EMERGENCY RATION.

Condensed Foods Being Tried on United States Troops in Oklahoma.

Reno, Oklahoma, Nov. 7.—A party of officers, composed of Capt. S. Main of the Eighth Cavalry, and Capt. W. Foster of the Fifth Cavalry, here a few days ago with a detachment of troops for the rugged and Comanche Indian reservation, southwestern Oklahoma, to test different emergency rations under conditions approaching as nearly as possible those of actual warfare. The United States army needs such a ration in case of troops sent suddenly into a country, beyond a base of supplies where it would be impossible to feed the enemy. The ration should contain a minimum of space, sustain the strength, preserve his health and be portable. The war department has bought such a ration, but has failed in one. In the Philippines the regular ration was issued to troops on emergency expeditions, with the result that at the beginning of the war the entire of the detailed men were out of service in two days.

The preparations of food were submitted to the board, but only three were deemed worthy of practical trial. One was a ration prepared by the wife of the second came from New Jersey and the third from Chicago. A single ration is intended to keep a man in good condition for twenty-four hours. Each of the three rations considered is packed in an air-tight tin box. The first ration is composed of two cakes of sweetened chocolate and three cakes of meat and cereal compound. The second ration has tea for a stimulant and meat extracts in its food combination. Each ration has a small quantity of salt and red pepper for seasoning. The board is naturally inclined to regard its own ration with greatest interest. The chocolate weighs 4 ounces and the meat and cereal in combination, roughly, 4 and 8 ounces, a total weight of 12 ounces, besides ¾ ounce of salt and one gram of red pepper. The ration is packed in a hermetically sealed can with rounded edges like a flask, 6¼ inches long and 1½ by 2 inches. The can is opened with a key. The ration is to be part of the permanent equipment of the soldier in the field. It can be eaten in two ways: dry, as a soup or a porridge or the porridge may be fried.

The board's ration was prepared under their personal supervision," said Capt. Main. "Thoroughly cooked wheat ground into coarse flour. This was then thoroughly with dessicated beef and been pounded to an impalpable powder, giving us the ideal food of the American soldier, bread and meat. This were was pressed into small cakes, large enough for a single meal. The compound is a tissue builder. It contains a minimum of fat, for the heat that fat combined with a cereal vegetable results in rancidity, unless counted by chemical processes, and acids produce indigestion and other stomach troubles. Originally our ration contained more than 15 per cent. of fat but we reduced it to about 5 per cent. We depend upon the fat already stored in the soldier's body to supply his needs. The German army uses large quantities of peas and beans, which are cheaper than meat and contain much nutrition, but we found that they caused disorders of the stomach unless thoroughly cooked, and only the eating will tell how well they have been cooked.

There was considerable discussion in choosing our stimulant. Eight out of the Americans prefer coffee to tea or chocolate. Few Americans like tea. There was an insurmountable obstacle in the way of our choosing coffee, namely that it loses its strength when parched. The board received a sugar-coated coffee pill which was highly recommended. The sugar was good, but the coffee was no longer coffee. A cake of ground and ground coffee, tightly compressed, came from Germany, and was reasonably good, but it took up too much space to be used with the ration. In choosing sweetened chocolate the board got a serviceable stimulant. Chocolate can be eaten like candy, and fire and water are not needed to prepare it for use. In addition to its stimulating quality, which is not tissue-building, chocolate contains cocoa butter, a food. The question to be decided is whether the ration has sufficient quantity and quality, and will not nauseate when used alone. The board will first experiment with a detachment of twenty-five men from Troop A, Eighth Cavarly, stationed at Fort Reno. Each man will have five rations field rations and five emergency rations. We will march from Fort Reno to Fort Sill, making detours on the way. During the first two days the men will live on field rations and whatever they can forage in hunting. Then they will be kept five days on the emergency ration. They will be permitted to eat anything else, making the test as thorough as possible. Both the board and the men will subsist on the ration. Captain and Assistant Surgeon J. D. Poindexter, Eighth Cavalry, will weigh the men and examine them morning and evening and note their temperature at intervals during the day. This record will be used as a basis by the board in determining how the rations affect the weight, health and strength of the men. At the end of the seventh day we will reach Fort Sill. Troop A will return to Fort Reno on the three days' regular field ration in possession of the men. The board will take twenty-five men from Troop C, Eighth Cavalry, at Fort Sill, and then proceed to Fort Reno, testing the New Jersey ration under the same conditions as prevailed with our own. Upon reaching Fort Reno we will take a second detachment from Troop A and make a seven days' trip with the Chicago ration, returning to Fort Reno. The experiment will consume about a month."

THE FARMER'S WIFE

is very careful about her churn. She scalds it thoroughly after using, and gives it a sun bath to sweeten it. She knows that if her churn is sour it will infect the butter that is made in it. The stomach is a churn. In the stomach and digestive and nutritive tracts are performed processes which are exactly akin to the churning of butter. Is it not apparent then that if this stomach churn is "sour" it sours all which is put into it? The evil of a foul stomach is not the bad taste in the mouth and the foul breath caused by it, but the corruption of the pure current of the blood and the dissemination of disease throughout the body. Dr. Pierce's Golden Medical Discovery makes the sour stomach sweet. It does for the stomach what the washing and the sun bath do for the churn—absolutely removes every tainting or corrupting element. "Golden Medical Discovery" contains no alcohol, whisky or other intoxicant and no narcotic.

"You have not gone to Europe, then, as you expected," said Mrs. Fosdick to Mrs. Spriggs.

"No," was the reply. "It is so difficult for Mr. Spriggs to leave his business, and I really couldn't go without him. And, then, I read the other day about a ship that broke her record. Think how dreadful it would be to be on a ship in the middle of the ocean with her record broken."—Detroit Free Press.

Shipwrights Are Busy

Bark Dunreggan Will be Brought From Sound for Repairs

Tenders Called for Charter of Steamer for Government Work.

The several marine slips have been kept busy of late, and more work is offering daily to keep the crews of shipwrights busy. On Turpel's ways and Bullen's slip at the Star yard sealing schooners are being repaired. Scarcely a day passes without one or more being hauled out or launched. At Esquimalt the bark Oaklands, which has been overhauled on the slip there, is to come off to-day; and the bark Carrolton, just arrived from Honolulu, is to be hauled out to have the sea growth removed and be painted.

It is reported, too, that the bark Dunreggan, which arrived on the Sound from Honolulu on October 26, is also to come here for repairs, made necessary in consequence of her accident at the island port. She ran on a reef near the entrance to Honolulu harbor, and it was only by the United efforts of two tugs that she was saved. The owners had to pay quite a large sum in salvage to the tugs. They decided not to have permanent repairs made there, and the vessel sailed for the Sound. There tenders were called for, and, according to report, the Albion Iron Works, of this city, were the successful tenderers, and the vessel is accordingly to come here for repairs. The Dunregan is chartered to load wheat at Tacoma for the United Kingdom, after the repairs are concluded.

At the Victoria Machinery Depot work is to be commenced shortly on a new boiler for the quarantine steamer Earle.

RESUMED HER VOYAGE.

Lyderhorn Sails From Pernambuco For Victoria.

A private telegram received by a Victoria shipping firm yesterday gives the news that the bark Lyderhorn, which, as reported yesterday in these columns, had put in to Pernambuco, while en route from Liverpool for Victoria, had sailed again from the Brazilian port. This news goes to show that, if it was because of injuries received that she put into Pernambuco, they could not have been serious to allow of her so speedily resuming her voyage.

CARROLTON ARRIVES.

Bark Makes Passage From Honolulu to the Roads in Seventeen Days.

The bark Carrolton has reached port from Honolulu, after a good passage, having left the island port on November 8, instead of many days prior to that, as previously reported. She was 17 days from Honolulu to port. The trip was devoid of interest, with the exception of a couple of days off the Oregon coast, when there was quite a blow. A fleet of eleven vessels were seen at anchor in Clallam bay, and a bark was passed off the Cape, bound in. This was probably the Gerard C. Tobey, which reached Port Angeles yesterday from San Francisco. The Carrolton, which was brought in by the tug Active, will be cleaned and painted here and then proceed to Chemainus to load. The Gerard C. Tobey will proceed from Port Angeles to Ladysmith to load a coal cargo.

SEALING SEASON.

The Association Discusses Sending of Schooners to Japan—An Addition to the Fleet.

The Victoria Sealers' Association met in their rooms at the board of trade building Tuesday, to discuss the arrangements for the season's sealing. A lengthy discussion took place as to on what grounds the schooners of the company are to hunt, and what vessels are to be sent to the different grounds. The matter was not decided. It was decided that at least ten, if not more, vessels are to be sent to the Japanese coast, and the remainder will hunt on this side of the Pacific.

It is likely that another schooner will be added to the fleet, according to a report from the Sound. Capt. White is said to have purchased the schooner Eclipse over there, and intends to bring her under the Canadian flag. The Eclipse is an old-time sealer and a vessel somewhat similar to the Carlotta G. Cox.

MADE FAIR TIME.

Damaged Empress of Japan Reached Yokohama in a Little Over Thirteen Days.

R. M. S. Empress of Japan made the trip from here to Yokohama, after being repaired here, consequent to her collision with the Abbey Palmer, in 13 days 8¾ hours. Her usual time is about 11 days.

The Empress will go into the dock at Kowloon for repairs, which will consist of replacing the damaged frames and plates just abaft the forehatch, on the port side, and the repairs to the saloon, promenade deck and bridge, all of which were more or less knocked about in the collision. It is not expected in the local offices that the Empress will be laid up for any length of time, and she will probably leave on her return trip according to schedule—that is, December 19. Even had the collision not occurred, the Japan was to have been placed in the dock to be overhauled on this trip.

BETTER SERVICE.

New and Faster Steamers to Be Placed on the Northern Route.

It is stated that among the companies which are planning additional steamers on the Skagway run, is soon to be included the White Pass & Yukon railway. President Graves, of that road, and the other English capitalists who have money invested, have for some time been meditating the establishment of a fleet of Northern boats. The intention is stated to be to run the steamers between here and Skagway direct, and undoubtedly the line is to be used mainly as a feeder of the railway, which taps the centre of the Yukon gold fields. A study of the annual reports of the Northern railway will enable anyone at a glance to note the millions of dollars' worth of freight that is carried over the roadbed from Skagway to the Yukon at White Horse.

At the time the White Pass & Yukon officials are looking toward such a plan, the merchants of Vancouver are making desperate efforts to secure fast steamship transportation from that city direct to Skagway, with a view to shutting off Puget Sound ports from any of the Northern traffic. The prospective establishment of a mint in Vancouver has encouraged the people on the other side of the line to believe that they will be able to do this successfully. With this end in view, A. H. B. Macgowan, the Vancouver agent of the White Pass & Yukon, who is now on his way to England, has been delegated to speak with President Graves of that road, and to urge the establishment of a Vancouver-Skagway steamship line, in connection with the road. Mr. Macgowan is to do this, it is stated, on the supposition that such a move is already contemplated, for the Vancouver business men are under the impression that should the railroad establish a steamship line, that line would not touch Seattle.

It is very clear, from the amount of discussion that is taking place on the subject in Vancouver and Victoria, that both those cities are going to bend all energies to capture the entire interior trade.

In this connection it is now stated that the Canadian Pacific Navigation Company has placed orders in the East for two vessels to be especially designed for the Northern run.

One thing at least is settled, and that is, that Skagway and Southeastern Alaskan ports are to have a wonderfully increased steamship service next spring. In fact that service is to be practically doubled, giving Skagway another mail every two days. The Pacific Coast Company, Dodwell & Co., and the Alaska Steamship Company all have new fast craft on the run and will add others before spring.

QUADRA GOES NORTH.

Tenders For Charter of Steamer to Do Her Work—No Word of New Fishery Steamers.

D. G. S. Quadra left Tuesday morning on her cruise North with the ballot boxes, and Capt. Gaudin, local agent of marine and fisheries, called for tenders for the charter of a steamer to be used by Mate Owens, who remained, for the necessary buoy and beacon work. The tenders are expected to be all in by this morning, and a steamer will be engaged without delay.

No word has yet been received here of the award made by the Dominion government for the building of the new steamers for the fishery protection service, although the tenders were all in by the beginning of this month. It is thought that the award is being postponed until the report of Capt. Walbran regarding the violations of fisheries and marine regulations in the North, with other data, regarding the scope of work of these new steamers, obtained by him in the three weeks' cruise from which he has just returned, is in the hands of the department.

The Zionites Out on Bail

Second Application Secures Release of Men Charged With Manslaughter.

Parallel Case Now Before the Courts in the State of Minnesota.

Eugene Brooks, the Zionite elder, and Willie W. Maltby, who were arrested on the charge of causing the death of Maltby's 6-year-old son, by omitting to provide the child with medical attendance, were admitted to bail Wednesday afternoon, the amount being placed at $2,000 in each case. Mr. John Jardine gave a bond for that amount for Brooks, and a bond for $1,000 for Maltby. The balance of Maltby's bail was provided by Thomas H. Horne, in the shape of a $1,000 bond. The accused were released at 3 o'clock from the city lock-up.

The court room was well filled when the case was called in the city police court yesterday for a preliminary hearing. Mr. James S. Yates appeared for Brooks, and Mr. George E. Powell for Maltby. Application was immediately made for an adjournment until Friday at 10 a.m., and this being granted, a further application was made for bail. Mr. Yates said there was no fear of the men leaving the city, they conscientiously believing that what they did was right. Brooks had before been threatened with similar prosecution. He was out of town at the time, but returned to the city to face his accusers.

Chief Langley having nothing to say for or against the application, Magistrate Hall said he did not care to assume the responsibility of granting bail under such a serious charge.

At noon a second application was made, and Mr. Bradburn, the city solicitor, entering no objection, bail was granted, as above stated.

During the proceedings the accused were in the dock with the other prisoners. It is understood that Brooks was desirous of having a second lawyer to act with Mr. Yates, and telegraphed to Chicago for the fee demanded by a barrister who was asked to act. The reply from the Zion headquarters was: "Fee entirely too much; am praying."

In Wednesday's report of the proceedings at the coroner's inquest, the typesetter made Mrs. Maltby say just the opposite of what she did say. In answer to Juror Hughes, she said a child of hers who died of diphtheria did not have the same symptoms as Claude. The report as printed made her say the symptoms were the same.

A case exactly similar to the one here is now before the courts at Lesur, Minnesota. An Associated Press despatch from that town, dated November 12, says: "The coroner's jury that investigated the death of Mabel Habien, a child, from diphtheria, recommends the prosecution of John Habien, her father, a Dowieite, and J. W. Crane, a Dowie elder. The girl received no medical treatment except the 'laying on of hands' by Crane."

In New Quarters.—The Salvation Army held a banquet last night in their hall on Yates street. The quarters of the Army have just been changed, and it was decided to have the banquet in order to defray the expenses of moving. This object has probably been attained, for one of the young ladies sold more than one hundred tickets. The officers appreciate very much the kindness of their friends, sailors and people in town, who helped to make the affair a success.

Ethics of the Turf.

From Globe-Democrat.

It is almost impossible nowadays to bring home to any stable, or even to any individual owners or employees thereof, charges of unfair dealings, no matter how loud and positive the voice of popular accusation, or how great the moral certainty of his guilt. There are so many ways by which, for instance, a jockey can lose a race besides deliberately "pulling." Thus, there are some jockeys who make a specialty of pushing their mounts for all they are worth in the first part of a race so that they are utterly exhausted before the finish, coming in among the trailers. Other jockeys arrange to get "pocketed," only emerging from the "bunch" when it is too late to catch up with the leaders. These are only a few of the underhand practices that it is almost impossible to bring home to a jockey. At Brussels a few winters ago the Jockey Club made the discovery that the running of every race was arranged in advance by the six or eight principal jockeys of the Belgian turf, who formed a species of syndicate, and for two seasons the evening before each race day at an English tavern in the neighborhood of the Northern railroad terminus for the purpose of deciding who would win. As they were the leading jockeys, and as such had the very best mounts, the matter was not very difficult to arrange. A similar conspiracy had been unearthed a short time previously in Austria, the discovery in each case being due to the fact that one of the jockeys had betrayed his confederates, without which it would not have been possible to bring the charges home against them. As a general rule, however, jockeys do not work in unison with one another, and when one of them intentionally prevents his mount from winning it is usually because he has some "fixed" by some representative of a syndicate of book-makers or that he has some heavy bets of his own on the race.

From the moment that a jockey is permitted to bet on a race in which he rides, his riding necessarily becomes open to suspicion, and as far as I can discover the principal fault found in England with American jockeys is that they bet heavily and openly on the races in which they ride, the result being that tricks common among nearly all jockeys, European, as well as American, and which under ordinary circumstances would be merely ascribed to misadventure, bad judgment, or else to a bona fide sporting determination to win at all costs, assume the aspect of dishonest and unscrupulous practices. There is no doubt but that jockeys should be forbidden to bet directly or indirectly under the penalty of losing their license and being warned off the turf. I am thoroughly aware that it would be difficult to enforce this rule. But the very fact that regulations of this nature exist in several of the great racing stables of the United Kingdom shows that it can be done.

Thus, for instance, the late Earl of Portsmouth, owner of one of the most successful and celebrated racing stables in Europe, made it a practice never to bet himself, nor to permit any one of his employ to do so, punishing with instant dismissal any disobedience to his wishes in the matter. The present Duke of Portland, who has won the Derby twice, as well as both the Oakes and the St. Leger, is equally strict on the subject of betting, and is so determined to eliminate the monetary question from racing, that he devotes all the stakes won by his horses to building ams houses on his estates for the benefit of aged dependents, and of widows of tenants and of other people on the estates. These houses are models of architectural taste and of interior comfort, and are within easy reach of Welbeck Abbey, so that they are under the personal superintendence of the Duchess. On the centre gable of the building runs the inscription: "These houses were erected by the sixth Duke of Portland at the request of his dear wife, for the benefit of the poor, and to commemorate the success of his race horses." Then follow the names of the latter, as well as of the races which they won. The extent of the buildings, as well as their character, may be explained by the fact that the Duke has repeatedly headed the annual list of the winners of the principal stakes of the year. There are few great nobles more passionately devoted to sport than was the late Duke of Westminster, who spent colossal sums in breeding and training race horses. A thrifty man in other respects he felt it to be his duty as a territorial magnate and as a peer of vast wealth to develop in every way possible those tastes for legitimate sport, which are among the finest features of the Anglo-Saxon charater, and to a great extent a factor in the success of the English-speaking people all the world over. Yet he never made a bet in his life, nor would allow any of the people employed in connection with his immense racing establishment, to do so. He was in the habit, however, of dividing the stakes won by his horses between his trainer and his jockey, and the men who rode for him died in several cases possessed of fortunes acquired in a perfectly fair and legitimate manner by their riding, but not through any bets. It is the same with Lord Rosebery, who it is well known is far prouder of having won the Derby twice than of attaining the premiership, or of marrying the greatest heiress in the United Kingdom. I could mention a score more peers of the same way of thinking, including the grand old sportsman, the Duke of Richmond, who owns the Goodwood race course. They are on the turf for sport alone, and not for any sordid purpose of pecuniary gain, and while none of them approve of the Anti-Gambling League, which they regard as an unwarrantable attempt on the part of the authorities and of cranks to interfere with the private affairs of citizens, they do not hesitate to denounce betting, and especially plunging, as one of the most baneful and demoralizing curses of the turf.

It is a great mistake to imagine that a jockey can now grow rich by contenting himself with the money which he receives in the form of fees, regular pay and presents from his employers. He soon becomes known and esteemed as absolutely straight. Not only owners, but likewise the public, learn to appreciate his sense of honor, and so complete was public confidence in Fred Archer that people would frequently make their bets on him rather than on his mount, convinced that no matter what happened they could rely on his doing his honest utmost to win. So excellent was his reputation that Lord Rosebery and other great peers were frequent guests at his pretty house at Newmarket. The Prince of Wales often drove over to sit by his bedside during his last illness, and attended his funeral in person. Lord Rosebery was the executor of Fred Archer's will and guardian of his child, and it is seldom that his former employers, the heir apparent first and foremost, quit Newmarket without going to lay some floral tributes on the tomb which they have erected to the straightest jockey who ever rode a race to the finish. His daughter, I may add, is an heiress, the fortune which he bequeathed her having, thanks to careful administration by her guardian, Lord Rosebery, attained the figure of considerable over $1,000,000.

This serves to show that not only are honest jockeys appreciated, but likewise that straight riding pays best from a financial point of view in the long run. It cannot be sufficiently borne in mind that an honorable "jock" will always command better prices, and above all, better employers than one whose good name has been tarnished with even the faintest breath of doubt. Whenever a jockey rides in a manner that is in the least degree open to question, he exposes not only himself, but likewise his trainer and his owner, to disagreeable comment and more or less publicly expressed suspicions. It may be recalled that Sir George Chetwynd, father of the young Marchioness of Anglesey, was literally frozen out of the Jockey Club owing to the riding of his jockey, although there was no proof that he had been in league with the man. King George IV. while Prince Regent found it politic to withdraw from the Jockey Club for a number of years owing to the suspicious riding of his jockey, which had caused the latter to be suspended, and there is no doubt that the criticisms passed on Tod Sloan in connection with his riding of one of the present heir apparent's nags in a recent race was far more accountable for his leaving England. Racing figured in the list for $60,000,000, and the compiler admitted that this was exclusive of many material and important items. He calculated that some 10,000 young men were employed in the racing stables of Great Britain, aside from those attached to the breeding establishment. The annual expenditure of hunting he put at $38,000,000. Now racing and hunting find in the United Kingdom their chief supporters among the titled and untitled aristocracy of the soil; that is to say, the territorial magnates. Most of the money expended in racing and hunting comes from their pockets without any hope of a financial return. It is they who maintain as a matter of public duty the best racing stables and all the hunts, and they do this with the object of developing the finest qualities of British horse flesh, and the finest characteristics of the British sportsman. In olden times the loftiest praise was to describe a man as a "true knight." To-day throughout the English-speaking world there can be no higher laud for a man than to call him a "true sportsman."

EX-ATTACHE.

LANGLEY GETS DAMAGES.

At Last He Gets Compensation For His Hard Fate.

Rossland, Nov. 28—Mr. Justice Walkem, in the Supreme court yesterday, awarded to James Langley $10,000 damages against M. O'Connor, of Grand Forks. The action arose out of the assaulting of the plaintiff by the defendant at Sheep Creek in September, 1895 and the evidence developed one of the most interesting and pitiable stories heard in any court room of Rossland for many a long day. Langley was formerly a superintendent on the Northern Pacific and Union Pacific railways. He was a man of education and ability, and was looked upon as one of the brightest and shrewdest of the business men in the state of Washington. When Patsey Clark first came to this camp he recommended Langley to try his luck here, and Langley resigned his position and came. Shortly after his arrival he met O'Conner, who had properties to sell. In company with a couple of other men he went out, intending to look at the mines, and if they were as represented, to buy them. About 18 miles from Rossland the party stopped for the night at a cabin. During the evening O'Conner, who had been drinking heavily, developed homicidal mania and assaulted Langley with an axe, crushing in the skull and nearly horribly mutilating him. Langley was brought back to Rossland, and for three months was under the care of Dr. Bowes at his private hospital. At the end of that time he was taken by his friends to the Medical Lake Insane Asylum, and after 18 months there was discharged, penniless and destitute, and in such a condition physically that he can never hope for recovery. By means of various operations, much has been done for his relief, but the pressure of the skull on the brain cannot be removed, as the poor fellow cannot stand the influence of an anaesthetic. O'Conner was tried for attempted murder and was found guilty; but the jury considered that he was not responsible for what he had done, and he was confined in the insane asylum for a while, but was released at the end of six months, and has since been in trouble for shooting his mother and brother at Grand Forks. He is now out on suspended sentence.

RAILWAY PAY-DAY.

Employees of Big Systems Want Fortnightly Instead of Monthly.

Montreal, Nov. 28.—A movement is on foot among railway employees on the Grand Trunk and Canadian Pacific, which may lead to united representation among different classes of workers, with a view to the establishment of a fortnightly instead of a monthly pay-day throughout the systems.

Next Attraction.—Of all the big theatrical events which are scheduled for local production, the biggest appears to be the revival of "Shenandoah," which comes direct from the Broadway theatre, New York city, where its presentation created a sensation even with the blase theatre-goer of the metropolis. Thus far the tour of "Shenandoah" has been a most triumphant success, for it has been breaking records everywhere. The atmosphere is most agreeable to the average theatre-goer, for the key-note of the play is patriotism. The revival is made under the direction of Jacob Litt, and is the most elaborate that the play has ever been given. All previous presentations have been outdone, and the company is reported to be exceptionally large and strong. "Shenandoah" will be seen at the Victoria theatre on Monday evening.

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WANTED—To rent, small house or bungalow, unfurnished; good locality. Particulars to P.R., Colonist office. n29

FIRST CLASS DRESSMAKER, with assistant, wishes work by the day, or at home; perfect fit guaranteed; Taylor system. Dressmaking, $2.00. S.A.C., this office. 28

WANTED—A situation by Japanese girl at general housework. 27 Broughton street. 25

WANTED—Piano box buggy in excellent condition for sale, or exchange for phaeton. Apply 38 Broad street. n28

WANTED—A first class upholsterer; address Wolfe & Co., Seattle, cor. 4th and Marion, state pay expected and experience. n26

WANTED—A situation as typewriter in an office, or as saleswoman in any light business; a knowledge of book-keeping; good references. Address M. P., Colonist office. n27

WANTED—Young girl to assist in light housework; small family. Address P. O. Box 248. n27

WANTED—A position as clerk in commercial office, by youth of 19; penmanship excellent; local references. R.S.V.P., this office. n27

WANTED—General purpose horse, also light spring wagon; give price and full particulars to F. Letchford, Sluggett P. O. n27

WANTED—By a young lady, position as cashier or assistant in an office or store. Address Business, this office. n27

YOUNG MAN of experience wishes position in hotel or steamer, as steward or clerk, or in any capacity. Address Hustler, this office. n24

WANTED—Magazines and sheet music to bind; cheapest rates compatible with first class work at the Colonist Bookbindery. n24

A YOUNG WOMAN wishes a situation as housekeeper; country preferred. Address M. D., this office. n10

WANTED—By a middle-aged woman, a situation as gentleman's housekeeper. Address S. M., this office. o31

WANTED—A good cook (white). Apply to Mrs. H. D. Helmcken. o30

AGENTS WANTED—To sell our Boer-British War and Family Record Pictures. Our agents make from $100 to $200 a month canvassing these beautiful pieces of art. See our large ad. every day for another part of his paper. Home Novelty Mfg. Co., Chicago, Ill. o2

56 FORT STREET—The People's Boot & Shoe Shop and Repair Depot is the best place to buy new shoes. Boys' youths' and misses boots and shoes, where the sale price is marked in plain figures on each pair in window and open for your inspection in seven large glass cases inside. Shop open till 9:30 every evening for the accommodation of workingmen to buy and bring repairing. Dont be misled by silver tongued advertisers. Nangle, the Anatomical and Prize Boot and Shoemaker, is in a position to undersell all other shops in Victoria. You don't have to pay high expense, shop or credit prices. Remember the number, 56 Fort street. o24

MISCELLANEOUS.

BABY BOY FOR ADOPTION at 108 Cormorant street. n29

LESSONS IN BALL ROOM AND FANCY DANCING—Miss Telfor, teacher, private lessons by class. Children's class Saturday afternoon. Class nights, Monday, Thursday and Friday evenings. 107 Blanchard street. n25

A. GOLSTON removes corns, bunions and ingrowing nails without pain. Parlors, No. 3 and 4, Clarence hotel. n8

MADAME HELLER is now prepared to execute all orders on reasonable terms for accordeon pleating, at her dressmaking parlors, Nos. 68 and 70 Yates street, over Messrs. B. Williams & Co. n2

Y. W. C. A.—Will ladies requiring servants apply to Miss Stuart, No. 32 Rae street, who at present can supply these wants.

THE YORK LAUNDRY MACHINERY & Supply Co., Limited, 82 Church street; works, North Toronto. o7

FOR SALE.

LOT near Lion Brewery, $150. Lot, Green street, $300. Lot, Oak Bay avenue, $150. Lot, North Park, near Chambers street, $250. Lot, Pembroke, near Quadra street, $400. Lot, Market street, near Fountain, $400. 5 acres of excellent land, cleared, good cottage, $1,100. 15 acres of excellent land, cleared, with good buildings, $2,500. A. Williams, 104 Yates street. n29

FOR SALE—Iron safe, cheap; good size; combination; used only a few times. Apply 31 Johnson street. n28

EXCELLENT eight roomed house with two good lots, near Russell station; desirable property; will make money cheap, $2,250. A. Williams, 104 Yates street. n29

FOR SALE—Iron safe, cheap; good, sure combination; used only a few times. Apply 31 Johnson street. 28

CANARIES FOR SALE—Good singers. Apply to 84½ Douglas street, upstairs. Mrs. Lange. n25

FOR SALE—Two cocker spaniel pups, dogs, black, full pedigreed; sire, Banner Jake; dam, Flossie; prize winners at Seattle and Tacoma dog shows, 1900. Apply H. Litchfield, 66 Frederick street. n25

FOR SALE—Smart, easy riding two-wheeled cart; can be seen at Mable's, 115 Johnson street. n24

FOR SALE—Visiting cards, copper plate, engraved in the latest style; artistic work at moderate prices. The Colonist. n24

FOR SALE—Lots on Fernwood road and Harrison street, $500 each; easy terms. Heisterman & Co. n24

FOR SALE—Two choice lots on Bellott street, fronting on sewer; only $1,000. Heisterman & Co. n24

MANITOBA PROHIBITION.

Attorney-General of the Province Submits His Case in Court.

Winnipeg, Nov. 28.—(Special)—The first bout in the legal fight over the Manitoba prohibition bill took place in the Full court to-day, when Attorney-General Campbell submitted his case to the court. He announced that the Dominion government would take no part in the appeal nor the Hudson's Bay Company. W. R. Mullock appeared for the Dominion Alliance, but the Chief Justice ruled he could not be heard, as the Alliance was not recognized in the case. Mr. Mullock might be appointed by the government if they decided to have him act, but not more than three lawyers would be allowed for the province. The hearing was adjourned until Wednesday next.

DOMINION STEEL WORKS.

The Big Company Will Commence Smelting in a Few Days.

Montreal, Nov. 28.—At a meeting of the directors of the Dominion Steel Company held here to-day, President Whitney, General Manager Moreham, James Ross, R. B. Angus, H. F. Dimock, Elias Rogers, B. F. Pearson and Senator McKeen were present. After the meeting, Mr. Moreham stated that the manufacture of pig iron will be begun in a few days. Steel would be manufactured in August. By the close of navigation the company will have 175,000 tons or ore on hand.

EDDY MILLS.

They Re-commence Making Paper Next Week.

Montreal, Nov. 28.—The new Eddy mills at Hull will begin the manufacture of paper next week.

AUSTRALIAN FEDERATION.

Now Said That Sir Wilfrid Laurier Will Represent Canada.

Ottawa, Nov. 28.—(Special)—It is stated here that the departure of the Duke and Duchess of York for Australia is postponed, and that the inauguration of the commonwealth will not take place till January. In that case Sir Wilfrid Laurier goes as Canadian delegate. The home authorities are very anxious to see Canada represented at the function.

Mr. Landerkin, ex-M. P., has been appointed postmaster at Owen Sound.

PREMIER ROSS DENIES.

Says He Will Not Resign the Ontario Premiership

Toronto, Nov. 28.—Premier Ross definitely contradicted the statement printed in the Mail this morning of his approaching retirement, and stated that he had no intention of resigning the leadership of the Liberal party in Ontario.

ADVERTISE IN THE COLONIST

FOR SALE—Lots on Linden avenue and Fort street; the best residential property on the market to-day; easy terms, if desired. Heisterman & Co. n24

FOR SALE—Irish terrier and Scotch puppies from $6 upwards. Mrs. Bradley Dyne, Sidney P. O., B.C.

FARM FOR SALE—116 acres; will be sold cheap. J. E. Church, 14 Trounce avenue.

PEDIGREE COLLIE PUPS FOR SALE—Apply to T. B. Macaby, 113 Simcoe street.

FOR SALE—Pony and buggy. Address Pony, this office. o22

TO LET OR LEASE.

TO LET—Furnished rooms to let, with breakfast, if desired. Apply 55 Vancouver street. n29

TO LET—A nice, front, double-bedded room in private family, on car line, 10 minutes walk from Postoffice. Will put chess to right party. Address "Boomer," Colonist office. n28

TO LET—Five roomed house, with bath, $6.50 per month. 2 roomed cottage, including water, $4.00; close to car. A. Williams, 104 Yates street. n27

COMFORTABLE furnished front rooms, with use of kitchen, if required. 139 Michigan street. n27

FOUR ROOMED COTTAGE—(Furnished) suitable for single men or small families; including water, $7 per month. A. Williams, 104 Yates street. n27

TO LET—Nicely furnished front room; splendid locality; five minutes from post office. Address Crane, Colonist office. n25

TO LET—Nice furnished rooms for a gentleman, three minutes walk from post office. Address Box 94, Post Office. n15

FURNISHED ROOMS TO LET—3 minutes walk from post office, and close to park. Address J., this office. o27

LOST OR FOUND.

LOST—A chain purse, containing about $10 and a silver knife, with initials S. T. P. Reward at Pemberton & Son. o30

EDUCATIONAL.

SHORTHAND SCHOOL—15 Broad street. Individual instruction in shorthand, typewriting, bookkeeping. o31

EDUCATIONAL—Miss C. G. Fox has reopened her school, at 36 Mason street. 27

BORN.

AIKMAN—In this city, on the 24th instant, the wife of G. W. Aikman, of a daughter.

WHITE—The wife of Walter White, in this city, of a son.

WHITTINGTON—On the 26th instant, the wife of E. W. Whittington, contractor, of a son. 24

DIED.

FLETT—At 104 Superior street, at 4 a.m., Monday, Alfred Flett, aged 41.

BOGLE—At the family residence, Esquimalt, on the 24th instant, John Bogle, a native of Ireland; aged 65 years.

BERRYMAN—At St. Joseph's Hospital, on the 24th instant, Richard Henry Berryman, a native of Cornwall, England; aged 42 years.

OTTAWAY—In this city, on the 27th inst., Eva, infant daughter of William Edward Ottaway; aged 4 days.

MARRIED.

JOHNS-FORRESTER—On November 14th, at Fairfield East, Ontario, by the Rev. J. A. Sinclair, M.A., Edwin P. Johns, to Minnie, daughter of the late Alexander Forrester.

JOHNS-FORRESTER—On November 14th, at Fairfield, East Ontario, by the Rev. J. A. Sinclair, M.A., Edwin P. Johns to Minnie, daughter of the late Alevander Forrester.

PRICE-PARKER—At St. Saviour's church, Victoria, B.C., by Rev. W. D. Barber, Chas. H. Price, son of Rev. Chas. Price, Pennal, Wales, and Helen K. Parker, eldest daughter of Adamson Parker, "The Maples," Westholme, B. C.

NOTICE IS HEREBY GIVEN that application will be made to the Legislative Assembly of the Province of British Columbia at its next session for an Act to incorporate a company with power to construct, equip, operate and maintain a railway for the carriage of passengers and freight from a point at the present terminus of the Victoria & Sidney Railway in the City of Victoria, over, across and along the following streets, that is to say: "A" Street, Bay Street, First Street, Blanchard Street, Fisgard Street, Cormorant Street and Store Street, and across any street or streets in the said City which intersect with the streets above named, or any of them; and also over, across and along such other streets or ways in the City of Victoria as may hereafter be agreed upon between the company and the Mayor and Council of the said City for the time being in office; and to connect the railway so to be constructed over the streets first named with the tracks of the Esquimalt & Nanaimo Ry. Co., and the Victoria & Sidney Railway, and to make traffic or other contracts, agreements or arrangements with the said companies and each of them for the transfer of passengers and freight upon such terms as may be agreed upon and further to construct, equip, operate and maintain a line of railway on the Mainland of British Columbia from a point at or near the mouth of the Fraser River through the Municipalities of Delta and Surrey to a point where the line proposed to be constructed shall intersect with the New Westminster Southern Railway, and to continue said construction easterly to a point on the Fraser River at or near Chilliwack in the said province; and also with power to construct, operate and maintain a railway ferry steamship for the purpose of transferring loaded passenger and freight cars from the terminus of the Victoria & Sidney Railway at Sidney, or such other point as may be hereafter selected for such terminus on the Saanich peninsult to the point or points on the Mainland of British Columbia at or near the mouth of the Fraser River which shall be selected on the Western terminus or termini of the railway proposed to be constructed; with power to build branch lines, and to build, own and maintain wharves, docks and such terminal slips, ways, and appliances as may be convenient or necessary for the operation of the said railway ferry service; and with power to build, own, equip and maintain steam and other vessels and boats and operate the same on any navigable waters within the Province; and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said railway and branches, and to charge tolls thereon for the transmission of messages for the public, and to generate electricity for the supply of light, heat and power, and for