TELL THE SAME STORY.

Americans Find Out How Much Cheaper Outfitting Prices Are in Victoria.

Not Only Do They Save Money But Get the Right Kind of Supplies.

Klondikers continue to pour into the city from all parts of the world. Many arrived from the South yesterday and are busily engaged in outfitting, while a considerable number went North on the Danuble. Among those registered at the Dominion last night were forty-four hailing from Oakland, Santa Barbara, San Jose, San Francisco and other California points.

F. C. Thiele and his partners, Ed. Carlson and Chris. Larson, had only the highest praise to bestow upon the merchants here for the courteous treatment they received. Mr. Theile is a merchant in Palo Alto, Cal., where he owns three stores. He says the price of provisions will be about the same as on the other side, but the dry goods are at least 25 and in very many cases 30 per cent. cheaper than either Seattle or San Francisco prices. He thought the Victoria merchants were trading upon a much smaller margin of profit than the Americans would be contented with. Mr. Thiele and his partners are loud in their praises of Victoria and Victorians. They had heard a great deal against the Britishers and were consequently agreeably surprised. They considered the people here very obliging, their conduct in this particular being in strong contrast to that Mr. Thiele and his friends had been used to. They also found the customs officials most polite, and the hotel accommodation good. Mr. Thiele has written to a number of his friends telling them that Victoria is the place to outfit if they want to save money and get the very best goods. The party who are staying at the Australian hotel are an advance guard of many more. They outfitted at J. Piercy & Co.'s and the Hudson's Bay Co., and are delighted with their treatment.

Another party is composed of W. Houston, Robt. Polk, J. Wessel and Theo. Meyer, all of San Francisco, who are going via the Stikine route to Teslin Lake. Mr. Houston stated that they had got prices in 'Frisco, but had come on here, having heard of Victoria as an outfitting point. On comparing Victoria prices on groceries with those obtained in 'Frisco they found the merchants here were selling a much better quality of goods at the same prices, and he and his party were ahead the freight and duty. Mr. Houston was quite positive as to the superior quality of the groceries sold here, while he said that on clothing the prices were all of 25 per cent. lower than those given in San Francisco. Another thing very much in favor of Victoria was that the merchants here understood their business thoroughly and knew just what was wanted, while if he and his party had purchased in San Francisco they would have been loaded up with a lot of good that would have turned out useless. Mr. Polk had written to a number of his friends telling them to come straight to Victoria, and he said that if this city were only better known a very much larger portion of the trade would be secured to the merchants here.

Louis M. Curry, of Chicago, leaves on the City of Seattle this morning. He stated that he and a number of others had outfitted in Chicago, and was much disappointed upon his arrival in Victoria to learn that he could not only have outfitted cheaper here, but have also saved the duty. While in Seattle he had obtained prices on an outfit, but these could not compare with those ruling in Victoria. The Seattle merchants on finding that he had outfitted in Chicago put their prices away down, but upon Mr. Curry sending round some of his friends to purchase their equipment the prices were run up again to their old figures. Mr. Curry was delighted with Victoria, and said he was simply astonished to find such a beautiful climate so far north. He has written to his friends to buy everything in Victoria.

Jacob Eul, of Chicago, and his partner, A. P. Shulz, of Maywood, Wn., also left on the Danube last evening, taking with them some 1,500 pounds of groceries besides other supplies. They are bound for the Stewart river, where Mr. Eul is interested in some claims. He stated that he had spent a considerable time on the Coast before coming to Victoria, and had obtained prices in Portland, Tacoma and Seattle. He had found, however, that not only could he save money by purchasing here, but he felt confident none of the Victoria merchants would impose upon him in any way. He was delighted with the city and the treatment he had received, and was sending word to his friends to outfit here. He thought that if Americans were allowed to carry off Canadian gold without let or hindrance, the least they could do was to purchase their outfits in Canada.

James E. Kidd, for fifteen years stage manager at Maguire's opera house, Butte City, Mont., is one of a party of thirty-five which arrived here from Seattle this morning to outfit for the North. He and his companions have been putting in the day looking at goods and getting prices, and have decided that it is to their advantage to buy on this side. He spoke in the very highest terms of the merchants of Victoria, and said that the quality of goods carried here far surpassed that of the goods displayed in Seattle. Mr. Kidd is taking in some material with which to open up a show should the opportunity offer, but he intends to try for the yellow metal first, commencing in the Northwest Territories and working gradually towards Alaska. Another section of the party have already gone up to try Copper river, or make an attempt to get into the country.

I. Friend, Riley Smith, Jas. Bunsek, of Chicago, and Wm. McCarthy, of Phœnix, Arizona, arrived here yesterday morning with the intention of outfitting for the Yukon. Mr. McCarthy accompanies the party as an expert miner, he having spent many years in this business in the Western States. He spoke in the warmest manner of the city and the people in it, saying it was "the nicest little town they had ever struck," and that the city was neat, clean, orderly, and in most pleasing contrast with Seattle. He spoke in particularly high terms of the customs officials, who had, he said, spared no pains to facilitate his business. He had not had time to examine into the matter of prices very closely, although what he had seen of the goods and the few prices given him, impressed him in the most favorable manner. The party will remain here for about nine days, their present intention being to leave on the Queen on the 2nd prox.

ALL-CANADIAN RAILWAY.

A Public Meeting Will Discuss the Desirability of a Canadian Terminal Point.

Victoria people are naturally very greatly interested in the neeessity of having an all-Canadian railway to the Yukon. The desirability of having such a road with its terminus at a British Columbia port will be discussed at a public meeting to be held at the city hall on Tuesday, March 1, at 8 p.m. This meeting has been called by the mayor in response to a request which was made to him yesterday in the following petition:

To His Worship the Mayor.

We, the undersigned ratepayers of the city of Victoria, hereby petition Your Worship to call a public meeting to discuss the advisability of asking the Dominion government to continue the all-Canadian route from Telegraph Creek to some point on the Northern coast of British Columbia. Signed by:

D. R. Ker, Thos. Shotbolt, W.G. Cameron, H. Saunders, Ald. McCandless, L. Goodacre, John Dougall, J. Baker, Chas. Hayward, H. A. Munn, A. Maxwell Muir, Ald. Humber, A. W. Jones, Hon. F. Peters, P. R. Brown, Rev. J. H. S. Sweet, H. Dallas Helmcken M.P.P., W. H. Ellis. D. R. Harris, E. M. Johnson, W. H. Bone, Wm. McKay, R. H. Swinerton, George Riley, Ald. J. E. Phillips, W. Smith, Frank Hales, E. Sheritt, J. M. Marks Jas. Jackson, Wm. Lorimer, R. Baker, L. H. Hardie, J. A. Clearihue, Simon Leiser & Co., S. J. Pitts, Thomas Earle M.P., J. R. Carmichael, Chas. H. Lugrin, W. J. Hanna, Geo. Jeeves.

The names on the petition show that all classes of citizens take a great interest in this matter and the meeting will no doubt be a large one and be productive of a lot of valuble discussion.

DR. GALEN AND HUMOURS.

Seeing that he died about 1700 years ago, we can forgive the great Galen for not being quite up to date in physiology. As the physicists of his day believed our environment to be composed of four elements—fire, air, earth and water, so the doctors believed the human body to contain four humors, blood, phlegm, black bile and yellow bile. They held a man's disposition to be regulated by the amount and quality of these several humors. Excess of bile produced the melancholy, and of yellow bile the bilious, temperaments, so called.

Too much of one or the other of these humors, or a vitiation of them, was, in the opinion of the ancient mediciners, the cause of acute disease. Hence their practice of frequent purging and bload-letting. There was both sense and logic in it, too; as modern doctors admit, when driven into a corner.

But when Galen taught that the liver was headquarters for the blood in the body, he was a bit on one side of the mark; yet that the liver is headquarters for a lot of trouble and pain is as evident to day as it was in the ages when medicine was in the hands of the priests and surgery in the hands of the barbers.

Yet it is no more than justice to the liver to remember that it does a tremendous deal of work, and does it amazingly well, so long as it gets anything like fair treatment; but when either the owner of a particular liver (or his ancestors for him) overloads and outdrives this faithful servant, he not only finds it has humors, but very *bad and cranky* humors, at that.

That is what happened to Mrs. Hamer, who says: "Eight years ago I began to suffer from liver complaint. My appetite was poor, and after meals I had much pain and fullness around the chest and sides.

"I suffered excruciating pain from the passing of gall-stones. About every three weeks I was attcked with this agonising trouble, and what I suffered with it is past description.

"I consulted several doctors, who prescribed for me, but their medicines afforded only temporary relief,

"Year after year I continued to suffer, and came almost to despair of ever being free from the disease.

"In January, 1894, I read about cases like mine having been cured by Mother Seigel's Curative Syrup, and determined to give it a trial. I got a supply of this medicine, and after taking it a short time I felt marvellous benefit, and by continueing to use it I was at length completely cured.

"Since that time I have had no return of the painful ailment, and enjoyed good health.

"I have strongly recommended this remarkable remedy to many friends who have benefited by employing it when in need of a medicine. Wishing others to know of what has done so much for me, I consent to the publication of this statement. Signed Mrs. R. Hamer, 52, Catherine Street, Burngrave Road, Sheffield, May 5th, 1897."

One of the offices of the liver is to excrete the bile acid, the bile pigment or colouring matter, and other materials. One of these is a product of nerve waste, and goes by the musical name of *cholesterine*. Now, when this operation is arrested, and the bile stagnates, bile sand is apt to form in some of the small ducts or passages and gets carried into the gall-bladders. Then, as the sand grains grow by accretion, they manufacture the gall-stones which gave our correspondent such terrible pain. They are very hard to dislodge, and sometimes is is necessary to resort to surgical means to do it.

But the thing to bear in mind is, that gall-stones are a symptom of biliousness, and that biliousness is commonly a result and sympton of the stomach complaint we know of as dyspepsia, or indigestion, in a chronic form. In curing this painful and dangerous malady, Mother Seigel's Syrup begins, as it should, at the beginning the stomach, and never rests until all the effected organs are set right.

One more word in your attentive ear. Mind your digestion. Don't let your stomach remain in a disordered condition. On the first signs of it, take Mother Seigel's Syrup. Then you won't be bilious, and will know no more of gall-stones than good old Galen, M.D., knew of the Blarney Stone.

THE funeral of the late Mrs. Wilson was very largely attended yesterday afternoon. The choir assisted Rev. Canon Beanlands at the impressive services in Christ church cathedral, and sympathy was shown by the many beautiful flowers sent by loving friends. The pallbearers were Messrs. Sydney Pitts, F. H. Worlock, Charles Kent. W. J. Macaulay, Rout Harvey, T. B. Kitto, P. Wollaston and Forest Angus.

FREE TO LADIES.

We will give one lady in each town or village a full sized $2 case of LUXURA, the only Toilet article in the world that will develop the bust or any part of the female form, remove wrinkles, etc. Write to-day for it. G. M. WIGGIS, 112 N West 22nd Street, New York.

WARRING RAILWAYS.

Whether Canada Shall Handle the Trade for Her Gold Fields the Great Issue.

Canadian Pacific Stands Alone Whilst the Grand Trunk is Allied With Foreign Roads.

MONTREAL, Feb. 24.—The Herald, speaking of the railway troubles, tonight says: The present rate war is more than a mere railway war. It is a contest of national importance—a keen struggle between the commercial interests of Canada and the United States. The combination of American railways and steamships, formed to divert traffic from Canadian to American channels, seriously threatens the almost complete diversion to the United States of the profitable trade which the discovery of Canadian gold fields has produced, and which is now largely contributing to Canada's prosperity. The Canadian Pacific is battling bravely to retain to Canada the trade that is rightly hers, and although single handed in the fight the company, in protecting its rights, is effectively doing a work from which a rich reward is being reaped by the merchants, manufacturers, artisans and farmers of the Dominion. The Canadian road is striving to build up Canadian ocean ports on the Atlantic and Pacific. It is endeavoring to prevent the enrichment of New York and San Francisco, Seattle and Tacoma at the expense of Halifax, St. John, Montreal, Vancouver and Victoria. It is seeking to foster and protect the young industries and growing commerce of the Dominion, and its efforts, despite hostile combinations and hostile legislation "to hold what we have" should arouse the active sympathy of all Canadians in its behalf. The fight is not all the Canadian Pacific's. It is a struggle in which the people of Canada are perhaps more interested than the company itself for the loss of trade would doubtless be a severe blow to the country than the temporary loss of traffic would be to the railway.

It would seem that the statement made some time ago by the Canadian Pacific railway that the Grand Trunk had allief itself with a number of American lines to the injury of the Canadian Pacific is being verified by the facts. The following is a copy of the authority given by the inter-state commerce commission of the United States at a general session held in Washington, D.C., February 14:

"Martin A. Knapp, chairman; Judson C. Clements, James D. Yeomans, Charles Prouty, commissioners: In the matter of the application of the Great Northern railway company, the Northern Pacific railway company, the Berlington, Cedar Rapids & Northern railway company, the Chicago & North Western railway company, the Chicago & Grand Trunk railway company, the Chicago, Burlington & Northern company, the Chicago, Burlington & Quincy railway company, the Chicago & Great Western railway company, the Chicago, Milwaukee & St. Paul railway company, the Chicago, Rock Island & Pacific railway company, the St. Paul, Minneapolis & Omaha railway company, the Minneapolis & St. Louis railway company, the Wisconsin Central lines, the Grand Trunk of Canada, the Wabash company, the Michigan Central railway company, and the Toronto, Hamilton & Buffalo railway company, for a suspension of the rule of the fourth section of the act to regulate commerce:

"From the verified petition of the above-named charters, filed February 11, 1898, and from the oral testimony of witnesses examined on that date, and the hearing and investigation of said petition by the commission, the following facts are made to appear: That to the Province of Manitoba, in the Dominion of Canada, a large and increasing passenger traffic is passing, particularly from the country adjacent and tributary to the Detroit and St. Clair rivers, which are boundary lines between the state of Michigan and the province of Ontario and points easterly thereof in the Dominion of Canada and the northerly portion of the New England states.

"That the province of Manitoba is reached from the territory above mentioned by the Canadian Pacific Railway, a line lying wholly within the Dominion of Canada and also by the various connecting lines of said petitioners which lie almost wholly within the United States, the distance traversed by them in the United States from the Detroit and St. Clair rivers to the southern boundary of Manitoba being in excess of 1,100 miles. The distance from this east-territory to the competitive points in Manitoba is substantially the same by the Canadian Pacific railway and by the connecting lines of the petitioners. Through tickets are sold from eastern points where this passenger travel originates to Manitoba, both over the Canadian Pacific railway and over the various connecting lines formed by the petitioners. The Canadian Pacific lines, lying wholly in a foreign country, are not subject to the act to regulate commerce, while all the petitioner's lines, except the Grand Trunk railway, the Michigan Central railway, and the Toronto, Hamilton and Buffalo, lie wholly in the United States and are subject to the provisions contained in the fourth section thereof.

"That prior to the completion of the Canadian Pacific railway between the provinces of Ontario and Manitoba the petitioners' lines enjoyed the whole of a large passenger traffic between these provinces, much of which traffic was composed of settlers who were seeking homes in the Northwest and of the passengers so carried by the United States lines found inducements to settle in Minnesota and other Northwest states. With the low rates established by the Canadian Pacific railway on the completion of its through line north of Lake Superior, the United States lines could not compete therefor without demoralizing their intermediate rates or sustaining great loss of needed revenue; and as a result the entire traffic in question was diverted to the Canadian Pacific railway.

"That the Canadian Pacific railway transports passengers from the eastern territory mentioned to Manitoba at rates ranging from $5 to $16 less than the rates established from the same points by the lines of the petitioners. In consequence of such lower rates, the passenger travel in question has been entirely diverted from the United States lines, and now reaches Manitoba by the Canadian Pacific railway.

"There is reason to believe that with the opening of spring the passenger traffic will greatly increase. That the petitioners cannot freely compete with or participate in such traffic without making the same rates between the same points as are made by the Canadian Pacific railway; that they cannot meet the lower rates of the latter without reducing their rates to certain intermediate points unless they are authorized to charge less for longer distances between points in the territory above described than for shorter distances to intermediate points on their respective lines; and that a reduction of rates to such intermediate points would deprive the petitioners of revenue to which they appear to be justly entitled and disturb the basis of passenger rates throughout a large area of territory.

"That a similar state of facts exist with reference to east-bound passenger traffic from Manitoba to the eastern territory above mentioned. That while such east-bound passenger rates now in force are substantially the same by the Candian Pacific as by the petitioners' lines, the former is under no legal restraint which would prevent it from reducing its east-bound rates from the territory in question while retaining present or higher rates from intermediate points, and in the event of such reduction the petitioners would be in a similar situation in respect of their east-bound rates as they are now in respect of their west-bound rates mentioned.

"That the foregoing facts disclose a case of considerable urgency, and appear to justify a temporary suspension of the rule of the fourth section of the act to regulate commerce to the extent and in the territory hereinafter stated and described.

"It is therefore ordered, pending further investigation that upon publishing and filing tariffs as required by the act, and until January 1, 1899, unless this order be in the meantime revoked or modified by the commission, the above named petitioners be and they are hereby authorized to charge less for the transportation of passengers both eastbound and west bound for the longest distances by their several connecting lines between points in the province of Manitoba and contiguous territory and points upon the Detroit and St. Clair rivers and easterly thereof in the Dominion of Canada and in that portion of the New England States reached directly by the rails of said Grand Trunk railway system than for the shorter distances to intermediate points on their respective lines, provided, however, that such lower rates for longer distance shall not any time be less than those previously established or charged by the Canadian Pacific railway for transportation of passengers between the same points; and, provided further, that this order may be revoked or modified at any time in the discretion of the commission, and with or without notice to said petitioners.

(Signed) EDGAR A. MOSELEY,
Secretary.

An official of the Canadian Pacific railway, when seen on the subject, said that it was quite true that similar authority had been granted to divert Kootenay business at the request of the Grand Trunk, and in addition to the authority now granted the same company was seeking authority at Washington to divert British Columbia and Klondike travel to American gateways. It only goes to prove that the Canadian Northwest settlers were diverted to Minnesota and Dakota farms. When asked what effect it would have on the Canadian Pacific, he said "none whatever," that they did not propose to be diverated from their policy of confining Canadian business to Canada, and that they were in a position to make any rates applied by American lines apply also to intermediate points. Such an authority on passenger business was ridiculous, as all a passenger had to do was to buy a through ticket and stop off at the intermediate points he wanted to.

THE MAINE INQUIRY.

Proceeding at Havana With Absolute Secrecy as to the Evidence and Deductions From It.

HAVANA, Feb. 24.—The court of inquiry held its usual session to-day. Capt. Sampson reported that Chaplain Chidwick was examined as to his personal experience at the time of the disaster to the Maine, and that the testimony was taken of the captain of a British bark in the harbor, and the superintendent of the West Indian Oil Works, across the bay, both of whom witnessed the explosion. Mr. Rolf, the British engineer of the floating dock in the harbor, wrote a letter to the court, but, it is said, did not add anything material to what was known. In the afternoon session the divers were examined more fully than before.

Their testimony is taken from day to day. The court expects to sail on the Mangrove for Key West, where the other officers and men will be examined.

Neither the officers of the court of inquiry nor the witnesses will give the slightest indication of the testimony or the conclusion deducible from it, and all say that the men employed on the wreck have been warned to observe an equally strict reticence. This course is regarded as eminently wise by the American and all intelligent Spanish officers, as there is no telling what passions might be aroused or what evil results might be brought about by talking freely on official matters in the present state of public feeling in Havana.

Thus far Americans are treated with the utmost courtesy and kindness, and it seems the special care of residents of Havana to show friendly attentions. Such a state of things is certainly desirable, but it might be easily changed if officers, only partly informed of the truth, talked for publication.

Consul-General Lee says there is no truth in the report that he had asked Captain-General Blanco to dismiss from Cuba certain newspaper men for sending sensational stories to the United States. On the contrary, General Lee has never interfered with the American newspaper men in any way whatever.

Waterproof mackinaws with or without hood. B. Williams & Co.

WORKING FOR A WAR!

United States Press Inducing Belief That Maine Was Wrecked by An Enemy.

Impossible to Float the Hulk and Removal May Be Left to the Spanish.

NEW YORK, Feb. 25.—The Mail and Express publishes an extra on the streets this afternoon with the following from its Havana correspondent, W. S. Quigley:

"The United States naval board of inquiry continued to-day taking the testimony of the divers who have been working on the wreck of the Maine. Those who were sent here from the battleship Iowa and the cruiser New York were examined. While, of course, the members of the court will not talk for publication, I am informed on the highest authority that the evidence of diver Morgan as to the condition of the Maine shows almost beyond the possibility of a doubt in the opinion of my informant that the Maine was blown up by an outside agency. Furthermore Morgan's report was verified by the other American divers who descended to-day.

All of the testimony of the civilian witnesses of the disaster was taken today. The court will finish its work tomorrow, and proceed at once to Key West to take the testimony of the survivors there. It has also been decided not to return to Havana, as all the information as to the cause of the disaster obtainable here has already been secured. It is believed that a decision has been practically reached. The witnesses yet to be examined will hardly change the verdict.

The court has decided against any attempt to raise the ruined battleship. The members are convinced that it would be useless, as she could never be kept afloat, and the Spanish authorities here will be informed that if they wish the wreck removed from the harbor they must attend to the work themselves. This decision gives a better idea of the terrible havoc wrought in the Maine than columns of description could give. The Merritt Wrecking company, it was announced to-day, wanted $2,000,000 to raise the wreck. The company's representatives made this demand after viewing the wrecked vessel. The wreckers to-day turned their attention to salving the great guns. These at least can be recovered in sufficiently good condition to warrant the effort.

Two unknown bodies of the crew were recovered in the wreck by the divers at noon to-day. The bodies were frightfully burned and mangled and it may be impossible to ever identify some of them."

CHICAGO, Feb. 25.—Mr. H. H. Kohlsaat, who is a very close friend of President McKinley, publishes the following in the Chicago Evening Post to-day:

"It can be stated positively that neither the President nor Secretary Long is in possession of a single fact or report in regard to the Maine disaster that they have not made public. While they cannot confirm nor deny the sensational stories published throughout the country as to the progress of the inquiry, they know that none of the evidence or conclusions of the court will be made public in advance of the report. Every official connected with the investigation into the cause of the disaster to the Maine, from Capt. Sampson down to the divers and linemen, is under oath of secrecy. The Maine itself is sacredly guarded from unofficial approach. These facts account for the remarkable equanimity with which the American people read the daily sensations from Havana and the stock jobbing forebodings of war from New York and Washington. This much is absolutely true President McKinley knows nothing about the wreck of the Maine or the testimony as to its cause that he has not made public. He will not withhold any information when he gets it. He has not come to any conclusion as to whether the disaster was accidental or designed, or whether it was caused by an internal or external explosion. when he receives the report of the court of inquiry he will know the facts, which he will make public with his conclusions and policy."

HAVANA, Feb. 25.—The court of inquiry this morning sat longer than usual. The divers were examined more in detail than ever before. The cloudy weather and rain made the work of the divers unsatisfactory to-day, and therefore but little work was done. It was reported that a hole had been made by the divers in one of the forward hatches, and it was hoped to get out a number of bodies later in the day. In the harbor here there is no tidal current to clear away the mud and settlings, so the water is murky and difficult to work in.

The wreck of the Maine is slowly but surely sinking. Before the hull can be raised the guns and deck debris of all kinds must be taken out. This will take time and, for lack of proper appliances, practically nothing has been done yet. Aside from the cabin effects the salvage, thus far, has been small.

The time of the departure of the Mangrove with the court of inquiry for Key West is still in doubt. She is not likely, it now appears, to sail to-day, and Captain Sampson says it is doubtful whether she will sail to-morrow. The captain repeats his former statement that all depends upon the developments of the testimony. The Spanish cruiser Alfonso XII has been towed to a buoy further within the harbor, to make room for the cruiser Vizcaya, which is expected here to-morrow or the next day from the north.

The news of all kinds here is mere routine at preeent, there being no excitement and even rumors are less active than usual.

LONDON, Feb. 25.—According to a special despatch from Madrid reports received there from the United States are to the effect that public opinion in the latter country is becoming more excited owing to the impression that the loss of the Maine was not due to accident, are "restirring popular feeling here (in Madrid), and the conviction is increasing in ministerial circles that the worst must be expected."

Continuing, the despatch says: "The government will have no choice if the United States adopts a threatening attitude, for the prospect of war is popular with all parties, and the more excitable newspapers are already urging the government to take measures to enable Spain to strike the first and decisive blow."

NEW YORK, Feb. 25.—The Spanish cruiser Vizcaya was reported under way at 1:25 p.m. by the observer at quarantine. The Vizcaya had only one guard about her, the navy tug Nina, which circled about her all morning. The flag of the flagship was still at half-mast as she drew down the bay. The big cruiser saluted her diminutive escort, and increasing her speed as she neared the sea, began rapidly to leave the Nina behind. She did not salute the forts at the narrows, but sped swiftly off towards the southwestern horizon.

A dispatch to the Tribune from Havana says: Patience is necessary on the part of the people of the United States in the Maine investigation. Notwithstanding vexatious delays, real progress is being made by the divers. The decision regarding the cause of the disaster ultimately rests on their work. Captain Sampson's naval board has been able to gain the fullest information, showing that an accident through lack of discipline was impossible. This branch of the inquiry brings out what was well understood—the officers and crew of the Maine were under the strictest discipline, because although on the surface the visit of the Maine was friendly, Captain Sigsbee had taken the proper precautions against hostile action.

The work of clearing out the bodies under the hatch proceeds. The sights there are pitiful almost beyond the endurance of the divers, accustomed as they are to such experiences. The condition in which the bodies are found shows that the men, sleeping in bunks, must have been driven against the beams overhead with terrible force. In many instances the bodies are charred beyond possibility of recognition. The board has not yet directed an examination of the hull plates.

While the divers' examinations show that some smaller magazines may have exploded, the fact that the main ten-inch magazine had not exploded seems conclusively established. The story of the finding of a ten-inch copper cylinder was correct. The Spanish authorities adhere to the story of fire in the ship first and an explosion afterwards. The result of the divers' work is conclusive against that theory. Though reports are carefully guarded, it is known that what they found in the interior of the wreck has demolished the theory of a fire before the explosion.

A despatch to the World from Madrid says: Admiral Terry, secretary and chief of staff to the commander of the Maine, says: "The harbor of Havana contained no sub-marine mine in the vicinity of the place where the battleship Maine and Spanish cruiser Alfonza XII were anchored."

A despatch to the Herald from Havana says: "There is no longer any reason to doubt that the explosion which wrecked the Maine came from underneath the vessel. Her magazines had nothing to do with the initial explosion and played a smaller part in the general disaster than was at first supposed."

Passengers on the steamship Concho, which has just arrived from Havana, say the sight of the Maine is horrifying from the evidence which wreckage bore of the power of the explosion and the carnage wrought. Buzzards hung about the wreck, the Spanish officers making no effort to drive them away, though their presence was sickening and offensive. The Spaniards who rowed about in boats did not conceal their satisfaction at the American warship's fate, and sometimes were seen shaking their fists at the flag that hung half-mast above the hulk.

HAVANA, Feb. 25.—The United States lighthouse tender Mangrove is still here, and the court of inquiry will have its usual sessions to-day. It is highly probable that the testimony of civilian witnesses did not add to the court's knowledge of the circumstances attending the explosion, the cause of which these witnesses could hardly know anything, being quite a distance away. The wounded are reported to be doing well thus far to-day. The Derrick & Wrecking Company's tug Right Arm is again at work removing such parts of the wreck as is possible in advance of the stronger tugs from the north. It is believed that the divers will remain at work when the Mangrove leaves. The Fern is the only United States vessel in the harbor.

A FLAG STORY.

Britishers Alleged to Have Hoisted Colors on Territory Claimed by the United States—The Terrible Cold.

SEATTLE, Feb. 25.—The steamer Noyo, which arrived here from Alaska to-day, brings a report that the British flag has been planted at Summit Lake, 14 miles inside of the American boundary line, and 12 miles from Skagway.

It is also reported that eight men have been frozen to death on the trails since February 15.

THE DECEASED ARCHBISHOP.

Remains Lying in State Until Great Public Funeral Next Tuesday.

KINGSTON, Feb. 25.—(Special)—The remains of the late Archbishop Cleary were removed to-day to the palace drawing room, where they are being watched by hundreds of citizens. The body will remain in state until Monday, when it will be taken to St. Michael's cathedral, to remain until the funeral on Tuesday. Flowers are not to be allowed, as only emblems of the hope of resurrection through the cross are permissible at the funeral of an archbishop.

Mgr. Farrenny, of Belleville, has been appointed administrator of the diocese.

Mission House Burned.

WINNIPEG, Feb. 25.—(Special)—The Roman Catholic mission residence at St. Laurent was totally destroyed by fire last night. The church was saved with great difficulty.

Fatal Accident.

WINNIPEG, Feb. 25.—(Special)—Jeremian Murphy, aged 18, was instantly killed in McArthur's sawmill near Russell, by falling on a circular saw.

Killed on a Crossing.

TORONTO, Feb. 24.—(Special)—Roderick McDonald, aged 65, was instantly killed at the Humber crossing by the newspaper train leaving the city this morning.

BOLD AFRICAN POLICY.

Mr. Chamberlain Says British Will Not Lose by Hesitation as in the Past.

Sealing Arbitration Before the Commons and Mr. Davitt Speaks for the United States.

LONDON, Feb. 24.—In the House of Commons to-day in reply to a question as to the West African situation, Mr. Chamberlain said he expected a friendly and satisfactory settlement, but under the agreement with France, he could not give details until the negotiations in Paris were ended. The difficulties, he observed, had not arisen regarding the delimitation of the Say-Borua line, but in the delimitation west of Niger. Speaking generally he would say that the competition of other nations had compelled Great Britain to adopt a more forward policy in the hinterlands of her African colonies. From the French standpoint he could only admire the French policy which had carved for France an enormous empire from which she would in the future derive well-deserved benefits. In conclusion, Mr. Chamberlain asserted that the cabinet was united in its African policy. He believed the country also was united, and that while ready to make concessions for the sake of maintaining peaceful relations with foreign powers the country would not allow important British interests to be sacrificed.

Mr. Chamberlain said: "It is a lamentable fact that we allowed ourselves to be forestalled in Sierra Leone and Gambia and the government determined that the same fate should not attend the Niger and the Gold Coast. Consequently it decided to raise a frontier force under Captain Lugard to occupy the hinterland of this territory. The creation of this force is necessary whether the difficulties with France are satifactorily settled or not.

Mr. Labouchere's motion to reduce the colonial vote was then rejected by a vote of 224 against 27.

During the discussion of supply Mr. T. Gibson Bowles, Conservative member for King's Linn, complained of the grant of £5,000 for the inquiry as to the Behring sea seals. He described the commission as "unnecessary and unpractical."

Mr. Geo. N. Curzon, under secretary of state for foreign affairs, replied that the United States government had constantly urged Great Britain to revise the Paris regulations earlier than the treaty provided. Great Britain had always replied that the question must be decided on the evidence of experts. An expert inquiry was then suggested. A commission was appointed and it was subsequently decided to continue the commission.

Mr. Michael Davitt, anti-Parnellite member for South Mayo, said he thought the United States had been badly treated by England and not England by the United States.

Mr. Sidney Buxton, radical member for Poplar (Tower Hamlets), questioned the government as to the progress of the Guiana boundaries arbitration.

Mr. Curzon, replying, called attention to the length of time necessary for delivering the cases, and said he could not promise an early settlement.

LONDON, Feb. 25.—The morning newspapers and all parties concerned raise a chorus of approval over Mr. Chamberlain's scheme, which begins with the construction of Rhodesia into a crown colony. The arrangement is regarded as reassuring for the Transvaal, since the British government is now responsible for any attack upon the Transvaal. The scheme does not affect Northern Rhodesia, which is left for future consideration.

FRANCE IN CHINA.

No Intention to Follow the Aggressive Example of Germany and Russia.

LONDON, Feb. 25.—In the House of Commons to-day the secretary for foreign affairs, Mr. Curzon, replying to Admiral Lord Charles Beresford as to whether France intended to occupy Hainan as a naval base in the Far East, similar to the steps taken by Germany and Russia, said that the French government had intimated to the British ambassador at Paris, Sir Edmund Monson, that it had not the least intention of initiating any such policy in China.

MR. SIFTON'S BARGAIN.

He Wishes to Stand by It While His Colleagues Would Reopen the Question.

TORONTO, Feb. 25.—(Special)—The Ottawa correspondent of the Mail, discussing the Hamilton Smith feature of the Yukon railway matter, says:

"Realizing this fact, there are several members of the cabinet quite willing now to re-open this question. The strongest possible opposition to considering the new offer comes from Mr. Sifton, minister of the interior, who ought under ordinary circumstances to be the champion of the West against all land-grabbers, and who is threatening to resign if his colleagues insist upon making any move that will render a reduction in the land grant possible. He stated a few days ago in the house that he had spent long and weary hours trying to induce Mackenzie & Mann to accept the contract for a smaller subsidy, but now that a railway can be built for one-quarter of the subsidy, Mr. Sifton is the chief and only obstacle to the adoption of a more reasonable course.

In reply to a telegram of inquiry to Hamilton Smith who was in New York, regarding his offer to the government, he sent the following message: "Van Horne asked at my request to approach Sifton day latter's return from West, showing my plan, naming most of my London associates and indicating my desire to build line by Dalton route."

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