UNLUCKY CLEVELAND.

While Towing to the Beach for Repairs She Finds Another West Coast Reef.

Wednesday's Wreck Reported by the Puebla Proves to Be the Bark Oakland.

The troubles of the steamship Cleveland are not yet ended, although the news was given out yesterday, on the return of the Czar to port, that she had been floated in the manner originally contemplated, and had been simply beached for repair. The first part of this intelligence is quite correct; the second piece of information requires qualification. The floating of the ship was accomplished on Tuesday, just one week after Mr. Tyson, the owner, and Captain Metcalfe, Lloyd's surveyor at San Francisco, left here with the Czar to devise and execute a plan of relief. Their method of operations was speedy and effective, although beset with numerous difficulties. The ship was first of all lightened by the removal of all cargo and movable machinery. Then an iron plate was set with cement over the largest hole in the hull, this work being accomplished with considerable difficulty, but answering the purpose admirably. The pumps were next set going, and on Tuesday morning everything was in readiness for the Czar to make fast her lines to the stranded vessel. Kedge anchors were out astern, and the Cleveland using her own power to pull on these came off with the white tugboat's assistance. It was intended to take her to the nearest good beach, not far from Anderson's mining camp and about three miles distant from Lyall point—make temporary repairs there and then let her go on with her own steam to the Quartermaster Harbor dock. Only about half the distance to the beach had, however, been traversed when it was discovered that the pumps could not work fast enough to keep the vessel clear, and it soon became evident that the Cleveland was in danger of foundering in deep water. To prevent this occurring there was only one thing to be done—head for shore and beach at the nearest point. Before the shore proper was reached the ship had a second time gone on a reef, and there she remains with her hull afloat, until the Czar can return from town with additional pumps. Her position is not perilous by any means, and there appears no reason to anticipate that she will not be successfully released from her new embarrassment. Captain Metcalfe, who has had charge principally of the rescue operations, went over to Port Townsend with the Czar yesterday, with the object, it is understood, of perfecting arrangements for the docking of the ship and for the delivery of her long-delayed cargo in Seattle. He returns to the scene of the wreck early this morning.

IT IS THE "OAKLAND."

From Port Townsend news was received yesterday that the vessel sighted by the steamer City of Puebla a little to the south of the Cape was the bark Oakland, which left Portland on December 22, lumber laden for San Francisco. The vessel when found was deserted, and Captain Whitney and his crew are supposed to be on some other craft. They evidently took the boats at a critical moment (inasmuch as all are missing), put off for shore, were picked up by some passing vessel or were drowned. The vessel when found was in a wrecked condition. Her deck-load of lumber was all washed away, her bulwarks were gone and her cabin was badly smashed in. The Oakland was built at Bath, Me., in 1865. She was of 507 tons net register and was owned by A. H. Sayward, of Seattle.

MARINE NOTES.

The tug Pioneer, of Port Townsend, arrived yesterday to tow the ship Glenlui, a recent arrival in the Royal Roads, to Tacoma, where she loads wheat for the United Kingdom.

The schooners Carrie C. W. and Favorite were hauled on Turpel's ways yesterday for their annual renovations.

Owing to a delay in Seattle the steamship Umatilla did not arrive from the Sound until late last night, and it was two this morning when she left for San Francisco. Her cabin passengers from Victoria were: S. J. Thompson and wife, Mr. T. L. Stevenson, Miss E. White, A. Sturger and wife, Mrs. and Miss Hayward, G. Rochfort, C. H. Aspland, J. Mason and wife, and G. Collier.

GEORGE W. HAYNES DEAD.

A Well Known Victorian Passes From Among Those to Whom He Was Endeared.

Mr. George W. Haynes, a resident of this city since the early sixties, and prominently identified with the commercial life of British Columbia during upwards of a quarter of a century past, died at his home here early this morning. He was in his 65th year, and leaves a widow and family of two sons and one daughter especially bereaved by his demise.

THE meeting of Columbia lodge, No. 2, I.O.O.F., last evening was the occasion of a very pleasant incident—the presentation to Past Grand Meldram of a handsome ebony gold-headed cane, inscribed as follows: "Presented to Bro. J. H. Meldram by members of the I.O.O.F. lodges of Victoria, B.C., Dec. 29, 1897." The presentation was made by Bro. Anton Henderson, P.G., in a very felicitous and happy speech, which was feelingly responded to by the recipient, who was quite taken by surprise. There was a large attendance present, and after adjournment refreshments were served in the library, when the members returned to the lodge room and were entertained with an excellent programme of songs, etc., until near the midnight hour.

Fur sleeping bags. Extra heavy blankets. B. Wiliams & Co.

MR. F. OLIVER, of the Dominion Express Co., is mourning the death of his mother, which sad event occurred last Friday at Kington, Ont., she being of the ripe old age of 88 years.

NORTHERN PACIFIC STEAMERS.

Changes in the Staff Consequent on Recent Additions—Some of the "Victoria's" Passengers.

For the last time under Captain John Panton's command the Northern Pacific liner Victoria was in port yesterday, having come in from the quarantine station at daylight. The much-thought of skipper is not leaving the Northern Pacific service, but simply resigning his position to Captain J. Truebridge—who came as a passenger on the voyage just ended—to take charge of the latest acquisition to the N.P. fleet, the steamship Arizona, which is still on the Atlantic. The Victoria, as stated in yesterday's COLONIST, saw nothing of the missing Pelican, now out 78 days, although the officers have every expectation that the lost ship will again appear, probably with a shaft broken or in some other such crippled condition. The Victoria had not gone out of her regular course to search for the missing vessel, and but for some rough weather experienced about 200 miles off this Coast would have made the best time she ever has crossing the Pacific. For two days she was unable to make any kind of satisfactory headway. Of the steamer's passengers Mrs. Panton, Mrs. W. G. Pearse and Capt. J. Truebridge went over to the Sound on the Kingston yesterday morning in company with some Tacoma friends who met them here. Mr. T. Skinner, who not long ago was chief engineer on the Victoria, and who is now the superintendent engineer of the N. P. Co. at Hongkong, came over on the Victoria under "sealed orders." First of all he takes unto himself a bride in the person of Miss Wingatt, of Tacoma. Then he goes South to San Francisco, and will later, it is expected, pay a visit to Alaska. Though ostensibly on pleasure the entire time, it is understood that Mr. Skinner's trip will mean something important in connection with trade developments with the North. Mrs. E. M. Barnby, Mrs. L. Lyndon and two children, and Mrs. Neede were the ship's other saloon passengers. The steamer had besides 40 Chinese and 30 Japanese in the steerage. She brought a full general cargo, in all 2,500 tons, of which 250 tons were landed here.

MARINE NOTES.

Steamer City of Puebla arrived from San Francisco early yesterday afternoon with 50 odd tons of freight for Victoria.

The steamer Barbara Boscowitz sails for the North on New Year's day.

Sealers are getting away quickly these days. Yesterday the Otto and Allie L. Alger cleared, the former in command of Capt. J. F. Gosse with a crew of eight whites and twenty-seven Indians; and the latter in command of Capt. R. O. Lavender and with seven whites and twenty-four Indians.

The Norwegian ship Ellora, 61 days from Panama, arrived in the Royal Roads yesterday morning, under charter to load at Hastings for Capetown. The ship had a remarkably stormy voyage North and in one of the many gales encountered, her jib-boom was carried away.

FAIRLY WELL ISN'T WELL ENOUGH.

Let us say your wages are twenty shillings a week. You have worked hard, done your best, and feel that you have earned your money. Very good. Now imagine that when Saturday night comes your employer hems and haws, and wants to put you off with fifteen. I'll be bound you would think yourself hardly treated. What are the great strikes in this country commonly about? Why, in some fashion they are about wages or hours; it comes to the same thing. Be it understood that the writer uses this fact as an illustration of another fact—that is all. What is that other fact? We will work it out of the following personal statement.

"Nearly all my life," says Mrs. Sarah Dalby; "I have been subjected to attacks of biliousness, accompanied with sickness, but got on fairly well up to the early part of 1882. At this time I began to feel heavy, dull, and tired, with an all-gone sinking sensation. My skin was sallow and the whites of my eyes of a yellow tinge."

As every body knows, or ought to know, the colouring matter was bile. The liver being torpid, and therefore failing to remove the bile from the blood, it entered the skin, and showed itself on the surface. But the discoloration isn't the worst mischief done by the vagabond bile, containing many poisonous waste elements; it disorders the whole system and sets up troublesome and dangerous symptoms, some of which the lady names.

"I had a bad taste in the mouth," she goes on to say "and, in the morning particularly, was often very sick, retching so violently that I dreaded to see the dawn of day.

"My appetite was poor, and after eating I had pain at my chest and side. Frequently I couldn't bring myself to touch food at all; my stomach seemed to rebel at the very thought of it."

[This was bad, but the stomach was right, nevertheless. More food would have made more pain, more indigested matter to ferment and turn sour, more of a load for the sleepy liver, more poison for the nerves, kidneys, and skin. And yet, *without the food*, how was she to live? It was like being ground between the upper and the nether millstones.]

"After this," runs the letter, "I had great pain and fluttering at the heart. Sometimes I would have fits of dizziness and go off into a faint, which left me quite prostrated. Then my nerves became so upset and excitable that I got no proper sleep at night, and on account of loss of strength I was obliged to lie in bed all day for days together. I went to one doctor after another, and attended at Bartholomew's and the University Hospitals, but was none the better for it all.

"In September, 1883, my husband read in *Reynolds' Newspaper* about Mother Seigel's Curative Syrup, and got me a bottle of it. After taking it for three days I felt relieved. Encouraged and cheered by this I kept on taking the Syrup, and in a short time all the pain and distress abated, and I was well—better than I had ever been. This is ten years ago, and since then I have never ailed anything. With sincere thanks, I am yours truly, (Signed) Mrs. Sarah Dalby, 93, Tottenham Road, Kingsland London N., January 2nd, 1894."

Now run your eye back to the first sentence of Mrs. Dalby's letter, and you will come upon these words, "*I got on fairly well*," &c. *This* is the sad thought. Her life had always been a discount; she had always got less than her due; she lost part of her health—wages. Do you take my meaning? Of course. Whatever may be our differences of opinion as to the rights of capital and the value of labor, it is certain that every human being is entitled to perfect health—without reduction, without drawback. All the more, as nobody else loses what one person thus gains. No, no. On the contrary, a perfect healthy person is a benefit and a blessing to all who are brought into relations with him.

But do all have such health? God help us, no; very, very few. Why not? Ah, the answer is too big; I can't give it to-day. To the vast crowd who only get on "fairly well" I tender my sympathy, and advise a trial of the remedy mentioned by Mrs. Dalby.

WHAT THE PEOPLE SAY

Overland Route to the Yukon Through the Interior of the Province.

Advice to Sealers to Accept the Award Money When They Can Get It.

TO THE EDITOR:—From the interest awakened in all parts of the world by the rich placer diggings discovered on the waters of the upper Yukon river, in Canadian territory, it is certain that a vast crowd of gold-seekers will endeavor to reach the Yukon as soon as possible. The ordinary courses of travel will surely be congested and thousands will have to try other than the usual courses. We all have heard of the almost insurmountable difficulties of getting over the mountain range from the sea by way of the Alaskan frontier. We realize the advantage of the all-British route from Glenora Landing to Lake Teslin, but apprehend its advantages, however positive, over the Alaskan routes will not afford such access as will be needed for the argonauts who, like the wild geese, will swarm northward in the early spring. Many of these will have to seek other routes and find an overland way to the Yukon; and besides such as may be compelled to turn aside from the routes indicated, there will be thousands looking for a route over which they can take pack animals from their own places and thus convey their own stores independent of the many transportation schemes now proposed. Besides those from abroad who will seek such a route, there are all our own stockmen from the interior, who look to the crowds rushing to the Klondike as a market for their beef and other food products. Under such conditions it is very interesting to all such as contemplate the northern trip in the spring to know that there is an all-land route to the Yukon through British territory.

From the mouth of the Quesnelle river to Telegraph creek, twelve miles above Glenora, on the Stickeen river, there has been a trail since 1865, at which time it was built by the Union Pacific Telegraph Company. To the mouth of the Quesnelle from the most available point on the Canadian Pacific Railway is a splendid wagon road, over which hundreds of teams are hauling freight every day in the year. From Quesnelle for hundreds of miles on the road to the Yukon, in fact, from point to point, the traveller is in a well-known mineral country of unguessed possibilities, but from what has been known for years, and more particularly brought to present notice by the reports of Lau Wects and others, the prospector, long before he reaches the Klondyke, may find all he wants. At the present time we can reach the mouth of Quesnelle over the wagon road from Ashcroft, from any point in Southern British Columbia. There is nothing needed to enable all to reach Quesnelle. To this point the country built the magnificent road which we have enjoyed for the past thirty-two years. It is long enough, broad enough and hard enough to carry all the gold seekers in the world. What should now be done is to urge the government to at once proceed to improve the trail from Quesnelle to Glenora. To this purpose parties should be started at once to bridge such streams as can be handily bridged, and engage ferrymen to be ready to aid the early travel over such streams, as it would take too long to bridge. Then parties of axmen should be sent forward to clear the brush and such fallen timber as will be likely to obstruct travel. A wagon road could be surveyed, and preparations made to construct later on.

This work gone on with at once and vigorously, would enable all the travel that turned back from the Alaskan routes, all the travel of the interior, all the stockmen and packers with their cattle and trains to traverse the length of the country, and this would certainly lead to settle the country. Everywhere there was an attractive spot near a mining camp there a settlement would spring up. This is where the public money should be expended, from the mouth of the Quesnelle to Telegraph Creek. It is idle to ask the public to expend money on any new road leading towards the mouth of the Quesnelle for the purpose of reaching the Yukon. Put all the public money out on the trail above Quesnelle if it is spent to assist the public of British Columbia to reach the diggings. No attention should be paid to the selfish vapourings of a few new comers, who cry out for the expenditure of thousands of dollars on new roads to reach Quesnelle. All the public money used to reach the Yukon will only be used for general provincial benefit by being expended between Quesnelle and Telegraph Creek.

H. L. ROBERTS.

Ashcroft, B.C., 27th December, 1897.

THE BEHRING SEA QUESTION.

TO THE EDITOR:—I am much pleased to notice the firmness displayed by the Dominion government in not yielding to the many suggestions made by the United States authorities in the matter of fur seal fishing. The haste to override the regulations agreed to by the arbitrators who met in Paris is for the sole reason that the United States did not have on its side all the benefits arising therefrom. Our sealers have kept loyally to the conditions imposed by those regulations, and Great Britain, at great expense and inconvenience, has fulfilled her part in patrolling Behring Sea with armed ships.

When men are to be found in congress who ought from their position to have some common sense, bringing forward in a deliberative assembly the childish, malicious and impossible proposition to "kill off all the seals in the Pacific," and when the United States authorities countenance and suffer the cruel and barbarous expedient evolved out of the fertile brain of Professor Jordan, that of branding the seals with a hot iron, they forfeit all claim to co-operation; and it is not too much to express the hope that neither Great Britain nor Canada will give the smallest countenance or assistance to a government which would tolerate such a proposal and such barbarous acts as those to which I have alluded.

The finger of the Alaska Fur Company is plainly visible in the bill now before congress to prevent the importation of fur seal skins into the United States—allowing only those of the Alaska company. It will be seen what a lucrative monopoly such a bill, if it becomes law, will give the company. This monopoly will, however, injure the people of the United States more than it will those it is intended to injure—the British—by making them pay higher for their furs.

Some of the statesmen of the United States try to make themselves and the public believe the prohibition bill will force the hand of the governments of Great Britain and Canada, through pressure of the London furriers; in that they will be disappointed; those furriers are, as a rule, wealthy, and can afford to wait until the pressure of the United States public causes the prohibition bill to be repealed, and the fur monopoly brought to an end. Why should the people of the States pay three or four times the ordinar price for furs to fatten a monopoly?

The claims of the United States to the sole ownership of the seals in the North Pacific is a little more absurd than its claims under the "Monroe doctrine." It is to be hoped the British and Dominion governments will stand firmly against any settlement of an unjust or one-sided character. In my opinion the best course to pursue would be to let the United States authorities arrange their own sealing question, and let Great Britain protect her subjects in their legitimate pursuits on the high seas. Behrings sea has been declared to be "an open" sea, which gives all nations equal rights outside the international three mile limit.

With regard to the award just made by the Behrings Sea Commission as damages to some of our sealers for illegal seizure and other losses, I would strongly recommend the sealers to accept the sum awarded—when they can get it. I feel certain that neither Great Britain nor Canada will feel inclined to re-open the question or push it further than it has gone.

W. J. MACDONALD.

THE CITY.

STILL another has been added to the list of recently incorporated Farmers' Institutes—this being the one known as the Kent Farmers' Association.

ALEXANDER LUCAS has been gazetted police magistrate of the city of Kaslo, vice Mr. J. B. McKilligan, who has resigned consequent upon coming to Victoria for the winter months.

TWO PRIVATE bills are given notice of in the Gazette of last evening, the one being applied for by Bodwell, Irving & Duff—to extend the powers of the Nanaimo Light, Power & Heat Co.—and the other by City Solicitor Hammersley—to amend Vancouver's act of incorporation.

THE incorporation of the city of Sandon is announced in the Gazette of last evening, the 15th January being named as nomination day for the first mayor and aldermen—the council being named to consist of mayor and six aldermen. E. M. Sandilands has been appointed returning officer.

RILEY ROBBINS, the pioneer; Ed. Chapman, another who has also done time on various occasions, and John Wilson, are all three detained at police headquarters in connection with recent thefts in various parts of the city. Robbins and Chapman are suspected of having done the Loewenberg job.

DAVID JONES, who was one of those to arrive at Port Townsend from the North last week, is now in the city and is making preparations to return inside of ten days. He says that he and a Seattle gentleman have two good mining claims on the Hootalinqua river and believe they will net a fortune. He states that Mr. McAfee is located on a claim just below the Hootalinqua.

A PARTY of Danes, for the colony at Cape Scott, arrived from the East on the steamer Charmer last evening and went up the coast on the Willapa, leaving a few hours later. The Willapa will make her regular calls at stations en route, having for several of these places a good number of passengers. Sealing captains who are in search of Indian crews, and several prospectors were included in the number.

WORD was received from Vancouver last evening that the Union Steamship Co., owners of the Coquitlam, reported ashore on Cameron island, have had a letter from her captain stating that the damage was not sufficiently serious to prevent the Coquitlam continuing her journey north to the halibut grounds. The steamer was to have gone on the Skagway route, but will be obliged now to go into drydock on her return. The owners express in dignation that the dangerous spot has not been properly buoyed.

COURT Cariboo of the I.O.F., has chosen the following officers for the year now opening: Chief Ranger, W. J. Hanna; vice chief, F. W. Levatt; recording secretary, W. Prevost; financial secretary, W. S. Beckwith; treasurer, F. Guest; chaplain, A. E. McEacheran; physician, Ernest W. Hall, M.D.; court deputy, J. L. Beckwith; and past chief ranger, C. R. King. The order throughout the world is declared to be entering 1898 with better prospects and position than it has any time before enjoyed.

ON Wednesday night Mr. F. Giles came across a pile of documents lying on the Dallas road. From the addresses on a number of the envelopes and the name in several articles of agreement and deeds, it would appear that the owner is C. W. Hall, who has lived at 73 Courtland street, New York; Bradford, McKen county, Pennsylvania; Seattle, Chicago and other places. The papers, of which some are apparently valuable, appear to have been turned out in a heap in the road, but how or by whom is a mystery. They are all water-soaked, and were spread out at police headquarters yesterday to dry. The owner can recover his property by applying there.

There appears in the Methodist Young People's paper Onward the following eminently true expression about the Canadian press, which, taken all around, is as high-toned as that of any country in the world. Readers will have no difficulty in recognizing the Montreal Witness as the paper specially referred to: "Nowhere, we think, is there a press of higher moral tone than that of our beloved country. It possesses, we think, the unique distinction of having a leading journal in its largest city which for over fifty years has been a moral crusader, a champion of reform. In all that time it has not published one liquor, or tobacco, or theatrical advertisement. At the sacrifice of much money it has stood true to its high principle, and stands foursquare, a tower of strength, against all the winds that blow."

ALTHOUGH Christmas is now almost a week gone, it will still interest COLONIST readers to know that the day was very happily spent by the inmates of the Old Men's Home. Rev. Canon Paddon conducted morning service, and also delivered a short address. Then after enjoying a specially good dinner, the veterans were visited by Mr. and Mrs. H. D. Helmcken, who did not come empty handed, and who greatly cheered the men by their kind and genial expressions of holiday good wishes. During the evening the old people amused themselves by singing songs and giving recitations, all seeming anxious to contribute to the general entertainment. Refreshments were served at intervals and the utmost good feeling prevailed. The liberality of the city council was supplemented for the occasion by gifts from Mr. and Mrs. H. D. Helmcken, Mrs. W. Templeman, Mrs. Lenz, Mrs. John Partridge, Mrs. Hobbes, Mr. John Parker, Mr. L. Dickenson and the Victoria-Phoenix Brewing Co. It is to be hoped the old folks will be equally happy on New Year's Day.

THE REIGNING SPORTS.

Interesting Football and Basket Ball Matches Witnessed at Home Yesterday.

Junior Association League Schedule Adopted—Arrangements for New Year's Day.

Yesterday afternoon at Beacon Hill the first game in the Junior Association Football League series was played between the South Park and Central schools, the former team winning. The game was rather slow in the first half, neither team showing much combination, but during the holidays they have become disorganized, and have not been able to practice. In the second half things livened up a little, and towards the end of the game the play became quite fast, Central who during the first part of the game had played strictly a defense game, pressing their opponents, who, however, won the game by a score of 2 to nil. Mr. L. Campbell acted as referee. The next game will be played on New Year's day between the Columbias and No. 2 Company, Boy's Brigade.

The full Junior scnedule just adopted is as follows:

Dec. 29—South Park v. Central (played).
Jan. 1—No. 2 Co. Boys' Brigade v. Columbias.
Jan. 8—North Ward v. Victoria West.
Jan. 15—Columbias v. South Park.
Jan. 22—Central v. North Ward.
Jan. 29—Victoria West v. No. 2 Co. Boys' Brigade.
Feb. 5—South Park v. North Ward.
Feb. 12—No. 2 Co. v. Central.
Feb. 19—Columbias v. Victoria West.
Feb. 26—North Ward v. No. 2 Co.
March 5—Central v. Columbias.
March 12—Victoria West v. South Park.
March 19—Columbias v. North Ward.
March 26—No. 2 Co. v. South Park.
April 2—Central v. Victoria West.

Official referees—L. Campbell, W. N. Winsby and D. Dalles.

THE BAYS WIN.

The basket ball match at the Drill hall last evening between the No. 2 Company and James Bay teams drew a good crowd of spectators, who witnessed a very exciting exhibition. The Bays won by a score of 1 goal to 0. The teams lined up as appeared in yesterday's issue, with the exception that the Bays had to put on J. Aden and D. O'Sullivan in place of F. Widdowson and C. Macneill, who were unfortunately indisposed. During the first half of the game the regimental colors showed up a little more prominently than their opponents, and their team showed better combination. The majority of the Bays' players seemed to be unable to catch the sphere and did not get rid of it quickly enough. No doubt the size of the hall as compared with their own gymnasium was largely responsible for this apparent want of safe play.

In the second half the game was much more exciting and better played, both from a spectator's and player's point of view. Although the combination of the Regiment fell off considerably, their opponents seemed to be more at home, and the close passing and close shots on the goal brought rounds of applause. It was not until eight minutes before the call of time that Cullen secured the ball, and passing to Aden, the latter placed it securely within the basket, scoring the only and winning goal. Mr. Reid refereed the game, and his decisions were never questioned. The next match is to-night, between the Wasps and No. 1 Company, and another lively exhibition is promised.

A PRETTY sure sign of approaching good times is the increased volume of trade done by the retail merchants of the city during the Christmas week. Mr. R. Jamieson remarked yesterday that he had done more business this Christmas than in any year since 1892, the customers buying better lines of goods than heretofore, and money generally seeming freer. There was no particular call for any line, with the exception of fancy goods, although he sold out his stock of Christmas cards. There also seems to be a greater tendency to give New Year presents this year than formerly, Mr. Jamieson's assistants having had their hands full this week as well, in attending to custom.

HER INTERESTING STORY.

A well-known Brighton lady tells what she thinks regarding Heart Trouble, and how to cure it.

Mrs. Stephen P. Clapp tells what Milburn's Heart and Nerve Pills did for her.

Mrs. Clapp says, "I have been a sufferer from extreme nervousness for years, and for the last two years my heart has

troubled me greatly. I could not sleep soundly, and would often awaken with a start, together with a curious feeling as if my heart had stopped beating, and it would be some time before I could recover myself. At times I became very dizzy, and a mist gathered before my eyes. I have taken many kinds of patent medicines, but could get nothing to relieve me. Finally I received a box of Milburn's Heart and Nerve Pills, and am glad to say that they gave me relief in a very short time. I now sleep well, my nerves are steady and strong, and I am better in every way than I have been for years.

I can recommend Milburn's Heart and Nerve Pills very highly to those suffering from any trouble affecting the heart and nerves, for I know that they have been a great boon to me."

(Signed) MRS. STEPHEN P. CLAPP, Brighton, Ont.

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ALBERNI LINE USELESS.

Official Allegation That It Cannot Work Except in Fine Weather—Indians Made Scapegoats.

OTTAWA, Dec. 30.—(Ass. Press)—The complaint against the government telegraph line between Nanaimo and Alberni turns out upon government investigation to be groundless. The report to the public works department is to the effect that it is impossible to keep the coast line in working order during the prevalence of storms of late by which it was thrown and rendered useless. The line had been down ten days when the call for its use occurred through the wreck of the Cleveland near Alberni. The authorities are credibly informed that the Indians do their best to destroy the line by shooting down the insulators off the poles.

PENITENTIARY RIOTERS.

About Forty Now in the Punishment Cells at St. Vincent.

MONTREAL, Dec. 30.—(Special)—The trouble at St. Vincent de Paul penitentiary still continues. Last night while one of the guards was serving a meal to a refractory prisoner, when he opened the cell door he was struck by a brick, receiving a deep cut, and he is now in the prison hospital. Between thirty and fifty convicts, the worst in the revolt, are now locked up in the punishment cells.

A VOLUME ON KLONDYKE.

Mr. Ogilvie Has Written a Book to Be Published Under Official Auspices.

TORONTO, Dec. 30.—(Special)—The Canadian government has received so many enquiries as to Klondyke matters that they have decided to issue a volume, which will shortly be ready for publication, by Wm. Ogilvie, the Dominion surveyor, and arrangements have already been made with Hunter, Ross & Co., of Toronto, for its publication.

C. P. R. DIVIDEND.

Montreal in Expectation of an Increase—Lower Freight Rates to Kootenay.

MONTREAL, Dec. 30.—(Special)—The Canadian Pacific's next dividend is now the question before Montreal's Wall Street, and while all believe that the half yearly dividend to be declared in February will reach 2 per cent., some bets are offered that it will be 2½.

The C.P.R. has issued a new tariff of freight rates to the Northwest and Kootenay making the reductions required by the government when the contract for the building of the Crow's Nest Pass railway was given to the company. On agricultural implements, building material, etc., the reduction is ten per cent., and on fruits of all kinds thirty-three and a third per cent.

A CALLOUS WOMAN.

Her Son on Trial for Murder Committed at Her Instance.

HUNTSVILLE, Ont., Dec. 30.—The jury in the inquest on the body of James Rankin, who was shot by his nephew on December 21, brought in a verdict last night that the deceased came to his death from a gunshot wound by W. A. Frankum, with intent, being influenced by his mother, Margaret Stevens, sister of the deceased.

BRITISH MONEY CALLED FOR.

A Huge Loan to China Would Disturb the Russian Calculations.

LONDON, Dec. 30.—A despatch from Pekin says the action of the British minister in asking the Chinese government to delay the arrangement for the proposed Russian guaranteed loan of 100,000,000 taels for a few days to enable him to consult with Lord Salisbury in the matter was largely influenced by British opinion in China. British residents throughout China are earnestly urging the financial intervention of England to forestall Russia in coming to China's relief.

JAPAN IS FOR PEACE,

But Her Fleet Making Ready With the British for Any Turn of Events.

LONDON, Dec. 31.—A despatch to the Daily Mail from Shanghai dated yesterday says: "A British fleet of eight ships and four torpedo boats has arrived off Chemulpo (the port of Seoul). It is reported that there are two Japanese cruisers in the Yang-tse Kiang river. Japan is working night and day preparing for war. It is believed that the British and Japanese fleet are in close touch."

A despatch to the Daily Mail from Tokio says Marquis Ito is forming a cabinet. A despatch to the same paper from Nagasaki dated Thursday says that Marquis Ito is maintaining a peaceful attitude.

Corbett Talking.

CLEVELAND, Ohio, Dec. 30.—James J. Corbett to-day gave to the Times for publication his challenge to fight Fitzsimmons. Corbett offers to pay Fitzsimmons $1,000 when he signs the articles of agreement, $1,000 when he enters the ring, $1,000 more if he remains there 10 rounds, and $2,000 when he knocks him out.

TO SMOKERS.

THE OLD RELIABLE

T. & B.

Myrtle Navy 3's

IS STILL BEING MANUFACTURED. no12

FRANCE ALSO SEIZING.

Believed to Be in Occupation of Hainan and Holding the Cable for Secrecy.

Coincidence Inducing the Belief That French and Russians Are Acting Together.

LONDON, Dec. 31.—The Daily Mail has received a message from Hongkong and Tonquin denying the French occupation of the island of Hainan but it regards it as morally certain that Hainan was occupied about a fortnight ago when Port Arthur was occupied by the Russians. The coincidence forces the suspicion that France and Russia were acting in concert.

A despatch to the Daily Mail from Singapore, dated yesterday (Thursday), says: "The news that the French had occupied the island of Hainan was brought here from Saigon, capital of French Cochin China, on Tuesday, by the French mail boat, Ernest Simon. Before the latter left Saigon on the 25th, a French cruiser arrived with either Admiral Bedellirio or letters from him to the French governor of Saigon. The Ernest Simon was delayed for an hour at Saigon in order to take the governor's despatches relating to the hoisting of the flag on the island of Hainan to the French government.

The cause of the delay was only known to a few on the boat, but inadvertently the secret was imparted to a French officere here (Singapore), who, not being bound to secrecy, let the matter out. It is believed that the French hold the telegraph office at Hoikow and prevent communication to Hongkong. The cable between Haipong (Tonquin) and Saigon is broken and under repairs and therefore it was impossible for Admiral Bedillirio to telegraph the news of the seizure of Saigon.

Admiral Bedellirio, with the warships Bayard and Descartes, left Hongkong on December 11. He called at Haiphong on December 13 and attended the meeting of the defence committee at Haiphong about that date, when the seizure of the island of Hainan was decided upon.

SIR ADOLPHE CHAPLEAU.

Quebec's Lieutenant-Governor Announces His Retirement from Public Life.

QUEBEC, Dec. 31.—(Special)—Sir Adolphe Chapleau at a farewell dinner last night announced his departure from Spencerwood. He said he simply remained because he had been asked to stay and finish the work of the session he had commenced and to sanction measures announced in the speech. He was going out of public life and he was leaving it without the least feeling of resentment against anybody. As to his successor, he was unable to say who he would be, and especially when the Premier did not know.

KLONDYKE MILLIONS.

An Oakland Man's Faith in the Value a Bonanza Claim.

SEATTLE, Dec. 31.—Just before his departure from Dawson City, W. E. Knowles, of Oakland, Cal., who was a passenger from Alaska on the steamer Alki, purchased claim No. 2 below discovery, on the Bonanza, in the Klondyke district, paying $250,000 in cash for it.

VAN WYCK HEARD FROM.

He Modestly Protests Against a Demonstration When Too Late to Cancel It.

NEW YORK, Dec. 29.—The committee on county affairs of the board of aldermen received a letter from Mayor-Elect Van Wyck to-day objecting to the plans for decorating the city hall and for having a celebration on New Year's day in honor of the birth of Greater New York. Mayor-Elect Van Wyck intimated that he wanted to go into office without any demonstrations, and he thought that the proposed jollification at the city hall was not proper. The aldermen have $6,000 to spend in decorations and have already made most of the contracts. The original programme will probably be carried out.

An unusually long list of extra provincial companies, authorized to transact business in British Columbia, is contained in this week's Gazette. Here are the titles of the new business organizations: The American Boy Mining & Milling Co., the Big Three Gold Mining Co., Boundary Creek Mining Co., Butte Gold-Copper Mining Co., California Gold Mining Co., Canadian King Gold Mining Co., Empire Consolidated Mining Co., Giant Mining Co. (Limited), Giant Powder Co. (Consolidated), Josie-Mac Mining Co., Kootenay-Tacoma L. C. Mining Co. (Limited), Jumbo Gold Mining Co. (Limited), Laurier Mining & Milling Co., Le Roi Mining & Smelting Co., Miller Creek Mining Co., Old Ironsides Mining Co., Olga Gold Mining & Milling Co., Sullivan Group Mining Co., Adventures of B.C. (Limited), Corinth Mines (Limited), Globe Savings & Loan Co., Hall Mines (Limited), and Kootenay Ore Co. (Limited).

A LITTLE Chinese scrap was ventilated yesterday in the provincial police court, all arising out of Ah Lay's coat. Ah Lay, who works at Goldstream, found his coat cut on Sunday, or said he did, and accused Ah King, a compatriot, of having done the mischief. Ah Wing denied, and Ah Lay used the Chinese equivalent for "You're another," whereupon Wing rose in his wrath and smited Ah Lay on the jaw. Ah Lay is something of a fighter himself, and after a live representation of the veriscope pictures of the Fitzsimmons-Corbett meeting Ah Wing found himself knocked out, whereupon his sire, Ah Song, caught Ah Lay by the pigtail, while Ah Wing played the devil's tattoo on his face to the accompaniments of Ah Lay's "Ah me." Ah Wing and his papa each paid $4 75 in a fine yesterday to pay for the fun they had with Ah Lay.

DIED.

HAYNES—At the family residence, 96 John St., on the 30th inst., George Washington Haynes, a native of Trenton, Maine; aged 64 years.