e Mines of Atlin

indley Brings Wonderful ximens and News From Northern B. C.

r and Gold Quartz Finds eported of Wonderful Richness.

her City of Seattle Reports a Land Slide Near Juneau.

ur Own Correspondent.
uver, B. C., Jan. 20.—H. Findhere from Atlin to raise capital his quartz claims on Atlin lake, s from the city. Mr. Findley's of these claims are more senthan anything that has come rom the Klondike since the beof the boom.
Findley says that he and his asown seven copper claims in the mentioned, and that one of these has a lead of 600 feet in width ore averages 6 per cent. in cop) in gold and $2 in silver.
aces enormous deposits of pure copper outcrop. In one place a ound of pure copper stands out e rock 15 feet across. Mr. Find- with him a sheet of pure copr inches through and the size and of the seat of a cane bottomed He also shows specimens of free e from another of the claims, d standing out from the white as big as beans.
specimens which Mr. Findley has bition are marvelously rich, and all values.
s the lake from these properties the Montana copper king, has up three claims, and the White ilway are surveying for a smelthe portage between Taku and akes.
k Breeze, son of J. D. Breeze, ver, has also struck it very rich creek, where he and his partners xposed ore on their hydraulic unning $1,000 to the ton. They ning their ore over the plates of atherstone mill. The extent of osit is not known, but has been far enough known, but has been t for them. The lead is traced s to McKee creek, 27 claims beked in one day.
Boulder creek hydraulic claim, by the Delemans syndicate, is up wonderfully rich. Mr. Delehen leaving for France stated rtain mining engineer that if he to work his claim on Boulder a certain direction not yet exduring his absence, he could take at he could get in gold and have change for developing the prop- The man struck it rich at once, making hay while the sun shines. 50 men working for him, and g out $7 in gold to the bucket. Findley says that Atlin is not ood as a placer country, as the e interests have killed the placer s. But it would astonish the s a gold and copper producer by icing and quartz mining. All per claims are free milling as far own, and can be pounded out pned.
steamer City of Seattle arrived from Skagway bringing the folnews. On January 9, Dawson for a municipal council instead missioners to govern the city. The s take place in March. The in Dawson is not severe this the thermometer hovering about r days then dropping to 25 be-

h Charlie, a well known Indian left a trunk at the Skagway hoaining $3,300 in bills. He claims s were stolen during his absence. ormons laid slide, 1,700 feet in has taken place near Juneau, only damage done was the deon of the Last Chance flume.

ONTARIO ESTIMATES.

cure Will be Asked For Four Million Dollars.

to, Jan. 20.—(Special.)—Business legislature is much further adnow than is usually the case at n the session. The public acand estimates were laid on the oday and the Premier's budget will be delivered tomorrow. The s call for a total expenditure 04,228. Receipts for the year 4,466,043 and expenditures $4,-

TAKING COAL CARGO

Liner Gone to Cumberland to Finish Loading.

mo, Jan. 20.—(Special) — The iner Bendarah, which arrived Saturday night, after taking on s of cargo coal, left this forer Cumberland. After completcargo she leaves for Mexican

oultry show opens tomorrow. will be about 800 entries. The n will be held in the city hall.

MR. MANN.

rted From Montreal For British Columbia.

al, Jan. 20.—(Special.)—D. D. of Mackenzie & Mann) leaves tish Columbia tonight acd by J. N. Greenshields, counsel for the firm. It stood the object of their visit ange with the British Columbia ent as to a subsidy for an ex- of the Canadian Northern the Rockies to the Pacific

OUNTAIN CLIMBING.

resting Evening With the Natural History Society.

eeting of the Natural History st evening was one of the largmost successful of the season. e disposal of routine business xamination of specimens, which e plant new to the British Cocollection, and a number of triom the fossil formation of Mt. an illustrated lecture on mounbing was given by Mr. R. H. and Mr. Howard Chapman. son started with Field, the centtraction for Rocky mountain and described the mountain the flora, the great glaciers, ter falls, etc., comparing them Alps and the Himalayas. The f men like Whymper was that olumbia was the greatest field tain climbers in the world. Mr. Chapman then took up the narh exhibited over 200 lantern king the members of the sough every part of British Co- All, or nearly all the views taken by himself, and many were of rare interest. Hearty re passed. Mr. Canifield with xt meeting deliver an address Physical Basis of Logic."

The Boers at Bakenlagate

Official Correspondence on the Cruel Treatment of the British Wounded.

Looting and Shooting of Helpless Men Vouched For by Many Witnesses.

The Baden Times contains the following official correspondence, issued December 12, on the conduct of the Boers at Bakenlaagte, a synopsis of which has already appeared in telegraphic despatches:

From Lord Kitchener to the Under Secretary of State for War:

Pretoria, Nov. 9, 1901.

Sir,—I have the honor to enclose a report by Major Young, D. S. O., Royal Field Artillery, respecting the conduct of the Boers to the officers and men wounded in the action with Col. Benson's column at Bakenlaagte.

I have, etc.,
KITCHENER.

From Major N. E. Young, D. S. O., Royal Field Artillery, to the Military Secretary, Army Headquarters.

Pretoria, Nov. 7, 1901.

Sir,—I have the honor to report that in accordance with your instructions I have seen the wounded officers and men of Col. Benson's column now at Elandsfontein.

Out of a total of 147 wounded noncommissioned officers and men seen by me, 54 had not been in the hands of the Boers.

Of the remaining 93 men, 18 informed me they had nothing to complain of, and in some cases they had met with kind treatment of an active nature. All represented that the commandant and those in subordinate command had protected the wounded in their immediate neighborhood.

Seventy-five non-commissioned officers and men made complaint of ill-treatment of a more or less serious nature; nearly all of these had been robbed of whatever money they possessed, also of their watches and private papers.

A very large proportion stated that their boots had been removed, and in those cases where the leg had been broken this caused intense agony.

One man, Trooper Jamieson of the Scottish Horse, whose arm was shattered, suffered terrible pain from the way in which his bandolier was removed; his arm has since been amputated.

Many had been deprived of other articles of clothing, hats, jackets and socks, in some cases being left with an old shirt and a pair of drawers only.

One man, Gunner Masham, 84th Battery, Royal Field Artillery, was deprived of £3, a watch and chain, and his warm jacket and shirt; the process of removing the latter was very painful, as he was shot in the chest. Sergeant Ketley, of the 7th Hussars, attached to the Scottish Horse, states that after having been wounded in the head and hip, he was shot with his own carbine in the arm by a Boer who was kneeling over him, because he was unable to raise his arms when ordered to do so.

There are two evidences—Private Prickett, King's Royal Rifle Corps, and Corporal Gower, 4th Bn. King's Royal Rifle Corps, 25th Mounted Infantry—to the fact that a man named Private Foster, of their corps, was killed at five yards' range, though he had put up his hands in token of surrender and was unarmed.

There is a consensus of evidence that the wounded lying round the guns were fired on by Boers, who had already disarmed them, for a long period after all firing in their neighborhood from our side had ceased.

This was done whenever a wounded man moved, and in this way Captain Lloyd, a staff officer, who had been wounded in the leg, met his death. Corporal Atkins, whose fingers had been shot away, states that he was ordered to show how to work the gun, but got off on representing that he could not stand.

Such of the officers who fell into the hands of the Boers met with similar treatment to the men. Lieut. Bircham, King's Royal Rifle Corps, informed me that while he was traveling in the same ambulance with Lieut. Martin, King's Own Yorkshire Light Infantry, since deceased, the latter told him that while he was lying on the ground with a shattered thigh, his leg was twisted completely round, so that the spur could be more easily taken off.

Even the late Col. Benson was not respected, though he was protected for some time by a man in authority, even his spurs, gaiters and private papers were removed.

I forward herewith two specimen rounds of ammunition taken from the bandolier of a wounded Boer by Private Robertson, 2nd Scottish Horse. They are Mauser cartridges.

I attach statements taken down by me from the officers and men in relation to the most serious cases.

I was impressed with the idea that the statements made to me were true and not wilfully exaggerated, so simply were they made. There seems no doubt that though the Boer commandants have the will they have no longer the power to repress outrage and murder on the part of their subordinates.

I have the honor to be, sir,
Your most obedient servant,
N. E. YOUNG, Major.
Royal Field Artillery.

Lieut. G. Acland Troyte, King's Royal Rifle Corps, 25th Mounted Infantry, states:

"I was wounded on 25th October in a rear-guard action with Col. Benson's force, near Kaffirstadt. The Boers came up and stripped me of everything except my drawers, shirt and socks; they gave me an old pair of trousers, and later a coat. They left me some time to see if our ambulance would come; as it did not, they took me into a farm house, used as a temporary hospital, and there treated me as well as they could. Commandant Grobelaar's family were there. There were also a sergeant and two privates in the same room. They also had been stripped, but were well treated in the house. They took a silver watch and gold ring. I was removed in the ambulance two days after.

G. ACLAND TROYTE,
Lieutenant.

Lieut. Reginald Seymour, 1st Bn. King's Royal Rifle Corps, 25th Mounted Infantry, states:

"On October 30 my company was sent back to the support of Col. Benson's rear-guard. We occupied a hill on the right of the guns. I was wounded early in the day. In the evening, the company being ordered to retire, I was left behind with three others—two non-commissioned officers and one private; this was about 6 p. m. The Boers came up immediately. They took my great-coat, gaiters, spurs and helmet; they took the money and watches from the other wounded, but left them their clothes except the coat of one man. They then left us without assistance. Two Boers afterwards returned and took away a great-coat belonging to one of our men which had been left over me. We were removed a few hours later in the ambulance. One of the party who stripped us was addressed by the remainder as commandant, but did not know his name."

Captain C. W. Collins, Cheshire Regiment:

"I was signalling officer to Col. Benson on October 30. I was wounded and lying near the field guns—about a hundred yards in front of them. A field cornet came up and went away without molesting me. At about 5:30 p. m., or a little later, the ambulances came and picked me up; my ambulance went on some distance further, and Col. Benson and some men were put in it. There seemed to be a lot of delay, which annoyed the Colonel, and he asked to be allowed to get away. The delay, however, continued till a Boer came and took away Col. Benson's documents from his pockets, notwithstanding his protest that they were all private papers and that they had been seen by a commandant earlier in the day, who said they were not required. This man said it was all right—if they were private they would be returned.

"C. W. COLLINS, Captain.
"2nd Bn. Cheshire Regiment."

Private E. Rigby, 4th Bn. King's Royal Rifle Corps, states the Boers took all his clothes except his shirt. This man is not quite able to speak yet.

No. 33262 Trooper Hood, 2nd Scottish Horse, states:

"I was wounded on October 30 with Col. Benson's rear-guard. While I was lying on the ground the Boers came up and stripped me of my hat and coat, boots, 15s., and a metal watch. I saw them fire at another wounded man as he was coming to me for a drink. The guns were not removed until the ambulances came up; as I was sitting in the ambulance, it being then dusk, I saw them take off the guns. The ambulances were detained till 12 o'clock at night before returning to camp."

No. 33845 Trooper Alexander Main, 2nd Scottish Horse, states:

"I was wounded on the 30th October with Col. Benson's rear-guard. While lying on the ground, the Boers came close up and stood about 15 to 20 yards away from where we were lying wounded round the guns. All were wounded at this time, and no one was firing. I saw the Boers there fire at the wounded. Captain Lloyd, a staff officer, was lying beside me wounded in the leg at this time; he received one or two more shots in the body, and shortly afterwards he died. I myself received three more wounds. I got into camp by myself."

Trooper No. 33265 Jamieson, Scottish Horse, says the Boers took his boots, and they hurt his shattered arm in a terrible manner while getting off his bandolier. His arm has been removed.

No. 6127 Private Parrish, 1st Bn. King's Royal Rifle Corps, states:

"On 30th October, while I was lying wounded, the Boers came and took my boots off. An officer of the King's Royal Rifle Corps, who was a prisoner, remonstrated, and they threatened to shoot him. Our ridge was not firing any more, but whenever a wounded man showed himself they fired at him; in this way several were killed; one man who was waving a bit of blue stuff, with the idea of getting an ambulance, received about twenty shots."

No. 31362 Private Robertson, 2nd Bn. Scottish Horse, states that he has no complaints except the loss of 30s.; he took the two rounds with split bullets, handed to me, from a wounded Boer's bandolier who was lying beside him.

No. 2593 Private Prickett, 4th Bn. King's Royal Rifle Corps, states:

"On the 30th October I was lying wounded with Col. Benson's rear-guard. I saw the Boers come up, and shot a Boer with black beard and whiskers, and wearing leggings, whom I should be able to recognize again, shot my friend, Private F. Foster, 4th Bn. King's Royal Rifle Corps, by putting the muzzle of his rifle to his side. Private Foster had been firing under cover of an ant-heap till the Boers took the position; he then threw away his rifle to put his hands up, but was shot all the same. When any of the wounded moved on the field, after we had stopped firing, they kept sniping at them."

No. 33360 Private N. H. Grierson, Scottish Horse, states:

"On 30th October I was wounded and lying by the side of Col. Benson. When the Boers came up they wanted to begin to loot. Col. Benson stopped them, telling them he had received a letter from Commandant Grobelaar, saying the wounded would be respected. Col. Benson asked if he could see Grobelaar; they said they would fetch him, and brought up some one who was in authority, but I do not think it was Grobelaar. Col. Benson told him the wounded were not to be touched, and he said he would do his best; he himself protected Col. Benson for about an hour, but he was still there when a Boer took off Col. Benson's spurs and gaiters; then the ambulance came, and we were removed. I did not see the gun removed.

"I was with Col. Benson's rear-guard on 30th October, 1901; just as I had mounted to change position, I was hit in the right arm. I then dropped my rifle, being unable to hold it, and turned towards the ambulance. I had to pass some Boers as I was galloping, and two or three of them shot at me at about seven yards' range, hitting my horse. These men must have seen I was wounded already."

No. 4398 Sergeant Ketley, 7th Hussars, states:

"On 30th October I was attached to the 2nd Scottish Horse with Col. Benson's rear-guard. I was wounded in the head and hip just before the Boers rushed the guns. I was covered with blood. A Boer came up, took away my carbine and revolver, and asked me to put up my hands. I could not do this, being too weak with the loss of blood. He loaded my own carbine and aimed from his breast while kneeling, and, pointing at my breast, he fired and hit me in the right arm, just below the shoulder. Nothing was taken, and I was not touched any more."

No. 2349 Private Bell, 4th Bn. King's Royal Rifle Corps, 25th Mounted Infantry, states:

"I was wounded through the hip with Col. Benson's rear-guard on the 30th October; when the Boers came up they took my boots off very roughly, hurting my wounded leg very much. I saw them taking watches and money off the other men."

No. 4513 Private C. Connor, Royal Dublin Fusiliers, states:

"I was attached to the King's Own Yorkshire Light Infantry. I was lying beside the guns among a lot of our wounded who were not firing. Every time one of our wounded attempted to move, the Boers fired at them; several men (about ten or eleven) were killed in this way. The Boers took my boots and jacket. I was wounded in the hip."

Lieut. Bircham, 4th Bn. King's Royal Rifle Corps, states that he was in the same ambulance wagon as Lieut. Martin (King's Own Yorkshire Light Infantry), since deceased, and that the latter told him that when he (Lieut. Martin) was lying on the ground wounded, the Boers took off his spurs and gaiters. In taking off his spurs they wrenched his leg, the bone of which was shattered, completely round, so as to be able to get at the spurs more easily, though Lieut. Martin told them where he was hit.

"H. M. BIRCHAM, Lieutenant,
"King's Royal Rifle Corps."

6564 Corporal F. Gower, 4th Bn. King's Royal Rifle Corps, 25th Mounted Infantry, states:

"I was on 30th October with Col. Benson's rear-guard; I was wounded and unconscious; when I came to, the Boers were stripping the men round me; a man, Private Foster, who was not five yards from me, put up his hands in token of surrender, but was shot at about five yards range by a tall man with a black beard; he was killed. They also fired on the wounded after the latter had ceased firing."

No. 6153 Corporal Atkins, 84th Battery, Royal Field Artillery, states:

"I was with Col. Benson's rear-guard on 30th October, when the Boers came up to me and said, 'Can you work this gun?' I said 'Yes.' He said, 'Get up and show me.' I said, 'How can I? I have one hand taken away, and I am wounded in both legs.' This last was not true. He then said, 'Give us your boots.' He took them and my mackintosh. He took what money was in my belt. One of our men, Bombardier Collins, got up to try and put up a white flag, as we were being fired at both from the camp and by the Boers; as soon as he got up they began shooting at him. I saw a Kaffir fire three shots from about thirty yards off."

No. 15771 Bombardier Collins, 84th Battery, Royal Field Artillery, states:

"When lying wounded near the guns, after the Boers had been up to them, I tried to raise a white flag, as our own people were dropping their bullets close to us. When I did this, they fired at me."

COMMENTS ON PREMIER'S LETTER

Extracts From the Provincial Press in Regard to Published Statement.

Vancouver Province, Jan. 13.

"The policy enunciated by Premier Dunsmuir by his communication to the people of British Columbia published in to-day's issue, bring the present political situation in the province to a climax, and may be regarded as the government's gage to its opponents. Considered simply on its inherent merits, it is a particularly interesting and important document and is deserving of the most careful and dispassionate analysis. It touches more or less in detail every question demanding the consideration of any administration which earnestly desires the best interests of the people.

"One feature of the pronouncement which will at once strike every reader is its absolute frankness and the straightforward manner in which every question referred to is handled. There is no atempt at concealment as to the position of the government in every matter in which the province is vitally interested; no juggling with words, no ambiguity in statement or promise. Everything is clear, so clear in fact that it leaves no possibility of a charge of hidden motives behind the action of the Premier. The conditions at present obtaining and all the incidents leading up to them are so frankly set down that no room is left for denial by those to whose interests it would be to represent them in a different light. In this and in other respects the Premier has taken the wind completely out of the sails of the opposition and left it where it cannot fail to become the scoff of the province. But he has done more than this; he has justified his past conduct of the administration, and has shown that amid all the clamor raised against the government by self-seeking politicians and the agents of monopolies he and his colleagues have been true to the interests of the country, and have been guarding its treasury against the assaults of irresponsible freebooters.

"If not the most important portions of his pronouncement, at least those which are of greatest present interest, are those dealing with the duty of the Dominion, the government's railway policy and redistribution and in these, the Premier leaves little to be said which could reasonably be given in the scope of a letter to the people. They are dealt with comprehensively enough and in sufficient detail to furnish us with a grasp of the facts, and show us exactly where the government stands in regard to them.

"That greater assistance should be rendered to the province by the Federal government is beyond question. This assistance is our due, not only because of the large revenues derived from British Columbia, but because of the impossibility, owing to the comparative smallness of our population, and the physical conditions of the country of easily administering our revenue. It is our due, too, because of the immense resources which the province possesses and which it is the duty of the whole Dominion to assist in developing for the benefit of the people at large. Mr. Dunsmuir very pertinently says:

"The public must understand that with our limited financial resources, and with so much of our revenues alienated to the Dominion, this or any other government would bankrupt the province if it aided all the railways proposed and got nothing from them in return. Few people realize that about four times the amount of revenue goes to Ottawa from British Columbia, that is received from all sources in the province by the Provincial Treasury, and we only get a little over one-third back in the way of subsidies and appropriations. How then are we to build all the railways, bonus ship building and open up and develop all the immense country which is promised by our opponents, if the Terms of Union are not to be readjusted, and we are not to receive a much larger share of what we contribute to the Dominion."

"The proposal made to the Dominion Cabinet for a convention between the two governments to review the whole facts of the case and by a fair, open and important investigation arrive at a readjustment, will meet the approval of the people of British Columbia.

"The government's railway policy, as set forth by the Premier cannot fail to meet with the most cordial approval of the people. It must obtain the support of the present opposition in the Assembly, as it is the policy proclaimed by them only rendered sane and practicable. It certainly leaves the agents of the corporations and their "rooters" without reason for a sound. The policy is broadly laid down in the following words:

"As an earnest of our desire, now that we have a definite knowledge of the proposed route via Hope Mountain, to afford direct communication to the Southern Interior, and in order that competition may be maintained without discrimination to railway interests, the government has made a proposal to join hands with the Dominion government to build the line over the Hope mountain into the Similkameen, as a joint government undertaking, and give all railways full and equal running powers over it upon certain terms, the same as is proposed in the case of the New Westminster bridge."

"On the question of redistribution, the Premier's promise of a bill which will consult the interests of all sections will suffice to allay present discontent and agitation, and the fullest justice may confidently be expected from the manner in which other matters have been handled.

"The many other subjects which are referred to are dealt with in the same frank spirit as that in which he has treated the railway policy. On the whole the announcement is a statesmanlike one, and is a complete answer to the opponents of the government."

Vancouver News-Advertiser, Jan. 14.

"That British Columbia has not received its proper share of the appropriations made in aid of railway construction, no one will dispute, and Mr. Dunsmuir in setting this forth is merely reiterating what has been insisted on in the Legislature and press of the province for a number of years. In pressing this demand on the attention of the Federal government, Mr. Dunsmuir or any other provincial premier, will find practically unanimous support throughout British Columbia, since it cannot be disputed that, for one reason or another, this province has not been fairly treated at Ottawa, whether Conservatives or Liberals were in power.

As we have said, although the Premier has thought fit to address himself directly to the electorate on the eve of the meeting of their representatives, we do not think that it would be of any advantage to go fully into all the numerous phases of the railway situation at this time, since neither in Mr. Dunsmuir's letter nor from other sources has any more information been thrown upon the subject than was given in the debates during the last session of the Legislature. There is still no indication that this subsidy question has been regarded by anyone from the financial point of view—as regards the ability of the taxpayers to bear the heavy burden that the addition of several millions to the present provincial debt would involve. On the contrary, if we understand a reference in Mr. Dunsmuir's letter rightly, it is suggested that in addition to the $5,000,000 proposed to be borrowed by the act passed last session, a further subsidy is proposed for the Canadian Northern railway, which with the mileage of that enterprise in British Columbia would add something between one and two millions more to the burdens of the taxpayers. That road will be heavily subsidized by the Dominion, and will, whether British Columbia subsidize it or not, be continued to the Coast since one of the main objects of its promoters would not otherwise be achieved. We cannot, therefore, but view with serious apprehension the possible disastrous results to provincial finances of the present inclination to load down the province with debt for the benefit of railway promoters. We are confident that if the government will insist on carrying on provincial affairs on such methods as Mr. Dunsmuir would employ in his own business, that we shall see the railways built without such additions to the taxpayers' burdens as are now suggested."

New Westminster Columbian, Jan. 14.

"In his letter to the people of British Columbia, the Hon. James Dunsmuir does not deal with the burning question of provincial politics—whether or not the ministry can still depend on the support of a majority of the House, and to this extent, of course, the Premier's address will come short of the expectations of those who have turned to it with curiosity for an authoritative statement on a moot point. But what the letter lacks in politics it makes up in information on the matters of business to which the attention of the government has been directed during the recess.

"To this section of the province the most important of these is the government's gage of battle in connection with the Similkameen and the Boundary country. It is gratifying to note that the early provision of the railway continues to be the fixed policy of the government, and that since the attention to the infraction by the corporations has not been satisfactory, the ministry have it in contemplation to build as a government work the most difficult section of the road—that is, across the mountains. As Mr. Dunsmuir says, the province could not think of undertaking this work without the co-operation of the Dominion, and there is as yet no assurance that this co-operation can be secured; but the very fact that the government show this inclination to build the road themselves, is apt to stimulate the railway corporations to put in counter propositions.

"Incidentally, Mr. Dunsmuir refers to the Fraser river bridge, and it will be noted with special pleasure here that the Premier considers it a matter of certainty. The bugbear has been held up persistently before the people of this city, that the bridge was to be given as the price of the surrender of the independence of the constituency or withheld as a punishment for the free exercise of the individual franchise. No authority has ever been produced for these threats, and that they were altogether unwarranted by anything in the mind of the government is made evident by Mr. Dunsmuir's letter.

"Though the life of the present government remains in jeopardy because of the breach in its own party and the necessity for dependence on politicians with whom constancy has not been a virtue, the ministers should be accorded cheerfully the credit that is their due for having made so earnest an effort to deal with the greater problems of provincial development.

Rossland Miner, Jan. 7.

"Premier Dunsmuir has addressed a letter to the electors of British Columbia which will furnish much food for discussion for the next few weeks. He outlines a policy which, if he is enabled to carry it into effect, would undoubtedly redound to the betterment of conditions in the province.

DIRIGO BRINGS NEWS.

Report of Another Excitement on Eldorado Creek.

Port Townsend, Jan. 18.—The steamer Dirigo has arrived from Skagway, bringing 60 passengers, some of whom are from the Klondike. They report that much excitement prevails at Dawson over the striking of a second bedrock on Eldorado creek, 30 feet beneath the first. The gravel ran from one to five dollars to the pan.

Circle City, once one of the leading camps in the North, is now deserted, except by storekeepers, all having stampeded to Good Pasture creek, in the Tanana country, where rich gravel has been discovered.

The White Pass & Yukon railway is blockaded, and passengers have to be transferred across the big snowslide a mile and a half wide and 100 feet long, which covers the track to a depth of eight feet.

KRAUSE GUILTY.

Sentenced to Two Years' Imprisoument for Inciting to Murder.

London, Jan. 18.—The lord chief justice, Baron Alverstone, today sustained the contention of the defence of Dr. Krause that the charge of inciting to murder must fail, as there was no evidence that the letter in the case had reached Broecksman; but the question of "attempting to persuade" must go to the jury.

The trial of Dr. Krause, the former governor of Johannesburg, on the charge of inciting Cornelius Broecksman, the public prosecutor of Johannesburg, to murder, was begun at the Old Bailey yesterday.

Dr. Krause was found guilty, and was sentenced to two years' imprisonment.

Before he was sentenced, Dr. Krause protested that he never intended to murder anyone.

The Lord Chief Justice, in passing sentence, declared the offence was morally as great as though the crime had been carried out. His Lordship therefore imposed the maximum sentence.

NO PEACE PROPOSALS.

Mr. Chamberlain Denies Any Have Been Made by Boer Envoys.

London, Jan. 20.—The Colonial Secretary, Mr. Chamberlain, in the House of Commons this afternoon said there was no foundation for the reports that peace proposals had been made by the Boer envoys.

CUT UP PATROL.

Boers Attack Party of Cradock Home Guards.

Cradock, Capetown, Jan. 20.—Wessel's commando of Boers on Saturday last cut up a patrol of 50 men belonging to the local town guard on the Tarkastad road. A few stragglers have returned. The remainder of the party are missing.

The Senator An "Overdue"

Bark of Many Troubles Has Been Reinsured in England.

Some Anxiety For Her—Monster Liners Being Built For Great Northern.

The bark Senator has been placed on the overdue list in England and reinsurance is quoted on her at 20 per cent. This bark of many adventures left here 55 days ago for Liverpool in charge of Capt. Morrisey, who replaced Capt. Harrison. British marine insurance experts are said to be much worried over the Senator. For nine months the unfortunate craft has been trying to reach Liverpool, having first sailed from Chemainus on April 6 last. The bark encountered a streak of hard luck from the first and this is still with her, evidently, although there are no very recent advices from her.

Two months after leaving port the Senator showed up off Hilo, Hawaii, and was assisted into the harbor by a tug. She brought a hard luck story of storm and wreck, and appeared to have encountered about everything that sailor men try to avoid. A relay of hurricanes nearly sent the bark to the bottom, but instead merely crippled her so that she lay about on the ocean helpless for about three weeks before a jury rig could be fixed wherewith to render her manageable. Then she made for the nearest port, Hilo. On the way to the island haven a leak developed and the pumps were set going. Then the pumps broke down and the crew of the Senator broke all marine records for hand work in bailing out the hold. They managed to keep the water down to some extent, but this was accomplished only by extraordinary labor on the part of the men and officers of the ship.

In the latter part of June the Senator reached Hilo and went out of commission for a month while extensive repairs were made. In the meantime she was placed on the overdue list, rising to 30 per cent. before word was received that she was at Hilo. After being patched up considerably the Senator again resumed her voyage toward Liverpool with a new crew, shipped in Hawaii. But the Jonah was still with the bark. And about the time her owners were hoping she was well on her way to the United Kingdom a cable to her owners from Victoria brought the information that the Senator had limped into this port badly distressed and was due for another lay-off in the dry dock. But she did not enter the dock. Two days out from Honolulu a hurricane that was lustier and more boisterous than the bunch of storms that first tackled the Senator smote the bark and stayed with her for six days. When the week was over the poor old Senator was floundering helplessly, most of her rigging gone, her rudder carried away, her cabins smashed and otherwise in a very battered condition, apparently. But the captain did the best he could under the circumstances and made a slow sail for Victoria, arriving there August 26.

The master was determined to get to Liverpool if it took a decade, and accordingly he made a fresh start with a fresh crew. That was on the morning of November 25 last. Since that time nothing has been heard of the Senator. Seafaring men who believe in continuous strings of ill-fortune shake their heads when the bark is mentioned and predict darkly that she has piled up on some coral reef in the Pacific.

But, anyway, London underwriters are anxious over the long passage and the many misadventures of the Senator, and are paying reinsurance on her. Within a few days she will be added to the local overdue list at San Francisco, probably at 35 per cent, or more.

GOES TO PIECES.

Wreck of the Ernest Reyer Is Breaking Up.

The wreck of the French bark Ernest Reyer, on the Washington coast, is rapidly going to pieces. During a recent storm and freshet in the Quinault the mainmast went by the board and the mizzen topmast snapped off. The freshet in the river washed out the gravel bar upon which the vessel was lying and the heavy seas did the rest. At high tide she is now completely submerged. She is in a pretty bad condition and not worth near as much as she was a month ago.

ENORMOUS LINERS.

Great Steamers of the Great Northern Will Cost Five Millions.

C. E. Stone, a G. P. A. of the G. N. R., in an interview regarding the new Oriental liners to be built for the railway company, said: "In the spring of 1900, a little less than two years ago, President Hill contracted with C. R. Hanscom and his associates to build two vessels larger than any ever before constructed to ply between Puget Sound and the ports of the Orient.

"The contract calls for $5,000,000 in payment for the vessels, and the result is that over 1,000 men are daily at work in the Hanscom shipyards at Groton, New London, Conn., constructing these ocean monsters. It is difficult to describe these ships in a manner to be fully appreciated. They are 630 feet long, 73 feet wide, 56 feet deep and draw 33 feet of water. To more clearly realize these proportions, the length is about equal to two city blocks, and the depth equal to the average height of a five-story building. The total displacement of the vessels will be 33,000 tons.

"There are 37,000 plates in the hull of one of these ships, mostly 23 feet long by five feet six inches wide. While the Great Eastern had 39,000 plates in her hull, they were only 10 feet long by two feet nine inches wide. Twenty thousand tons of steel will be used in their construction and over 4,000,000 rivets.

"Each ship has four boiler rooms with four boilers in each room, having an aggregate capacity of 12,000 horsepower. They can carry 20,000 tons of dead weight, or 28,000 tons as measured by cubic feet. As compared with the capacity of the vessels now on the Pacific ocean, they are six times as great as any one. As an army transport each vessel can carry 10 regiments with their guns.

"The passenger capacity of each ship will be 1,500—1,000 in the steerage, with 500 in the first, second and third cabins. Each crew will comprise 300 men. Their speed will be 14 knots an hour. The carrying capacity of these ships is more than double that of any other ocean steamer in existence. Each one will have deck room of over five acres for carrying freight.

MARIE CORELLI.

Does Not Like the Present British Uniform.

London, Jan. 18.—Marie Corelli, in a letter to a paper, caps the climax of anti-German feeling existing in England. This authoress declares passionately against the similarity of the British army uniforms with those of the German army. Marie Corelli adds that it is scarcely necessary to allude to the "widespread indignation at the color and design of the new postage stamps, which are so essentially German in appearance."

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Knots and tangles, snarls and breaks, wastes itself and your time, makes you wish the sewing was "far enough."

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Buy your harness. Have you looked over our stock? Have you asked our prices. Our FARM HARNESS at $35.00 is especially good value.

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44 Yates Street.

Notice is hereby given that an application will be made to the Parliament of Canada at its next session for an Act authorizing and empowering the Canadian Pacific Railway Company, to own, hold, lease and operate other property outside the Dominion of Canada; amending its Charter in so far as relates to the qualification, status, powers and election of its Directors; authorizing a further issue of consolidated debenture stock for the purpose of aiding in the acquisition of steam vessels; increasing and extending the company's powers of dealing with its landed, mineral, timber, hotel and other properties; enabling the Company to manufacture or otherwise acquire and use electricity for motor and other purposes and to dispose of such surplus electricity; empowering the Company to improve its landed properties by means of irrigation and otherwise; to establish parks and pleasure resorts on its lands; to aid and facilitate in such manner as may be deemed advisable the settlement of the lands of the Company, and to assist settlers upon such lands, and generally for securing to the Company in connection with its lands, the powers of an Irrigation Land Company, and for other purposes.

Dated at Montreal this Sixteenth day of December, 1901.

By order of the Board.
C. DRINKWATER.
Secretary.

B.C. STEAM DYE WORKS.

141 Yates Street, Victoria.

Ladies' and Gents' garments and household furnishings cleaned, dyed or pressed equal to new.

One of the great functions of Christmas is the distribution of beef to the laborers and workmen and cottagers who are past work on the Sandringham estate. This takes place on Christmas Eve in the carriage-room of the royal stables, and the King and Queen and all of the royal family who are able are present to see it done and exchange greetings and a few kind words with each of the recipients.—Tatler.

Mineral Act. (Form F.) Certificate of Improvements. Notice.

John Bull, Nawitka, Nawitka Fractional, Uncle Sam, of the Monitor group of mineral claims, situate in the Alberni Mining Division of Clayoquot District.

Where located: Near Handy Creek, Alberni Canal.

Take notice that we, the Monitor Copper Mining Co., Free Miner's Certificate No. B54353, intend, sixty days from the date thereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claims.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this Thirtieth day of November, 1901.

MONITOR COPPER MINING CO.,
ment of the company.

No. 191.
CERTIFICATE OF THE REGISTRATION OF AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

I HEREBY CERTIFY that "The Pacific Steel Company" has this day been registered as an Extra-Provincial Company under the "Companies Act, 1897," to carry out or effect all or any of the objects hereinafter set forth, to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate at Jersey City, State of New Jersey, U. S. A.

The amount of the capital of the Company is $1,000,000, divided into 10,000 shares of $100 each.

The head office of the Company in this Province is situate at Victoria, and Frederick Peters, barrister-at-law, whose address is Victoria aforesaid, is the attorney for the Company.

The Company is limited.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 30th day of November, one thousand nine hundred and one.

[L. S.] S. Y. WOOTTON,
Registrar of Joint Stock Companies.

The following are the objects for which the Company has been established:

To acquire, develop, operate, lease or dispose of mines, coal, mineral, mining and timber rights and lands, as well as coal, ores of all kinds, and any interest in or concerning the same:

To acquire, erect and operate blast or other furnaces, Bessemer or Open-Hearth plants, coke ovens, rolling, pipe, plate and other mills and every variety of machinery or process for reducing, treating or manufacturing iron or steel, or other metals or minerals, or products thereof; and to prepare for market, market and sell the same, and articles or product of which metal is a factor, including the acquisition by purchase, mining, manufacture or otherwise of all materials, supplies and other articles necessary or convenient for use in connection with or in carrying on the business herein mentioned, or any part thereof:

To acquire, construct, maintain, operate or dispose of all kinds of steam or other vessels, bridges, tram and railways (other than railways within the State of New Jersey), wharves and docks, telegraph or telephone lines, houses or other structures, cars, and all kinds of railway equipment; and to engage in the transportation of ores, materials, merchandise or passengers, upon land or water, in connection with the general purposes of a mining and manufacturing business upon the Pacific Coast:

To manufacture, purchase or otherwise acquire, hold, own, mortgage, sell or dispose of, to invest, deal and trade with goods, wares and merchandise and property of every class and description:

To acquire, improve, lease and sell lands, so far as permitted by the laws of any state or country where this corporation may register or engage in business:

To acquire or undertake all or any part of the business, assets and liabilities of any firm, firms, association or corporation:

To acquire, hold, own, use, operate, and to sell, assign or otherwise dispose of, to grant licenses in respect of or otherwise turn to account any and all inventions, improvements and processes used in connection with or secured by Letters Patent:

To acquire, use, generate, or dispose of water, water-power or electrical force and transmit the same, and all kinds of electrical or mechanical apparatus or appliances:

The corporation shall also have power to conduct its business in all its branches, have one or more offices, and to mulmitedly and without restriction hold, purchase, mortgage and convey real and personal property outside of