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H. F. McRAE, EDITOR AND MANAGER

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EDITORIALS

Everybody seems anxious at the present time to assist the fish business in Prince Rupert. Even the mayor and Council have declared themselves in this matter. One of the chief requisites of this port at present is a reduction in the cost of fishery supplies. It is well known that ice can be purchased cheaper at present at Ketchikan because they manufacture it by water power while in Prince Rupert the Cold Storage Company is compelled to develop their power by coal. In the meantime Prince Rupert has a hydro-electric plant that is only using one-sixth of its total capacity. Why not make an arrangement with the Cold Storage Company whereby power would be supplied them at a nominal rate in return for a proportionate reduction in the price of ice. If everybody is willing to help along there is no reason why an arrangement of this kind would not place us in a far better position than the dealers in Ketchikan.

The time-honored banquet is not always what it is cracked up to be. In many cases it lives on the traditions of the past. Of course there is no more pleasant way known of passing a pleasant evening than to spend it around a well furnished table where wit and humor abound. In Prince Rupert, too, there are many who can grace an occasion of that kind and others who will improve with experience. Where most of the mistakes are made is in making the toast lists too large. A man with something to say cannot be expected to crowd it all into a few minutes, so that a reasonable time must be given. On the other hand, it is not fair to expect a long suffering audience to sit with patience into the wee sma hours of the morning. The toast lists should be limited

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and when a man is paid the compliment of being asked to respond to a toast he should get busy and be prepared with something to say. Fewer speeches and better ones might restore the former popularity of the banquet.

President Wilson seems determined to secure the enactment of his bill providing for the purchase of the German ships now floating idle in United States harbors. Various arguments are put forward to induce Congress to grant the necessary legislation, the one most relied on being the need of vessels to carry across the Atlantic under a neutral flag the great quantities of merchandise awaiting exportation. The need is most pressing in the case of cotton grown in some of the Southern States, where the bales are piling up to await shipment, while the planters and middlemen are suffering from lack of money to liquidate the cost of living and enable them to prepare for producing and handling another crop.

So far as cotton is concerned Great Britain has gone a very long way to afford relief to the stagnant and depressed South. Cotton has been classified as non-contraband, and any neutral vessel is free to transport it to German harbors without danger of confiscation, provided contraband articles are not surreptitiously carried in the same vessels. The futility of the Wilson purchase scheme is obvious, because the vessels themselves would be liable to seizure as having been sold after war was declared. Whatever cotton is transported must be carried in other than the interned German vessels.

There is little likelihood of the purchase bill being enacted during the present short session. It has already been subjected to very destructive criticism by both members of Congress and leading journals. The most unanswerable objection is of the economic kind: the transaction would not guarantee the nation in the possession of a mercantile marine even if there were no danger of the vessels being seized. A mercantile navy can be built up only by leaving private persons free to build or buy vessels in the full assurance that they will be accepted for registration, and will afterwards be left unhampered by foolish restrictions. The lack of American ships is not due to anything that happened in the way of destruction by privateers; it is due to the cost of constructing new and the refusal to register purchased vessels. It should be added that only by making free trade will it be possible to supply American ships with cargoes, and there is no sign of the nation becoming sane on the trade question. —Toronto Globe.



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GOLD STRIKE NEAR NOME.

Miner Drifts Under Frozen Lake and Finds Rich Pay Gravel.

Nome, Alaska, Jan. 27.—Edward (Nugget) Johnson, a miner well known in the Nome district, has struck gold on a Tundra Lake claim, near Montroville, half way between Nome and Little Creek, about two miles from Nome. Johnson is working the ground under lease from a large mining company. The strike was kept secret for about two weeks, and the news has just leaked out.

Johnson drifted under the frozen lake and found a body of pay gravel four feet deep carrying an average of forty cents a pan. Drifting has been done for a considerable distance. The pay continues to hold as far as the ground has been drifted, and Johnson says he has at least \$100,000 already blocked out. Many miners think this strike is a continuation of the Walrus, on Little Creek, which produced millions a few years ago. Numerous mining outfits are now prospecting in the vicinity of the strike, and mining activities have received a great impetus.



WHEN INDIAN AND CANADIAN MET AT SALISBURY.

One of the first pictures to reach this country which shows Indian and Canadian soldiers side by side. The picture shows the orderly sergeants of a Canadian and an Indian regiment conversing.

UNION LIFE OUTSHONE THE ARABIAN NIGHTS

Crown Counsel's Description of High Finance—Trial Begins at Last.

Toronto, Jan. 27.—After many ineffectual attempts to bring the case to a hearing, and efforts on the part of the defendants to traverse it to the County Court having failed, the trial of Harry K. Symons, K. C., and Dr. F. G. Hughes, two of the directors of the now defunct Union Life Assurance Company, has started in the Criminal Assize Court before Mr. Justice Clute. A formidable array of legal men gathered to contest what was characterized as one of the most scandalous cases of fraud ever perpetrated on a bulle public in Canada. Mr. E. E. A. Du Vernet, K. C., Crown prosecutor, was assisted by Mr. C. A. Masten, K. C. Mr. Masten had acted as liquidator of the Union Life Company. For the defendants appeared Mr. T. Herbert Lennox, K. C., and Mr. Eric Armour, K. C., representing Symons, while Dr. Hughes was defended by Mr. A. J. Russell Snow, K. C., and Mr. J. H. Hancock, of Galt.

Symons and Hughes are only two of the four directors indicted on various counts of fraud and conspiracy. Dr. G. E. Millichamp died a fortnight ago, while H. Pollman Evans, the guiding spirit of the bold and complex scheme of high finance, has so far evaded the toils of justice, no trace of his whereabouts having been found.

To the lengthy indictment the two former directors pleaded not guilty. During the address of the Crown counsel for the two men were obliged to sit in the dock.

Arabian Nights Outshone.

"The Arabian Nights sounds flat and uninteresting compared with the manipulations of these gentlemen," said Mr. Du Vernet. "From one end of the Dominion to the other hundreds of thousands of people were affected by the transactions of these men. Not content with building slowly and surely on a safe foundation, they wanted to take a quick cut to riches and prosperity."

Mr. Du Vernet then proceeded to outline to the jury the history of the transactions—transactions carried out, he said, with such extraordinary genius that one might well be prone to admire the magnificent ability of the men who handled such a proposition. The company known as the National Agency, the Crown counsel explained, was established in January, 1901, a year previous to the organization of the Union Life Assurance Company. Symons was president of the former company and Hughes was vice president. With Pollman Evans, of the Union Life, and Dr. Millichamp, the situation was absolutely controlled by the four men. The Union Life, Mr. Du Vernet said, was to give the National Agency 20 per cent of all premiums they (the National Agency) got. The National Agency was thus to get a large sum for doing nothing. The losses grew from year to year, until they amounted to over one million dollars. When they exhausted

stocks and had to give scrip for dividends they sold debentures, and then they carried their campaign to England.

"The Crown maintains," continued Mr. Du Vernet, "that these men had no right to establish that company. It was a bogus company, without assets and even without possibilities."

What the Investors Say.

The Crown's case consisted of a long list of persons who had bought stocks and debentures in the National Agency Company. Mrs. J. Aikins, of Paris Junction, said she bought \$3,500 worth of bonds on the recommendation of Pollman Evans. As far as she could recollect, representations were made to her to the effect that the government was behind the scheme.

A number of aged men and women from different parts of rural Ontario then proceeded into the witness box and told stories of their losses. Mrs. Copeland, of Aylmer, had invested \$4,500 in the National Agency. Dr. Hughes had told her, she said, that the company was as good as any bank in the Dominion. Mr. James Campbell, of Del Monte, acting as agent for the company, had been instrumental in getting this lady to invest her money. He was paid 5 per cent commission. Mr. J. P. Brown, of Goderich, had also acted as agent for the company for about two years. He said he had been given to understand that the National Agency was an institution for organizing companies, that it owned 90 per cent of the stock of the Union Life, and paid 10 per cent in dividends.

Mr. Robert McGregor, of Galt, had invested to the extent of \$10,000 in debentures. He had known Dr. Hughes for a number of years. He had every confidence in him, and was "fool enough to invest." The case was then adjourned until 10 a. m. the following day.

PACIFIC, PEACE RIVER AND ATHABASCA RAILWAY COMPANY.

Pacific, Peace River and Athabasca Railway Company, at its next session, for an Act, authorizing the company to lay out, construct and operate the following lines of railway: (a) Commencing at a point on tide water, at or near the head of Kitimat Arm, following the Kitimat River in a northerly direction to the summit between Kitimat and Lakelse Lake, thence in a northerly direction along the valley of the Lakelse Lake and river to the Skeena River, thence crossing the Skeena River by means of a high level bridge and over the Grand Trunk Pacific Railway with standard clearances, thence north-easterly to the mouth of the Kitimukaleh River and following its course to the summit of Seax River, and thence, following the valley of the Nass River, at or near Ayash, a distance of approximately one hundred and twelve miles; (b) from the junction of the Blackwater River, with the Nass River, following the course of the Blackwater River, to the summit between it and the Galanakeest River, thence south easterly along the Galanakeest River to the Skeena River, thence up the Skeena River to the mouth of Bear River approximately fifty-seven miles.

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