d a third wire added. son says, ensure a with little danger of

ins and M. Skeaff, er respectively of the ng Company, were ning for San Fran- connected with their nch Creek Mining ing a hydraulic pro- Bend country, near ch they have already d upon which, if all expenditure of a sim- made this summer.

engers died suddenly residence on Niagara ting of a blood vessel, morrhage. The de- s for some time suf- coughing, but was in good health. He evening shortly after sitting in his chair Mr. Schwengers was r Prussia, being the e Peter Schwengers, Urdingen, Germany, since 1857. He was niversity, and resided don, England, where the banking firm of & Co. Mr. Schwen- n as a chess enthu- skill, and has since city taken a great chess club. A widow e left bereaved, and extended to them in sustained.

ST TO MEN.

he reader is called to ok lately published by Physician, G. H. Bob- dward Ave., Detroit, one of genuine inter- t its plain and honest be of the greatest rous of securing per- A request for a free be complied with. If nd the Victoria, B.C.,

'S PASSENGERS.

, I have never found Times was not open public any statement any business concern e following communi- itself. Please kindly e general interest.
JOHN GRANT.
, 26th March, 1898.

g to our conversation hich we discussed the f our competitors are passengers on voyage led with the Pakshan they left the steamer peeded on their jour- ner, I have to advise matter up with Mr. for British Columbia, er last night, and this llowing reply by tele-

passengers having left teamer. On the con- testimonials, unsolicit- ority of passengers." make what use you e information and en- statements of the op- dicted as publicly as e well aware, all the travelled by the Pak- ddily treated, and we st hesitation in say- e passage by her will verey attention and to be dissatisfied with will receive. I look carefully, I have come at the report of the ft our steamer is an as the telegram from and it would seem as manufactured" simply uring this company. ae's original telegram, s to you. Yours faith- argill & Co.
N. HARDIE,
ts W. & A. S.S. Co.

SENSATION.

sale Bribery and Cor- Naval Officers.

26.—As a result of erious and wholesale on, one hundred dock Russian Black Sea sted. Admiral Kopy- he fleet, has been dis- gs committed suicide

retary of the Vancou- ny, was a passenger ast evening, en route t business trip.

URE
believe all the troubles incl- e of the system, such as rowsiness, Distress after le, &c While their mose has been shown in curing
CK
E'S LITTLE LIVER PILLS in Constipation, curing moving complaint, while isorders of the stomach, nd regulate the bowels.
AD
almost priceless to those distressing complaint; goodness does not end once they will find ble in so many ways that ng to do with or thera.
HE
lives that here is where boast. Our pills cure it
Price 25 cents small One or two pills make tablet is enough. Sold by druggists everywhere or 25 cents; by mail.
Price.
VICTORIA
THE
BERAL ASSOCIATION
OLQUITZ HALL,
Road, on
April 11th, at 4 o'clock.
who are not members in the association will rs please attend with- s the business of the importance.

FROM THE KLONDIKE

The Spring Clean-Up on the Various Creeks Will Go Beyond All Expectations.

Vigorous Action Against Men Who Secure Claims for Speculative Purposes.

Joaquin Miller in San Francisco Examiner.

"Examiner" Cabin, Dawson City, February 12th, 1898.

All stampeding of the wild cyclonic sort is coming to an end. Of course no known strength could longer keep it up. We will have to take a long rest in here or get in a new stock of legs from the outside before we again resume business at the old stand; but for all that, there are some solid men that do not think with their legs now far down the Yukon, below American creek, on a keen hunt. Moran reports that Charles river is now thought to be a scene of a big find, and not American creek, as at first stated. He says that Charles river is absorbing all that pass up and down the Yukon, unless urgent business compels them forward.

Charles river is a big, long stream, so called from old Chief Charley, who has his small tribe at the mouth. A well-beaten trail has been found far up over the mountains leading to somewhere. No one knows who made this trail in the snow or knows when it was made. An Indian hunting moose found it. Our people down there have perfect faith that great things have been found and that facts are being concealed. Even the Indians do not venture to say what this trail in the snow means. It is heading for the upper waters of Charles river. Our people soon set out, or rather they have already been on the trail, for their last letter, dated some days back, says that they were to start the next day and to pursue the trail to the end, and now mysterious men of the hidden mine might not be willing to give up their secret. Any way, the two men who are hunting the story down to a finish may not return. In the comedy part of the play which is possible the two persistent pursuers may be on the track of other pursuers, and so on to the end of the circle. We shall see what comes of this blind and well-beaten trail. This letter from our men concludes thus: "We will find that lost Frenchman and his gold yet, even if we get lost in finding him."

Casey Moran, a mine-owner here, and a man well known up and down the river, has called at the cabin—the first from Fort Yukon. Moran came up as a passenger (that is, you put your supplies on the sled and then follow along and help to right the load when it turns over), thirty-one days en route, $200 fare, and reports all quiet along the Yukon. He not only confirms what Davis says about finds of gold in the Arctic circle to the north and east of Fort Yukon, but gives additional reports. Beaver creek and Black river, as well as some smaller streams far up the Porcupine river, are prospecting handsomely. Moran says that there were never one-tenth as many prospectors there as now, and assures us that a new Klondike is being found up the Porcupine river. Over 2,000 men have sent their names to Dawson to have their mail forwarded. It would be hard to credit Moran's estimate of the number of men in this new region were it not for this list.

The Porcupine is a long, deep and dark river. Two forts have been built there by the British, but are now abandoned. The tributaries where gold has been discovered are like the Klondike in Canadian territory. The 2,000 emodnwunmnuiHfiaa dian territory. The 2,000 men down there prospecting have an area of unexplored country many times that of all California. You can see possibilities for daring young men here for years to come. As Horace Greeley once said of a certain region west of the Rocky mountains: "This ought to be a good place for gold or silver. It is surely fit for nothing else, and Nature is a wise economist." Scenery! Yes, plenty of scenery and the finest on the globe—sublime, supreme scenery, that is beyond the estimate or appreciation of this age that has come upon it at last. Scenery that will have to wait and that can afford to wait for its profit; but scenery and miners, mines and mining. That is, all outside of fishes and fishing and a few moose, but the moose had had notice to quit and he is quietly leaving. This strange, ungainly beast looks and acts as the antediluvian order of animals. He is the most silent and the most solitary of all creatures. Going, gone.

You think we need a telephone? We will have it soon. The plant is started; a man is out for the material and as soon as the posts can be set they will be set up and down El Dorado to Dawson, so that field is staked. Are you going to start a newspaper? I know of three presses that are cached in the snow of Chilcoot pass and ought to be here with the flowers of May. Street cars and tramways? We will probably have them running by the time a man will get in here with the idea. Write-ups? Even that intrusive and ubiquitous man of write-ups is here already, and the poor, or rather the rich, miner is being combed and curried and curried and combed for all the dust he can get out of him. Only a thousand dollars for a half-page in the great book of the Klondike; put you in life-size, claim and all, for a thousand in dust. Great thing to show your children, and if you never have any children then you can show it to your grandchildren. This is set down almost literally, not at all as news, but in confirmation of the news that this fertile field of enterprise is also not only staked, but fenced in, and is even now being diligently plowed and harrowed for all it is worth, and more too. Ditches? We will never have a great ditch monopoly here as in California, Idaho and so on. Why? Because, as I have expressed before, you cannot very well build a ditch in winter. The ice will stand all right till you tear away the moss and let in the midsummer sun. Then the sun and running water together will tear down your ice ditch faster than you can put it up.

You want to be a merchant? Bring goods here? Very well, bring them. But that field is more essentially covered than any of the three fields just mentioned. You cannot get goods in here of any account without a steamboat. The boats already here are owned by two great trading companies. They, of course, will bring goods only as they please. As to serve the miners fairly they will be hard to dislodge. In fact, you might say this ground is more completely covered than all others except the one central field of interest—miners, mining, mines. Perhaps the most convincing proof of this is the fact that I know three Jews who have come to the country to be merchants but who are now miners not only in name but in deed. This is the first time I have ever seen a Jew at work as a miner.

Perhaps the largest half of the mining property that has been staked in the Klondike and adjacent districts has been sent out of here to be sold to honest people. Maybe our old Californian who has had experience with land titles there is over cautious, but I will give one more example, and you may do as you please as to buying or letting alone this sort of stuff sent out of here. A Swede by the name of Ling, a man of some wealth and influence, who had been in the country some time, rushed in at the Rosebud stampede and staked a string of claims, nearly 20, writing the names of friends on the various stakes, but he wrote all the names with the same blue pencil and the same hand. There was such a sameness in stakes as well as in the snow—in everything—that when L. Clark, of Livermore, came by he grew suspicious, and not having secured a claim he decided to secure a claim of these blue pencil properties and lay the matter before the commissioner, but on reaching Dawson Clark found that this claim as well as the whole string had been recorded, and I am told that all had been sent out over the pass at once to be sold. The commissioner heard Clark's story and then had a notice sent telling Ling that a letter of importance awaited him at the Clark cabin. Mr. Ling went to Clark for the letter, but on opening it found it to be a summons to appear before the commissioner. Mr. Ling offered to compromise with Clark by dividing the claim. Clark could not do this. Then Mr. Ling offered to give up the whole of it. This Clark could not do, and Ling decided to fight it out. The trial was held before the Gold Commissioner at Dawson, the Swede swearing through thick and thin. At the end of the evidence the commissioner gave the claim to Clark, and not only confiscated all the mining property of Ling and debarred him from holding other property, but turned him over to the chief of police on three charges of perjury. Of course, these details are of little interest to the reader, but the purpose is to make the condition of the mining property sent out from here as clear as I can.

One would naturally think that a claim on El Dorado or Bonanza would be secure. If you will look at the certificate of record then you might reasonably conclude that it was a forgery. New certificates should excite suspicion. Take an example of this sort: a man went before the commissioner and swore that a certain claim was not legally represented. He made such a reasonable showing that the commissioner told the man that if he could prove this state of things to exist by three disinterested persons he should record the claim. The prize was a tempting one, and the witnesses were brought before the commissioner. Their oaths were taken and the claim was recorded by the leader in this daring robbery. One of his confederates at once set out over the pass with the certificate of record to make a sale of it. There is also a similar case pending, in which a woman is the head conspirator, for, sad to say, there is a lot of this work going on. "Let it be so written that he who reads may run." I do not want the responsibility of advising anybody about what to do or what not to do of buying wild-cat claims in this Klondike country, but I do and will take the responsibility of saying that the biggest half of the claims sent out to be sold are not worth the paper on which the certificate of record has been written.

And now finally two paragraphs, and not entirely of mines, mining and miners. Another of those mysterious sudden deaths has occurred almost at our door. Casey Moran has just returned to say that he has found two of his friends sitting beside a dead man whom they had found in the trail, and that the three got a horse and sled from a claim near by and had sent the body down to the coroner in Dawson. The man had fallen dead in the trail. It will be some days before we know who the man was, as coroners move slowly in this frozen country. When you reflect that we are only about 5,000 in number, the frequency of these sudden deaths is alarming.

The remaining item of news is more cheery. The mail has been taken from the "dead-alive" carrier at Circle City by the United States Commissioner there and sent up to Dawson, and he is now on its way out by dog teams over the pass. The mail bags weighs eighty pounds, all letters, and contains some letters that have lain in that bag for months. My own letters, which I entrusted to the United States mail rather than risk taking them to Dawson myself, as they were important and represented months of hard work, have been lying at Circle City since the last days of November. What was the matter I don't know. I suppose there would have been a too heavy mail or impassable roads. I think it must have been a quarrel among the contractors or middlemen, or something of that sort. Anyway, the United States Commissioner has at last stepped in and sent out the bag. Meantime the Canadian mail, 400 pounds of letters, is coming down the river on dog sleds, and is only a day or two out. When that gets here we will have the first mail from the outside in a long time.

By R. C. Kirk.

Examiner Cabin, Dawson City, February 12, 1898.

Bear creek, a tributary of the Klondike, has developed so much during the last three months that it is considered the best small creek in the Klondike district. Good prospects have been found on eight of the dozen or more claims that are now being worked. The gold is nearly all coarse, but on several locations a channel of fine gold, running parallel with the coarse channel, has been found.

The best paying claims on Bear creek are at its mouth. Claim 15, having its lower stakes on the bank of the Klondike, is prospecting as well as many of the Bonanza creek claims. The best pan that has yet been washed on 19 was worth $90; the next best $36.50. A pan taken from the face of the drift had in it more than $9 all in small nuggets and coarses gold. It is claimed by the owners that the pay dirt now on the dump will average a trifle less than $2 to the pan. This estimate, however, is probably high.

The ground on 19 has been exceptionally favorable to work. The gravel is entirely unfrozen—a phenomenon that will not occur in one claim out of a thousand. The bedrock is twenty feet deep, the pay lying in two and a half feet of gravel on bedrock and in one and a half feet of the rock itself. The owner of the mine has done the first timbering in the drift that has been done on Bear creek, but this will probably not be necessary hereafter, because the frost line is dipping down as the drift progresses towards the creek, and it will soon form a natural overhang. Considerable waste has been handled in the three shafts now being worked. Early in October the owner of the claim tunneled into the unfrozen left bank, ascending, and worked unthawed ground for three months. The dirt was brought out in small ore cars—also an innovation in Klondike mining methods. The tunnel was recently abandoned for the want of pay streak.

The gold shown me on claim 19, as on all the successful claims above it, was not dark or of a blackish color as Bear creek gold is commonly reputed to be, but it was a beautiful copper-gold color—the best-looking gold found in the district. El Dorado gold compared to Bear creek gold has a peculiar brassy tinge, a color which is said to be due to the presence of iron. The El Dorado gold at the San Francisco mint assayed $15.50 per ounce. It is believed in Dawson, and more particularly by Bear creek claim owners, that Bear creek gold will assay as high as $17 to the ounce.

Two young men named Cheney and Johns have uncovered a bonanza on the lower end of claim 18, below. Cheney and Johns took a lay, or lease, on the 200 feet adjoining claim 19 early last summer, when Bear creek was practically unprospected, and they have since been amply rewarded for taking so great a chance. The drift has paid so well that these young men have ceased working and have employed four miners. An ounce pan was washed the day I was there. It is given on reliable authority that the dumps will average between 75 cents and $1 to the pan. The bedrock is deep and of the same nature as that on 19, it having a yellowish and firm clayish sediment. The 200-feet lease held by Cheney and Johns is continuous for two years.

Good prospects are said to have been found on claim 17, but the statement is unverified. On 14 two men have been working for three months with fair success, 80 cents being the best pan washed. Sufficient development has been accomplished to show that this paystreak, however good or bad it may be, it 25 feet wide. Claim 15 has four feet of gravel that prospects from 20 cents to $2 to the pan. Good prospects, running as high as $5 to the pan, were found on claim 13, but the water filled the drift and the miners are now sinking a new shaft. A fraction of 11 is being worked, but the paystreak is still unlocated.

Next to the good claims at the mouth of the Bear, claim 7, below discovery, is the best on the creek. Nuggets weighing one ounce have been found, and, next to the large nuggets found in ground sluicing on claim 14 last summer, claim 7 produces the coarsest gold on the creek. The claim is let out in lays. On lay 2 I was shown a pint whiskey flask filled with yellow nuggets, none of which were smaller than a good sized-bean. The gold was well worn, showing that it had been washed a considerable distance before it finally settled on claim 7. The bedrock is 7 to 28 feet below the surface, 25 feet of which is frozen muck. The first two feet of gravel is shoveled back as waste, the third foot, being immediately over bedrock, is hoisted as pay. The best pay—that is, the larger nuggets—lie in the first foot and a half of bedrock. Five feet of bedrock pays to hoist, the fifth foot averaging 15 cents to the pan.

One hundred feet down the creek a miner, who had been in the Yukon district 7 years was working away in an unsuccessful effort to locate pay.

In a drift on claim 6 (the next claim above), an intelligent miner showed me plainly, by the aid of a candle, where the two pay channels, one of fine and one of coarse gold, ran. Excellent prospects have been found on 6, and it promises to yield as much gold as 7.

The bedrock, which is of a bluish color and carries very little sediment, is thirty feet down. The coarser nuggets are found immediately on bedrock.

On claim 4 three prospect holes have failed so far to locate the paystreak.

Discovery claim, which was staked by Solomon Marpak, a Russian Finn, on September 27, 1896, yielded handsomely, while the ground sluicing lasted in the summer, but, although two shafts have been sunk 20 feet to bedrock, the pay has not been found. Marpak, although he had plenty of ready money, last fall neglected to buy his year's supply of provisions until it was too late. He was forced to go to Fort Yukon, from where he returned on the ice last wek. He will now continue prospecting.

Very little work is being done above discovery. On claim 2 20 per cent. dirt has been struck in small quantities. Claim 5, above, is not being worked, because its owners, claiming to have found pay, have sent the property outside for sale. The claim that pay dirt was found, while probable is unverified. Glaciers have taken possession of claims 9 and 10, driving the men out of the shaft on 10 and surrounding the cabin on 9 with huge cakes of ice. The glacier extends clear across the gulch, and it is probable that the claims can never be worked, especially in winter. Above claim 10 no work is being done, although the creek is staked for several miles.

The valley of Bear creek is much more narrow than that of the Bonanza. It is widest at claim 14 and at discovery, where it attains a breadth of 400 yards. The present bed of the river is cut eight or ten feet deep, exposing a yellow clayish bedrock near the mouth, and a blue, firm rock in the neighborhood of discovery and above it. The gold is all coarse and very little of it carries particles of quartz. It is all more or less worn and of a decidedly different quality than any other gold found in the Klondike region. The difficulty in getting supplies from Dawson is not great, the distance from Dawson to the junction of Bear creek and the Klondike river being about eight miles.

Timber or burning in the shaft is easily procured.

TOTTERING ON THE BRINK OF WAR

Friendly Relations Between United States and Spain Strained to the Utmost.

Madrid Authorities Shocked at the Idea That the Maine Was Intentionally Destroyed.

U. S. Naval Authorities Alarmed at the Approach of Spain's Torpedo Flotilla.

Washington, March 25.—The board of inquiry find that the explosion was from outside, and does not fix the responsibility for the disaster. It does not express an opinion as to the character of the explosion, but the testimony goes to show that it was a powerful submarine mine, the exact character of which is not known.

War Risks Take a Jump.

London, March 25.—Lloyds regard the situation worse to-day, asking twenty guineas per cent for war risks.

Uncle Sam Spending Millions.

New York, March 25.—A special to the Herald from Washington says:

"By direction of President McKinley, Secretary Long spent something more than a million dollars on Thursday in the purchase of twelve speedy yachts and sea-going tugs, which he at once converted into torpedo boat destroyers and picket boats.

The Flying Squadron.

Washington, March 25.—Commodore Winfield Scott Schlay, at present connected with the lighthouse board, has been ordered to command the flying squadron in Hampton roads, with the Brooklyn as flagship.

U. S. Naval Officers Alarmed.

Key West, March 25.—The news of the departure of the Spanish torpedo flotilla from Canary islands created a hostile feeling among the officers of the torpedo boats in this harbor. One of these officers said:

"If the United States allows the Spanish boats to get into Porto Rico it will be the biggest mistake ever made. They are a greater menace to the safety of the United States fleet than if the Spanish navy was brought to these waters. At Porto Rico they will be nearer Key West than Havana. Only two torpedo boats in the United States navy would have any chance of getting away from the Spanish torpedo boat destroyers. The Iowa, New York and Indiana, lying out there six miles off the island, would be practically at the mercy, say, of a dozen Spanish torpedo boats, which could run over from Porto Rico in a short time should war be declared. We have no protected harbors here, and have not a single torpedo boat destroyer; and unless a fleet powerful enough to be proof against these torpedo boats can be quickly concentrated in these waters, or unless the Spanish flotilla is warned to keep further away, I should judge it would be better to take every United States warship as far away as possible from this menacing force, which Spain intends to concentrate within such convenient distance of Porto Rico. If every ship in the United States navy were brought into these waters, it would be none too formidable a display when the strength of the Spanish flotilla is considered."

From all over the country, come words of praise for Chamberlain's Cough Remedy. Here is a sample letter from Mrs. C. Shep, of Little Rock, Ark.: "I was suffering from a severe cold, when I read of the cures that had been effected by Chamberlain's Cough Remedy. I concluded to give it a trial and accordingly procured a bottle. It gave me prompt relief, and I have the best reason for recommending it very highly, which I do with pleasure." For sale by Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.

HUDDART'S LINE

Proceedings at the Winding-Up of th Affairs of the Canadian-Australian Line in London.

The Position of Mr. James Huddart in Relation to the Management of the Line.

Some Very Lively Scenes Between Various Shareholders Take Place During the Meeting.

The London Mercantile Guardian of February 28th publishes the following report of the meeting of creditors of the Canadian-Australian Steamship Company, Limited:

"It will be remembered that we announced in our last issue that a winding-up order had been granted in the matter of the above company, which, as our readers will be aware, was founded last March to take over the Canadian-Australian Steamship line running between Vancouver and Australia, which was founded some years ago by Mr. James Huddart. The meeting of creditors was held early in the month, but was adjourned until the 21st ult., in consequence of Mr. Huddart's absence in Canada. Unfortunately, the pressure on our space this month prevents our reporting this meeting at any great length; out it should be mentioned that in the course of his opening remarks Mr. Barnes, the official receiver, stated that the capital of the company was £120,000, and was originally divided in equal shares between Mr. Huddart and the New Zealand Shipping Company; of his portion Mr. Huddart, however, transferred £2,000 worth of his shares to Mr. Hunter, of Messrs. Swan & Hunter, of Newcastle, the builders of the Warrimoo and the Miowera, which vessel up to last spring constituted the fleet of the line. The company was formed to purchase the Aorangi, and add her to the fleet, with a view of extending the sailing to New Zealand. The managers appointed by the company were Messrs. James Huddart & Co., who were entitled to a remuneration of 7 per cent. on the gross earnings. The board was constituted of Mr. Huddart and his son, as representing James Huddart & Co.; Mr. Lumley Davenport, as representing the New Zealand Shipping Company; and Mr. Hunter, who was interested in the affairs of the company, as a mortgagee. The company started without any cash capital, and a debt was created at once by the loss on the trip of the Aorangi to Sydney, as she went out practically in ballast, and a large sum was required to be spent on her in repairs in Sydney, which materially increased the liabilities of the company. It appears that no arrangement was made as to who should provide any necessary capital; but things seemed to have gone on smoothly until about August or September last, when further capital became necessary, and the New Zealand Shipping Company, when asked for money for this purpose, demanded particulars of accounts. The first voyage account was supplied in September, and the general account in December last. The official receiver estimates that the loss during the ten months' trading amounted to some £41,000 odd, but the New Zealand Shipping Company have prepared a statement, by which they seek to show a loss amounting to £47,000 odd. In the course of this statement the word "discrepancy" was used, and Mr. Barnes described it as an unfortunate expression, as there was no question of any malversation in this matter. The proofs of the claim were then gone through, and among the liabilities mentioned were the following: Swan & Hunter, £1,466; the New Zealand Shipping Co., £15,270; Faber Bros., £1,284; James Huddart & Co., £49,477, of which a claim for commission amounting to £6,229 was admitted for voting purposes, but the balance, which was a claim for damages, was rejected for those purposes. The other claims are for comparatively small amounts. Mr. James Huddart was then called upon by the official receiver, and said that he was glad of the opportunity of making a general statement. When he left for Canada on the 8th ult. he was quite unaware that the New Zealand Shipping Company were about to file a petition, and had not received the slightest intimation of the action on their part. He knew, of course, that that company, except his own firm, were the only pressing creditors; but the first news he had of the petition was a cable to New York, the shock of which nearly laid him ill, and he condemned the action as being most unfair. After dealing with the question of accounts and maintaining that the accounts were promptly posted in the London books immediately they were received, he said that the chief cause of the company was caused by the war waged by the New Zealand Shipping Co. on James Huddart & Co. since September last. From August to September their ships had gone to New Zealand without subsidy. They commenced the extension of their line on the faith that a subsidy would be granted them. The line was quite a new one so far as New Zealand was concerned, and their vessels had very few passengers and very little freight, and an initial loss in commencing this extension of the service was inevitable, £20,000 was borrowed in September, but after that capital was refused. At every meeting of the board he asked for capital; he had, indeed, capital offered him outside; but the nominees of the New Zealand Shipping Company and Mr. Hunter refused. He, indeed, offered to find £10,000 on a second mortgage on the Aorangi, but that again was declined. Dealing with the question of the loss, Mr. Huddart said that the figures were quite erroneous and misleading. As regards the question of capital, the New Zealand Shipping Co. have found money now, but he maintained that although they would not find it before they were prepared to advance it now the company is in the hollow of their hands. At this juncture there was a slight passage of arms between Mr. Huddart and the solicitor for the N. Z. Co. as to whether the debt on which the winding-up order was made was limited to the sum of £350, and Mr. Barnes asked that the parties should act as calmly and as pleasantly as possible, as the interests of both Mr. Huddart and the New Zealand Shipping Co., as shareholders in this concern, depended very much on the agreement and harmonious feeling which might exist between them.

Sir Edwyn Dawes said that Mr. Beaumont had informed him that he had told Mr. Huddart on the 14th ult. that they intended to file a petition for the winding up of the company, and that this step was taken in consequence of Messrs. James Huddart & Co. refusing to further disburse the ships, and the fact that the revenue, therefore, was going into the pockets of that firm.

Mr. White, the solicitor for the New Zealand Shipping Co., threw the blame on Mr. Huddart for going away, as they were ignorant that he had any intention of going to Canada until the letter was received from him on the Monday after he sailed, announcing that he had done so.

Mr. Sylvester, who represents Mr. Huddart, Jr., on the board, said that it was not the fact that the intention of the New Zealand Shipping Co. was mentioned at the board meeting, and as a proof that the board was not aware of this intention, he said that the meeting had been arranged for the 12th of January to confer on the financial question. Mr. Beaumont having taken the opposite position to Mr. Sylvester, Mr. Hunter addressed the meeting, and said that no feasible proposal as to capital had ever been placed before the board. Those that had been mentioned were quite impracticable, and it was necessary to take steps to stay increasing loss. He was sure the attempt was not made to do this in Mr. Huddart's absence, as they were not aware he was going away. Mr. Hunter proceeded to blame Mr. Huddart severely for having taken a holiday last summer, having regard to the fact that the company was in such a dangerous condition.

He could not afford to take a month or six weeks' holiday, and he did not think Mr. Huddart should have staved away from the business so long. Mr. Huddart refuted that this was a scandalous remark: it was true he did go to the sea-side, but it was simply transferring his office from Leadenhall street to the coast, as he was at work the whole time and in constant connection with the office. In reply to a remark from Sir Edwyn Dawes to the effect that during his absence at this critical time, letters were sent to the manager's office and his colleagues were kept in ignorance, Mr. Huddart stated that Mr. Dawes, Jr., came to the office from day to day and had opportunities to see what was going on. Mr. Crump, Mr. Huddart's solicitor, referred to the filing of the petition without notice, and said that if this had not been a secret matter, notice would have been given as a matter of courtesy. The first intimation that he, or any of his client's family or employees, had of these proceedings was an advertisement in the Times. He concluded by proposing as liquidator Mr. Crayford, of Messrs. Houlder Bros. & Co. As an amendment to this the New Zealand Shipping Company proposed Mr. Cowan, who had already been appointed official manager and was the secretary of the late company, for the post of liquidator.

Mr. Hunter, in seconding this proposition, stated that he was largely interested in this matter and must consider his position. If Mr. Cowan was appointed he would have confidence, but if he was not appointed he should feel that the assets should be released as quickly as possible and the company wound up. His position had been an independent one, but as he could not cure the deadlock he went to the side of the New Zealand Shipping Company in the matter, as he was sure they were richer and better able to finance the company. He trusted that a friendly arrangement might still be made. Mr. Hunter then proceeded to read a telegram he had just received, but the contents of which were not made particularly clear.

After the vote had been taken the official receiver announced that Mr. Cowan would be nominated and it would be for the court to appoint him.

M. Crump formerly protested that this voting would still leave the question open as to the amount of Mr. Huddart's claim, which, if allowed by the court, would have a preponderating influence in the appointment of liquidator. Mr. Crump then proposed, as a committee of inspection, Sir Edwyn Dawes, Mr. Huddart and Mr. Hunter, but the N. Z. Co. nominated in an amendment, Sir Edwyn Dawes, Mr. D. Dawes, Mr. Beaumont and Mr. Hunter.

The amendment was carried.

The meeting of the shareholders was then held, but this was of a purely formal character and the same resolutions were carried.

A vote of thanks was passed to the official receiver, not only for his conduct in the chair, but for the very kindly attempts which he had made to smooth the difficulties between the contending parties, and the proceedings came to an end.

The Mercantile Guardian comments editorially upon the matter thus:

"The proceedings at the meeting of creditors of the Canadian-Australian Royal Mail Steamship Company, Limited, provide a good deal of information as to the affairs of the concern. These proceedings we report at some length in another column, and it will be noted that a somewhat acrimonious discussion was indulged in. The official receiver, Mr. Barnes, who has tried to bring about a better feeling between the opposing interests, and whose action in this trying state of affairs has been wholly admirable, deprecated the heated statements and arguments which were prominent at the meeting. There is no doubt that the future of the company's business is in extreme peril. There seems to be no question that the company is at the present moment commercially insolvent, but, on the other hand, there is equally little doubt that a successful career is open to it under ordinary circumstances. It is unfortunate that a company which never had any cash capital wherewith to weather the storm should have been pulled up suddenly with a round turn. Such action, producing as it does publicity and distrust, is in itself almost enough to deprive the business of a future. We are, however, of opinion that the best interests, not only of the company itself, but, to a considerable extent, those of Australasia and Canada will be best served by a policy of conciliation between the parties. There is still time for that policy of conciliation to heal all differences and ensure success; and we shall, for the moment at least, say nothing that will make such a desirable settlement more difficult, but deal with the question with studied moderation. It will be seen from the report of the proceedings that the New Zealand Shipping Company had might on their side. To them Mr. G. B. Hunter, a director and the mortgagee to two of the ships, has joined himself and the majority of the other creditors have followed this combination. On the other hand, Mr. Huddart has the support of two or three insurance concerns. The ordinary trade creditors are of so unimportant a character that we may well eliminate them from our consideration in dealing with the future of the company. We have then to deal with Sir Edwyn Dawes or the N. Z. Shipping Company, Mr. Hunter and Mr. Huddart. These are the three largest creditors, as they are practically the only shareholders. At the meeting the N. Z. company and Mr. Hunter exercised their right of might to the fullest extent by appointing their nominees as liquidators and by refusing to allow Mr. Mr. Huddart to act on the committee of inspection, which consists of themselves and their nominees solely. That certainly connot be termed a conciliatory step on their part, and considering the great stake Mr. Huddart has in the company as a shareholder and the assistance he would be to the committee in unraveling difficult skeins in connection with its affairs, we beg leave to doubt its expediency. On the other hand, Mr. Hunter at the meeting expressed his desire that Mr. Huddart should not be deprived of the fruit of his labors and a hope that Mr. Huddart would be continued in his appointment of manager of the company. Having stated this publicly and having called on Mr. Barnes for his endorsement of the fact that he had done, and was still doing, his best to bring the other two parties together, we assume that Mr. Hunter will continue his counsels of conciliation, and we trust that he will bring them to a successful issue. Mr. Hunter's chief grievance against Mr. Huddart seems to be the fact that he took a holiday last summer when the company was in difficulties. As Mr. Huddart meets this with the assurance that he was engaged in work and in close touch with the office during this time, we are sure that Mr. Hunter will see that there is no very great crime in a tired and hard-working business man seeking some rest and relaxation. As the case stands, it may be considered free from unpleasant and recriminatory charges, as not one detrimental word has been used as to the personal honor and character of Mr. Huddart, while we agree with Mr. Barnes that the distinct denial of any attempt of sharp practice on the part of the N. Z. company in bringing on these proceedings in Mr. Huddart's absence must be accepted. The N. Z. company aver that they had no idea of Mr. Huddart's intended journey, and as that gentleman has stated that it was suddenly decided on, we hope that he will accept that position. It appears to us that the points in question may be reduced to a very simple level. If it were possible for Sir Edwyn Dawes and Mr. Huddart to meet, the whole dispute might be disposed of in an hour and a modus vivendi for the future arranged. If the one side will appreciate the fact that the line owes its origin to Mr. Huddart, that his enterprise and energy have rendered its future success almost certain, and if the other will agree that capital has some rights, there should be very little difficulty in settling matters. As the files of this paper during the last five years will prove, we have always had very considerable sympathy with Mr. Huddart and a good deal of admiration for his pluck. Our sympathy for him in his trying position is as great as ever, and we sincerely hope that the policy of conciliation may be one which will be accepted and acted upon by both parties."

The following is a letter written by Mr. James Huddart to the editor of the London Financial News, explaining his position in relation to the company, throws further light upon the unfortunate affair:

Sir,—Referring to the report of the meeting of shareholders and creditors of the above company, which appeared in your issue of the 23rd inst., I have to-day a letter from the official receiver, wherein he states that an opportunity will be afforded me, in due course, of examining the statement of affairs which will be submitted to Mr. Cowan when completed accounts to January 22 have been received from abroad. The official receiver also says he is not responsible for the report of the meeting appearing in the papers, and that it would be contrary to the practice of the department to undertake its revision. I shall hope to find a fitting opportunity to place before your readers an accurate statement of the affairs of my company. Meantime, I should like to correct a few obvious errors. Your report says that after the Aorangi's arrival in Sydney she had to undergo considerable alterations, and that altogether the loss amounted to £67,000. That should read £6,000 or £7,000. I may add that, owing to continual interruptions of the time-table, caused by the failure of the Aorangi, and which compelled the managers to refund large amounts of passage money, and led to greatly diminished traffic, the loss indirectly amounted to about £10,000. Our accountant informs me that up to the time of the winding-up order, on January 22, he had delivered to the company three voyage accounts, and that two more were delivered prior to the last meeting.

As accounts reach the managers from Australia, New Zealand, America and the Pacific, they are promptly posted into their books and voyage accounts rendered as quickly as practicable. Part of the agreement was that three voyage accounts should be supported by vouchers; but, owing to the board failing to supply the managers with working capital, many of these accounts (especially in Sydney, New South Wales,) remained unpaid for a long time. Your report says the New Zealand Shipping Company alleged that there was a deficiency of £63,474. What is meant by the word deficiency I cannot say; but the ninth Pacific voyage was not completed at the time of the filing of the petition, and the above sum of £63,474 represents approximately the whole of the expenditure on those voyages (without giving credit for any revenue), with the exception of the structural alterations to the Aorangi. The first Pacific voyage was begun in April last and the loss on the trading of the company for the year ending next April will be found to be nominal, if any, excluding structural alterations to the Aorangi and interest and depreciation. At the meeting I called attention to the fact that the New Zealand service was inaugurated in August last, in the dead season, when there were few passengers, and before any subsidy was granted by the New Zealand government. It was inevitable that some loss would ensure for the first few months, as the expenditure of three steamships had to be met instead of that of two; and during the first few months, in order to adjust the time-table two steamships had to be laid up for a period of five weeks each. If the majority of the board had not prevented us raising capital, the difficulty would have been removed, and the improving revenue which was in sight from the New Zealand subsidy and Klondike would have enabled the managers to pull the company into a good position. The minute-book and correspondence will show that, from the date of registration of the company, the managers urged the board to capitalize the company sufficiently to enable them to carry on the business with comfort. While every effort was made to increase the revenue by subsidies and traffic, the utmost vigilance has been exercised to reduce the expenditure consistently with efficiency and safety; and the more our management is looked into, the better we shall be pleased. I may add that out of the 7 per cent. commission which the managers were paid, they had to disburse commissions to their agents in Australia, New Zealand, Fiji, Honolulu and America. From the moment that a deadlock occurred on the board, the fate of the company was sealed, and it will remain a derelict until harmony is restored. In due time the public shall know the facts of this case in all their nakedness. I remain, sir, your obedient servant,

JAS. HUDDART (for the managers).

150 Leadenhall street, London, E.C., February 25.

Honest Help Free!

An old clergyman, deploring the fact that so many men are being imposed upon by unscrupulous quacks, is willing to inform any man who is weak and nervous, or suffering from various effects of errors or excesses, how to obtain a perfect and permanent cure. Having nothing to sell he asks for no money, but is desirous for humanity's sake to help the unfortunate to regain their health and happiness. Perfect secrecy assured. Address with stamp, Rev. A. H. MACFARLANE, Franktown, Ontario.

In London one policeman is required for every 312 of the population: in the borough one for every 697, and in the rural districts one for every 1,150.

"I can say one thing for Chamberlain's Colic, Cholera and Diarrhoea Remedy; and that is that it excels any proprietary medicine I have seen on the market, and I have been in the practice of medicine and the drug business for the past forty years," writes J. M. Jackson, M. D., Bronson, Fla. Physicians like Chamberlain's Colic, Cholera and Diarrhoea Remedy because it is a scientific preparation, and because it always gives quick relief. Get a bottle at Langley & Henderson Bros., wholesale agents, Victoria and Vancouver, drug store.

Sir Henri Joly de Lotbiniere's son, Edmund G. Joly de Lotbiniere, advocate, Quebec, writes regarding the efficacy of "Quickcure", in curing toothache, healing wounds and removing pain, saying: "'Quickcure' has always relieved the pain instantly; I have used it constantly, and will never be without it."

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—no doctor nor institution has treated and restored so many men as has the famed ERIE MEDICAL CO. of Buffalo, N. Y.

This is due to the fact that the company controls some inventions and discoveries which have no equal in the whole realm of medical science.

So much deception has been practiced in advertising that this grand old company now for the first time makes this startling offer:

They will send their costly and magically effective appliance and a whole month's course of restorative remedies, positively on trial without expense to any honest and reliable man!

No cash dollar need be advanced—not a penny paid