, Que., May 20.—A fire broke out shortly after noon in the shoe factory of Cote Brothers, which destroyed that and half a dozen other furnishing goods industries, and 250 houses, leaving nearly a quarter of the city's population homeless to-night.

The fire department did its best, but the water pressure was poor and it was not long before the fire had gotten entirely beyond control.

By this time—3 o'clock—the water supply was practically exhausted, and the flames were burning in a score of places. People were frantically dragging the furniture from their homes and chaos reigned supreme, except when here and there a semblance of organized effort had been made by the firemen to check the progress of the flames.

Besides Cote Bros.' shoe factory, the industrial establishments burned included Hudson & Allard, machinists; M. Duplessis; Pegging & Sewing Co.; C. A. Hamel & Co.; Lussier Bros.; J. Girard; J. Mathieu & Co.; the Frontenac Union and Ottawa hotels were also burned.

IN CRITICAL CONDITION.

Mr. MacLaren, Lumberman, Seriously Injured by Horse Falling on Him.

Kamloops, May 20.—A painful accident happened to John MacLaren, lumberman, of Brockville, 50 miles up the North Thompson river, on the 18th inst. He had gone on a tour of inspection for timber in company with Geo. D. Scott, of Vancouver, and while riding a horse the animal reared, threw him, and he fell backwards with his rider, pinning Mr. MacLaren with the pommel of the saddle in his abdomen. The shock was so great that Mr. MacLaren was rendered helpless and had to be conveyed by Mr. Scott to the hospital at Kamloops, where medical aid could be had. He now lies at that institution in a precarious condition, and although receiving every medical attendance possible, his recovery is thought to be doubtful.

MUST KILL CATTLE.

Foot and Mouth Disease Among Animals on Steamers.

Durban, Natal, May 21.—The British steamers Abeyehome, Capt. Brown, and Anglo Chilian, Capt. Johnson, have arrived here from Buenos Ayres with foot and mouth disease prevailing among the cattle on board of them. The authorities insist that all the live stock on the vessels be slaughtered before the steamers are allowed to enter the harbor.

MORGAN'S PICTURE.

Will Shortly Be Removed to the United States.

New York, May 21.—Under the designation of "The Morgan," the picture of the late John D. Morgan will be able to bring into this country most of his art pictures that are now scattered through the museums of Europe or else in his house in Park Lane, London. Mr. Morgan has ordered his agents to get together all his paintings, bronzes and antiques, and it is believed Americans will have the opportunity of seeing one of the finest private collections in the world.

HE KNEW IT ALL.

Little Willie—"Say, pa, did Solomon know more than anybody that ever lived?" "Pa"—"He did, my son—with the exception of your 18-year-old brother George."

THE C. P. R. TOURIST HOTEL

Ground Plan, Showing the Proposed Site and Position of the Structure.

The accompanying cut shows the ground floor which was prepared by Architect Rattenbury and submitted by the deputations to the president of the C. P. R. It shows the locality and dimensions of the site, the position of the proposed hotel and the new street to be made if the present arrangement is carried out.

The following is the report submitted by the sub-committee which interviewed Sir Thomas Shaughnessy on the hotel matter, at a meeting of the larger committee representing the city council, tourist association and board of trade Thursday afternoon.

To the Members of the Joint Committee of the City Council, Board of Trade and Tourist Association:

Re the C. P. R. Hotel.

Gentlemen—Your sub-committee, appointed on Monday to wait upon Sir Thomas Shaughnessy, report as follows:

that had passed between the city council, the board of trade and the tourist association in reference to this matter was produced by Mr. Cuthbert, and the attention of Sir Thomas was drawn to the fact that the joint committee, of which we were only a sub-committee, had offered them two or three distinct propositions. One was that the whole of the flats should be offered to the company in case they decided to erect a hotel of a certain value. After further consideration and consid-

Worship the Mayor to be probably the only point upon which the citizens were likely to hesitate, and after some discussion it was mutually agreed by the committee and Sir Thomas that 15 years should be the term for exemption from taxation and for free water.

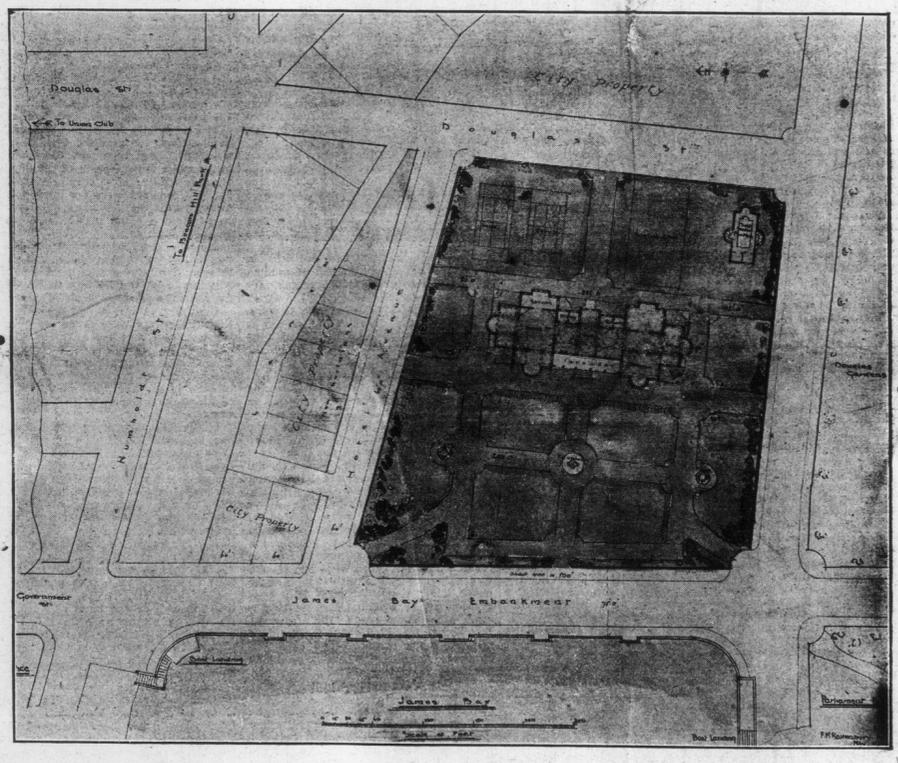
Sir Thomas was then asked the following questions: Is there any doubt about the company ratifying your recommendation? Not in the least, was the reply. Question—How soon will it be possible to

will see that the hotel is completed and running at the earliest possible date.

Respectfully submitted. (Signed) A. G. MCANDLESS, Mayor. J. A. MARA. D. R. KER. HERBERT CUTHBERT.

The satisfactory character of the report was commented upon, and a resolution was moved by A. D. Yates and seconded by A. B. Fraser, sr., that the report of the sub-committee be received and adopted, and that the sub-committee be requested to confer with the city council on the preparation of a by-law to give effect to the committee's report and to take what steps they deem necessary to bring the matter to a satisfactory conclusion.

The gentleman present expressed their satisfaction at the way the subject had been brought to Sir Thomas Shaugh-



That on Tuesday evening at 6.15 by appointment all the members of the committee waited upon Sir Thomas in the parlors of the Grand Hotel. In opening the interview Sir Thomas said: "Now I understand you gentlemen wish to talk to me about a hotel. I want to say that our company is very much adverse to going any further into the hotel business. We have only done so in the past where we considered it was absolutely necessary in our interests to do so, but, of course, I should be very pleased to hear what you gentlemen have to say."

After the members of the committee had briefly outlined to Sir Thomas the advantages of a C. P. R. tourist hotel to the company and to the city, Sir Thomas said: "Well, now, if we build a hotel here it would have the effect of allaying this periodical outburst of unfavorable criticism which is not unknown in Victoria?"

He was assured by your committee that it would have a tendency to do so, especially as the citizens realize that at the present time the C. P. R. have no interests in the city of Victoria, and they also pointed out to Sir Thomas that from the moment that had taken place in Victoria during the past few months there was an opportunity for the company to erect a hotel with every reasonable prospect of it being a profitable investment.

Sir Thomas then said: "Well, as I have said before, we do not want to go into the hotel business; in addition to it looking up a large amount of capital, we have the uncertainty of carrying it to a successful issue; it entails a good deal of permanent expense, and the success of it or otherwise rests upon our being able to secure an efficient manager and staff, which is often extremely difficult. Consequently such an undertaking is a continual source of trouble. At the same time, provided it was willing to recommend to our company the erection of such a hotel, what co-operation can we expect on the part of the citizens?" The correspondence

erable discussion as to the suitability of the Douglas Gardens and the flats as sites. Sir Thomas made this statement: "If the city will supply the site and exempt us from taxation, and give us free water for 20 years, we will build a hotel to cost not less than \$300,000." The members of the committee expressed their appreciation of the fact that Sir Thomas had made that distinct offer, as being the first offer of its kind made by the company. His Worship the Mayor said that he thought the only difficulty would be as to the term of years that they were to be exempt from taxation, and Sir Thomas said: "Well, that is my proposition, if you care to accept it, but if not, you can make one, although bear in mind that the company is not anxious to go into the hotel business." The committee then withdrew.

A copy of the plan of the flats was secured from the city hall on Tuesday morning and taken to Mr. Rattenbury. The proposition being explained to him, he was asked to map out a ground plan of a hotel he thought likely to meet Sir Thomas's views upon the piece of land as shown in the map herewith, and bounded by Hotel street, Douglas street, Belleville street and James Bay embankment, so that we could show it to Sir Thomas, and ask him if that block of land would be sufficient for the site. At 6.15 your committee, with the exception of Mr. Ker, who was out of town, again waited upon Sir Thomas, and asked him if the piece of land described on the map would be satisfactory to him, which he accepted after consulting with Mr. Rattenbury. The block described contains 4 1/2 acres, although at the meeting the previous evening it was mentioned as containing 5 acres. This will leave the city a piece of land, including the two new streets to be made, of nearly 5 acres, the exact location of which will be found by reference to the map herewith submitted. The matter of the number of years of exemption from taxation, etc., was said by His

Worship the Mayor to be probably the only point upon which the citizens were likely to hesitate, and after some discussion it was mutually agreed by the committee and Sir Thomas that 15 years should be the term for exemption from taxation and for free water.

Sir Thomas was then asked the following questions: Is there any doubt about the company ratifying your recommendation? Not in the least, was the reply. Question—How soon will it be possible to

will see that the hotel is completed and running at the earliest possible date. Respectfully submitted. (Signed) A. G. MCANDLESS, Mayor. J. A. MARA. D. R. KER. HERBERT CUTHBERT. The satisfactory character of the report was commented upon, and a resolution was moved by A. D. Yates and seconded by A. B. Fraser, sr., that the report of the sub-committee be received and adopted, and that the sub-committee be requested to confer with the city council on the preparation of a by-law to give effect to the committee's report and to take what steps they deem necessary to bring the matter to a satisfactory conclusion. The gentleman present expressed their satisfaction at the way the subject had been brought to Sir Thomas Shaugh-

accompany them. After a long and what at the time was considered a satisfactory interview, we took Mr. McNicholl and Mr. Marpole to the Douglas Gardens to show them the special advantages that that site offered for a tourist hotel. Both gentlemen appeared to be favorably impressed, and Mr. McNicholl promised to take the matter up again with the president on his return to Montreal. In the meantime we secured an opinion on the Douglas Gardens and submitted it to Mr. McNicholl, who replied that the company had decided not to build.

Mr. Rattenbury then took the matter up with Sir William Van Horn, who appeared to take an interest in the hotel proposition, and asked him (Mr. Rattenbury) to send him a plan of the proposed hotel on the Douglas Gardens, which he did. But there it ended.

In December last we invited the Mayor and council and Tourist Association to appoint committees to assist us in drafting definite proposals that would be likely to meet with the approval of the ratemakers, and which could be submitted to the railway company. The following are the proposals as drafted by the joint committees and sent through the city council, but were not entertained.

1. That in the event of the Canadian Pacific Railway Company agreeing to build a tourist hotel in this city, on the site of the Douglas Gardens, they (the citizens) place before the ratemakers a by-law exempting the company from taxation and giving them free water, for a term of twenty-five years from the date of opening the hotel; and that the citizens lay out the James Bay flats as pleasure grounds, gardens, etc.

2. That should the Canadian Pacific Railway Company prefer to purchase and operate the Grand Hotel and enlarge and complete same to dimensions originally contemplated, the by-law to stipulate an exemption from taxation and free water for a term of twenty-five years from date of completion of the hotel.

No further action was taken until we heard that Sir Thomas Shaughnessy was on his way to Victoria, when your secretary called a meeting of the joint committees before mentioned for Monday last, when a sub-committee was appointed to wait upon Sir Thomas, and it affords your committee much gratification in reporting that on his return to the railway company he has made a definite proposal of a tourist hotel on the James Bay embankment and places it heavily on co-operation in securing the early consummation of the scheme on the lines embodied in the report of the committee; and that the special committee be requested their efforts to that end.

There were present at the meeting C. F. Todd, chairman; Messrs. Mara, Crease, Grahame, Paterson, Cox, Oliver, Lugin, Pitts, Thomson and Leiser.

All of which is respectfully submitted. J. A. MARA, Chairman. This report, which was accompanied by the joint committees' report, above published, was adopted. The following resolution was then carried unanimously: "That this board heartily approves the proposal for the construction of a tourist hotel by the Canadian Pacific Railway Company on the James Bay embankment and places it heavily on co-operation in securing the early consummation of the scheme on the lines embodied in the report of the committee; and that the special committee be requested their efforts to that end."

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LADIES RESPONSIBLE.

Mrs. McBride and Others Started a Row at Irish Meeting.

London, May 20.—John Redmond, M. P., has furnished the Associated Press with a signed statement concerning the disorderly proceedings at the meeting of citizens held in the Rotunda last night, in support of the Irish parliamentary fund. Mr. Redmond says: "The disturbance would have been easily nipped at the outset, but the people naturally shrunk from using force to remove Mrs. McBride (formerly Maude Gonne), and ladies who led the disorder. After a while these ladies left and the other disturbers were speedily removed. They consisted of thirty or forty young men, who acted in concert. They were violently treated, which I regretted, but it was impossible to restrain the people. The disturbance was quickly over, and for two hours after unanimity and enthusiasm prevailed."

"Long speeches were delivered, resolutions in conformity with the meeting were unanimously adopted, and large sums were subscribed to the Irish parliament fund."

LORD ROSEBERY.

London, May 21.—Lord Rosebery expressed surprise that his speech at Burnley, Lancashire, on May 19th, in which he dealt with Colonial Secretary Chamberlain's tariff speech delivered at Birmingham on May 1st, has been interpreted as in any way supporting Mr. Chamberlain's proposal to establish reciprocity between Great Britain and her colonies, and explains that he purposely treated the subject uncontroversial because he was addressing a non-political audience.

Lord Rosebery adheres absolutely to his opinion that the Liberal party is indisposably bound to free trade, and that anything like an Imperial Commercial League would weaken the Empire internally, and excite the permanent hostility of the whole world.

OIL AND MINERAL DEPOSITS FOUND

LUCKY PROSPECTORS RETURN ON THE NELL

Immense Coal Field Located on Kis-py-ox River—Asphaltum Discovered on Tar Island.

Prospectors from different points of the northern part of this province arrived here early Thursday afternoon on the steamer Nell with samples of petroleum, of asphaltum, of coal and of gold and copper ore. Two of the men came from the upper Skeena, where along the Kis-py-ox, a tributary of that river which flows from the north and empties into the main stream a short distance above Hazelton, they have been prospecting with pronounced success. The other, an old Scotchman, named Ewing, came from Tar Island, Queen Charlotte Islands, where he was equally fortunate.

The meeting of the three aboard the Nell for passage to Victoria had more than one interesting feature about it. They had not only made similar discoveries, but, telling reminiscences aboard ship, learned from one another that all had worked in Australia and had participated at public functions together, although never having remembered meeting before. William Hagan and McDonald, the two arrivals from the upper Skeena, two Ontario men. They took their departure on the Charmer on Thursday en route home, and will there endeavor to float a company with which to develop the wonderful properties located. Both are reticent about their movements, but told aboard the steamer of what success they had met. Best of all they had samples of what they had found with them. In three bottles they carried off. This they discovered gushes from the surface of the earth, and as they believe can be profitably worked. Of the coal lands they had located according to close calculation 8,000 acres. These are situated along the Kis-py-ox river, and represent just 14 claims, there being 640 acres to a claim. The Kis-py-ox River district adjoins the Buckley valley, a country that is already known to be rich in coal, but the acreage now prospected is believed to be among the most extensive ever found to the westward of that district.

Ewing, who had been over on Tar Island, left for Seattle on the steamer Rosalie this morning. During his brief stay in the city he satisfied himself as to the character of the ore which he discovered. Having an assay made of a sample, he found that it went \$40 to the ton. The oil he found boiled out of the surface of the ground close to a hot spring. He brought down with him a gallon or so, and will exhibit this together with the asphaltum to Seattle capitalists. Oil, however, has heretofore been found on Queen Charlotte Islands, and government officials speak of having seen many hot springs in different parts of the islands.

Messrs. Hagan and McDonald came down the Skeena on the steamer Hazelton, which carried a banner number of passengers on her return trip to Port Simpson. She had 250 Indians from the interior of the province, who came down the river to await the opening of the fishing season. It was the last trip to the river which the Hazelton was to make for some weeks as she was shortly to leave for the Stikine to ply with the Hudson Bay steamer Mount Royal on that water between Wrangell and Glenora. The Skeena was becoming very dangerous for navigation. It was rising rapidly, having swollen, it is said, two feet in ten hours.

ARTIST DEAD.

J. Walker, For Love of Whom Widow Committed Suicide, Dies of Pneumonia.

New York, May 21.—John B. Walker, the artist, for love of whom Mrs. Claude G. Emmer, a wealthy widow, killed herself by taking carbolic acid, died yesterday at his wife's home. Walker's determination to return to his wife drove the other woman to suicide. The coroner kept the artist locked up over night, but discharged him next day. After Mrs. Gernsey's funeral he became ill with pneumonia. Three days ago he was unconscious, and he never rallied.

GAS WORKERS STRIKE.

Six Hundred Employees of Chicago Company Called Out.

Chicago, May 21.—A general strike of all members of the Gas Workers' Union against the People's Gas Light & Coke Co. was ordered last night by the central council of the union. Street men, drip pumps, mortal setters and statement takers, to the number of 600, are affected. Efforts will be made to draw the teamsters into the strike. As a cause of the strike men say that 250 men of the union were discharged by the company.

MR. DUFF PRESENTS CASE FOR OLIVER

HE OUTLINES HISTORY OF THE FAMOUS DEAL

His Summing Up of Evidence Against the C. P. R. and Offending Ministers.

Thursday afternoon the last of the evidence in the Columbia & Western railway subsidy inquiry was taken before the select committee of the legislature appointed for the purpose.

Premier Prior and ex-Premier Dunsmuir were the final witnesses called.

In reply to Mr. Duff, Col. Prior said he entered the government on the 11th of March, 1902. He had nothing to do with the orders-in-council granting these lands to the railway company. The question came to his attention on the 14th or 15th of March. Mr. Prentice was walking over to lunch with him, and brought it to his notice. The Finance Minister told him he had heard something from Mr. Wells of what took place at Montreal. Mr. Wells, he said, had told him that when in Montreal he had been approached by Jack Taylor, of Eberts & Taylor, who told him a company was being formed to take over these lands. He said that a certain number of shares were to go to members of the House, and that he had offered him a share. Premier Prior at that time did not know anything about the subsidies whatever. Mr. Prentice explained it and he understood that they were lands given the C. P. R. in connection with some subsidy. Mr. Prentice told him he had told Mr. Dunsmuir, and he thought something should be done.

Witness made the suggestion that they go to Mr. Dunsmuir and ask him to go together on Sunday. They saw Mr. Dunsmuir, and Mr. Prentice told him what he had told Mr. Wells. They talked the matter over. Mr. Dunsmuir agreed with them that a share should be put to it at once. It was decided then, and there that the grants should be cancelled. Mr. Prentice said if they were not he would resign. They all agreed to it.

Witness said he knew something about the lands, and knowing something about coal told Mr. Dunsmuir that these lands were extremely valuable. Witness said the government had no right to grant these lands, and if anything took place like what Mr. Wells had suggested that was another reason why the grants should be cancelled.

His course was not so much dictated by what took place in Montreal as what he was told about the matter in the granting of the land. He learned after seeing the act that these lands should have been taken contiguous to the line of railway and out of blocks reserved for that purpose. He expressed himself very strongly to his colleagues against the grant. This would have influenced him apart from the story of Mr. Wells. He thought then that according to the act these lands should not have been given, and he thought he still more strongly to-day.

Mr. Duff asked if the opinion of Mr. Eberts was taken on or before March 18th. Witness replied that he did not know that his opinion was sought, but Mr. Eberts expressed the opinion that he thought the government had the power to grant these. The action of the government in rescinding, was therefore in opposition to Mr. Eberts. Dunsmuir was emphatic that he would have nothing to do with any monkey business. Mr. Prentice thought to resign if this was not done. Mr. Wells fell in with the others, and the Attorney-General had always opposed it.

Witness never spoke to Mr. Brown about it before or after the 24th of March. He spoke to Shaugnessy in Montreal in January, 1903, about this. He called on Sir Thomas while in Montreal, and talked over several matters. He asked Sir Thomas if there was any chance of getting the Spence's Bridge lands back. He urged its importance, having been through the country, and he knew there were coal measures there, and he thought it would be to the advantage of the company to build this line. Sir Thomas, on a map, showed him lines they were building in Manitoba and the Northwest Territories, and said that in the meantime he could not think of spending any more on the British Columbia lines. He said they intended to build to Spence's Bridge some time. In a chaffing way he referred to the crown grants for section 4. Witness told him that the government, he considered, had done its duty in the course it had taken. Sir Thomas replied: "Well, we're going to get them anyway." Witness said: "Well, you'll have to fight the government for all your worth." Witness also asked him if he had ever had possession of the crown grants. Sir Thomas replied in the negative. If he recollects correctly he thought Sir Thomas said: "I'm given to understand we had possession of them." Sir Thomas also said that Mr. Wells had asked to be allowed to retain them for 30 days. He had done so expecting them returned in that time.

Mr. Duff asked witness if he told Sir Thomas of the Taylor-Wells conversation in Montreal. Premier Prior replied: "I just mentioned it to him. I said rumors were going around that Taylor had made proposals to Wells. He said he did not know of any company being formed, and pronounced it all nonsense." Referring to Brown's report of the executive meeting, witness was asked if he would impute a conspiracy. He replied that Mr. Brown was very excited, and did not behave as he should have done. Some of the ministers told him he never remember him mentioning grants being cancelled at all. The action of the government in cancelling the grants, he thought, was not fully explained. It was hinted Mr. Dunsmuir told Mr. Brown he knew very well the government exceeding its power was

mentioned, he thought, by himself. He thought Mr. Brown asked if they suspected him at all. He was told they did not. The report in general was true. "Well," asked Mr. Duff, "if you believed this, some member of the C. P. R. Company must have been implicated in misconduct?" The Premier replied: "No, not necessarily."

"Well, why punish them for it?" The Premier replied that he did not think that was done. It could not be understood where the C. P. R. came in. Mr. Duff asked if it was through Mr. Taylor's connection with the Attorney-General that the government thought the company had gained this advantage.

The right to ask this question was then discussed. The Premier, however, said to do no wish to keep anything back. After some little discussion he said he thought it was the reason why the government acted.

Mr. Duff asked if there were any reasons for certain letters produced between Messrs. Brown and Wells not having been inserted in the return brought down to the House on March 2nd, 1902.

The Premier said he did not see the return. If the letters were in the department they should have been printed. All letters not marked private or confidential should have been in the return.

Shown one from Mr. Brown as executive agent to Mr. Wells as Chief Commissioner to the Columbia & Western, he was asked if it should not have appeared. The Premier said he had his own opinion about these kind of letters. They should never be written. The letter referred to should not have been marked personal. It should have been put on the ordinary file.

The Premier was then asked his opinion of Mr. Wells's reply to questions in the House that the crown grants had been prepared and not issued. The witness said he thought it was not misleading, as the grants had been cancelled. He had had a good deal of experience in this line. That answer from one party to another in the House was perfectly correct. He thought it was a fair answer. "I won't say that."

"You would have acquiesced in it?" "I won't say that."

"I always hold," continued the Premier, "that it is best to tell everything at the first. Sometimes they complain that I tell too much."

Mr. Eberts, he said, told the caucus what he told the House regarding the agreement between the government and Mackenzie & Mann and the C. P. R. He did not think that under Bill 87 the government would be able to give lands anywhere in Yale or Kootenay.

"Had the bill passed," asked Mr. Duff, "and the railway company had come and asked for the two blocks, would you as a member of the government have refused the mandate of the legislature, as expressed in that bill?" "Well, according to the provisions, as they are in the bill," was the response, "they would hardly believe it should be refused. I would have been in a position, however, to bring in such a bill." Price Ellison was whip at the time, but he did not know that he was acting. He did not see the bill till two or three days after it was brought in. Mr. Oliver came to him and showed him this feature of the measure. He seemed angry. Witness said this, and said it was not the intention of the bill. He said he thought they had cancelled the grants and had not intended to give these lands to the company. Witness turned to Mr. Wells and spoke to him about it. Mr. Wells said it was the language of the Subsidy Act.

The witness knew that the Subsidy Act mentioned lands contiguous to the line. He did not take Wells's explanation as satisfactory, and spoke to several others about it. Mr. Eberts said it was a question of policy, and that the government had the power to refuse them these lands. In speaking of subsidies generally he said the government was not obliged to give any land. Bill 87, witness added, was never in executive when he was present. The Deputy Attorney-General generally put these bills in shape. He found the feeling of the House against the bill. He found that members on both sides favored it, and some on both sides opposed it.

"Were you not acting as government whip?" "No, sir, I never knew of a minister acting as a whip. I never asked a member to vote for this bill. I spoke to two or three members. I thought it a very fair bill. I knew it was not the matter over and thought these lands cancelled, and it was then shown that these same lands could be got under this bill. I said to Mr. Oliver: 'I don't believe a word of it.' He said he had not drawn, I don't know by whom."

Mr. McCaul then cross-examined the Premier. He asked if when Mr. Wells said that bill 87 was in accordance with the Subsidy Act he did not dissent. The Premier replied that if ministers had to look up acts and bill relating to other ministers' departments, business could never be carried on. They had to trust to their colleagues. He was asked if the withdrawal of bill 87 was not owing to the anxiety of many of the members to get home. "I would not say that," was the reply.

Witness was asked with respect to said withdrawal for witness to look to the question's side of the table and say whether he saw two gentlemen who had a good deal to do with that, the reference being to Messrs. Smith and Higgins. "I don't know which two," said the Premier.

Mr. Helmecken brought to his attention that the mover and seconder of the motion for the bill were present. Witness said he had been connected with the Crown's Nest Coal Company for a number of years. He had not been situated in a matter by that connection. No member of the company having spoken to him about it.

In reply to Mr. McPhillips the Premier said he knew the legislature had not been advised of the crown grants being prepared, signed and later cancelled, until after it was consummated. Mr. McPhillips said that as a matter of fact he did not know of the crown grants having been cancelled. He was cancelled until in connection with bill 10 was disclosed. When Mr. Oliver brought the character of bill 10 to his attention he was surprised.

He asked if advice had been taken before passing the recession order, as to whether it would cancel the grants as well as the previous order-in-council. The Premier couldn't say to this.

Witness thought that the cancellation decision was come to in executive during the presence of Mr. Eberts.

Ex-Premier Dunsmuir was then recalled in reply to Mr. Duff he said that when on August 2nd, 1901, it was proposed to change from the B. C. Southern to the Columbia & Western, Mr. Eberts said that Mr. Brown wanted it, and that were part of the C. P. R. Witness did not express an opinion one way or the other. Witness was never satisfied, and he had a conversation with Messrs. Prentice and Wells in the latter's room. Mr. Prentice was not altogether satisfied either. They said there would be a saving of 300,000 acres. Even this did not satisfy him, he said it got it. They met again, when witness thought Eberts came in. Wells said he would take the grant to Montreal and try and get better terms. He spoke of getting a better price for the bridge.

"Did Mr. Eberts know you were reconsidering the order-in-council of the 10th of August, and know that Mr. Wells was to make a proposal in Montreal respecting the line to Spence's Bridge?" asked Mr. Duff. Mr. Dunsmuir replied that he thought so. Mr. Eberts knew witness was not satisfied. He also knew Wells intended to take the grant to Montreal and seek better terms, and if necessary bring them back.

"But Mr. Eberts says he did not know any conditions with respect to delivering the lands to the Columbia & Western?" "But I know he did," said Mr. Dunsmuir, emphatically. "He was present when Wells said so in Prentice's room."

Referring to the proposal for the transfer of the grants, witness said that it was Mr. Brown's proposal, whoever he acted for. When Wells went to Montreal that was a proposal of his own. Witness could not see how they could go beyond the scope of the Subsidy Act. Mr. Eberts claimed they could. Wells got Hunter's opinion, who said they could.

When witness came over to the House shortly after Mr. Wells had told him of the action of the government, Mr. Brown was there. "I told him to come into Mr. Eberts's room. I said: 'See here, Mr. Wells told me that he was approached by Mr. Taylor in Montreal, and I told him the rest of the story. I said: 'I understand Mr. Eberts and you are in it. I said: 'See here, I won't allow it to go any further. I will cancel the grants.'"

"When did you hear that Mr. Eberts and Mr. Brown were in it?" "From what Mr. Wells said I inferred they were in it. It was said that two members of the government were in it. Both said they would not be implicated in any such thing, and were not in it. I told Mr. Eberts previously, right after hearing of it from Mr. Wells. I never saw Taylor about it. Mr. Eberts said he had told Taylor, who said that if he had not been outside he would do something to him. I made up my mind something was wrong. With the turning over of the grants from the B. C. Southern to the Columbia & Western, and with what Mr. Wells told me, I decided that the best thing to do was to cancel them and put it back to its original place."

Witness remembered Mr. Brown meeting the ex-Premier. I said that. "Have you read Mr. Brown's report over?" asked Mr. Duff. "A lot of rot," was the quick reply. "I could not remember that. He went to the hotel and stayed there. He had a hard time remembering this here. He could not remember all that."

It was not suggested, witness contended, that the non-building of the line to Spence's Bridge was the reason for cancellation. Mr. Eberts said I could not cancel it. I said I can, and I shall, and I did cancel it."

Witness said that in connection with the bill he did not believe a word of it. He said he had not drawn, I don't know by whom."

"Because I did not consider that it was of any great importance."

Witness said Eberts did not dissent from what he said to Mr. Wells. He added: "I thought there was something wrong. I wanted my hands clear. I felt as Premier I had a right to protect the province. The railway company could take care of itself. I could see," and here the ex-Premier formed grations with his hands expressive of pyrotechnics.

In reply to Mr. Helmecken witness said he understood it was two members of the government, not of the House, who were implicated.

Mr. Helmecken then went into the letter of July 15th, 1901, from witness to Mr. Brown, which was a promise that legislation should be introduced giving the company subsidy for section 4. The letter was written on the Attorney-General's letter paper.

"Did you dictate that letter?" asked Mr. Helmecken. "No I did not," was the reply. "The Attorney-General dictated it and I signed it. I knew what I was signing. I said to Mr. Eberts: 'Write out a letter and I will sign it.' The matter had been talked over, and I agreed to give Brown a promise that next session a bill would be introduced, and the scope of the bill to take the lands anywhere in Yale or Kootenay had not been brought to his attention."

Witness said that he had specifically pointed out in his speech in the House that it would be possible to take the coal and oil lands contained in these two blocks known as 4,593 and 4,594, and also the coal lands of Similkameen

"Why did you consent to Mr. Wells taking the grants to Montreal for delivery?" was asked. "I knew that they would have to be handed over," was the reply. "You agreed to the condition Mr. Wells imposed as to the delivery of the grants?"

"Yes, but I thought that condition was not worth that," snapping his fingers. "I thought that Mr. Brown, that those grants were cancelled because of political expediency?" asked Mr. Helmecken. "Not at all," was the reply. "I would not care a bit whether the government were defeated or not. That cut no figure with me."

This remarkable statement completed the evidence, and at 6.15 the committee adjourned. The Premier, however, rising that counsel will be heard to-day.

The committee inquiring into the Columbia & Western subsidy matter met on Friday. It had been the intention to have had counsel proceed with the evidence. From Mr. Wells's speech to make some explanation in connection with the evidence given during the past few days. Smith Curtis also made a statement before the committee.

Mr. Wells, in reply to Mr. McCaul, said that just before he left Montreal he had a good-by to Mr. Creelman, the latter said that he was sorry he could not get the two crown grants.

Witness went down to the C. P. R. office on the morning of 21st. He took the grants over to the office. He then gave the grants over. Witness separated these two grants in question and put them in an envelope. In the evening he was back for receipts with Sir Thomas Shaugnessy on the afternoon of the 20th. Witness prepared the memorandum that evening or next morning, and delivered it the next day. He launched with Sir Thomas, when it was agreed to meet at 4 o'clock and discuss memorandum.

He could not recall to his mind anything about the meeting of 21st. He was thinking that the grants should be returned within 30 days. He might have said he would have from him in a few weeks.

Mr. Thomas, when he saw him in the fall, spoke of them not being delivered. Sir Thomas said he did not blame him, he blamed the government.

Respecting Premier Prior's asking him about bill 87 conforming to the Subsidy Act, witness said he had no doubt he said it "should" conform to the Subsidy Act. That was probably the occasion of his first having this feature called to his mind. Witness expected he must have gone to Mr. Eberts about it.

"I treated that bill as practically the Attorney-General's bill," said Mr. Wells. Respecting the answers given in the House, witness had no doubt they were accurate to the extent before being given.

Referring to the conversation with Mr. Brown in the Driad hotel, Mr. Wells said he had a conversation. Mr. Brown said that he was coming from the direction of the bar, he had no doubt it was true, as he was looking for Brown, and knowing his social proclivities he would look for him.

"That is open new negotiations?" asked Mr. McCaul. Mr. Wells said yes. He proposed to Mr. Brown to consent to the withdrawal of bill 87 for the 4th session. To this Mr. Brown would not consent.

In reply to Mr. Duff, witness said he never said that if the company gave up its subsidy that section 4 that it would get these two blocks as a settlement.

A good deal of the conversation given by Mr. Brown as taking place in the Driad was incorrect. The substance of the conversation was a withdrawal of the grant would be made. Mr. McPhillips, showing the receipts, asked witness when the receipts were handed into the department. Mr. Wells Brown thought that the receipts were the correct ones, namely, 30th January. He held them in his possession some little time.

Upon the question of the returns asked for in 1902, witness said that he had copies of grants issued. Mr. McPhillips wanted to know why the grants to the government agent at Fort Steele, stating that these blocks had been set aside for the railway company.

Mr. Wells said it should have been brought down. Witness defended his answer to the questions asked in the House that "There were no crown grants issued, and they were not delivered." The grants were really destroyed. They were cancelled.

Mr. McPhillips asked if these crown grants had really passed out of existence when they were cancelled by the legislature to give effect to it?

Mr. Wells said that this was made necessary by the course of the railroad company in taking action against certain parties.

Witness never heard Mr. Eberts say that order-in-council was ineffective. Mr. Eberts was strongly against bill 10.

"Was not it an anomalous position that the legal adviser of the government should be opposed to the action of the government?" asked Mr. McPhillips. "That is the position of the government. A moral obligation is it was between the Crown's Nest Coal Co. and the Columbia & Western. The negotiations were carried on by Mr. Brown. How far Mr. Taylor was assisting him was not known. But while Sir Thomas has denied that he was personally interested in any way in carrying this out, yet he had not the slightest doubt that those whose names were connected with the Pacific Coal Company."

He was not there to justify the government. He represented Mr. Wells. It was important to find who told the truth. Was it Mr. Wells or Mr. Brown?

Mr. Wells was corroborated by all the facts. He was borne out by reluctant witnesses. His client took his full share of the responsibility for the order-in-council of 10th August, 1901.

But in spite of this concurrence Mr. Wells has an undercurrent of dissatisfaction with the transaction. He called Mr. Dunsmuir and explained the whole matter. There has been a disposition on the part of some of Mr. Wells's colleagues of that time to unload all the responsibility upon Mr. Wells. He thought

and Nicola. He had concluded by stating that it would be better to give the railway company all the districts referred to with the exception of the mountain tops, which might be reserved to the crown.

Mr. Martin sat beside witness, and must have heard these remarks. He had been surprised at the position taken by Mr. Martin at that time, when he really delivered the government speech in favor of bill 87. This surprise was enhanced by the remembrance of the ground taken by Mr. Martin in 1900, when he declared that the Columbia & Western had forfeited its land grant.

Quoting from the Times report of Mr. Martin's speech at that time, Mr. Curtis read the following: "Mr. Martin opposed the bill. The committee had formed the bill and Mr. Why restate it, especially as Mr. Shaugnessy had succeeded in cutting out of his competitor at Ottawa by stating that he had this up his sleeve? The road had never carried the subsidy. They had received the subsidy under their incorporation in British Columbia, while they had afterwards secured incorporation in the Dominion, thus avoiding being subjected to the conditions of the Provincial Railway Act. It was proposed to give away ten millions of acres to a company which had no claim either equitable or legal. The company would be non-suited if it was a claim."

Mr. Curtis said that the delivery of these 900,000 acres to the company, as proposed by bill 87, would be equal to giving five times that amount of ordinary lands.

It was decided that Mr. McCaul should address the company first this afternoon, after which Mr. Duff should give his address.

The committee then adjourned until 2.30 this afternoon.

Before counsel began their addresses Friday afternoon in the Columbia & Western inquiry, Premier Prior made a statement at his own request. He said that during Mr. Eberts's evidence a few days ago he understood the Attorney-General to say that when he got a letter from Rogers, in which the intervention (Eberts) had shown it to the Premier.

Witness was then Premier, and he had not seen it. His first attention to leases being made in connection with the block was when Mr. McInnes brought him a letter from Davis, Marshall & McNeill saying that action was to be taken.

Mr. McCaul in beginning his address called attention to the fact that the inquiry had been ably carried on by Mr. Oliver and his counsel Mr. Duff.

He thought that there was a good deal in Sir Thomas Shaugnessy's remarks that this was an investigation after the fact, and that legislative action should have followed rather than preceded this investigation. Political feeling to a very great extent had been fomented in the matter.

The lands having been set aside in May, 1891, for the British Columbia Southern, was a sufficient reason for these lands being claimed by the C. P. R. and to his client consenting to these being delivered. If, therefore, there was no sinister motive in connection with the granting of this land there could be nothing wrong with its being handed over.

The C. P. R. in British Columbia never seemed to have been very lax in claiming title to any lands granted in the past. He called to the attention of the grant of 10th December, 1900. There was apparently a reason for this.

There was a strange hiatus in the messages between September, 1900, and 18th December, 1900, between Mr. Brown and Sir Thomas. In the latter message the words were contained: "Modified British Columbia Southern settlement passed. That contained a statement which was meaningless unless Sir Thomas understood what Mr. Brown was doing. Sir Thomas says that he never knew that the lands had been granted to the British Columbia Southern. Mr. Brown made the statement that he had forgotten about the status of these lands to the British Columbia Southern. In spite of all the negotiations necessary to getting these grants Mr. Brown had the assurance to say that he had forgotten it. These statements could scarcely be credited. He thought that usual business acumen would allow the inference that the relation between the Crown's Nest Coal Company and the British Columbia Southern got a grant at the base of this change taking place.

The government apparently said that it made no difference to the country. A saving of acreage was to be effected, and it made no difference to them.

The proposition in the order-in-council of 10th August, 1901, Mr. Brown said came from the government. Sir Thomas suggested that the government might have made a proposition. Mr. Eberts said that the order-in-council itself was the chief source of his information. He did not think that any of these statements could be regarded as anything like correct.

It was perfectly logical to believe that the negotiations were carried on personally by G. McL. Brown for the purpose of getting this transfer made.

Looking to the question of motive there was no reason in it, but the passing of the matter from a legal obligation such as was that between the Crown's Nest Coal Co. and the British Columbia Southern to that of merely a moral obligation as it was between the Crown's Nest Coal Co. and the Columbia & Western. The negotiations were carried on by Mr. Brown. How far Mr. Taylor was assisting him was not known. But while Sir Thomas has denied that he was personally interested in any way in carrying this out, yet he had not the slightest doubt that those whose names were connected with the Pacific Coal Company."

He referred to the telegrams alluded to by Mr. Wells as having passed between Mr. Taylor and Mr. Eberts with respect to whether the transfer could take place from the British Columbia Southern to the Columbia & Western. What reason could Mr. Wells have for making such a statement if it were not true?

With Mr. Oswald the demeanor of the witness was to be taken into account. An analysis of his statements could only lead to the supposition that he had a story in any way true these patents were only left there for safe keeping, and that no delivery took place. Mr. Wells returned and asked two of them about the two hours' showing that even if Mr. Oswald's story were true that Mr. Wells did not consider that delivery took place. It was unreasonable to think that a matter of such vital importance should be made known to no one but Oswald up to within a few days ago. Sir Thomas and Mr. Creelman bore out Mr. Wells's contention that the crown grants never passed to the C. P. R.

Mr. Wells was shown to have been friendly to the C. P. R. He had no object in doing injury to that company. Yet he was the one who saved the situation. Was it not clear that Mr. Wells saw that they were taking notice that he decided that he would do his duty and prevent the delivery of the grants even if it wrecked the government?

He thought that the question of making this matter known to his Premier was a delicate one. He did not think

all should have taken their share in that. It was absurd to say, as Mr. Eberts did, that he knew nothing about the matter. Mr. Wells brought down the recommendation. No suspicion could attach to Mr. Wells which did not attach to any other of the ministers. He thought, however, that no great suspicion could be attached to any of them in this matter.

The crown grants were then prepared, and Mr. Wells seemed struck to be dissatisfied. It was finally decided that Mr. Wells should go down to Montreal with these grants with a proposal attached. That was undoubtedly agreed to by Mr. Dunsmuir, Mr. Prentice and Mr. Wells. Failing the agreement to build to Spence's Bridge the grants were to be brought back. Mr. Eberts stated that he did not know of this condition, yet he stated that the building to Spence's Bridge had been discussed. Mr. Dunsmuir was positive Mr. Eberts knew about it. Mr. Brown also denied his knowledge of it. Yet it was acknowledged that it was an unusual thing to take crown grants to Montreal in person. Mr. Brown knew that Mr. Wells was taking the grants, and knew of a proposition to build to Spence's Bridge. It was an easy matter to put the two things together.

What other reason could Mr. Wells have for taking these grants to Montreal other than that a condition was to be asked?

With Mr. Wells going to Montreal to propose this condition, it was unreasonable to believe that he should have left it to Mr. Brown to propose that for which he went. Sir Thomas admitted, however, in his cross-examination that there might have been a reference to this in his first interview, although he was very wise of it not taking place in his previous examination.

There can be little doubt this proposition was made at the first interview with Sir Thomas. There was another corroboration of this from an unexpected source, namely Mr. Taylor. The witness said that Mr. Wells told him of this proposal, and was warned that it was a ridiculous one.

He thought that it was reasonable to suppose that the Crown's Nest Coal agreement was shown to Mr. Wells. It was not fully contradicted by other witnesses. What reason could Mr. Wells have for inventing it?

If Sir Thomas took the ground that the Crown's Nest Coal was not to be debared from any right on account of his honor, why should Sir Thomas seek the legal advice of Mr. Creelman.

It was utterly idiotic to think of Mr. Wells taking the grants down to ask for a condition and then get down on his knees and ask permission to retain them for a few days. The only object which Mr. Wells might have for these grants, according to Sir Thomas's story would be to make a fraud upon the people of British Columbia.

He admitted that political expediency might to some extent enter into these things. He was not concerned in explaining these, but he was concerned in guarding the personal honor of the country. On the 20th Mr. Wells made known that the grants were to be made upon the condition that the company should build to Spence's Bridge. Sir Thomas then asked for the details of the government would arrange for the building of this line. That was the reason of the memoranda being prepared as it was.

If Sir Thomas's story was a correct one that Mr. Wells should come back after the grants had been practically delivered and should be allowed to make use of that for the purpose of deceiving the people of British Columbia. He called Sir Thomas in a very peculiar position, and removed him from the high pedestal of honor which he pretended to occupy. Surely Sir Thomas should have made a note of these grants being given back to Mr. Oswald. He called to the attention of their delivery if such took place.

Coming to Mr. Taylor, he said that this was one of the most objectionable features in connection with it, as Mr. Taylor was his friend, and he was in the position to the difficult way in which he gave his evidence. He showed the most pronounced animosity to Mr. Wells. Mr. Wells could not possibly have made up that story out of full cloth. Mr. Eberts could scarcely be credited. He thought that usual business acumen would allow the inference that the relation between the Crown's Nest Coal Company and the British Columbia Southern got a grant at the base of this change taking place.

It looked reasonable that the Pacific Coal Company had a great deal to do with this. On the 10th September, 1900, the British Columbia Southern got the subsidy; on 13th November, 1900, the application for incorporation for the Pacific Coal Company was made; on 10th August, 1901, the transfer to the Columbia & Western was made; on 31st August, 1901, letters patent were taken out by the Pacific Coal Company.

He referred to the telegrams alluded to by Mr. Wells as having passed between Mr. Taylor and Mr. Eberts with respect to whether the transfer could take place from the British Columbia Southern to the Columbia & Western. What reason could Mr. Wells have for making such a statement if it were not true?

With Mr. Oswald the demeanor of the witness was to be taken into account. An analysis of his statements could only lead to the supposition that he had a story in any way true these patents were only left there for safe keeping, and that no delivery took place. Mr. Wells returned and asked two of them about the two hours' showing that even if Mr. Oswald's story were true that Mr. Wells did not consider that delivery took place. It was unreasonable to think that a matter of such vital importance should be made known to no one but Oswald up to within a few days ago. Sir Thomas and Mr. Creelman bore out Mr. Wells's contention that the crown grants never passed to the C. P. R.

Mr. Wells was shown to have been friendly to the C. P. R. He had no object in doing injury to that company. Yet he was the one who saved the situation. Was it not clear that Mr. Wells saw that they were taking notice that he decided that he would do his duty and prevent the delivery of the grants even if it wrecked the government?

He thought that the question of making this matter known to his Premier was a delicate one. He did not think

that it could be attributed to anything worse than weakness on the part of Mr. Wells. Different persons might have acted differently. It was hard to say what should be done.

Too much had been made of the alleged promise by Mr. Wells to Mr. Brown that he would endeavor to get these two blocks for the company. Mr. Brown in his message said that he regarded the promise with uncertainty, and Mr. Brown's statement was that he regarded it as a jolly.

Mr. Wells stated that he did say that if the company gave up its claim to the 4th section altogether that he would endeavor to have a settlement arranged by which the C. P. R. should get these lands. There was nothing wrong in that. It might be the best thing in the interests of the province that a strong corporation like the C. P. R. should get these lands and develop them under proper restrictions.

Mr. Wells's letters showed that that was all he intended to consent to.

Bill 87 rested assuredly on the Attorney-General. Mr. Wells could not say that bill. It was the Attorney-General who should be responsible for a bill of that kind. He agreed that Mr. Wells should have been on his guard with respect to a bill of that kind. That was a question of political criticism, and it was not his duty to affect Mr. Wells in a personal sense. He was not devoting his attention to the political side of it. He was looking after Mr. Wells's honor.

He would regard that bill as a back door measure. If such a bill prepared by Mr. Brown passed the scrutiny of the Attorney-General and passed the House, it would be a parliamentary act, as Mr. Martin said, and would be as binding as any other act of the Legislature. Mr. Wells had been obliged to still more strongly to-day.

He contended that Mr. Wells's story in all its main features was the only one which was unshakable. He did not suppose that to the fair-minded members of the committee, who are all fair-minded, whether the story was or not substantially correct, said Mr. McCaul.

The political features should not allow the committee to bring in any finding which would destroy private character unless such character was absolutely sure of the grounds for it. The committee then rose until 8.30 in the evening.

In the evening Mr. Duff opened the case respecting the British Columbia Southern by entitled to certain aid in land applied about September, 1900, for the final settlement of its claim under the act of 18th December, 1900, which entitled it to 5 to 20,000 acres a mile to be taken in alternate blocks. On 18th August, 1899, a crown grant was made to that company, which fixed their initial block. In September, 1900, they wished blocks 4,593 and 4,594 given to them. Mr. Brown's

licences in these blocks, and the government must have known the lands were... The committee then decided to adjourn until Saturday morning.

The committee inquiring into the Columbia & Western subsidy resumed this morning to listen to the continuation of the address of Mr. Duff.

Mr. McCaul on a question of privilege objected to the Colonel's report in which he was reported in his address as having said that it was not shown that Mr. Eberts was not connected with the Pacific Coal Company.

Mr. Duff, continuing his argument, referred to the opinion given by Mr. Hunter. In giving that opinion Mr. Hunter was giving a judgment upon whether the grant having been an accomplished fact that the title could pass to the company.

Mr. Wells contended that during his absence, from 27th July to 8th August, that his colleagues had acted in the way of transferring the title to the company.

Mr. Duff opened the whole question of the grant to the public. He said he was possible to deal with transactions beginning in 1900, and closing in 1902.

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head acting here for them might account for that. Mr. Green said there was an absence of correspondence between that officer and his head.

Coming to the cancellation of the grants, Mr. Wells said that after Mr. Dunsmuir's return he began to be doubtful as to the propriety of issuing the grants, and had some interviews with Mr. Dunsmuir.

Mr. Duff, continuing his argument, referred to the opinion given by Mr. Hunter. In giving that opinion Mr. Hunter was giving a judgment upon whether the grant having been an accomplished fact that the title could pass to the company.

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compiled by Mr. Brown as information to his chief as to the highest value. There was apparently no reason for Mr. Brown misrepresenting matters to Sir Thomas at the time.

There was no fact at the time which precluded the carrying out of the matter which had not existed all along except the question of political expediency.

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TO LEGALIZE FISH TRAPS. (Special to the Times.) Ottawa, May 22.—The bill respecting the fisheries, which Hon. R. Prefontaine has given notice of, will confer authority on the Minister, on approval of the Governor-General-in-Council, to issue licenses for purse seines and fish traps in British Columbia. The present act prohibiting purse seines will be repealed.

Fish traps will not be used this year, but their use having been authorized, licenses may be granted for next season, provided the fishery privileges given by the provincial government do not stand in the way.

STRIKE IMMINENT. Employees of Montreal Companies Demand Recognition of Union—Reply to Men. Montreal, May 22.—It now appears a certainty that daybreak will witness the inauguration of an attempt by the employees of the Montreal Street Railway and the Montreal Light, Heat & Power Companies.

The street railway men struck last February, when a settlement was effected by the men receiving a 10 per cent. advance in wages, and the right of depositing their money in the company's present demands. Soon after this settlement was made the local union joined the International Union, and the demand now is for its recognition as a part of the union.

THE LABOR COMMISSION. Member of the Ladysmith Miners' Executive Examined—Warning. Ladysmith, May 22.—The royal labor commission resumed its sittings here this morning. A. A. Barnes, member of the local executive, was examined at length. He explained to the commissioners that the offer made by Mr. Dunsmuir to the men had been rejected because the men regarded it as less favorable than the conditions under which they had been working, but his evidence on the whole went to show that it was the absolute refusal of the owner to allow a union among his men that was the main source of the trouble.

CHAMBERLAIN'S POLICY. Report That Canadian Finance Minister May Conduct Preferential Campaign in England. Montreal, May 22.—A special cable from London says: "Mr. Fielding is coming to England this summer in connection with Mr. Chamberlain's new policy. He may conduct a preferential campaign while in England."

FURTHER TROUBLE FEARED. Montreal, May 22.—It is feared unless steamship men immediately come to terms another longshoremen's strike will be started. One of the conditions of settlement of the recent strike was that the Independent Labor Bureau would be abolished. The longshoremen have learned that the labor bureau is still engaging non-union men for work for the day, and they sent for J. W. Park, the man who engineered the last strike. The situation as far as can be ascertained is critical.

ONE FOR SMELTER. Number of Shipments Have Reached Crofton During Past Week. Crofton, May 22.—Mr. Vaughan Rhys, of Van Ando, came down on the Trader with a small shipment of ore from his mines there, and is preparing to make regular shipments in a few weeks. The Trader brought a cargo from the Marble Bay mine.

RETURNED UNOPPOSED. Dennis Kilbridge, Nationalist, Elected as Representative of South Kildare. Dublin, May 22.—Rennis Kilbridge, formerly Nationalist member of parliament for North Galway, and who was recently released from prison, where he had been sent for inducing the murder of the landlord, Major-General Meares, was elected without opposition as member for South Kildare in succession to Matthew J. Minch, Nationalist, who resigned on May 9th. The local branch of the Irish League invited Mr. Kilbridge, "being the latest victim of jury packing," to contest the seat as "protest against this iniquitous system."

WILL MOVE MILLS. Ottawa, May 22.—J. R. Booth will likely move his lumber mills out of Ottawa city on account of the decision of the city council against the piling of timber in the city.

MR. DUNSMUIR'S OFFER. Terms of Settlement Which Were Voted Down By Ladysmith Miners. Nanaimo, May 22.—The terms of settlement submitted by Mr. Dunsmuir, which were voted down at the miners' meeting yesterday at Ladysmith, were to the effect that all men be reinstated without discrimination, that the men must secede from the Federation; a ton was increased from 2,240 to 2,500 pounds, making a reduction in wages equivalent to about 12 per cent., or he would pay each miner \$3 per day, the men to provide one helper while the company would provide the other. Unlimited rights were to be granted to mine contractors in pillar work. The proposals were refused without a dissenting voice.

It is believed that when the delegates lay the state of affairs before the convention, which meets at Denver tomorrow, that both sides will be necessary relief to relieve the distress that now exists at Ladysmith.

JEWIS IN LONDON. Number Who Seek Refuge in Metropolis Has Been Growing Steadily. London, May 22.—In view of the Jewish troubles in Eastern Europe considerable interest is shown in the Royal Commission on alien immigration which was appointed a year ago, and whose sittings concluded yesterday. The evidence taken has shown that there is an enormous growth of the Jewish population in the east end of London, mainly through the influence of Russian Poles, and this influence has resulted in serious overcrowding of population and unsanitary conditions. On the whole, however, the immigrants are industrious and respectable, and are endeavoring to rapidly improve their social conditions. The greatest complaint against them is that they work cheaply and reduce the standard of wages in certain trades.

WILL BE EXILED. Turkish General Proposes to Deport Many Bulgarians and Macedonians. Constantinople, May 21.—Hilmi Pasha, the inspector-general under the reform movement in European Turkey, is credited with having formulated a plan for the settlement of Anatolia, Asia Minor, or the peninsula forming the western extremity of Asia, and the islands of the archipelago by Bulgarians, whom he proposes to deport wholesale from Macedonia. It is doubtful, however, if the powers will permit this. In the meanwhile Hilmi Pasha has planned to summarily exile to Anatolia the Macedonian prisoners, who are suspected of complicity in the recent events in European Turkey, but who have not been convicted.

HALF MILLION DAMAGES. Chicago Firemen Had Hard Time to Prevent Spread of Flames. Chicago, May 21.—Fire that for a time last night threatened the wholesale clothing district at Jackson and Franklin streets did \$500,000 damage before it was got under control. Before the fire was subdued, the six-story building at Jackson boulevard was destroyed.

BANK OF ENGLAND. The Rate of Discount Has Been Reduced to 3 1/2 Per Cent. London, May 21.—The directors of the Bank of England, at their weekly meeting to-day, reduced the bank's rate of discount from 4 to 3 1/2 per cent. The reduction was attributed partially to offers of American gold and to gold shipments from New York to Paris.

TESTING YACHTS. First of Trials to Decide Which Boat Is To Meet Lipton's Challenger. Gloucester, N. Y., May 21.—Preparations were made early to-day on board the two American 90-foot sloops, Columbia and Reliance, for the test of their relative fitness to meet Sir Thomas Lipton's Shamrock III. They were 40 sail over a measured course in the sound. Although the absence of the Constitution somewhat marred the interest in to-day's race, there were plenty of yachting enthusiasts on hand to see the other boats. The first arrivals, however, did not find racing conditions particularly favorable, for their was not a whiff of wind during the early morning. But the mainsails on both yachts were sent up early, Columbia hoisting hers with an anchor here, while Reliance sent hers up on the other side before she left New Rochelle.

CYCLONE AND SNOWSTORM. Eight Farmhouses Demolished—Sheep Perish By Thousands. Ashland, Kas., May 23.—A cyclone, more severe than that of Thursday, passed through the country late last night. Nobody was hurt, but much property was destroyed. Three sets of horses belonging to David Kliner were carried a long distance by the wind, and then killed. Two hundred cattle were killed. Eight farmhouses and a school house were demolished.

UNFOUNDED REPORT. Movement of Sappers in India Not Intended as Menace to Russia. London, May 19.—With regard to the statement published in the United States that Great Britain is planning a military expedition into Tibet, and that it is intended as a menace to Russia, the only foundation for the report appears to be the fact that the Indian mail brings advices that a small body of Indian sappers and pioneers has been sent to rebuild the road up the Fessta valley to the frontier, and that there is some speculative talk in the Indian papers regarding the possibility of pushing on the railway to Tibet through the Bholan territory. There is no suggestion of any menace to Russia.

MAY HAVE FAILED. Constantinople, May 22.—The suppressing of news from Albania engenders the belief that the government plans for the pacification of that part of Turkey are miscarriage. The Albanians were known to have planned to attack the Servian monasteries at Dechani, near Ipek, containing Russian monks, and on the Russian embassy's representations the palace authorities have promised to send troops to protect the monks. Vardike sentiment against Bulgaria is increasing in the military circles, and great activity is displayed by the war ministry.

CHANGE IN DEMANDS. Tokyo, May 13, via San Francisco, May 23.—Reports from Peking are not calculated to allay the uneasiness in Japan as to Russia's action in Manchuria. While the original "seven demands" made by Russia on China have been withdrawn, it is now reported that other demands have been presented, including, it is said, one that grants a concession to Russia to build a railroad from Mukden to the Yalu river, a project which is enabling Russia to concentrate the troops as a constant menace to Korea. The military attaches to the British, American and Japanese legations, who have been sent to Shantung province to ascertain the real state of the invasion, report that the Russians have merely changed their stations. Although a slight decrease in the garrisons is observed, unarmed Russian soldiers are going about everywhere. Mounted brigands frequently attack foreign travelers, who, however, can proceed safely if they are guarded by Russian troops.

ONE SECTION OF MONTANA IS EATEN BY LOCUSTS, WHILE ANOTHER IS UNDER THREE FEET OF SNOW. A district forty miles square, east of Forsyth, is pestered by Rocky Mountain grasshoppers, which have eaten everything.

WELLS, GIBBS, & CO., 8, 10, 12 and 15. 200 Pair New Trousers Just in. B. WILLIAMS & CO.

CARNEGIE AND CANADA.

The utterances of Andrew Carnegie in Quebec, but all the provincial and township alterations made at the last gerrymander are remedied and original county limits re-established.

there will be no changes of counties in Quebec, but all the provincial and township alterations made at the last gerrymander are remedied and original county limits re-established.

lumbia or any other self-respecting country for the purpose of evading an appeal to the people, we have no doubt the Lieut.-Governor will adopt a course which can only be undertaken under the deepest sense of responsibility.

cancelled, or the equally notorious bill 87 was withdrawn. The agents of the C. P. R. within the government were determined to leave no course untried to carry out their contract.

SUPERINTENDENT OF SCHOOLS FOR FIFTEEN YEARS. Professor Powell, of Washington, D. C., Recommends Pe-ru-na.



Prof. W. B. Powell, of Washington, D. C., is one of the best known educators in the country. For fifteen years he has been Superintendent of the Public Schools of Washington, which is considered the best school system in the United States.

SUCH straightforward evidence cannot be overestimated. What the common people say carries weight, but when a man of national prominence says "Peruna should be used in every household," it is a significant fact to the increasing prominence and undoubted efficacy of Peruna.

I have read a very interesting article by Sir Royland Blom Thiers, the great French statesman who did so much to rescue the abyss into which she fell by the war of 1870.

DOMINION REDISTRIBUTION.

The last redistribution of constituencies for the Dominion House was the cause of an acrimonious discussion which dragged along for months.

CARNegie.

The Mayor sent the following reply: "Andrew Carnegie, Skibo Castle: Your explanation is satisfactory. Canada is a young nation, but is impressing the world. Sydney's future is bright beyond peradventure."

EXAGGERATED.

Madrid, May 19.—The report published by a news agency in a dispatch yesterday that twelve persons were killed and fifty were injured during a bull fight on Sunday at Alcala de Henares was greatly exaggerated.

AS SEEN BY ONE OF HIGH SCHOOL PUPILS.

Miss Mabel Cameron describes what she saw when the High school pupils inspected the Brackman & Ker Milling Co.'s and M. R. Smith & Co.'s factories.

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BRITAIN'S FISCAL SYSTEM.

London, May 18.—In a speech at Burnley, Lancashire, to-night, Lord Rosebery, referring to the colonial secretary's speech at Birmingham, stated that the colonial secretary had made an appeal for trade reciprocity with the British Empire.

FIGHT WITH SOMALIS.

Three Hundred Killed and Wounded by Force of Abyssinians. London, May 19.—An official war office dispatch from Aden, Arabia, with today's date, gives details of the desperate fighting which took place at Burdulle, Somaliland, on May 18, between an Abyssinian force, operating in conjunction with the British against the latter's Dervish army.

DISMISSED FROM OFFICE.

St. Petersburg, May 19.—The report that General Raaben, governor of Kishineff, where the massacre of Jews occurred a month ago, had been dismissed from office, is confirmed. The Imperial ukase dismissing the general was dated May 17th. The authorities here have suppressed the Volney, and have prohibited street sales of the paper.

Great S... His Curious History... His hours were largely spent in his extraordinary power-room winter and summer...

Great Statesmen And Their Hours

FOR FIFTEEN YEARS, n, D. C.,

hforward evidence can- blooded. What the com- carries weight, but when al prominence says "Pe- ased in every household," fact in fact to the increas- a undoubted efficacy of

ational fame as a carth- the only internal sys- mody known to the med- It makes diseased nose- healthy, whether it is mbrane lining the nose, stomach, kidneys or pel- various diseases of is, because two kinds of kind are due to catarrh, mucous membranes el- cise their terror, the eye- to throw off contagion, preventibly. food, Mt. Sterling, K., years I have been a suf- tarr, and have spent with physicians and of remedies which sed saro curas', but in is money thrown away. benefit whatever from ceptively vein search chased a bottle of Pe- onfidence in it what- . This was about one began to improve and attend to my business constantly hampered by aia known to a human ring, which was almost car, got very rick edging not only scars revent disease. when every one was to grippo, I stood like a fully proof against it. ver in 'patent medi- I do not hesitate to run as the best medi- of the world has ever a bottle of it at home shall continue to do so, it to be the best medi- I never leave home a bottle of it in my A. T. WOOD,

ven, Dodge City, Kan., A. T. & S. F. R. R., had catarrh of the stom- and I began to think going to be cured. At taking Fortuna, I was un- than one or two trips time, not being able to on my stomach. I then da. I have been taking at time and have never now weigh 200 pounds."

lative prompt and satis- from the use of Fortuna, Dr. Hartman, giving a your case and he will you his valuable ad- Hartman, President of Sanitarium, Columbus.

as we were able to eat varieties owing to the firm. The boiling is done basin heated by steam, the fancy shaped candies while the cream for cho- couded in corn starch. A and tasty candy is the scented biscuit. Two employed to dip these delicious chocolate. The slabs, and it is very fas- them cover the biscuits them on oiled paper to ch use nothing but Brit- manufactured sugar for his we should wholly patron- have occasion to deal in line.

TH SOMALIS. Killed and Wounded by of Abyssinians.

19.—An official war an Allen, Arabia, under details of the desper- which took place at Bur- on May 4th, between are, operating in con- British against the a large force of the s. to hand fight, lasting 45 rishes were driven off three hundred killed and ns had 25 men killed the Abyssinians retired thwest of Burrilli and prisoners. The latter t was at Ubertake.

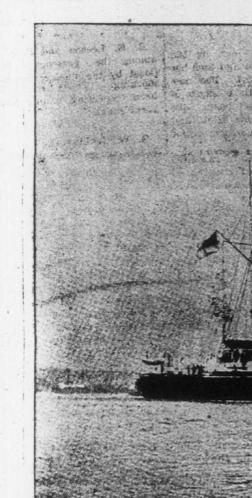
CHARGES. 19.—Executive officers met here and have ap- ptee to meet the trunk s in June in New York ment regarding the port and export rates, stained that the Inter- commission will be sat- isfaction of the through of origin in Europe stination in this coun- a, or with the publica- tion of the im- rations. The solution of the traffic men is an- ing fixed differentials on both imports and a be allowed all other al to Galveston.

FROM OFFICE. May 19.—The report n, governor of Kish- n, governor of Jews oc- , had been dismissed rmed. The Imperial he general was dated authorities here have pney, and have pro- s of the paper.

have read a very interesting article on Sir Rowland Blienerhasset, the great French statesman who died so much to rescue France from the abyss into which she had been thrown by the war of 1870. Among the many particulars of this wonderful man was his incessant industry up to the last day of his life. He was a little morsel of a man—five foot nothing high—but he managed to get through the work of a giant man. He wrote two histories, each of seven volumes or so; he conducted the affairs of France as prime minister for some years; for several years he was leader of the opposition under Louis Philippe, and then leader of the opposition under Louis Napoleon; from 1848 he came to Paris first, he succeeded in building up a big fortune, and made speeches, when the occasion arose, which mark epochs in the history of his country.

His Curious Hours. His hours were largely responsible for this extraordinary power of work. He rose winter and summer between 4 and 5 o'clock in the morning. He took a cup of coffee and some very light food, and then began to work, and kept on at it, for hours. Before he sat down to the second breakfast—which constitutes the meal Frenchmen most delight in—he took a short walk or a game at lawn tennis; then he saw some of his friends, paid visits, had a drive in a carriage, and, returning home at 4 o'clock, went immediately to bed, and there slept till it was time to dress for dinner. Dinner was always served at 7.50, and he was particular that people were punctual even to the minute for dinner; then again he slept for 20 minutes or half an hour; and then, when he woke up, he was at his best—talked of all subjects under heaven, and always with interest; and was, in fact, brighter, keener, readier than almost anybody in his company. Here is a programme which it would be impossible for any man, however exalted his position, to carry out, unless he was surrounded by people who fulfilled his least wishes. Thiers had a devoted wife, and a sister-in-law who was quite as devoted; and they kept off the bore and the interruption. But his colleagues were equally respectful. I remember reading on an occasion once when Jules Favre—the great orator who was foreign minister after the fall of

the Empire—hesitated whether he might wake up his chief, although the news he wished to communicate to him was something of almost tragic importance to the nation of France in her hour of agony and humiliation. Thiers Fast Asleep. Here is a little scene, described by Sir Rowland Blienerhasset, which suggests some of the moments of such endurance on the part of the colleagues of the great man: "I once saw Monsieur Thiers under very interesting circumstances at Versailles, when he was President of the republic. I went to him in the evening with Lord Lyons. As we entered the ante-room there was not a sound to be heard. The entrance to the reception room was wide open. When we got there, we perceived Monsieur Thiers in an armchair fast asleep. Bartholomy Saint-Hilaire was sitting next to him, and held up a hand to signify that no noise was to be made. Standing in a semi-circle in front of the sleeping President were a group of persons of uncertain political and social reputation, among them the historian, Henri Martin. When Thiers woke up his eyes fell on Lord Lyons; he instantly came to his senses and graciously remembered me. We were some distance apart from everybody else, and Thiers, looking at his Palstaff's regiment of admirers, said: 'Je n'ai pas ces gens-la, mais que vous regardent! Je les favorise, et les favorise—I give them some notions of government.' And then he added, with a certain vulgarity, which I think he affected, 'His sentiment nauvais; c'est vrai, mais on s'en va en chapeau.' "Here is certainly a strange scene—possible, I should say, only in France. Just fancy Mr. Balfour seated in an armchair in a large room, fast asleep, with Mr. Chamberlain, Mr. Bixie, Mr. Mr. Long, the Duke of Devonshire and the rest of his colleagues, as well as a few ambassadors, walked on tip-toe and spoke in whispers until he woke up



H. M. S. GRAFTON, FLAGSHIP OF PACIFIC SQUADRON.

of having gained all his success in life without effort; he was counted one of the laziest men at the bar in his professional years. On the other hand, the lord chief justice was an early riser. He was never in bed after 6 o'clock when he was at the bar, which was possibly one of the reasons why he had such an unequalled command of all the facts and figures in his cases. There is a story of a young barrister being given an appointment by his great leader to discuss a case in which they were both employed. So Sir Richard Webster, as he then was, fixed the consultation for 6.15, and the poor junior had to remain up all night! Mr. Rufus Isaacs, the eminent barrister, gets up at 6 o'clock in the morning, though when you see him enjoying himself as a dinner party and stopping up with the best of them, you would hardly believe that he was going to start work within a few hours afterwards. He looks very thin, but his brilliant eyes certainly do not indicate weariness or overwork, and early hours seem to agree with him.

SO ALL COULD HEAR. Pearl—"Their engagement is going to be announced." Ruby—"Through the papers?" Pearl—"No, they are making such a fuss I guess they'll announce it through a megaphone."

The Bacillus of Catarrh. May not as yet have been officially discovered and catalogued; but all the same, it can be hunted down, and absolutely exterminated with Dr. AGNEW'S CATARRHAL POWDER. The One Catarrh Cure that cures Catarrh. Colds and Headache. Dr. Agnew's Catarrh Remedy cures in one day. 35 Cents. Sold by Jackson & Co. and Hall & Co.—3.

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Though he is a slight man and apparently a delicate one, Mr. Balfour seems to have wonderful staying power, and perhaps this is partly because he takes things a little easy, and spares his strength in the mornings so as to be fresh for his work from afternoon to midnight.

Mr. Chamberlain's Hard Work. Mr. Chamberlain is also a late riser. He reads his newspapers and some official documents, I believe, before he thinks of leaving his bed. But when he does start work, there are few men like him. In the colonial office, they speak of never having had a chief like him for work. He is also thoroughly businesslike and orderly. He can put his hand on every one of his papers; everything in his room is in apple-order. Moreover, he works even when he is away from his room in Parliament street. It is remarked by those who are familiar with the House of Commons that, in spite of his extraordinary prominence, Mr. Chamberlain is one of the ministers who spend least time in the House. He is at his seat at question time, or course—it is he bound to be; but the moment that he has answered the questions on the paper—which he always does as briefly as possible, and in the acid cold voice that is so characteristic—he slides out, and is never seen again unless he has to speak, or when he is called in to give his vote in a division. But he is not idle. All this time he is in his room, with papers from the colonial office before him; and, with a long black cigar in his mouth, he tosses off paper after paper, and so keeps well abreast of his work, and is acquainted with all the multifarious and multitudinous problems which arise in a world-wide empire. Mr. Chamberlain seldom sleeps in the House, though at one period of the war, when doubtless he was overworked and perhaps somewhat worried, he used occasionally to drop off at 5 o'clock—which is the great hour for the parliamentary sista—and it was remarked at that epoch that his face used to look very pallid and very drawn. This afternoon siesta has ended with the end of the war.

The Sleep of the Great Lawyer. Great lawyers are notoriously early risers—at least in the years when they are making their position. Lord Selborne, I have heard, used to take only four hours' sleep during those 3-3-3-3 when he was in full practice. Lord Cairns also had to do with a similarly small allowance of sleep, and possibly that was one of the reasons why after his rise to the lord chancellorship he was always pursued by ill-health, and looked a pallid skeleton as he sat on the wool-sack. He died at an age which we consider early, and so paid the penalty. On the other hand, the present lord chancellor gets the credit

of having gained all his success in life without effort; he was counted one of the laziest men at the bar in his professional years. On the other hand, the lord chief justice was an early riser. He was never in bed after 6 o'clock when he was at the bar, which was possibly one of the reasons why he had such an unequalled command of all the facts and figures in his cases. There is a story of a young barrister being given an appointment by his great leader to discuss a case in which they were both employed. So Sir Richard Webster, as he then was, fixed the consultation for 6.15, and the poor junior had to remain up all night! Mr. Rufus Isaacs, the eminent barrister, gets up at 6 o'clock in the morning, though when you see him enjoying himself as a dinner party and stopping up with the best of them, you would hardly believe that he was going to start work within a few hours afterwards. He looks very thin, but his brilliant eyes certainly do not indicate weariness or overwork, and early hours seem to agree with him.

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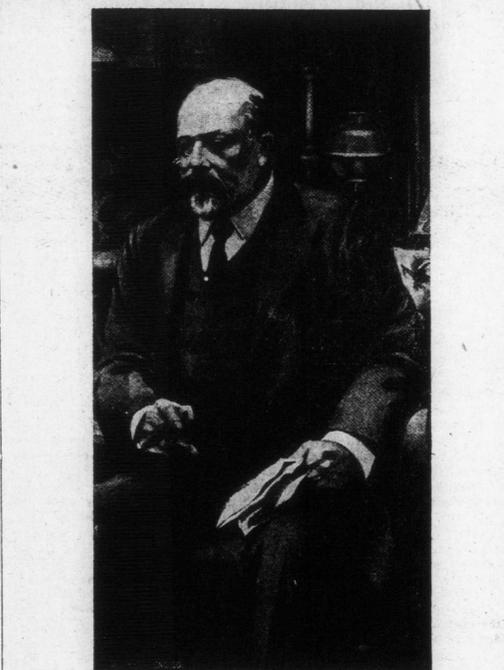
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THIS MAJESTY THE KING.

STRENUOUS LIFE OF A TEMPERANCE REFORMER

Say what we will against the feverish rush of modern life, but it has done more for the cause of sobriety than all the prohibition laws, all the abstinence propogandas, all the Carrie Nations and all the anti-alcohol pledges. Competition has eliminated the drunkard. The Darwinian theory has routed the demon Rum. Divers industries have been named as causes of the decrease of drunkenness. In the first place, the fact is patent that drunkenness has gone out of fashion. In the clubs, in business houses, in shops everywhere, sobriety is commoner and more popular than it was wont to be. Twenty years ago a self-respecting clubman thought nothing of becoming intoxicated; a business man lost no prestige and a newspaper man positively gained prestige by going off on a spree for two or three days. On the night of payday in a printing office nearly the whole force was made up of "suds." For the regular hands regularly put themselves out of condition with liquor when they got their money. This sad state of things is no more. It is the exceptional drunkard who is now to be met. Usually, a business man's credit shrinks if he ever smells of whisky and an employe might as well resign at once if he proposes to go on a drinking spree and stay away from work on that account. Of course there will always be the gutter and a number of men will always fall into it; but there is little distance nowadays between the man that gets drunk a few times a month and the abandoned outcast. There is no longer a class of respectable toppers.

The stricter judgment of society on the drunkard is generally acknowledged as the cause of this improvement. Respectable people do not go to the homes of men that fall under the table at dinner, and therefore, according to the argument, young men forbear to fall under the table. But we owe thanks for the reform not to society become stricter, but to life become more strenuous. As competition grew fiercer the standard of fitness necessary for survival grew higher and the drunkard found himself at a disadvantage in competing with the sober man. A two days' spree came to mean an irremediable loss instead of, as it had been, a mere suspension of labor. Consequently the drunkard had either to get sober or perish. Some reformed, others perished.

The present attitude of society toward the drunkard is not a cause but a consequence of reform. The drunkard now finds himself at a disadvantage in competition with the sober man. A two days' spree came to mean an irremediable loss instead of, as it had been, a mere suspension of labor. Consequently the drunkard had either to get sober or perish. Some reformed, others perished.

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VISIT OF FRENCH PRESIDENT

If President Loubet comes to London to return the visit which the King intends paying him in May—as there is now every reason to believe that he will—this will be the first act of the kind by a chief of the state in France since Napoleon III. and his consort came over to Windsor in April, 1855, during the Crimean war, at the invitation of the Queen, whose nominal object in seeing her Imperial ally was to confer with him on his project, distasteful to her and her ministers, of going out to Sebastopol himself to assume command of the allied armies. On this occasion the French Emperor—who had hitherto excited the suspicion and dread of the Queen on account of his peace-disturbing tendencies—was received with every mark of honor by the Queen, and her point, and the Emperor abandoned his intention of going out to the Crimea. In the autumn of the same year, while the war was in progress, the Queen and the Prince Consort, accompanied by the Prince of Wales and the Princess Royal, journeyed to Paris to return the visit, this being the first time that an English sovereign had entered the French capital since the infant Henry VI. went there to be crowned in 1422. The London visit of President Loubet in return for that of King Edward will therefore be an epoch-marking event.

THE DUKE'S SIXPENCE. A nobleman of ducal rank, known in London as remarkably close in money matters, recently called a cab to take him to Waterloo station. When he arrived he alighted and handed up a shilling. The cabman, who naturally expected his tip, began to grumble. "That's the regular fare," said the Duke, promptly. "And why did you take the longest route? Why didn't you drive through Hyde Park?" "Cause Hyde Park's closed," said the cabman, who surmised with whom he was dealing. "Hyde Park closed? Why is that?" asked the Duke in surprise. "Cause the Duke of — dropped sixpence there this mornin', and the gates are closed till he finds it," replied the cabman, quite innocently.—Sunday Strand.

THE NASTY CONDUCTOR. "This rustic youth wants me to get him on his feet," said the street railway official. "Make him conductor," replied his brother official, "and he will get on other people's feet."

RUBBING IT IN. Gynae—"Yes, I'm a self-made man." Gynae—"Well, I must say you are entitled to a great deal of credit for your charitable act!" Gynae—"What charitable act?" Gynae—"Relieving the Lord of the righteousness."

THE WINNER. "I played an interesting game of cards with Helen last night." "What kind of a hand did you hold?" "Pink." "You mean red. Who ever heard of pink cards?" "I'm not speaking of cards. This was Helen's hand."

THE GORGE.

Great Britain and The Mediterranean

It would seem that our hold upon the Mediterranean is not likely under present conditions to be endangered by Germany. The encouragement to this conclusion may derive from an analysis of natural conditions is really confirmed by modern events, if we only strip the actual facts of their imaginary dressings. Let us make due allowance for the growth of Germany's trade, and especially her trade with the Far East. In 1890, 180 German vessels of 253,437 tons entered Shanghai. In 1900 there were 240 vessels of 531,070 tons. There are now German steamers plying in the Yangtze (the foreign office reports admit) where a few years ago British companies (with the course Chinese) had the monopoly. The German companies, the North German Lloyd and the Hamburg-American, by placing new vessels of the latest pattern, similar to, if somewhat smaller than, the great floating palaces of the Atlantic, on the China line, are gradually obtaining the lion's share of the rapidly increasing passenger traffic. And there are steamers of the Hamburg-American line running to Kiaochow and Tientsin in the north, and Hongkong and Canton in the south, and up the Yangtze to Hankow and Ichang. The two German steamship lines above named have, the last Shanghai report says, joined together in a determined effort to secure a substantial share of the Far Eastern carrying trade. Their system of main and branch lines is so far completed that goods can be shipped from Hamburg, Bremen, Antwerp, or Southampton to Rangoon, Bangkok, Hongkong, Shanghai, up the Yangtze to Ichang, and northwards to Kiaochow and Tientsin, on through bills of lading carried all the way in German vessels. And the progress Germany has made in China she is making elsewhere, as the vast increase in her mercantile marine during the decade ending in 1900 shows, an increase which the recent supplement of the "Encyclopaedia Britannica" gives in actual figures. In 1891 Germany had 806 steamers of 723,000 tons; she now has 1,233 of 1,304,000 tons.

But the remarkable fact is that this advance in foreign commerce has been made despite her entire dependence upon the ports of other nations for access to the East. Germany has no ports in the Mediterranean, or in fact upon the Eastern mercantile track. Such ports as she has—and except Kiaochow and Shanghai, the ships of the North German Lloyd and Hamburg-American lines call at Gibraltar, Port Said, Suez, Aden, Colombo, Penang, Singapore and Hongkong. During the late China war not only was Germany obliged to charter British vessels for transport at the scene of operations, but for the conveyance of her troops to China she was dependent upon the facilities given by British ports. Wonderful as Germany's commercial progress is in the face of such apparent disadvantages, it is even more remarkable that her interest in the Mediterranean does not seem to be accentuated thereby. Germany has not shown a disposition to disturb the tranquillity of these historic waters. It can hardly be denied that if she were so disposed we should know it. Despite her interests in the projected Baghdad railway and her friendship for the Sultan, not only has she shown no inclination of late to acquire territory on the Mediterranean seaboard, but she has actually given proof of a disinclination. The two strategic positions of most consequence on the Mediterranean, the Straits of Gibraltar and the Dardanelles, have lately threatened to be the subject of international crisis, and Germany has shown apathy in regard to both. Despite her commercial interests in Morocco, she exhibited marked indifference to the political aspects of the Moorish crisis, and with regard to the passage of Russian torpedo-boats up the Dardanelles she offered no protest. If report be true, she even showed her unconcern for the Pan's of January 7th, 1903, appeared this definite statement of German indifference: "In regard to the representations lodged by the British ambassador at Constantinople with the Porte, concerning the passage of four Russian torpedo-boats through the Dardanelles, and the actual or probable participation in such representations by the powers interested, notably Italy, it is stated positively in government circles here that Germany in no way associates herself with any such protest, but regards the matter as outside her sphere of politics."

It is not difficult to see the grounds of Germany's indifference to the Mediterranean. Her spheres of influence lie in the far extremity of Asia, and that will be more easily reached by the projected Isthmian canal than by the Suez. Her interest in the Caribbean is as keen as it is lax in the Mediterranean. Her endeavor to acquire a station from Venezuela in the island of Margarita and the recent attempt of the Panther to force the passage of Lake Maracaibo both point the latter in its suggestion of curiosity on the part of those concerned as to what lay behind) to the region where Germany regards her interest to lay. The Monroe doctrine may, of course, prevent Germany acquiring the station she desires, but it cannot alter the fact that the Isthmian canal will afford her the most direct route to her possessions, and that natural conditions prevail to make the Caribbean of more interest to her than the Mediterranean. Hence there was some flavor of prophecy in the Kaiser's utterance when he termed himself "Admiral of the Atlantic," and no Admirals of the Mediterranean.

When we come to deal with France and Russia different considerations prevail. They are our real as well as our traditional enemies in the Mediterranean, and they are so by reason of critical conditions that no statesmanship can change. What is of more moment, is the fact that not only are the interests of France and Russia in the Mediterranean opposed to our own, but they are opposed to our own without being in conflict with one another. Hence the Franco-Russian alliance is a menace to us, having its basis upon the broad foundation of their common territorial necessities. As the continuity of the line of communication that connects her western with her southern seaboard, rendered necessary by the interposition of Spain, is jeopardized by our occupation of Gibraltar, so the line of communication between the shores of Russia on the Black Sea and Russia in Eastern Siberia, rendered necessary by the intervening continent of Asia, is imperilled by our occupation of Aden, Morocco, though Russia may have no interest in the Straits of Gibraltar and France may have but a subordinate interest in the passage of the Red Sea, their interests meet in a united opposition to our occupation of Egypt. Though the Suez canal may be a highway common to the nations, it is none the less at the mercy of Great Britain while she occupies Egypt, and may be rendered by us a more effectual barrier to Russia's communications than even Aden could be. To France our occupation is the denial of her dream of a North African Empire from Port Said to the Atlantic.

The working of the principle of continuity of coastline that we have referred to is as yet operating with unappreciable damage to us in the case of Russia, but it is working none the less. The expansion of Russia is a menace incomparably greater than the expansion of Germany. We see it in Europe in the encroachments by which the Balkan States are threatened. We see it in Asia in the absorption of Manchuria, in the encroachment upon India, and in the advance to the Persian Gulf. Everywhere the national instinct of the Russian people impels them towards the completion of their coastline, a giant consummation that can only be achieved when the whole of Europe and Asia come under the dominion of the Slav.

Not the least momentous in its results will be the access of Russia to the Persian Gulf. As a menace to India it will be disturbing, but as a menace to our control of the Red Sea it will be grave. While the stretches of the Russian coastline are separated by such tremendous distances as those which divide the Baltic from the Black Sea, and the Black Sea from the China Sea, not only is the possibility of absorption of the intervening territory remote, but the institution of a navy adequate to bridge the intervals offers no encouragement, by reason of the vastness of the undertaking. But when two points of Russian coastline are separated by no greater distance than that which divides the Black Sea from the Persian Gulf, Russia will have an inducement to augment her sea power by reason of the greater possibilities of using it effectively. Then the Red Sea will be of vital consequence to her, and our command of it the most serious impediment to her progress. The Mediterranean question in reference to Russia lies in the Persian Gulf.

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Local News.

CLEANINGS OF CITY A CONDENSED FORM.

According to a dispatch from Toronto six carloads of live stock, valued at \$10,000, have been shipped by the Live Stock Association to this province.

Among the passengers who arrived on the steamer Neill Thursday afternoon was a Chinese contractor, who came south to engage a crowd of Chinese for the northern canneries.

At Sir William Wallace hall last evening an enjoyable time was spent by the members of Primrose Lodge and their friends. Dancing was indulged in, after which refreshments were served.

A meeting of the Fish & Game Protective Society will be held on Wednesday evening next at the rooms of the Tourist Association. Already the sum of \$200 has been subscribed to the new organization's funds.

The loss in the fire in the Perry residence and the premises adjoining yesterday will total about \$2,500. Mr. Perry's house was insured for \$1,000 and the furniture for \$1,500. A considerable portion of the latter was saved.

R. W. Riddell, book-keeper for Saunders' Grocery Co., has taken over the bookkeeping in trade and business, especially of Erskine, Wall & Co., who recently made an assignment. Mr. Riddell will assume charge on Monday. The store has always been regarded as a first-class grocery, and it is Mr. Riddell's intention to maintain that reputation.

The remains of the late Alex Baillie were interred Thursday afternoon at the funeral taking place from the parlors of W. J. Hanna. Services were conducted there by the Rev. J. B. A. Agnew, assisted by the Rev. J. B. A. Agnew and the Rev. J. B. A. Agnew.

Bulletin No. 12, which has just been issued by the department of agriculture, contains a great deal of information of interest and profit to fruit growers. It deals with locality, selection of a site, soil, preparing the land, planting, and the following ladies and gentlemen assisted the Misses Scofield in making an orchard, which the department will make a grant of \$100. Mrs. G. E. Burnett, Miss Baker, Miss Nora McCoy, the Misses Stoddard, Mrs. J. Manville Williams, of Galville, Wash., and Messrs. Scofield, O'Connell, and Longfield. While every name has been mentioned with special enthusiasm greeted Mrs. Burnett and Mrs. Williams in their singing, Miss Stoddard and J. Longfield in their violin duet, and Miss Nora McCoy in her reciting.

A passenger from Van Anda, Texas island, reports that the whole northern end of that island, for a distance of fifteen miles south, has been staked off by very promising leads have been discovered. The Chehalis mine is working; the Royal Flush has six men engaged, and the management is looking forward to the opening of the mine in the near future. The Gold Boy is operating and making the tramway from Cornwall mine, for the Van Anda Copper & Gold Company, is nearing completion. Work, too, has begun on the new bunkers at that point. A. B. Raper, P. E., is a contractor who has recently staked off a number of promising prospects on the island.

An entertainment under the auspices of the Daughters of Eliza and in aid of their fund towards the children's ward and other improvements at the Jubilee hospital will be given in the theatre on Tuesday and Wednesday next. A series of scenes from Alice in Wonderland will be presented, and an evening pleasurable to all attending is promised. A large committee, headed by Mrs. E. J. Tilton and Miss C. Neven, have for some time been preparing costumes, and a number of very pretty dances for children have been arranged by Mrs. Dickinson, Mrs. Herbert Kent and Mrs. Simpson. Special scenery has also been arranged, and altogether nothing has been overlooked in the preparation of a splendid programme.

The death occurred early on Saturday at the Jubilee hospital of Captain F. T. Dodwell & Co.'s steamers. Deceased has been ailing for the past three weeks from heart disease, and came to this city about a fortnight ago to enter the hospital. He was about 63 years of age. He was widely acquainted in Victoria and on the Sound, and the news of his demise will be received with general regret. For the past twelve years he has followed the shipping business on this coast, and has been a frequent visitor to this city. A family of three daughters, who reside at Tacoma, and two sons, one of whom is employed at the Northern Pacific railway office, Vancouver, and the other on the steamer Majestic, as engineer, survive him. The funeral will be announced later.

Thousands of Mothers Recommend Baby's Own Tablets. "I would not be without them," is a very familiar sentence in their letters to the Tablets get this praise simply because no other medicine has ever done so much in relieving and curing the minor ills of infants and young children.

Mrs. Levi Perry, Roseway, N. S., says: "I take great pleasure in recommending Baby's Own Tablets for colic and constipation. I have never found anything to equal them for these troubles." Besides curing colic, constipation and indigestion, Baby's Own Tablets prevent cramp, break up colds, give normal, allay the irritation attending the cutting of teeth, sweeten the stomach and promote health-giving sleep. Guaranteed to contain neither opiates nor other harmful drugs. Sold at 25 cents a box by all drug stores, or may be ordered by writing the Dr. Williams' Medicine Co., Brockville, Ont.

JUDGE WALKER ON CURTIS CHARGES

FULL TEXT OF THE REPORT TO THE HOUSE

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Victoria, B. C., May 13th, 1903. To the Honourable the Speaker of the Legislative Assembly:

Sir—Certain charges of malversation of office, of political corruption, having been preferred during the session of the legislature against the Hon. Mr. Dunsmuir, the then Premier of the province, and his colleagues, by Mr. Curtis, an honorable member of the House, with a request that a select committee should be appointed to inquire into their truth, the House decided that the enquiry should be held before a royal commission, and His Honor the Lieutenant-Governor, having considered therein, was pleased to appoint me to act as sole commissioner for the purpose mentioned.

Having held the inquiry, I have now the honor to report the result of it for the information of honorable members of the House.

The first, and main, charge is, in substance, that Mr. Dunsmuir, while Premier, agreed, in order to enhance the value of his railway and other personal interests on Vancouver Island, to give the Canadian Northern Railway Company an excessive provincial subsidy in money and land for the purpose of assisting them to extend their eastern railway system through the province to the waters of Butte Inlet, and ultimately to the city of Victoria. The principal evidence which Mr. Curtis produced with a view of proving that the subsidy was excessive—for that is what is complained of—is contained in the following replies, which he elicited when examining Mr. Dunsmuir. (See evidence pp. 694, 695):

Question.—I asked you a fair question, and I will repeat it, when the railway is built, how much of its value will be taken up by the value when it is in your opinion is a fair value per acre of that land so earned? Answer.—It all depends on the quality of the land.

Question.—Is it worth \$2 per acre? Answer.—I don't know what it is worth—whatever you can get for it, that is what it is worth; it is worth nothing the way it is now, not worth 10 cents an acre. These questions were put by Mr. Curtis on the assumption, which he contended was correct, that the worth to the province of every portion of the land promised to the company would be its marketable value when it was conveyed to them by a crown grant. Such a contention, although ingenious and plausible, is obviously fallacious, for it means, in effect, that the province should be credited, for one purpose, with a value which would be increased, caused in its value by the company's expenditure in constructing the railway through it. Such a meaning is repugnant to the true construction of the agreement, and, in fact, it is a mere device to get the government, in effect, to say to the company: "We will give you in aid of the extension of your railway, a progressive stages of the work, a certain amount plus a certain amount of wild land, per mile of line completed. At the outset, we will appropriate this on your exclusive use by publicly selling it on your behalf for railway purposes, and you become the state of crown grants for it, and then give you a conditional title to it."

The land being at this time in its wild state would, according to Mr. Dunsmuir's evidence, above stated, be "worth nothing—not ten cents an acre," and hence be a valueless asset to the province. The implemental part of the subsidy, namely, the cash bonus, was not given until the railway was completed, and hence the subsidy, as a whole, was excessive; has not been proved. It necessarily follows that the charge of corruption made against Mr. Dunsmuir, as well as that made against his colleagues, as being alleged parties to that corruption, has not been established.

With respect to the next charge, namely, that the government improperly employed Mr. Greenfield as its legal adviser in the matter of the railway negotiations with the company, notwithstanding the fact that he was at the time acting in that capacity for the company, I need only say that the weight of evidence is against it.

Many newspaper articles and reports of the speeches made by ministers and others at public meetings held during Col. Prior's election campaign, in which he endeavored to represent this city in your assembly, were produced; but I held them to be irrelevant, "inasmuch as it was plainly my duty, as the charges I had to consider were charges of corruption, to be guided only by such evidence, given one way or the other, as would be admissible in a court of justice, when dealing with similar charges."

There is a proviso in the draft agreement that it should be void if not confirmed by the House. Even if this proviso had not been inserted it would, constitutionally speaking, have been invalid, for no grant of public land or revenue can be made without the assent of the House. The proviso is, consequently, a recognition of this rule—a rule which ministers must have known was necessary to protect the interests of the public.

I herewith forward the evidence which I took during the inquiry. It consists of three thousand folios of type-written matter and very numerous exhibits, many of which are examined and indexed by this's great ready curer' Mr. J. never fails. Sold by Jackson & Co. and Hall & Co.—134.

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Question.—Is it worth \$2 per acre? Answer.—I don't know what it is worth—whatever you can get for it, that is what it is worth; it is worth nothing the way it is now, not worth 10 cents an acre. These questions were put by Mr. Curtis on the assumption, which he contended was correct, that the worth to the province of every portion of the land promised to the company would be its marketable value when it was conveyed to them by a crown grant. Such a contention, although ingenious and plausible, is obviously fallacious, for it means, in effect, that the province should be credited, for one purpose, with a value which would be increased, caused in its value by the company's expenditure in constructing the railway through it. Such a meaning is repugnant to the true construction of the agreement, and, in fact, it is a mere device to get the government, in effect, to say to the company: "We will give you in aid of the extension of your railway, a progressive stages of the work, a certain amount plus a certain amount of wild land, per mile of line completed. At the outset, we will appropriate this on your exclusive use by publicly selling it on your behalf for railway purposes, and you become the state of crown grants for it, and then give you a conditional title to it."

The land being at this time in its wild state would, according to Mr. Dunsmuir's evidence, above stated, be "worth nothing—not ten cents an acre," and hence be a valueless asset to the province. The implemental part of the subsidy, namely, the cash bonus, was not given until the railway was completed, and hence the subsidy, as a whole, was excessive; has not been proved. It necessarily follows that the charge of corruption made against Mr. Dunsmuir, as well as that made against his colleagues, as being alleged parties to that corruption, has not been established.

With respect to the next charge, namely, that the government improperly employed Mr. Greenfield as its legal adviser in the matter of the railway negotiations with the company, notwithstanding the fact that he was at the time acting in that capacity for the company, I need only say that the weight of evidence is against it.

Many newspaper articles and reports of the speeches made by ministers and others at public meetings held during Col. Prior's election campaign, in which he endeavored to represent this city in your assembly, were produced; but I held them to be irrelevant, "inasmuch as it was plainly my duty, as the charges I had to consider were charges of corruption, to be guided only by such evidence, given one way or the other, as would be admissible in a court of justice, when dealing with similar charges."

There is a proviso in the draft agreement that it should be void if not confirmed by the House. Even if this proviso had not been inserted it would, constitutionally speaking, have been invalid, for no grant of public land or revenue can be made without the assent of the House. The proviso is, consequently, a recognition of this rule—a rule which ministers must have known was necessary to protect the interests of the public.

I herewith forward the evidence which I took during the inquiry. It consists of three thousand folios of type-written matter and very numerous exhibits, many of which are examined and indexed by this's great ready curer' Mr. J. never fails. Sold by Jackson & Co. and Hall & Co.—134.

Sporting News

ASSOCIATION FOOTBALL. CAPITAL VS. CUMBERLAND.

From present indications it is not likely that a final match will be played between the Capital and Cumberland teams for the intermediate championship of the province. Word has been received from Cumberland stating that arrangements could be made to go to Nanaimo on Saturday. On inquiry, however, it appears that the local club will be unable to get together a strong team for that day. Under these circumstances the probability is that the trophy will remain in the hands of the executive this season.

GOLF. SEATTLE TOURNEY.

The first open tournament of the Seattle Golf and Country Club commenced yesterday, and is being continued today. Tomorrow will be the last day of the tourney. The programme is an exceedingly attractive one, providing for nine different events, some of which continue from day to day, and the others are one-off events. The programme includes an open championship, men's open foursomes, putting contest, approaching contest, men's singles, women's singles and driving contest. Several Victorians are taking part in the tournament.

BASEBALL. ANOTHER VICTORY.

Victoria baseball team won a decided victory in last night's match with the Tacoma Greys, the score being 9 to 0. At first it appeared as if the match was to be close, but Holness did such remarkably good work that the visitors were unable to find his curves. On the other hand Hall, the Tacoma pitcher, was fairly struck by the new ball, but he had been there would be no doubt that Holness would be the next cup defender, but despite Columbia's ill-luck Reliance convincingly showed herself to be the better boat. The race was triangular, 11 miles to the eastward, westward along the Long Island shore to Eaton's Point, three miles to the northwest across the Sound to Green's Ledge light, and 14 miles southwest by west to the finish line off Glen Cove.

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The accessories to the boats of the local yacht club are creating great enthusiasm among the members, and a club cruise is being talked of. It is understood that Commodore Gray will call one as soon as the rigging and fitting of several other new yachts are completed. The Polyguy was launched last week, and is now being fitted with sails and gear. Mr. A. G. Thayne's new yawl-rigger yacht will be launched shortly. Various yachts are now being considered as the objective point of the proposed cruise."

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CONCLUDES WORK AT THE COAL

ALL DAY SITTING OF LABOR COMMISSIONER

Manager Russell, of Western Fuel Company, and Union Officers G Evidence.

Nanaimo, May 21.—The sitting of the labor commission held an all-day sitting yesterday, and concluded its inquiry was made public. The dispute between the Western Fuel Company and the miners' union in other parts of the province, was particularly in regard to the Western Fuel Company, was a cessation of work for two conditions which led up to the strike of the local secretary of the Western Federation of Miners; also the relation between the Western Federation of Miners and other unions in the province, more particularly in regard to the Western Federation of Miners. The matter was discussed by the union officers, and the Western Federation of Miners' side was supported by the union officers. The Western Federation of Miners' side was supported by the union officers. The Western Federation of Miners' side was supported by the union officers.

PERSONAL.

Rev. J. Manville Williams, of Columbia, who has been on a visit to the Pacific coast congress of the Congress of the Methodist Episcopal Church, returned to Victoria on Monday night. He was accompanied by Mrs. B. Blyth, of this city, who was also present at that gathering. Mrs. Williams, who has been on a visit to the Pacific coast congress of the Congress of the Methodist Episcopal Church, returned to Victoria on Monday night. He was accompanied by Mrs. B. Blyth, of this city, who was also present at that gathering.

YACHTING. COLUMBIA DEFEATED.

New York, May 21.—By a combination of good luck and splendid sailing qualities, the new cup yacht Reliance today inflicted such a defeat upon the former cup defender, Columbia, as she had never before experienced. Reliance, after her victory over the Columbia, sailed for the finish line of a 25-mile course off Glen Cove by 14 minutes and 43 seconds, official time. Not all the glory of that victory was fairly shared by the new boat, other hand Hall, the Tacoma pitcher, was fairly struck by the new ball, but he had been there would be no doubt that Holness would be the next cup defender, but despite Columbia's ill-luck Reliance convincingly showed herself to be the better boat. The race was triangular, 11 miles to the eastward, westward along the Long Island shore to Eaton's Point, three miles to the northwest across the Sound to Green's Ledge light, and 14 miles southwest by west to the finish line off Glen Cove.

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CONCLUDES WORK AT THE COAL CITY

ALL DAY SITTING OF LABOR COMMISSION

Manager Russell, of Western Fuel Company, and Union Officials Give Evidence.

Nanaimo, May 21.—The royal labor commission held an all-day sitting at the court house, and continuing its labors...

PERSONAL

Manville Williams, of Colvinton, who has been on a visit to the Coast congress of the Congress of Seattle, came over on the Monday night in company with...

WEDNESDAY

At the hearing of the case it was brought out in evidence that the prisoner had been on a murder charge before, and had had the death sentence passed upon him...

SETTLEMENT IN SIGHT

Ladysmith Miners Expected to Take Decisive Step This Evening.

HUNDRED KILLED

Losses in Recent Fight With Number of Leaders Have Submitted.

BORN

At Nelson, on May 15th, the daughter of W. Bradley, of a daughter.

MARRIED

At Rossland, on May 15th, Miss Charlotte A. Bisset.

DIED

The family residence, 216 W. 21st Street, will be held in charge of the funeral services...

VANCOUVER NOTES

SUMMER CAMP AT MACAULAY PLAINS

PROFITABLE OUTING PROMISED REGIMENT

They Will Be Visited by Lord Dunsandel During the Mobilization—Outline of Programme.

As midsummer approaches Lieut. Col. Hah and his officers of the Fifth Regiment are busy making their plans for the annual outing on Macaulay Plains...

ROSSLAND POLICE SYSTEM

Revelations in Court—Rev. B. Morgan Acquitted on Charge of Criminal Libel.

THE KING'S BIRTHDAY

Will Be Honored This Year on June 20th—Letter From Rear-Admiral.

CARPENTERS' STRIKE

Meeting of Joint Unions Last Evening—No Change in Situation.

COULDN'T PUT HIS COAT ON

REMARKABLE CURE OF DROPSY BY DODD'S KIDNEY PILLS.

LEGAL NEWS

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Mr. Stubbins' is remarkable how many cases that patent medicine peddler claims to cure...

POOR DIGESTION

GAMMELL'S ENGLISH STEEL

For Definite Results in All Kinds of Mining

WE MANUFACTURE RAILS, SHOES AND DIES

CYCLOPS STEEL WORKS, SHEFFIELD, ENGLAND.

SATURDAY'S BARGAIN

Armour's Deviled Ham.

10c. Large Tin

Dixie H. Ross & Co., Cash Grocer

STUDENTS INSPECT LOCAL FACTORIES

High School Pupils Visit Turner, Beeton & Company and B. C. Bedstead Works.

MINERAL ACT

Notice is hereby given that thirty (30) days after date I intend to make application to the Honorable the Chief Commissioner of Lands and Works for special licenses to cut and carry away timber from the following described lands...

BEFORE COMMITTEE

Decision Reserved in Application by Vancouver-New Westminster & Yukon Railway.

REPORTS RECEIVED

Reports have been received of the opening of navigation on the Yukon, but as the White Horse and Dawson, at least in so far as could be learned from the crew of the steamer Princess May, which returned from Skagway on Friday...

SILVER-LEAD

Deposition on Thursday Asked For a Bounty of \$15 Per Ton.

OTTAWA, MAY 21

Senator Templeman, with British Columbia led men, waited on Sir Richard Cartwright to-day and asked for a bounty of \$15 per ton on lead product.

CANCER CURED WITHOUT CUTTING

The new Constitutional Treatment cures cancers and tumors without the necessity of operation. It is a purely vegetable remedy, harmless to the system, but powerful in destroying cancer germs and eliminating cancer poisons from the system.

RENDERERS THE LIFE OF THE DYING PEETIC MISERABLE.

Food Becomes Distasteful and a Feeling of Weariness, Pain and Depression Ensues.

Of the diseases affecting mankind dyspepsia is one of the worst to endure. Its victims find life almost a burden. Food becomes distasteful, they suffer from severe pains in the stomach; sometimes excessive heart palpitation, and a general feeling of weakness and depression.

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