

The Colonist.

THURSDAY, FEBRUARY 24, 1898.

Published Every Monday and Thursday.

The Colonist Printing & Publishing Company, Limited

W. H. ELLIS, MANAGER.

TERMS: THE DAILY COLONIST.

Published Every Day except Monday

Per year, postage free to any part of Can.

Per week, if delivered..... 30

THE SEMI-WEEKLY COLONIST.

Per year, postage free to any part of the

Province of the United States..... \$1.50

Six months..... 75

Subscriptions in arrears are payable strictly

in advance.

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equally Mercantile and Manufacturing Busi-

ness, Government and Land Notices—pub-

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the time of ordering advertisement.

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More than one week and not more than one

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BIRTH, MARRIAGES and Deaths, \$1.00; funeral

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Where cuts are inserted they must be ALL

WAYS—Not mounted on wood.

VANCOUVER.

Branch Office of The Colonist, 609 Hastings

street, A. GOODMAN, Agent.

AGRICULTURAL INTERESTS.

We feel confident that any plan which the government may submit to the house for the advancement of the agricultural interests of British Columbia will be received with as careful consideration by the members as the merits of such an important department of industry deserve. Vast as are our mineral possibilities, they must not be allowed to obscure, even temporarily, the unquestionably great prosperity for this province which will result from the full utilization of its adaptation to the various departments of husbandry.

The wealth of a country is not to be valued to it chiefly because of what is expended within the country in exploiting it. We may be able to present a dazzling array of statistics showing our annual output of gold and silver, but unless the province is able to produce within itself the greater part of the food products consumed in mining these metals, it stands in the position of a middleman, doing business on a small commission. Its transportation lines and its merchants handle the goods consumed by the miners, and the former carry away the bullion, but the great profit on the whole transaction is secured by the people elsewhere who produce the food, and the outside capitalists who own the mines. If we could produce in British Columbia all the food that will be used in this province alone, not to speak of the Yukon, not only would agriculture be in an exceedingly healthy and prosperous condition, but every department of trade and industry would be vastly stimulated. Besides this an enormous amount of permanent wealth would be added to the province in the shape of improved farms, buildings, live stock, and so on.

Our own view of the case, and it is not a hastily formed conclusion, is that there is no one line connected with agriculture which it will pay the province as well to stimulate as dairying. One of the leading authorities in the world on such subjects, Professor Robertson, has said that judicious dairy farming means success in all lines of agriculture. Dr. Twitchell, one of the most prominent authorities on matters relating to farming in the United States, has gone on record with the same opinion. The reason assigned by both of them is that when once a farmer begins to realize the profit there is in carrying on his operations in a business-like way he will find many avenues of success which he never dreamed existed. The direct advantage of successful dairying is very great, but it is not equal to those benefits which are indirect.

Holding these views it was with great satisfaction that we read what the speech from the throne had to say about dairy farming. We believe a wise policy for the promotion of this industry means not only that we will have more and better butter and cheese produced in the province, but that we will have better live stock and more of it, including better horses and better hogs. One of the most interesting papers that ever came under our notice was one dealing with horse-raising as an adjunct to dairy farming. Poultry raising and dairying go together in the most natural way; so also do hog raising and dairying. Indeed it is impossible to suggest any line of husbandry that is not stimulated and made more profitable by dairy farming wisely conducted. It will pay the province well to spend money liberally in order to encourage this industry, provided, of course, that the money is laid out judiciously. We have one of the best countries in the world for nature for dairying, and when this fact has been fully realized and acted upon we will be in the enjoyment of unprecedented prosperity.

THE NAVIGATION OF THE YUKON.

We again draw attention to the necessity for altering the coasting regulations so far as they apply to the navigation of the Yukon. Under these as they now stand, Canadian goods must be sent up that river in Canadian bottoms, and from present indications there will be a very limited number of these available. It is to be remembered that the conditions surrounding the navigation of the Yukon are exceptional. The river is only open for a very short time each year, and persons having goods to move must therefore seize upon every opportunity of doing so that offers. Hence, if it is to be that only Canadian vessels can carry Canadian goods, the purchasers of the latter, to be carried by the water route, will be very seriously handicapped. On the Coast there is likely to be sufficient available tonnage to carry everything that offers. At least there will be no prohibition of Canadian business by the enforcement of the regulations; but it will be quite otherwise on the Yukon.

We feel sure that when this matter is brought to the attention of the Dominion government, they will see how important it is to except the Yukon from the operation of the regulation governing the coasting trade. Our representatives in parliament ought to take this matter up without delay. If they feel that their hands will be strengthened by a resolution of the Board of Trade, we are quite sure that one will be passed on very short notice.

Our Ottawa despatch, received since the foregoing was in type, shows that the change above suggested has been made, but we print the article without alteration so as to show the reason why the action referred to has been taken.

CANADA FOR CANADIANS.

We have very much satisfaction in re-producing the following from the Toronto Globe. It is satisfactory because it has the right ring about it, and also because it shows that the most influential organ of the Laurier ministry recognizes the duty of the government in the premises:

Canada cannot be closed out of her own territory. We believe we speak the mind of every section of the country when we express the determination not to be tricked or intimidated out of our natural rights in that region. If the United States congress thinks proper to break a treaty in order to back up the game of accommodation and snail our government will have to proceed forthwith to meet the situation. It will necessitate more extensive railway building than was at first contemplated, and our American friends can be assured that we will not be balked in our resolution to obtain free and unhampered communication with our possessions in that distant part of the Dominion. If the most absolute guarantees are not obtained on this point no time should be lost. The great work will be during this coming year. Canadian merchants should get a fair share of the harvest, and the administration will find the country at its back in any measure calculated to ensure this.

We feel very safe in saying that if the Dominion government will adopt a vigorous policy in order to secure at the earliest possible day a railway from Telegraph Creek to the coast of British Columbia the people of this province will be a man support it, if its conditions are at all reasonable. It would perhaps be better if the government could be induced to take this particular piece of road in hand and build it as a government work, so as to avoid any question as to the amount of subsidy to be given; but this seems impossible. The government does not appear inclined to embark upon the policy of governmental railway construction in the Northwest, and we do not know that we are disposed to argue in favor of it. At least for the present we must deal with things as they are. It is of no use to discuss the construction of a railway to the Yukon by the government, because there is not the least likelihood of such a line of action being decided upon. If there had been any possibility of it, the assurance given by Sir Charles Tupper that he would depart from his usual policy and favor a government line would have led the government to build the road at the public expense. We are satisfied that the government construction and look to the work being done by private contractors. This being the case, the question of subsidy at operations, and as time is such a very essential part of the whole arrangement, the subsidy must be liberal. It costs very much more to build a railway quickly than it does to do so at leisure.

There is one thing to be said in favor of such a subsidy as that promised to Messrs. MacKenzie & Mann, namely, that in such a case it is the contractors who take all risks in regard to the permanency of the Northwest gold fields. The government is not out a dollar. They give up land which may of course be exceedingly valuable, but the contractors take the chance of the bottom falling out of the whole Yukon, figuratively speaking. It might be difficult for a government to justify a very large expenditure of money on the construction of a railway to a country, which, however promising it appears to be, has never been proved a permanent source of business. We regard the government as fortunate in having found capitalists willing to take the risk. It appears that since the terms of the contract were announced there are others who are willing to discount the

future as the gentlemen above named have done. We all remember that this was the case when the contract was awarded to Messrs. Stephen and Smith and their associates for the construction of the Canadian Pacific. At once there came to the front men who were prepared to build the road for less. They could probably have done so; but a government cannot always afford to wait for people of this class to come along with their offers. We do not say that better terms might not have been got than those agreed upon with Messrs. MacKenzie and Mann, but we do say that Canada can afford to give a large area of unproductive land for the purpose of having an all-Canadian road built into her northern gold fields.

THE UNITED STATES AND SPAIN.

It is very probable that the cause of the catastrophe which destroyed the battleship Maine will remain a mystery. The terrific force of the explosion appears to have so completely shattered the vessel that it will be little else than a guess work attempting to decide whence the destroying blow came. This is very unfortunate, because it will leave the mind of the people of the United States in a disturbed condition. Already there are signs that little will be necessary to precipitate a crisis. Influential papers treat the matter thus: They say that threats were made as to what would be done in case a United States war vessel sailed into Havana harbor. They add that the sailors from the Maine were constantly insulted when ashore, and every disrespect was shown to the flag of their country. They speak of the very great precautions taken on board every man-of-war to prevent accidents of this kind, and they have unearthed a number of so-called experts who insist that accident is out of the question. This sort of thing, added to the temper in which the people of the United States have for some time been towards Cuba, will produce a condition of things very much like that existing in the magazine of the ill-fated vessel, and an explosion may occur at any moment.

It is evident that unless it can be made to appear positively that the explosion was the result of some force acting from the outside, Spain cannot accept any responsibility for it, and nothing to ameliorate the temper of the people of the United States towards her, and the two countries may be forced into war merely as a consequence of harsh language towards each other. The De Lome incident still rankles in the American mind. Spain has apologized for it, and therefore in a diplomatic sense the incident is at an end, but the papers are still talking about it. Congress has so far been remarkably reticent, but this happy condition of things is not likely to continue for any length of time. We regard the situation as very serious.

MINERAL CITY News is the name of the latest addition to British Columbia newspaperdom. Mineral City is in the Cariboo valley, and Cariboo valley is in the Slokan district. As this is not a very definite address, we may add that Mineral City is 20 miles south of Nakusp, 45 miles west of Kaslo, 25 miles north-west of Slokan City, 75 miles north of Roseland, and 7 miles east of Burton on Lower Arrow lake. Now you ought to be able to locate Mineral City on the map; but you cannot find by reference to the News how often that paper is to be issued. We judge it to be weekly. The editor is Alfred W. Dyer, formerly of Hongkong, now of Roseland.

At last accounts the United States relief expedition was having a pleasant time at Nanaimo. This relief business is the funniest thing on record. No comic opera writer ever designed anything so grotesque. First we had Dr. Jackson circling around Lapland after reindeer; then we had shipments of reindeer that died on the way; then we had—it is useless to go through all the acts of the solemn farce. At present the concern, sans reindeer, is seeking the friendly shelter of a British Columbia port.

The newspapers of Canada did not ask for the removal of postage and they are not making any special protest against its reimposition; but it is only fair to say that they have made all their business arrangements on the basis of free transmission of the papers through the mails. Hence if they are charged postage they will have no way of recouping themselves from subscribers, and the charge will be a direct taxation upon the publishers.

We are not surprised that offers are being made by Americans to build railways into the Yukon from points on Lynn Canal; but what we all want to see is an all-Canadian line and no other. It is bad enough to permit foreigners to carry away from the country what gold they can get, without allowing them to make all the money to be made out of trade and transportation.

We wonder how it would suit our neighbors to have Canada declare that no foreign vessel should presume to go North through our territorial waters without reporting at our custom houses and taking on an escort. Such an arrangement would be quite as reasonable as some of the demands made on their behalf.

A Common Cold

and common carelessness can make a combination strong enough to defy all the healing skill of the physician. Common carelessness lets the cold root and grow. Common carelessness says, between paroxysms of coughing, "It will be all right in a day or two," and the common end is confirmed lung trouble, perhaps consumption. The common-sense treatment of a common cold is a prompt dose of Ayer's Cherry Pectoral. It is the most efficient and reliable cure for colds and coughs, and is constantly prescribed by physicians.

S. HAYNES, M. D., Saranac, N. Y., says:—"I have used Ayer's Cherry Pectoral in my practice since 1853, and have always found it reliable for the cure of colds, coughs, and all lung diseases."

Ayer's Cherry Pectoral

Free advice on any disease from our eminent physician. Address, Medical Department, J. C. AYER CO., Lowell, Mass.

THE LAND REPORT.

Interesting Information From the Department in Charge of Hon. George B. Martin.

The annual report of the chief commissioner of lands and works as to the business of his department during the past year, flatly and emphatically contradicts the popular opinion that the making of roads and bridges has progressed less satisfactorily than in former years—for 117 pages are given of solid information concerning road work in all parts of the country. Besides the road work, sixty-six contracts were awarded to tenders publicly invited, and full details of which are given in the report, the appearance of which so soon after the period dealt with testifies to the thoroughness of the system prevailing in the land office under Hon. Mr. Martin's regime. The timber inspector's statement in his report to the chief commissioner gives the following statement of the amount of cordwood cut during 1897, not including that from the Dominion lands, per returns sent in by the saw mills and others: On crown lands, 61,961,647 feet; on timber leaseholds, 39,014,010 feet; total, 100,975,657 feet. The royalty payable on the 1897 cut of timber and cordwood cut during 1897, on private property, 4,983,740 feet; subject to royalty. Total, 105,959,397 feet. Estimated amount to be allowed for rebate on exportation, \$17,368,577; net royalty on timber would be \$88,590,820. Add royalty collected on cordwood, \$12,354,400; total net royalty, \$45,483.65. Add rental accruing on timber leases in 1897, \$48,931.29. Add licenses, special, 78 at \$50, \$3,950. Add licenses, general, 98 at \$10, \$980. Total revenue derivable from timber sources, \$97,994.94.

As to the land transactions of the year, the appended table furnishes interesting information:

Table with 2 columns: Description and Amount. Includes Pre-emption records, Certificates of improvement, Crown grants, Total acreage decided, Letters received.

FOR THE PUBLIC SAFETY.

Additional Inspectors of Steamboats and Hulls to be Appointed in British Columbia.

British Columbia shipping interests have become so extensive in recent months that the Dominion government has decided to increase the number of steamboat inspectors in this province and to establish new offices for them in some of the leading cities. Mr. E. Adams, chairman of the Board of Steamboat Inspection for the Dominion, arrived in the city last evening and is registered at the Grand England. He is here to conduct examinations of candidates for the positions of inspectors for the Dominion of steamboats, boilers, machinery and hulls. The object of these examinations, Mr. Adams would not discuss in detail last evening, nor would he confirm the report that new inspection offices were to be established throughout the Dominion. The examinations, he stated, would be conducted in the office of the inspector here, and might possibly last two weeks—or a much shorter time. Applications for the inspection service are to be accompanied with proofs of former experience, together with testimonials as to sobriety and character, which must be satisfactory to be considered by the examiners. For the position of boiler and machinery inspector applicants require to have technical qualifications of not less than three years' experience in a first-class engineering and satisfactory knowledge of engines and boilers; while for the position of hull inspector a knowledge of the strength and construction of vessels and their safety will be required.

The action which the government is taking in this line of service will be the means of relieving steamboat inspector J. A. Thomson and inspector of hulls, Capt. R. Collier, of a vast amount of the duties which the government is taking in this line of service in half a dozen places in the province at once. The increased activity in the Northern business giving employment to so many craft and being the cause of strength, development and tone up a great deal of the present inspector duties.

If your children have had difficulty in taking other Emulsions try Griffith's. One bottle is equal to two of any other in medical value and will be found much more palatable. Your druggist keeps it, and recommends it before others. x

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Miners Bound for Klondyke

Call and inspect our Heavy Stock of

- Bob Sleighs, Wagons, Axes, Saws, Granite Ware, Etc. Shovels, Picks, Gold Pans, Gold Scales, Ice Creepers, Etc. Tents, Stoves, Rope, Quicksilver, Retorts, Etc.

The Juneau Pattern. The only Sleigh recommended by experienced Klondyke and Cassiar Miners...

Miners' Hand Sleighs

Our Goods are of the best material and our prices are right.

Buy in Victoria and save 30 per cent duty

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R. P. RITHET & CO.

WHOLESALE MERCHANTS, Wharf Street, Victoria, B.C.

Groceries, Wines and Liquors

KLONDIKE OUTFITTERS & MARINE UNDERWRITERS

Agents for the Pacific Coast Steamship Company's Direct Steamers to all Klondike Points.

COLUMBIA FLOURING MILLS CO.

Enderby and Vernon. Brands HUNGARIAN, PREMIER, SUPERFINE AND *** SPECIAL

R. P. RITHET & CO., Victoria Agents.

THE CITY MARKETS.

"Biddy" Getting Out a Big Supply of Eggs "On the Lay" to Supply the Klondyke Rush.

Within the last few days eggs have started at a decline in price having dropped five cents on the dozen on both the local and imported product, and the best quotations this winter have probably been seen. Mests remain practically unchanged but there is an upward tendency in poultry. Produce dealers are now quoting oats a notch higher than last year, but hay appears to be pretty steady, notwithstanding the big demand for it in the north. The current retail prices are as follows:

Table with 2 columns: Description and Price. Includes Flour, Snowflake, Premier, Superfine, Hungarian, XXXX, Sifted Bakers, Graham, Wheat, Barley, Straw, Onions, Oats, Potatoes, Sausages, Corn, Ham, Bacon, Lard, Sides, Veal, Mutton, Pork, Turkey, Butter, Eggs, Apples, Lemons, Pineapples, Cranberries, Fish, Kippers, Halibut, Rock Cod, Smelts, Flounders, Blotters, Kippers, Finnan Haddies, Game, Wildgeon, Mallards, Brant.

Free Trial To Any Honest Man

The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer.

HEALTH AND ENERGY ASSURED. HAPPY MARRIAGE, GOOD TEMPER, LONG LIFE.

In all the world to-day—in all the history of the world—the doctor or institution has treated and restored so many men as has the famed ERIC MEDICAL CO. of Buffalo, N. Y. This is true without exaggeration. The company controls some inventions and discoveries which have no equal in the whole realm of medical science.

SCIENCE TRIMMING THE LAMP OF LIFE.

Such deception has been practiced in advertising this grand old company now for the first time makes a bold and magical offer: you will send their costly and magical offering of a bottle of their "Ere Medical" for a free trial, positively on trial without expense to any honest and reliable man. Not a dollar need be advanced—not a penny paid—till results are known to and acknowledged by the patient. The Eric Medical Company's appliance and remedies have been talked about and written about all over the world, till every man has heard of them. They restore or create strength, vigor, healthy sleep, new life, till every man has heard of them. They cure nervousness, despondency and all the effects of evil habits, excesses, overwork, etc. They give full strength, development and tone up every portion and organ of the body. Failure is impossible and age is no barrier. This "Ere Medical" offering is limited by the company to a short time, and application must be made at once. No C. O. D. scheme, no bogus philanthropy nor deception, no exposure—a clean business proposition by a company of high finance and professional standing. Write to the ERIC MEDICAL COMPANY, BUFFALO, N. Y., and refer to seeing the account of their offer in this paper.

During the last three days Griffith's Norwegian Emulsion of Cod Liver Oil with Hypophosphites of Lime and Soda combined with Iron and Manganese has been microscopically tested by all of Victoria's leading physicians and chemists and pronounced much superior to all other Emulsions. Griffith's Emulsion is sold and recommended by all druggists, price 50 cents and \$1.00.

FORTY-FIRST NEWS OF THE CA

Allens Likely to Be Forth Take Up Mining Locations the Yukon.

Brewers Want Compensation Direct Taxation Submitted Plebiscite.

(From Our Own Correspondent) OTTAWA, Feb. 25.—The government in official circles is government will make regular bidding aliens from taking up locations in the Yukon.

A. M. Burgess, commissioner of ion lands, is lying at death's door had a stroke of apoplexy yesterday his entire body is paralyzed hardly lie through the night. Messrs. Wills, Livernash and ville, the miners' delegation from son, had a conference with Minister Smart to-day regarding mining regulations. Lieutenant Kenneth Burns Battalion, 6th Regiment, re-commissioned. John Spottiswoode pointed Second Lieutenant provincial Senator Templeman arrived day, making his first appearance his appointment, only to find Senate will not meet again until the Dominion brewers had a view with the government to-day want the question of compensation the imposition of direct taxation up for loss of revenue, submitted people for decision. The Governor-in-Council has asked to approve of the plans of N. railway for a wharf at Nanaimo.

(From Our Own Correspondent) OTTAWA, Feb. 24.—An ultimatum come to the government from W. ton that unless facilities are an American gold hunters to procure certificates at Tagiah the out Dyea and Skagway will be about thus practically closing Lynn O Canadian trade.

Mr. Blair is seeking to revise agreement with the Grand Trunk Drummond County railways in a tion with the extension of the colonial to Montreal. Last week's opposition showed the one-sided the bargain which compelled the minion to pay 2 1/2 per cent. on the of improved terminals or tracks, the Grand Trunk will have to pay one-half per cent. This provision is modified.

Mr. Perry, the member for Prince, Prince Edward Island, died morning after having been ill since newspaper session opened. The have been forwarded to Prince E. Island for interment.

NEWS OF VANCOUVER.

United States Consul Speaks Well Station—A Handy List of Prospects VANCOUVER, Feb. 25.—(Special the last consular report of U. S. Dudley of this port, which has been all over the United States and has copied in full in New York and newspapers. Colonel Dudley spoke the importance of Victoria and cover as points of departure for A and gives the Canadian cities a handle reference in regard to their to kindle the rural. Last week's of all the Americans who have on here since the rush commenced. ticulars are given as to each prosy and the book will be a very valuable reference when friends commence to devote his time entirely to new work. He has been appointed to portan position on the prosy Daily Province of Vancouver.

Dr. Watalett, M. E., leaves for Victoria to-morrow with Mr. Hearst, of the San Francisco amirer, and ten others, on a prosy tour. They take with them a provisions. The steamer Tees left to-day Wrangell with sixty passengers.

ACCIDENTAL SHOOTING

A Former Victorian the Chance Victim Revolver in His Own Hand.

VANCOUVER, Feb. 25.—(Special sep Whiffen, formerly of Victoria engaged in the office of Mr. Towns sistant in charge, accidentally shot self in the head this morning while aiming his revolver in the rear residence preparatory to shooting He died this afternoon from the of the wound.

The mother and brother of the man reside in Victoria, where the case has many other friends who be