ts' Suits

, $6.75, $7.75, $8.50.

Co.,

nd Clothiers, 97 Johnson St.

LAWN MOWERS.

THE FIRST GREAT IMPROVEMENT IN 20 YEARS.

The "Pastime" cuts grass within 1-16 of an inch of a tree or fence. The old style mowers will not cut within 3½ inches, and thus necessitates trimming.

The "Pastime" drive wheels are inside line of the cutting knives, therefore they NEVER GO OVER UNMOWN GRASS.

The "Pastime" is the only mower that can be sharpened by a novice. There is no need to employ an expert.

It is built of the very best materials and has oiling holes covered by escutcheons, thus keeping out all grit and dirt.

Sizes made, 12, 14 and 16 inch.

NO BICYCLE at same price CAN COMPETE WITH THE MASSEY-HARRIS, which is as High-Grade as can be MADE.

& CO., Ld. Ly

RITISH COLUMBIA.

BURDOCK BLOOD BITTERS

Strong Points

ABOUT B. B. B.

. Its Purity.
2. Its Thousands of Cures.
3. Its Economy. 1c. a dose.

B. B. B.

Regulates the Stomach, Liver and Bowels, nlocks the Secretions, Purifies the Blood and emoves all the impurities from a common imple to the worst Scrofulous Sore, and

CURES

YSPEPSIA, BILIOUSNESS, CONSTIPATION, HEADACHE, SALT RHEUM, SCROFULA, EARTBURN, SOUR STOMACH, DIZZINESS, DROPSY, RHEUMATISM, SKIN DISEASES.

eamer. She was built last year, was 0 feet long, and had a capacity of 160 ns, was equipped with 16 staterooms, nd was modern in her appointments. er loss will be about $25,000. The wendoline was a smaller steamer, with capacity of 50 or 60 tons. She carried tons of ore at the time of the accident. e had run on the upper river between eele and golden for two seasons. There was no insurance on the boats. e company is now building a new eamer at Jennings, of the same length the Ruth, but six feet wider. Work ill be pushed upon it night and day, nd the officers say it will make its first n within 20 or 25 days. James F. ardner is president of the company nd Captain Armstrong is general manger.

THE FULL COURT.

The case of Gray vs. McCallum was on efore the Full court yesterday, and ter listening to the argument all day ch satisfactory progress was made that e entire case represented by a portly me of 1,000 pages was gone over. The se will be continued to-day, which ill in all probability be the last apter in a litigation which has been progress since 1889. Mr. A. P. Luxn appeared for the defendant, E. M. hnson, who is the appellant; and rdon Hunter and L. P. Duff for the spondents.

At 10 o'clock this morning the followr list of appeals will be heard:

Clark vs. Eholt.
Cowan vs. Macaulay.
Madden vs. Nelson and Fort Sheppard ilway
Langley vs. Duffy.
Painchand vs. Landsberg.
Conway vs. Independent.
e Atlas Canning Co.

BEHRING SEA PATROL.

Captain I. N. Hooper, who will have arge of the movements of the revenue et in Behring sea, has arrived in the y, and until the vessels go north he ll be quartered at the Butler. Unaka, which will be the rendezvous of e fleet, will also be Capt. Hooper's adquarters. He will not do any cruiss at all, the importance of his position uiring him to maintain headquarters ere he can be in touch with the affairs the patrol. He is considered one of most efficient officers of the revenue vice, and his official connection with s its senior officer on the Pacific coast s an appointment that his intimate owledge of the international questions egard to sealing well deserved. Capn Hooper's friends expect to see him e day at the head of the revenue rine service.—Oregonian.

he natural loss of hair, either by disease he age of the hair itself, may be replened with a heavy growth by Hall's Hair newer.

you once try Carter's Little Liver Pills ck headache, biliousness or constipation, will never be without them. They are ly vegetable, small and easy to take. t forget this.

THE TOPLINER SEALER.

"Allie I. Algar" Returns With the Biggest Sealing Catch of the Season.

White Hunters the Most Successful This Year—Inward Bound O. R. & N. Steamers.

A breeze from the right direction today would bring a fleet of twelve home from the sealing grounds. The forerunber of these, the schooner Allie I. Algar, Captain R. A. Lavender, which sailed from here on the first day of the year, arrived at noon yesterday, and reports seven or eight vessels close to Cape Flattery, and the others not far astern. The Algar has the proud distinction this year of being top-liner of the Coast fleet, with a catch of 640 skins stowed away below decks—an honor that Captain Baker, of the Pioneer, with a showing of 56 pelts less, had heretofore claimed. Of the Algar's catch, 500 were secured off Cape Mendocino, and the balance since coming north on the 23rd of February. "The weather on our cruise," said one of the hunters yesterday," has been what we consider fairly rough, but of all the seasons I have been sealing—and I have followed the business now for the past seven years—I have never seen seals so scarce. Why, on the entire voyage I saw only 300 seal." In connection with the catches obtained by the Algar and Pioneer, a noteworthy observation might be made—that both vessels carried white crews throughout, not a siwash spearsman being aboard either, and their number being in the neighborhood of twenty-four men on each vessel. The catch of the fleet following the Algar will average about 150 skins, it is estimated, and with few exceptions all carry Indian hunters. The Willard Ainsworth, of Seattle, is understood to be an exception with a catch of 360. One of the fleet is supposed to be the City of San Diego, which was spoken on the 25th of last month with 85 seals. Although the present is a month of arrivals rather than departures in the sealing line, to-day will see one of the fleet now in port off on a long voyage. This schooner is the Pioneer, and it is Captain Baker's intentions to visit his old sealing haunts on the Russian coast, which in former years he has frequented with good success.

O. R. & N. LINERS.

It is to Victoria direct instead of via Portland that the O. R. & N. steamship Chittagong is now coming from the Orient. She is due to arrive to-day and she brings as a special shipment 400 tons of sulphur for Victoria. Two more ships of the same line, the Chun Sang and the Monmouthshire, leave Hongkong this month inward bound, and for each of these three a full outward cargo has already been booked. The Chun Sang is a new charter of the line and a big carrier.

THE "OREGON."

The battleship Oregon was taken off the drydock at the Puget Sound naval station Saturday night at 9 o'clock. She is now taking aboard the coal and ammunition which she discharge before entering the dock, and on getting this aboard will come to Seattle. Here a short stay will be made, and the Oregon will then go to Astoria to accept the silver service presented by the state of Oregon.

The board of inquiry appointed by the government to investigate the cause of the obstruction found in the channel when the Oregon was docked will convene to-day, only witnesses and persons directly interested being allowed attendance in the court. Rear Admiral William A. Kirkland arrived from the East Sunday, and went directly to the naval station. Lieut. J. H. Hetherington, the other member of the board, will be judge advocate.

As to the rumors that have been in existence ever since the Oregon entered the dry dock, being aimed at the stability and worth of the structure, they have been denied by so many men in authority that it seems hardly necessary to add the testimony of any more.—Oregonian.

The Same... Old Sarsaparilla.

That's Ayer's. The same old sarsaparilla as it was made and sold by Dr. J. C. Ayer *50 years ago.* In the laboratory it is different. There modern appliances lend speed to skill and experience. But the sarsaparilla is the same old sarsaparilla that made the record—*50 years of cures.* Why don't we better it? Well, we're much in the condition of the Bishop and the raspberry: "Doubtless," he said, "God might have made a better berry. But doubtless, also, He never did." Why don't we better the sarsaparilla? We can't. We are using the *same old plant* that cured the Indians and the Spaniards. *It* has not been bettered. And since *we* make sarsaparilla compound out of sarsaparilla plant, we see no way of improvement. Of course, if we were making some secret chemical compound we might.... But we're not. We're making the same old sarsaparilla to cure the same old diseases. You can tell it's the *same old sarsaparilla* because it works the *same old cures.* It's the sovereign blood purifier, and—*it's Ayers.*

LOOK OUT FOR CUT RATES.

"The traffic officials of the Southern Pacific Company and the officers of the Pacific Coast Steamship Company are greatly perturbed over the prospect of what may turn out to be a serious rate war on freight and passenger business between San Francisco and Puget Sound ports," says the Examiner. "The steamer Cleveland, Captain Hall, is scheduled to depart for Puget Sound ports on Tuesday next with freight and passengers at greatly reduced rates, and it is feared that the Pacific Coast Steamship Company and the Southern Pacific Company may have to reduce their rates to meet this new competition. The announcement is made that the Cleveland will leave Mission wharf 1 at 5 p. m. Tuesday for Seattle and Tacoma, connecting at Seattle for Victoria, Vancouver B. C., Port Townsend, Port Angeles, Anacortes, New Whatcom and Everett, and at Tacoma for Olympia, Shelton and all Puget Sound ports. The Cleveland offers to take freight at $1 a ton and cabin passengers for $7.50. These rates are considerably less than the prevailing rail and steamer rates. The rail passenger rates are $24 first class and $17 second class, and the Pacific Coast Steamship Company's rates are $15 first class and $7.50 second class. Captain Goodall, of Goodall, Perkins & Co., and H. D. Judah, assistant general passenger agent of the Southern Pacific company, had a conference on the matter yesterday afternoon, and when seen after the meeting Mr. Judah announced that the prevailing rail and passenger rates would not be disturbed for the present. 'We will not make rates to meet the competition of the steamer Cleveland this trip,' he said, 'but we may have to bring down our rates if the steamer is kept on the run.'" The above information is new to local agents of the Pacific Coast Steamship Company, who have as yet been advised of no change.

THE RETAIL MARKETS.

FLOUR—Ogilvie's (Hungarian) per bbl	$6.00
Lake of the Woods (Hungarian)	6.00
Victoria XXX	5.25
Lion	5.25
Portland roller	5.25
Salem	5.50
Snowflake	5.05
Premier	5.50
Three Star	5.50
Superfine	5.25
Hungarian (Armstrong)	5.50
XXXX "	5.25
Strong Bakers "	5.00
Graham, per 10 lbs	40
Wheat, per ton	35.00
Buckwheat, per 10 lbs	50
Oats, per ton	25.00@30.00
Barley, per ton	30.00@32.00
Middlings, per ton	22.00@25.00
Bran, per ton	18.00@20.00
Ground feed, per ton	25.00
" California per ton	25.00@30.00
Corn, whole, per ton	26.00@28.00
" cracked, per ton	28.00@30.00
Cornmeal, per 10 lbs	35
Oatmeal, per 10 lbs	45@50
Rolled oats, per lb	4
Potatoes, new, per lb	4
" sweet, per lb	5
Cabbages, per lb	3@4
Hay, baled, per ton	16 00
Straw, per bale	50@75
Onions, per lb	3
Rhubard, per lb	2½
Asparagus, per lb	12½
Cheese, per lb	15
" American, per lb	20
Eggs, Island, per doz	20
" imported, per doz	17
Butter, fresh, per lb	25
" Creamery, per lb	29½
" Dairy, per lb	22@25
" B. C. Creamery, per lb	27½
" California, per sq	40@45
" " per roll	40
Honey (Chilliwack) per lb	25
Hams, American, per lb	17@18
" Canadian, "	16
" Boneless, "	15
" Glasgow beef, per lb	20
Bacon, American, per lb	16@18
" Rolled "	14@16
" Long clear "	10
" Canadian "	14@16
Shoulders, hams, per lb	12½
Lard, per lb	12½
Golden Cottolene, per lb	12½
MEATS—Beef, per lb	5@15
Sides, per lb	7½@8
Veal "	10@15
Mutton, "	5@15
" " carcase, per lb	10
Pork, fresh, per lb	9@12½
Turkeys, per lb	20@25
Geese, per lb	15@20
Chickens, each	65@75
Pigeons, per brace	50@60
FRUITS—	
Eastern apples, per lb	8
Tasmania apples, "	10
Lemons, California, per doz	25
Bananas, per doz	35
Cranberries, Eastern, per lb	20
Oranges, Navel, per doz	35@50
FISH—Salmon, spring, per lb	10@12
Halibut, per lb	10@12
Rock Cod, per lb	8@10
Smoked Salmon, per lb	12@15
Herring, per lb	12@15
Kippered Herring, per lb	12½
Bloaters, per lb	10
Eastern oysters, per tin	75
Oolachans (smoked), per lb	10

ARTHUR SCROGGS' BODY.

The friends in Victoria of Mrs. Arthur Scroggs were occasioned some little uneasiness on her behalf, through telegrams from New York last evening to the effect that Mr. Scroggs' body was lying unclaimed in that city. It will be remembered how Mr. Scroggs lost his life in March last, through the wreck of the steamer Spinster of which he was master. The body was picked up on the beach at Sooke, and having been embalmed left here in the charge of the sorrowing widow on the 1st of the present month. Mrs. Scroggs' intention was to take the steamer St. Louis sailing for Southampton from New York yesterday, and the messages received last night would seem to indicate that she has done so but that the body of her husband in some unaccountable way has been left behind.

"She must have very small feet."
"Why?"
"She's always asking to borrow somebody's rubbers."—Chicago Record.

LITTLE BRAVES!

Old Time a Quarter-a-box "Purgers" are quitting the field in whole battalions.

Dr. Agnew's Liver Pills at 20c. a vial are driving them out at all points,

Because they act gently, more effectively, never pain, and are easy to take.

Sick headache succumbs to one dose. Chronic Constipation dispelled with one vial, and Stomach disorders of years standing absolutely cured. 40 doses, 20c, at all druggists.

From THE DAILY COLONIST, May 13.]

THE CITY.

LIEUT.-COL. RAWSTORNE announces as a result of the recent written examinations of the school of instruction that all hands have succeeded in obtaining first-class certificates.

THE Department of Marine and Fisheries have prohibited the fishing with nets of the waters of Victoria Arm—a practice which during the past two years has practically depopulated these waters of the young trout.

THERE died at Eureka, Cal., yesterday, Honora Kelly, relict of the late Capt. Tynan, and who many years ago was a resident of this city. The news was contained in a telegram received by Mr. Chas. H. Lombard, yesterday.

A BOTTLE was brought to the Carmanah lighthouse yesterday which, according to the paper enclosed, had been thrown overboard by Captain Panton, of the steamer Victoria, on September 1, 1894, in lat. 50 N., long. 163.33 W. It was picked up at Liehugunah, some eight miles west of the lighthouse.

THE last scene in the life tragedy of poor John Ross was enacted yesterday at Ross Bay cemetery, where Rev. Dr. Campbell officiated at the interment. The pall-bearers were friends and fellow-pioneers of the dead man: Messrs. W. Preece, T. J. Burnes, R. J. Johnson, D. Hart, Joseph Levy and F. A. Nicholson.

HERMAN A. CAMPBELL, who claims to have been married in this city in July 1894, is bringing suit in the Spokane courts for a decree of divorce from his wife Nellie, on the ground of desertion. The respondent is said to have returned to her parents' home in this city, and will allow the action for separation to go by default.

CAPTAIN CLIVE PHILLIPPS-WOLLEY and Mr. W. H. Langley, of this city, enjoy the distinction of being the first cyclists to take the road to Cowichan lake this spring. They made the run on Friday last, burdened with all the paraphernalia incidental to a fishing expedition, and speaking with the voice of experience report the road "not so bad as it might be."

THE well known Manor house at Vancouver has changed its name and its management. With Mr. H. R. Stratton presiding over its destiny as manager, and Mr. Duke, late of the Hotel Spokane, as chief clerk, the newly christened Badminton should make for itself a name among the first-class houses of the Coast. Mr. Louis Marboeuf, so long and favorably known in Victoria, is now chef of the "Bad," and Louis' is a name wherewith to conjure.

THE upper shores of Cowichan lake are now engaging the attention of quite a little band of prospectors, one of whom —James Hodges—was in the city yesterday. He says that while Cowichan may not be able to show gold propositions to equal Texada as yet, it has enough copper to produce a dozen millionaires. There are other minerals mixed with the copper, and to determine the value of these Mr. Hodges brought to the city numerous specimens for assay.

HAVING conceived the idea that a first class bench show would make a very attractive side feature of the Jubilee celebration, the dog fanciers of Victoria are losing no time in completing preparations for such an event. At a meeting on Tuesday evening they decided to form a fanciers' association, and a committee was appointed to draft by-laws, etc., for submission to a second meeting on Tuesday next, at which officers will also be chosen. The new club will at once affiliate with the American Kennel Association.

THROUGHOUT the Songhees reservation new fences, fresh paint and substantial additions are the order of the day, the native residents either having become suddenly imbued with a desire to improve their homes and their surroundings, or else are filled with the idea that when values are set upon the reservation property these little things will all be taken into consideration to the advantage of those who look ahead. The number of gardens under cultivation is also greatly increased this year, and the Songhees on the whole have apparently awakened to an understanding of the advantages of civilization.

LIEUT.-COL. F. B. GRESGORY, of the Fifth, has formally accepted his appointment on the staff of Premier Laurier, on the occasion of the Jubilee visit of the Canadian troops to Great Britain. The contingent are to sail on the R.M.S. Vancouver, from either Montreal or Quebec, on the 5th proximo, and it is expected that, the celebration ending on June 29, all will re-embark at Liverpool on the Scotsman, sailing thence on July 1. All officers going to the Motherland as representatives of the Canadian soldiery will be under the command of an officer selected, and will be subject to military law during their tour. Col. Gregory expects to leave Victoria on the 20th of the present month or thereabouts.

MR. R. E. BROWN the well known mining expert and capitalist, arrived in Victoria yesterday. Mr. Brown achieved distinction in the Coeur d'Alene country and he was one of the group of American mining experts who went to the Transvaal, and soon reached the highest eminence as mining advisers and promoters. Like his old friend and companion John Hays Hammond Mr. Brown played an all important part in the troubles of the Uitlanders, and only a short time ago he obtained a judgement against the Transvaal government for several millions. Recently he has become largely interested in British Columbia mines, and his coming to the Province should be a harbinger of increased interest and ultimate prosperity for the mines of British Columbia.

THE sneak thief who devotes his attentions chiefly to unoccupied houses is a nuisance of which Victoria has more than its share, and property owners will therefore appreciate the motive which induced Magistrate Macrae to sentence William Baird to six months' imprisonment yesterday, for having eighteen cents' worth of stolen lead pipe in his possession. The piping in question had formed part of the bath room fixtures of a vacant house on View street, and Officer R. H. Walker had the good fortune to detect Baird in the act of carrying it away. He realized the impossibility of making any defence, blandly said that he thought the junkman had given him "the worst of it" in valuing the plunder at but eighteen cents, and went to jail with the philosophical reflection that he would not have to worry as to meals for half a year at any rate. Baird is an old offender, and presented his time-worn excuse that he was out of work and had been forced by hunger to dishonesty.

BICYCLE thieves have been very much in evidence during the past few days, and from all appearances they grow bolder every day. Mr. Chambers will bear testimony to this fact, for while talking to a friend in a Government street store yesterday afternoon, having left his wheel at the door, he was astonished to see through the window a rough looking individual in the very act of leading the wheel away. Acting on first impulse he ran out and seized man and wheel, the former at once protesting that it was "only a joke." The owner of the bike is sorry now that he did not let the intended thief walk off with the wheel, keeping an eye on him—perhaps if he had done so the police would have secured a working clew and been able to locate Mr. E. A. Wolff's racer, appropriated several nights ago.

THE Canada Military Gazette thinks that the reduction of $2,844 for the district staff as provided in the estimates means the retirement of two district officers, and goes on to say that as military districts No. 11, (B. C.) has but one corps it will probably be combined with M. D. No. 10 and be administered from Winnipeg, "the inspection of the B. C. regiment," the Gazette goes on to say, "being entrusted to the officer commanding the Royal Marine Artillery, who is now paid by Canada." According to this authority the superintendent of stores in this city will also be abolished and the duties taken over by the officer in Winnipeg. From an economic point of view and leaving out of sight entirely the efficiency of the service, no doubt this move might prove highly satisfactory to the authorities at Ottawa. The adoption of long range rifles will tend to ameliorate the difficulties attending magnificent distances, and a few thousand miles one way or the other ought not to count.

AN enthusiastic prohibition meeting was held last night in Temperance hall with Dr. Lewis Hall in the chair. Solos by Messrs. J. G. Brown and Watson and an instrumental duet by Mrs. Hall and Miss Huxtable constituted the musical part of the evening's proceedings. Rev. P. C. L. Harris in his address presented most emphatically the evils of the liquor traffic, quoting Gladstone's utterance, that "the liquor traffic is responsible for more misery than war, pestilence and famine combined." He stated, too, that the labor question would be more easily settled if the demoralising influence of this traffic were removed, and that the revenue under prohibition would not be lessened, as the amount of money now spent uselessly in liquor would go into more legitimate channels. He held that the traffic had no conscience, and in one place a liquor dealer advocated missionary efforts among the children to create an appetite by treating them. He urged the people to agitate for the prohibition of the liquor traffic for the sake of morality, legitimate business, the freeing of legislation from the dominance of this traffic, and to open the way for other necessary reforms.

PROSPECTORS IN FORT STEELE.

C. E. Lintz, of Fort Steele, a member of the Fort Steele Mining Company, who is in town, has with him twelve samples of quartz from the Lily May, one of the properties of the Fort Steele Mining Company. The rock shows free gold, and is remarkably rich. It was taken from the centre stake tunnel on the Lily May, in which a 45-foot tunnel has been driven. Three feet of ore has been encountered. Work has been temporarily shut down, owing to surface water. It will be resumed shortly. A meeting of the company will be held in this city in a few days. "There are about 400 prospectors in the Fort Steele country," said Mr. Lintz. "Claims are being recorded at the rate of about 10 or 15 a day. The snow is going off rapidly, and as it disappears the prospectors follow the snow line up the mountains. We expect a big rush this spring. It has already set in, and men are coming in over four different routes—the Moyie trail, Kalispell, Golden, on the C.P.R., and up the river from Jennings. The town of Wardner is becoming a lively place, many people arriving daily. On Perry creek some good finds of free milling propositions have been made, the ledges running from eight to 16 and 17 feet wide. It is low grade, but there is lots of water handy for working, and the mines will be extremely productive. Prospectors only went into that section last year. It offers a good field for prospecting.—Spokesman-Review.

THE FULL COURT.

Madden vs. The Nelson & Fort Sheppard Railway was heard by the Full Court yesterday. This is an appeal from a decree of Judge Forin, in which plaintiff was awarded damages for seven horses which were killed on the railway line. The reason for this judgment was that the railway company had not carried out the provisions of the Cattle Protection Act, 1891, which provides among other things that Dominion railways shall have fences erected along the entire line, otherwise losses caused by cattle being killed on the tracks by the trains shall be made good by the company. The defendants appeal on the grounds that the act is ultra vires and unconstitutional. Judgment was reserved. Mr. L. P. Duff for defendants (appellants), and Mr. Gordon Hunter for plaintiff (respondent).

Langley vs. Duffy—Appeal from judgment of Judge Bole. Dismissed with costs. Mr. H. D. Helmcken, Q.C., for appellant, Mr. Gordon Hunter for respondent.

Conway vs. Independent Mining Co.—An appeal from Judge Forin. Judgment reserved. Mr. L. P. Duff for appellant, Mr. Gordon Hunter for respondent.

re Atlas Mining Co.—Appeal from the winding up order made by C.J. Appeal was dismissed with costs. Mr. L. P. Duff for respondent.

Cancer Can Be Cured.

For six years I suffered from cancer and got no relief until I used Burdock's Blood Bitters. I used seven bottles faithfully, when the cancer gradually dried up and finally disappeared. I am now entirely well and rejoice that by using B.B.B. I have escaped death either from the surgeon's knife or from the cancer itself.

(Signed) MRS. ELIZA J. TUFFORD, Paris, Ont.

PERISHED ABOARD.

A Scene of Shipwreck and Loss of Life Confronts the "Willard Ainsworth."

A San Francisco Schooner and Her Crew Come to a Sad End.

A dead body is lashed to the iron davits in the stern of the schooner General Siglin, which is being driven aimlessly about in the North Pacific ocean, 130 miles west of the Queen Charlotte islands, and directly in the track of the fierce storms that have been sweeping the land and sea for the last month. The limp form which hangs in the davits is the only thing aboard indicating the past occupancy of human beings. Deserted, it remains a scarecrow to the elements, an agonized look on the white face telling of the physical and mental suffering preceding the extinction of life.

Beyond doubt the fate of the schooner General Siglin and those aboard was seen by the captain and crew of the sealing schooner Willard Ainsworth, which returned yesterday from a successful sealing cruise on the Japan coast and Behring sea. The Siglin was sighted on Wednesday morning, May 5. She was lying on her right side with her masts out and one floating alongside. The Ainsworth passed very close, but could not lower a boat because of a heavy sea.

"There did not seem to be much the matter," said Capt. E. E. Crockett, of the Willard Ainsworth, in recounting his experience, "save that the bulwarks were stove in and there was no sign of a boat aboard. The body of a man dressed in oilskins was lashed to the iron davits in the stern. He was in a standing position, with his head and right arm hanging inside the iron, while his left hand was dangling outside. On the third finger of the limp hand was a gold ring. The hands looked natural as in life, but the face was pinched and drawn as from great suffering, and against the pallid skin a brown moustache showed strongly. On the taffrail, beside the silent body, were a couple of boxes, lashed with ropes and probably containing food.

"The stern was lifted out of the water with every swell of the ocean and the davits were the only portion of the vessel untouched by the seas. The paint looked fresh as if not long under water. I think the schooner was wrecked in the gale on March 21, in which the Ainsworth lost her rudder. We backed after passing the wreck and stood by close again until we felt assured that there was no thing of life aboard. The schooner was in latitude 53 degrees 15 minutes north, longitude 135 degrees 55 minutes west, and about 110 miles from the Queen Charlotte islands."

The absence of boats on the Siglin would indicate that those aboard had made an attempt to get away, and hopes are still entertained that some boat managed to survive the storm and was picked up by a passing vessel, as the position of the wreck is somewhat removed from the route of travel.

According to the latitude and longitude given, the Siglin was floating immediately in the average storm track for May, as deduced by the hydrographic office from ten years' observation.

The rumored loss of the General Siglin has been reported in the Post-Intelligencer several times before, and the positive assurance of her disaster was no surprise to those who have kept themselves informed. The schooner left San Francisco, March 23, under command of Capt. Jerome Thomas, for Wood island, Alaska. She was loaded with supplies and provisions for the North American Commercial Company. Besides the captain, she carried a crew consisting of mate, cook and three sailors, and had aboard as passengers E. C. Greenfield, agent of the company at Wood island, his wife and three children. The schooner was built at Marshfield, Or., in 1894. She is 80 feet in length by 23 feet beam and 8.4 depth, and 81.24 tons net register.

Two days after the departure of the Siglin there left San Francisco the schooner Kodiak, also bound for Alaska. By the arrival here yesterday of the steamship City of Topeka from Alaska it was learned that the Kodiak on reaching her destination reported the worst voyage within the experience of those aboard. For three days, while off the Queen Charlotte islands, the Kodiak was driven along under bare poles at furious speed, wind and wave combing in an attempt at the vessel's destruction. The captain of the Kodiak said on his arrival that unquestionably the Gen. Siglin must have been lost in that storm.—P.I.

TORONTO, May 10.—(Special)—A special cablegram received to-days says the first portion of the jubilee procession on June 23 in London will consist of colonial premiers, escorted by representatives of colonial corps. Canada take the lead.

Sales Talk

With Hood's Sarsaparilla, "Sales Talk," and show that this medicine has enjoyed public confidence and patronage to a greater extent than accorded any other proprietary medicine. This is simply because it possesses greater merit and produces greater cures than any other. It is not what we say, but what Hood's Sarsaparilla does, that tells the story. All advertisements of Hood's Sarsaparilla, like Hood's Sarsaparilla itself, are honest. We have never deceived the public, and this with its superlative medicinal merit, is why the people have abiding confidence in it, and buy

Hood's Sarsaparilla

Almost to the exclusion of all others. Try it. Prepared only by C. I. Hood & Co., Lowell, Mass.

Hood's Pills are the only pills to take with Hood's Sarsaparilla.

ALL'S WELL THAT ENDS WELL.

The marriage at Seattle on Tuesday of William J. Maynard and Miss Agnes Mellon, both of this city, affords another illustration of "all's well that ends well," and the congratulations to the young people will be both general and sincere. Mr. Mellon, the father of the bride, to whose opposition the Sunday elopement was in a measure attributable, decided after a chat with Chief Reed, of Seattle, on his arrival in that city, that it would perhaps be best to waive his objections to the match. He accordingly did so with grace, and to make amends in a measure for the inconvenience to which he had put the young folks, he formally gave the bride away after all, and was the first to wish her and the husband of her choice all good luck and happiness. The wedding was solemnized at the Church of Our Lady of Good Help, Rev. Father Prefontaine officiating. Although they have not yet perfected their plans for the future, it is understood that Mr. and Mrs. Maynard will make Seattle their home for the present at all events.

Even after Mr. Mellon had decided that it would be best to allow the young people to have their way a difficulty presented itself. Each of the enamoured ones was under the legal age, and although Mr. Mellon was ready to give his daughter permission to wed, there was no one to speak for the groom-to-be. Maynard is only nineteen, and so it was necessary to telegraph to his father in this city. Soon after 4 o'clock the message conveying the required permission was received, and by 5 o'clock the papers had been made out in the auditor's office and a license to marry issued.

Meanwhile the bride-elect had been arrayed in choicest white, and, decked with pansies and forget-me-nots, was waiting in the study of Father Prefontaine in company with a friend. At 5 o'clock Maynard, accompanied by George Beckingham, jr., his best man, and the bride's father, entered the church. In a corner of the study, with the sun streaming through her hair, Miss Mellon and her lover were united, the priest performing the ceremony. Chief Reed, Detective Dudhee and a Post-Intelligencer representative constituted the onlookers.

The ceremony ended, the young couple were duly congratulated. There was a pathetic moment when the father of the bride gave the young benedict some fatherly advice and a caution to forever keep and protect his daughter. The bride turned her face away and brushed the tears out of her eyes, while the others in the room looked at each other and at the four walls of the study, waiting for the shower to blow over.

The bride wore a becoming suit of white duck, with sailor hat and white veil. The bridesmaid wore a pale green walking dress, trimmed with chiffon and lace.

THE SPRING ASSIZES.

One solitary case represents the entire docket for the spring assizes, which opens in this city on the 25th inst. This case, Regina vs. Talliard, is the remnant of a former assize, and is the outcome of mining speculation, Talliard being charged with receiving money under false pretences. There are a number of other cases which may yet grace the list before the assizes are held, as a number of cases sent up by Magistrate Macrae have yet to "elect"; that is to say, have yet to make up their minds to run the gauntlet of a speedy trial or to take the chances of a trial by jury.

The docket for the spring assizes, with places and dates (up to date), is as follows:

Vancouver, May 18.—Regina vs. McLeod, rape. Regina vs. Campbell, receiving stolen property. Regina vs. McKay and Duber, receiving stolen property. Regina vs. Rice, bringing stolen property into Canada. Regina vs. Hill, attempting murder.

Victoria, May 25.—Regina vs. Talliard, obtaining money under false pretences.

Clinton, May 31.—Regina vs. Moore, murder.

Kamloops, June 7.—Regina vs. Leith, mail robbery.

Vernon, June 14.—Regina vs. Keane, manslaughter. Regina vs. Pearse, 1st, shooting; 2nd, attempting murder. Regina vs. Sullivan, theft.

Nelson, June 21.—Regina vs. Wood, murder. Regina vs. Manson, murder. Regina vs. Goggin, attempted murder. Regina vs. Estey, attempted rape. Regina vs. Clayton, procuring. Regina vs. McKay, Ryan and Hines, burglary. Regina vs. Lewis and Jones, theft. Regina vs. Heath, theft.

Donald, June 28.—Regina vs. Etanamo, murder. Regina vs. Woh Pong, theft.

An interesting exhibit is that which Collector of Customs A. R. Milne is preparing, representative of the sealing industry, for the great Diamond Jubilee celebration in London next month. Among the specimens is a sealing schooner so perfect that the tackle blocks on its rigging are as complete as any other feature. Another specimen is a model of the schooner Minnie as she lay under easy sail at the time of her seizure in 1892. The schooner is represented lying in smooth water, and her boats and canoes are all out, and some of the Indians are shown in the act of spearing seal. Everything is drawn to an exact scale, and speaks eloquently for the genius of Captain Otto Buckholtz, whose handiwork it is.

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