

The Semi-Weekly Colonist.

FOR THE YEAR.

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A SECOND "SAN PEDRO."

Steamship "Corona" Hung On a Submerged Reef at the Skeena's Mouth.

A Forlorn Possibility That She May Be Lifted—The "Coquitlam's" Experience.

Rumor of Mishap to the "Alaskan"—Klondikers No Longer Coming Out.

The steamship Corona which was expected back daily from the gateway ports of the Lynn Canal on her last trip of the season, lies instead, a total wreck at the mouth of the Skeena river. Her hull has been pierced by another of the many jagged rocks with which the northern passage is so plentifully supplied, and when last reports were received from her, she was saving badly, swinging with the tides upon the granite pivot which held her forward, her stern being totally submerged.

The accident, which has thus cost the Pacific Coast Steamship Company one more of their passenger fleet, occurred on Tuesday morning last, the Corona, in command of Captain Pierce, being at the time bound from Victoria for Skagway, with 245 passengers, all or practically all being Klondike pilgrims, and their extensive outfit taking up the entire cargo accommodation of the ship.

The steamship struck bow-on and heavily, commencing to sink almost immediately, and going down so rapidly that there was no time or opportunity to do better than lower the lifeboats and convey the passengers, with such portions of their effects as could be carried by them as hand baggage, to the Skeena river beach.

There they remained encamped until the Alki having been communicated with, went to the rescue, received the unfortunate gold-seekers on board, and continued with them on her journey South. In order to get the news of the wreck to the Journal-Examiner, Mr. White, the special staff correspondent of these newspapers, succeeded in catching the Danube which landed him at the Nanaimo telegraph office Thursday afternoon, and reached here at 4:30 a.m. yesterday. The extent of the disaster is summarized thus: No lives lost, but the steamer a total wreck and her entire cargo gone.

The Corona, on the completion of this ill-starred voyage, was to have been replaced on the northern run by the excursion steamer Queen, the relieved steamer returning to her southern California service. She has been best known on the waters between San Francisco and San Diego, where she has long been a general favorite with the travelling public during several seasons.

She was built in Philadelphia in 1888, with dimensions of 220x35x9.5 feet, and was brought around to Pacific waters by Captain Charles Goodall, on being secured by the Pacific Coast company to replace the Ancon. Her first service on this side of the continent was in the waters in which she has met her fate, plying between Puget Sound, Victoria and Alaska under Captain James Carroll, and subsequently in charge of Captain David O. Wallace.

It was when the City of Tokpeka was received for Northern duty that the Corona was retired to the Southern run, and since that time her Northern engagements have been both infrequent and irregular. It was reserved as a farewell honor to the last ship that she should on her very last completed voyage, bring to Victoria the largest treasure cargo that has ever been carried to this port, twenty returning miners estimating their combined fortunes at one million dollars.

A SECOND "SAN PEDRO."

The Position of the "Corona" Much the Same as the Celebrated Brochic Lodge Wreck.

It was 4:30 a.m. yesterday when the Danube put in her appearance at the outer wharf, and particulars of the Corona's misfortune were obtained from Capt. Meyer, who however brought none of the Corona's passengers or crew this far.

The accident occurred, the Danube's skipper explains, just off Kennedy island at the mouth of the Skeena, the Pacific coast steamer piling up on the reef close to the small island known as Lewis. Capt. Pierce was on the bridge, and personally directing his vessel's course.

The fatal mistake was in rounding off too far to escape the rocky shore, and in this endeavor getting out of the channel

with the unfortunate result chronicled. It was about 7 o'clock in the morning, and daylight was breaking as the Corona crashed on the sharp line of reef, splitting the forward part of her hull apparently, and at once commencing to fill. The force of the blow was quite sufficient to arouse the sleeping passengers, and soon all were busy with the preparations for abandoning ship, no other course being open.

The boats were quickly got ready and there was neither difficulty nor adventure in removing the 245 passengers, including about twenty women bound for the goldfields, to the nearby shore. Their hand baggage and personal effects were removed, but all cargo and heavy baggage is necessarily ruined as the Corona went down altogether within five hours after striking.

As she hung upon the Danube passed she was entirely submerged at high water. The first reports of the wreck were in almost the same manner as the San Pedro so long remaining on Brochic ledge, hung up by the nose, with her stern in deep water—a bad position indeed should rough winds arise. If prompt measures are taken for her release it is quite possible that it may be accomplished, for the Corona in the same position will be a much easier matter to handle than was the famous Pedro.

Owing to their proximity to the shore the shipwrecked prospectors were saved all the usual perils of shipwreck, and within a few hours after their voyage was over they were comfortably encamped on shore. The Danube received Mr. White as a passenger when she went by—the others preferred to wait for the Alki, following the hours behind. From their position on the beach they saw the decks of the Corona swept bare of houses and all deckwork.

As to the Coquitlam as well as the Corona, first reports would seem to have been overdrawn. She went ashore inside the reefs near Mary Island. Low tide following the misadventure she was picked up, and by jettisoning all the way, some lumber and a considerable portion of his other freight, the captain was able to float his ship, and proceed to Wrangell with his horses and passengers.

Among the Danube's crew there is talk of yet a third mishap, the Stickeen river steamer Alaskan being reported as gone with the loss of the mails and one life. No one appears to have heard from her, and it is not possible to speak even thus far with positiveness.

The Danube herself had an uneventful trip, and is a notable northern arrival in that she brings no homeward bound Klondikers among her passengers. There were extremely few on the homeward run, the only interesting people keeping Captain Meyer and his officers company being the party of surveyors who went up on the Coquitlam some time ago, and who crossed from Pyramid Harbor to intercept the south bound steamer.

With the exception of the Turnbull surveying party of fifteen men very few passengers came down on the Danube, and among these no miners from Dawson, according to the reports received by the Danube no one from the Klondike has arrived at the seaboard for some days. In fact the latest report from Dawson is to the effect that few if any miners will come out to the coast now, and that those who intend coming out at all will wait for the river boats.

Mr. W. H. Outhbertson, of Vancouver, one of the Turnbull surveying party, was seen by a Colonist representative on arrival, and had some interesting details to relate of the party's experience at Skagway and vicinity.

The party left here on November 24 last, and surveyed sixty miles from tidewater for a railway to the summit. The weather all the time they were in the north was exceedingly mild.

Mr. Outhbertson reports a fatal shooting affray at Skagway just before they left that place. An all round crooked named Faro Pete got into an altercation with a man from the Northwestern States over a card game, and before he could reiterate the epithet "har" he was shot down like a dog. He was carried into a near by saloon in a dying condition. Mr. Outhbertson said that the affair created very little excitement. The general opinion expressed was that "Pete" should have been shot long before.

Mr. Outhbertson says that great dissatisfaction is expressed in the North in regard to the obnoxious United States customs regulations. Word was received before the departure that the inspectors would be abolished, but this had not yet been done. Canada, he says, should take immediate action in the matter.

"These inspectors," said Mr. Outhbertson, "simply live on the miners from the time they land in American territory, and charge exorbitant prices for their services."

Official Mining Maps at Tax Collector

AMOVE AT WASHINGTON

Commonsense Instructions Under Preparation for Officials at Dyea and Skagway.

Goods May Be Bonded Through Alaskan Strip Without Irksome Requirements.

NEW YORK, Jan. 28.—A Washington despatch to the Sun says: "The regulations soon to be issued by the treasury department in regard to shipments of Canadian goods through American territory to the Klondike gold fields are being prepared with great care by Assistant Secretary Howell, assisted by other officers of the customs division and Collector Ivy, of Sitka. The new rules will prescribe two methods, either of which may be employed by shippers. The assessed duties may be paid on the goods at the point of entry into American territory, either Dyea or Skagway; in this case a certificate will be issued to shippers and the goods will be inspected at Lake Linderman, the point of exit, by American customs agents. If the goods are found to answer the description of the invoice the customs duties will be remitted.

The other method is to receive from the shipper a bond insuring the payment of duties if required. A manifest is sent with the goods for the use of the government agents at the point of exit. In case of favorable comparison between manifest and goods, the bond of the shipper will be cancelled. The collector at Dyea will allow some discretion.

Assistant-Secretary Howell has taken into account the complaints which have come from several quarters, notably the chamber of commerce of Vancouver, and he believes that the forthcoming regulations will be acceptable to Canadians generally. The regulations have been made with due consideration for the wishes of the Canadian government and the interests of the two countries have been considered in a reciprocal spirit.

TORONTO AND NORTH BAY.

C. F. R. Passengers to Pass Round by Carleton Place Instead of Over Grand Trunk Branch.

TORONTO, Jan. 28.—(Special)—The Grand Trunk and Canadian Pacific have failed to come to an agreement for passenger traffic between Toronto and North Bay for the west. The Grand Trunk want an increase in mileage. As to the Canadian Pacific will be put up \$250,000 guarantee, the correspondent also mentions the following important conditions:—

It is also provided—and this feature is of first-rate importance—that in determining the selection of lands for the contractors, each alternate block shall be reserved for the government. Therefore, the contractors are permitted to secure rich gold bearing territory, the government must share in their good fortune, and it will not be possible for them to monopolize any of the richest portions of the sections of the gold belt.

In addition a royalty of one per cent. will be collected from all the precious metals produced along the route. The lands are to be selected from that portion of the Northwest Territory lying west of the Mackenzie river, third river and north of the 60th parallel of latitude.

There are various conditions looking to the control of the railway in the matter or rates. Following is one clause of the contract:—

"For five years from the last of September, 1898, no line of railway shall be authorized by parliament to be constructed from Lynn Canal, or from any point near the international boundary between Canada and Alaska into the Yukon, nor shall any aid in money or land be granted to any other contractor for this purpose. Moreover, during ten years from the last of September, 1898, the contractors shall be given preference in any aid the government may see fit to grant towards building a line of railway from Sitka river to an ocean port in British Columbia, provided they are willing to undertake its construction within a reasonable time."

MONTREAL, Jan. 28.—(Special)—Nearly all the leading papers approve of the government's contract with Messrs. Mann and Mackenzie for the construction of the Sitka river railway. The Montreal Gazette says: "The construction of a railway from the Sitka to the tributary waters of the Yukon will make the task of reaching the gold regions a comparatively easy one. It will also ensure the country against famine, that for a time it was feared threatened if this season. The route chosen will make the Sitka a favorite way of entering the territory, and will help Canadian trade and save travellers considerable worry as well as considerable expense."

TORONTO, Jan. 28.—(Special)—The Mail's Ottawa correspondent prints an interesting article about the laundry men and the proposed Sitka railway project, proving that the project is not as simple as it is represented to be, and suggesting that it would have been better if the project had been undertaken by Messrs. McKenzie and Mann are losing no time. Mr. Mann left yesterday morning via the C.P.R. for the scene of operations. All day the transcontinental wires are a warbling with the news and supplies to the front. A small army of laborers and wagon teams who have been working on the Crow's Nest Pass road are already moving towards the Yukon. It is understood that Messrs. G.E. of St. John's has been engaged by Messrs. McKenzie & Mann as chief engineer of construction.

RESERVED FOR CANADA

No Railway Save That From Sitka to Yukon May Be Built Into the Yukon.

Lines From Lynn Canal Specifically Barred—The Contractors' Subsidy and Privileges.

TORONTO, Jan. 28.—The Globe's Ottawa correspondent devotes six columns of matter to the announcement of the government's policy of the construction of the railway from the Sitka river to Teslin lake, and to the effect it will have on securing the Klondike trade for Canada.

The correspondent first dwells on the struggle for the trade of that region between the American and Canadian cities, and refers to the customs blockade caused by the arbitrary action of the United States in regard to passage across the narrow strip of territory from Skagway to Teslin lake.

Special reference is made to the fact that the Washington authorities are not apparently inclined to keep the agreement made with the Hon. Mr. Sifton the other day, whereby the difficulties could be avoided, and the government is consequently being inundated with telegrams from Western Canadian points asking it to close the passes.

Under existing conditions all the Yukon trade will be lost to Canada; under the new conditions, says the correspondent, all, practically, will be reserved for Canada.

Concerning the award of the contract, the correspondent says it is understood that there have been many seekers after the franchise for the construction of this railway and more than one proposition to build a highway to the Yukon, including a proposal from the Canadian Pacific railway for the construction of the work, but most of these proposals had no substantial backing. An offer from an English syndicate was withdrawn as soon as the terms of the undertaking became manifest.

The only man who seemed to have the adequate financial strength for the work, the necessary experience and courage, and ability to give the necessary guarantee of good faith, were William McKenzie, of Toronto, and Donald D. Mann, of Montreal.

After explaining that no cash subsidy is to be granted, but a subsidy of 25,000 acres of mineral land per mile given instead, with a strict reservation of all arable lands, while the company is to put up \$250,000 guarantee, the correspondent also mentions the following important conditions:—

It is also provided—and this feature is of first-rate importance—that in determining the selection of lands for the contractors, each alternate block shall be reserved for the government. Therefore, the contractors are permitted to secure rich gold bearing territory, the government must share in their good fortune, and it will not be possible for them to monopolize any of the richest portions of the sections of the gold belt.

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CHINA IS UNDECIDED.

Joint Loan Suggested so That Neither Great Britain Nor Russia May Be Offended.

Murder of German Sailors Likely to Lead to Demand for Further Concessions.

LONDON, Jan. 28.—The Pekin correspondent of the Times says the French attitude has undergone a sudden change, and appears to give a reluctant support to the menacing language of the Russian agent, M. Pavloff (charge d'affaires at Pekin), against the opening of Tientsin. The Chinese, having made enquiries, disbelieve Pavloff's statement that Russia can provide a loan on the same terms as Great Britain. At the meeting of the grand council last night (Thursday), the Chinese decided to approach the English and Russian governments with a proposal of compromise, each power to provide one-half of the loan on its own financial terms and the other conditions to be adjusted between them.

LONDON, Jan. 28.—It is announced in a special despatch from Pekin (after Russia had offered China a loan on the same terms as Great Britain) that China invited Russia to guarantee to defend her against the possible displeasure of Great Britain. Russia, it appears, was evasive in her replies, but a similar guarantee being asked from Great Britain against Russia was promptly agreed to.

PEKIN, Jan. 28.—The report that Russia offers China a loan on the same terms as Great Britain is confirmed. LONDON, Jan. 28.—Russia's fleet in Port Arthur, according to a special despatch from Shanghai, is helpless for want of coal, being unable to steam even to Yokohama. It is added that the Japanese coal firms which contracted to supply the Russian fleet have defaulted.

SHANGHAI, Jan. 28.—A dispatch from Chefoo to the Mercury, Shanghai, gives the latest news of the German man-of-war named Kaiser, belonging to the cruiser Kaiser (first announced in a dispatch to the Associated Press from Berlin) on January 28, while on outpost duty at Tientsin, the extreme German port at Kiao chow. The crime, which was committed by a Chinese rable on Monday night last, was not discovered until the men were making the rounds in order to relieve the sentries. Then she was discovered. His head has been severed from the body. The relieving guard was directly afterwards attacked by a hundred natives, and after a stubborn fight, it is reported that the sailors were killed. The natives were killed during the fight. It is added that in consequence of the outrage the greatest excitement prevails in Kiao chow, and it is believed that the incident will form the basis for further demands upon China.

BERLIN, Jan. 28.—The German government has no news confirming the details of the assassination of the German consul at Shanghai. The German consul at Shanghai, Mr. Gref, was murdered by the Chinese sailors here to-day, that four German sailors have been murdered by the Chinese.

NO FAVORS ALLOWED.

The Immortal Captain Insist on the Same Treatment as the Russians Get.

LONDON, Jan. 28.—The first-class battleship Barrier, a sister ship of the Cattaraugus, of the British fleet, is en route for China on February 6. It appears that the Gefion, of the cruiser division under Prince Henry of Prussia, missed the colliers which waited for her at the Island of Socotra for a week, as stipulated in the contract. When the Gefion arrived at Socotra the colliers had returned to Aden.

According to a special despatch from Shanghai, the Chinese commander at Port Arthur, recently informed Captain Chichester, of the British warship Immortal, that the Russian warships had the Tungli Yamien special permission to remain there. Captain Chichester thereupon insisted that Sung should obtain by telegraph similar permission for the Immortal. Sung complied with the demand and permission was granted.

SPAIN AND THE STATES.

They Negotiate for Reciprocity But Not Upon the Cuban Trouble.

WASHINGTON, Jan. 28.—Despatches from Madrid stating that negotiations between the United States and Spain are well along toward completion, not only as to reciprocity but also peace and the end of the Cuban troubles, cannot be confirmed in official quarters so far as they relate to peace negotiations. It has been known for some time that reciprocity negotiations were in progress and the state department was advised by Minister Woodford several days ago that he had arranged a preliminary agreement to be concluded either at Madrid or Washington.

A Strange Statement.

LONDON, Jan. 28.—An anonymous article in the Contemporary Review asserts that the visit of Prince Henry of Prussia to Osborne, while outward bound with the warships Gefion and Deutschland, was for the purpose of explaining to the Emperor William's speech was not intended as a warning to the British. The fact was, says the article, that the Prince of Wales baffled Prince Henry's frantic efforts during his mysterious visit to London to deliver a similar personal message to his Royal Highness, although Prince Henry pursued the Prince of Wales even to a private box at the theatre.

EVERYBODY FOR PEACE.

European Nations Will Bluff for Territory But Not Fight With Each Other.

British Troops Despatched for Moral Support of Claims on African West Coast.

LONDON, Jan. 29.—After an unusually prolonged period of extreme tension all signs point to early improvement, if not to a complete solution, of the various political problems agitating the nerves of Great Britain. The foreign and colonial offices are beginning to see daylight through the darkness which has long been enveloping the Far East, West Africa, the Upper Nile and India, and unless signs fall the Marquis of Salisbury and Mr. Joseph Chamberlain will divide honors and Great Britain will secure about all she asks. So far as China is concerned, this view, in connection with the speech of Mr. Curzon, parliamentary secretary for the foreign office, at Bolton on Tuesday, and the reported acceptance of the British loan, is generally regarded as correct. Mr. Curzon for shadows the probable success of the negotiations for the achievement of Great Britain's purpose in sweeping the ports free to the world and the maintenance of treaty rights whereby "spheres of influence are rendered impossible."

The Russian proposal of a loan to China on the same terms as Great Britain was not taken seriously. It is understood that she has not the money herself without drawing upon her war reserve fund.

Paris is daily showing less inclination to burn its fingers in a game in which even if successful Russia would be the only gainer, while Germany appears to have come completely round to the British side. Throughout the situation has never been so alarming as sensationalists attempted to paint it. Hence the Czar's peaceful assurances and Lord George Hamilton's statement in his speech on Tuesday that relations with Russia were entirely satisfactory, did not surprise those well informed.

Some London correspondents of the provincial papers, having access to government circles, point out that for some strange reason the action of Italy has been ignored for a factor in the Far Eastern situation, though she is playing a by no means unimportant part in it. She is diplomatically handling the situation in a way which is not to be despised. It is believed that Italy will act in concert with the British in the Mediterranean and elsewhere.

Turning to West Africa, an official of the colonial office informs the Associated Press that the impossibility of securing witnesses from the west coast earlier is the reason for the delay in the Paris negotiations. Scotland's most important witnesses only arrived last week, and are now in Paris. Thus far all British demands have been conceded nominally and "provisionally pending the result of the convention." But Mr. Chamberlain is perfectly satisfied that the British claims will be upheld, and that the French will be confined westward of a line prolonged from the present Lagos-Dahomey frontier to the Niger, and along the right bank of the Niger to Say. In the meantime he does not propose to risk being caught napping by a possible adverse decision of the convention, so he is pushing troops and supplies to the front as rapidly as possible. A new regiment of 2,000 Haussas were enrolled at Radan during the last few weeks, and detachments will be sent to the front as soon as the men are efficient.

In regard to the Upper Nile, the interesting news which Mr. Curzon rattled off on Tuesday to the effect that ratification of a treaty between Great Britain and King Menelik of Abyssinia has just been exchanged, and that the government proposes shortly to accredit a direct representative at the Abyssinian court has given great satisfaction as helping to solve the question of the Upper Nile.

The terms of the treaty will not be divulged until presented to parliament, but hints dropped at the colonial office indicate that the agreement is based on the principle of free trade. The Upper Nile is preferable to hostile France. Therefore King Menelik will be allowed to gratify his ambition in the equatorial hinterland in a manner not interfering with Anglo-Egyptian plans.

SKATING CHAMPIONSHIPS.

United States Contest Proves Somewhat of a Failure.

NEW YORK, Jan. 28.—Arthur C. Keane of New York is the amateur champion lancy skater for the year 1898. He out-gassed his opponents in every race, except one, and did it easily. In 1897 he finished second to George D. Phillips. Irving Brokaw came out second in the championship to-night. Taken as a whole, the skating championship of 1898 was not up to those of former years. The winner was the only competitor with any claim to real high class, and he performed under disadvantages. The championship contest took place at the St. Nicholas rink and extended over last night and to-night. Louis Robestein of Montreal, the former champion, was judged.

German Consul Spreads Himself.

TORONTO, Jan. 27.—(Special)—German Consul Nordheimer entertained 200 German citizens at a banquet to-night in honor of the German Emperor's birthday.

An Awful Hurricane.

ODESSA, Jan. 27.—A hurricane has worked immense destruction in this district. Whole villages have been devastated and the damage to shipping is enormous.

NEWS OF THE CAPITAL.

Check Upon the Fancy Fees Demanded by the Numerous Official Investigators.

Mr. Rattenbury Applies for a Yukon Railway Charter—Annual Artillery Competitions.

[From Our Own Correspondent.]

OTTAWA, Jan. 28.—William Mackenzie, one of the Yukon railway contractors, was here to-day in connection with the deal just closed.

The council of the Dominion Artillery Association to-day decided that the general artillery competitions this year shall be held at St. John, N.B., and the field artillery at Deseronto. British teams take part at both places.

The modus vivendi system of license to American fishing vessels on the Atlantic will be in vogue this year. Owing to exorbitant charges of Dominion commissioners in public inquiries, an order has been passed limiting them to \$10 a day besides expenses.

Another Yukon railway application is that of F. M. Rattenbury, asking for a charter for a road from Marsh Lake to Hootalinqua river.

BRADSTREET'S REVIEW.

Favorable Trade Conditions Continue With Improvement in Many Lines.

New York, Jan. 28.—Bradstreet's tomorrow will say: Favorable conditions in the trade situation continue to far outweigh those of an opposite character. Stormy weather throughout a large section of the country this week has checked the movement of merchandise into consumption, but a perceptible increase in the demand for seasonable goods is reported as already resulting. The last week of the month closes with increased activity, a number of the prices advanced heavily, increased perceptible increase in the number of failures reported, large exports of cereals, particularly wheat, corn, flour, and perceptible decrease in nearly all branches of trade as regards the outlook for spring business. Another favorable feature of the week is the slight but distinct improvement in the cotton goods situation in which activity is awaking. Print cloths are higher and some makes of gray and medium weight cottons are more firmly held. Pig iron is reflecting the effect of the present unprecedented production and a further weakening in prices is recorded at Eastern points. At the West, however, consumption of pig and of the finished products of iron and steel is reported increasing so as to hold prices firm. Large sales of bar steel and of rails are reported at Chicago and St. Louis, with mills refusing to take orders for delivery earlier than late summer. Boots and shoes had the late advance and manufacturers of heavy weights will not take orders for delivery at present prices. Wool is strong on large sales and firm prices abroad. Prices of most staple products are higher on the week. Bank clearings at 37 cities for the week ending January 27, as telegraphed to Bradstreet's, with comparisons, show total clearances of \$1,283,710,196, an increase of 33.9 per cent. as compared with the corresponding week last year. Outside of New York city the clearances were \$496,643,179, an increase of 25.2 per cent.

The clearances for the Dominion of Canada were as follows: Montreal, \$13,258,791, increase 35.2 per cent.; Toronto, \$7,803,617, increase 34.7 per cent.; Winnipeg, \$1,240,440, increase 40.5 per cent.; Halifax, \$1,016,205, decrease 2.4 per cent.; Hamilton, \$458,396, increase 1.7 per cent.; St. John, \$511,103, increase 11 per cent.

Awarded Highest Honors—World's Fair, DR. PRICE'S CREAM BAKING POWDER MOST PERFECT MADE.

A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant. 40 YEARS THE STANDARD.

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