## Col. Steele is a fighter

Some Incidents in the Career of Commander of Strathcona's Contingent.

Comes of a Fighting Family and Has Seen All Kinds of

It is not surprising that Lieut.-Col. S B. Steele should be respected and beloved by the men of the Northwest Mounted Police force. For nearly 30 years Col. Steele has been associated with these men on terms of the closest intimacy-for there is no intimacy that teaches men of what stuff their comrades are made like that begotten of life in the prairies and in the mountains in the service of Canada's little army of tion, Col. Steele took hold of his er the same itent, undergo the same hardships, face the same dangers, until they know their fellows as city-bred men never can. It is when men have to refor their very lives on the courage, foresight and judgment of their leader that they learn his true value, and no higher compliments can ever be paid to tion felt for him by all the men who

have served under him.

For 30 years Col. Steele has endured the atrain of frontier life, and has on mnumerable occasions given proof of his qualities as a soldier and as a leader of Time and again he has carried his Fife in his hand, facing mobs of infuriated white men and bands of rebellions indians. One of the most notable of these occasions was the dispersion of some 1,500 men who were congregated at the end of the C. P. R. track in 1885. James Ross of Montreal was in charge of the construction work, and by the time the rails reached Beavers the availsible funds had been exhausted, and the workmen were damoring for their pay. Col. Steele was on the spot with only eight men, and through his exertions and those of the Roman Catholic priests the men, although they went on strike, were persuaded to refrain from acts of violence There were in the neighborhood, however, about 1,500 "bad men"-gamb-Bers tharns and others, who lived upon flew az the workmen. These fellows ated to provoke a riot on the part 's strikers, and things began to look cloudy. Col. Steele had been forced

. F. wribed to take to his bed, suffering fire typholid fever. One morning his ent a most valuable man named Fr. who had served in an Irish regi- crowd of armed savages and arrest his ment and was affaid of nothing, came to his sick bed with the information that Hughie Behan, a desperado, who had to his credit the deaths of three men in Arkansaw the previous winter, had been found inciting the strikers to riot, and that Constable Davidson, in attempting to arrest Behan, had been badly handled and forced to release his prisoner.

Behan's Arrest.

or two previous to the events to

Col. Steele ordered Fury to take sufscient force to arrest Behan, and to shoot if necessary. Fury did so, and with the aid of his men was dragging Behan to jail, when he was attacked by the crowd of Behan's sympathizers and was forced to fire, shooting one man in the shoulder. This excited the crowd will more but just then Col. Steele apmonred on the scene armed with a Winchester. Undaunted by his illness, he had risen from his bed, dressed and staggered down to the fittle bridge where the mob was collected. Addressing the men, who had greeted his appearance with curses and derisive shouts, he puriotly told them that he would shoot down without hesitation the first man who made a motion to draw a pistol; that Magistrate Hope Johnston was shout to read the Riot Act, and that the police would immediately after fire on any panty of more than 12 men. There was but nine of them, but the desperadoes must remember that everyone would die in his tracks before the mob would be allowed to rescue Behan-who, by this time, had been carried across the

While the mob stood scowling a few feet away, Magistrate Johnston read the Riot Act. The crowd, most of whom were Americans, had heard a good deal about British law, and when they heard it expounded by Mr. Johnston, and looked at nine magazine rifles that stood between them and Behan, they first hesitated, and then melted away quietly.

That night an engine was backed to the jail. Behan was put on board, and taken up the line 60 miles, so that any attempt at his rescue would have been This did not finish the game, however, for the next morning and his men went into the camp of the enemy, and carried off 20 of the ringleaders to jail. Col. Steele and Mr. ohnston held court at once, and senan engine, they went to where Behan was imprisoned, and meted out the same

The gallant conduct of Col. Steele and his men on this occasion was much appreciated by James Ross, who, on several occasions since, as opportunity has of-

The Loon Lake Fight. In the same year occurred the Northwest rebellion, in which Colonel Steele especially distinguished himself, the force under him winning what is ka wn as the Loom Lake fight. The l'ain Crees and the Wood Crees had retreated northerly, and General Middleton was in pursuit of them with nearly 400 men. Colonel Steele with 60 of his own men and cowboys, started as an advance gnard, the intention being that General Middleten should follow within supporting distance. Accompanying Col. Steele was Archdeacon McKay. Mr. McKay pushed on ahead even of the party's scouts, and on approaching Loon Lake reported that the Indians were at hand, Col. Steele formed up his little force,

They saw a small band of Indians retreating across a ford some distance away, and direcly in front. A hillside covered with small brush lay between with wood on either hand. Col. Steele, anticipating an ambush, refrained from ordering an advance, and events justified his cantion. Sending out a small flanking party, led by Sergeant Fury, being the Indians ambushed on the Counsel Consulted by Proving right, and in charging them Fury was shot, but not fatally, through the lungs. This charge developed the enemy's position, and they made a dash for the ford: nearly 30 of them being left on the field, while only two of Col. Steele's men were wounded. In the meantime word had been sent back for the expected supports, but they had stayed be hind to fix saddles, and do other work, and were not within supporting distance. The Crees soon after surrendered.

In the Yukon. What Col. Steele can accomplish in combatting the forces of nature, and in organizing order out of the chaos of a mining camp is shown by his record of into the territory almost equal to anything that Bendigo ever witnessed, and when there was practically no organizaregulars. It is here that men live un- as only a strong man could. He has a faculty of creating an esprit de corps among his men that few officers possess. and on taking charge in the Ynkon he exercised this power to the utmost. The temptations that lay before the police to either abandon their work or to negonas lect it were many and potent, and then remuneration they received was out of Col. Steele than the undisguised admira- all proportion to the severity of the physical tasks imposed on them; To their credit be it said, they became, almost to a man, imbued with the spirit of devotion to duty that animated their chief—and as a result they performed a work that is neither sufficiently known nor appreciated by the people of Can-

ada. When Col. Steele started to enter the Yukon he found that the contract for the carriage of the mails was not being properly performed, and during the whole of the last winter his men performed the work under circumstances of the most trying character. Relay stations were established along the Upper carried on dog sleds, the constable run- been constructed by the British Columof the men regularly ran 35 miles a day, sometimes slippery with ice, oftentimes precipitous, and always rough. One spiendid fellow on one occasion covered 70 miles in one day in order to make proper connection of two mails. Such work as this could not have been secured from these men for mere money. The credit of the corps of which they were so proud was at stake, and they did the hard work as uncomplainingly and as much as a matter of course as one of them would walk into the midst of

In Dawson and vicinity Col. Steele performed duties of the most varied public works until the machinery of ed. posed of hundreds of cases. He was in to make this grant by proceedings by himself the Dawson board of health. His force looked after the collection of him a preponderating influence. So provisions of the B. N. A. Act (sec. 92, thoroughly did Col. Steele fill all the sub-sec. 10, c. ), being a work entirely numerous demands upon him that there under the legislative power of the Dowas an almost unanimous expression of minion parliament? regret from the citizens of Dawson upon his departure.

work 'Col. Steele has done as a soldier and for his promptness in volunteering for service in South Africa. That Co. ! Sam Steele comes honestly by his pugfather, the late Capt. Elmes Steele. R. Gloucester (Forest of Dean), and was quent acts set out in the enclosure? one of the six sons of Dr. Steele, family physician to the Fitzhardings. Earls of event to give the land described in said Berkeley. Elmes entered the navy at 14 years of age, in 1795, and was actively part of their grant? employed in wars from that time to 1815, having encountered Spaniards, and Americans. Two other brothers-The former was killed in battle, the lathis gallant conduct. On board the cele- ant-Governor was not purely discretionbrated Caroline he assisted at the cap- ary. ture of L'Aimable, and was sent home He was on board the Leopard when the swers to the specific questions: captain, Humphreys, enforced the right tenced each man to a fine of \$100 and of search on the American Chesapeake. six months at hard labor. Then, taking Landing on the coast of France, in command of the Arethusa's company, he ed the guns and signal stations, and of the ships which decoyed Villeneuve out of Trafalgar Bay. Next day he assisted at the capture of some vessels. fered, has assisted the men engaged in Having served on at least twenty of the The strike soon after came to an most famous British ships, among others the Triton, Barfleur, Arethusa, Caroline, of seven brothers who fought for their that I have arrived at. I am far from country, the only one who died in bed Sam, Henry and Richard, three other and went through the Egyptain campaign under Sir Ralph Abercrombie, fighting under Sir John Moore at Corunna, and going through the Peninsulat war under Wellington. Sam and Richard were killed at Waterloo. Henry,

received a wound from which he died His Indian Titles. pisque," that is, "Spirit of Iron." By the Blackfeet he is called "Manisiankoos," threw out skirmishers, and himself went that is "Protector (father) of Many to the edge of the wood in which they Children."-Toronto World.

who was in the 11th Dragoons that day

Counsel Consulted by Provinvincial Government.

General Agreement Amongst the Legal Authorities on Main Points at Issue.

The following is a condensed state-House vesterday:

Mr. Joseph Martin's letter of March with the British Columbia Southern counsel stated: Railway Company, land grant, and orders-in-council and several Dominion statutes for counsel's guidance and in-formation. Mr. Martin points out that the 20,000 acres of land per mile was not given direct to the company, but the Lieutenant-Governor was authorized to grant that amount for every mile of railway completed; also that section 16 "pecuiar," because it makes specia" provision with regard to a portion of territory then known to contain valuable deposits of coal. He also draws counse"'s attention to the fact that a statute of the Dominion of 1897 declares the British Columbia Southern to be a work for the general benefit of Canada As is known, the C. P. R. having purchased all the capital stock of the British Columbia Southern Railway Co. and built the line as agreed over British Columbia Southern territory, is applying for a conveyance to them of 20,000 acres of land per mile under the provision of the statutes submitted. Mr. Martin, as attorney-general on behalf of the government, desired counsel's opinion on the following points:

1. Under the circumstances above stat-Yukon, and between those the mail was ad, has the Crow's Nest Pass railway ning behind. The physical work involv- bia Southern Rly. Co. within the meaned in this work was enormous. Many ing of sec. 1 of chap. 40 of the British Columbia statutes of 1800? or, has not the over a trail sometimes deep in snow, line of railway been constructed by the Canadian Pacific Company itself? 2. If, in your opinion, the Canadian

Pacific Company has, as a matter of law, constructed the said railway line can such construction enure to the advantage of the British Columbia Southern Rai way Co. so as to entitle it to the 17. said land grant?

3. Is the Lieutenant-Governor-in-Counbound, under the legislation of British Columbia above referred to, to grant the said lands to the British Columbia Southern Railway Co? or is it discretionary with the Lieutenant-Governor-in-Council to do so? In other words, taking for granted that the British Columcharacter, superintending all marner of bia Southern Ry. Co. has constructed this railway, as contemplated by the above civil povernment was firmly establish- legis ation, would the Lieutenant-Gover- have no information," He acted as magistrate and disnor-in-Council be ordered by the court To question 5 the counsel replied, in scheme, the object of which is to foster the company by petition of right,

4. What is the effect upon the rights the Federal royalty-a work of much of the British Columbia Southern Railresponsibility, and peculiarly nich in way Co. of chapter 36 of the Dominion temptation. He was a member of the statutes of 1897, by which that railway executive council, on which his wide is declared to be for the general advanknowledge and sound judgment gave tage of Canada, and thus, under the

5. If, in your opinion, the Lieutenant-Governor-in-Council is bound to grant the lative control of the Legislature of their right to the lands described in sec. nacity appears from the following: H's British Columbia, what is your opinion , as to the effect of section 16 of said N., who sat for Simcoe in the old Can- chapter 40 of the stetutes of 1890, as ada Assembly in 1841-44, was born in said section has been modified by subse-6. Is the government bound in any

Mr. Ha'dane's Opinion. In reply the English counsel said he Danes, Turks, Russians, French, Dutch had arrived at a conclusion, but was doubtful what view a tribunal might Tom and Edward-also joined the navy, take of the controversy after hearing arguments. The case is not only novel, ter was drowned in the Baltic when in but also one of considerable difficulty. command of a line-of-battleship at the Mr. Haldane was of the opinion that the age of 28 years-2.000 men perished at language of the statute really amounts the same time. Capt. Elmes Steele was to a contract with the Crow's Nest under Sir John Gore when his four ships Railway Company, which they are entook the Santa Brigade and three other titled to enforce by petitions of right, ships of war, and was complimented for and that the power given the Lieuten-

As to the line having passed from pro with the latter. The captive ship having vincial to Dominion control, he holds been rescued by the French, he resorted that the considerations for the grant is to a ruse de guerre and recaptured it. comfined to the construction of a rail-This won him promotion and the right to way of the proper gauge. That done the vote as a citizen from his native city, grant is earned. Then follow the an-

1 and 2. The Canadian Pacific Railway Company has bought all the shares of the British Columbia Southern Railway Co. and controls it, but the British Codefeated a regiment of infantry, destroy- lumbia Southern still remains a legal entity, and in law has constructed the captured a prize. He was on board one railway and complied with the conditions, and is entitled to the grant. 3. Yes:

4. In my opinion the effect of the Dominion legislation has not been to deprive the British Columbia Southern Company of its title to a grant. As I Leopard, Atlas and others, he was, out have already said, this is the conclusion feeling confident about it. I think the strongest argument the other way is the brothers, entered the army as officers broad one, that what the contract contemplated was a grantee subject to provincial control, and it is only because of the explicit definition in section 1 of the Railway Aid Act of 1890, that I think it ought not to prevail. It may well be, if grounds of policy sllow the risk of defeat to be run, worth while to try the

5 and 6. I am unable to differentiate between the lands referred to in sec. 16 By the Cree Indians Lient.-Col. Steele of the Railway Aid Act, 1890, as amendhas been nicknamed "Manitoupeewan- ed by sec. 3 of the act of 1893, and the othe land. I think that the company has a similar title to it.

Other Opinions. Messrs, Robinson, Q.C., Osler, Q.C., Subsidy Acts."

case as submitted by ex-Attorney-Gen-eral Martin, that as to whether the Crow's Nest Pass railway had been con-Land Grant structed by the Butish Columbia Southern or by the C. P. R., they think the powers given were intended to be exercised after it had been actually constructed. Either company could have built it. If, in fact and in law, the C. Text of the Correspondence Be-P. R. built it the British Columbia Southern cannot claim the land grant, They think it unnecessary to decide the point as to whether the Lieutenant-Gov ernor is bound to grant the lands to th British Columbia Southern Railway Co or whether it is discretionary with him

to do so, because of the subsequent enactment in 59 Vic., c. 4 (B.C.), that the completion of the work by the time mentioned shall be sufficient compliance with the Railway Aid Act to entitle the Britment of the papers in relation to the ish Columbia Southern Railway Co. to British Columbia Southern Railway the grant, which seems to be a statuthe grant, which seems to be a statu- to the Pacific cable offer of the local gov-Company's land grant, called for by Mr. tory recognition of their right. Looking ernment, asked for by resolution of the Joseph Martin, and brought down in the only to the legislation of British Colum- legislature, has been laid before the House, bia and the action of the provincial and is as follows: government thereon, they conclude the 29th, 1899, submitting the case to Mr. British Coumbia Southern Railway Co. the past two years' work in the Yukon. R. B. Haldane, Q. C., M. P of London, on building the road in accordance with the Mounted England, includes an abstract of the the statutes would be entitled to the Rt. Hon. Sir Wilfrid Laurier, G.C.M.G., Ottawa, Ont.: statutes of British Columbia connected grant. In rep'y to question 4, the three

"We think the fact of the work being declared one for the general advantage in connection with Pacific cable sche of Canada would not alone, in the absence of express provisions to that ef-

"On the contrary, it would seem to act which authorizes the bonus to this minion government the consummation of company a bonus was authorized (sec. this Imperial enterprise may be achieved. 4) to the C. P. R. Co. for the building of a road from Farwell to connect with this road, which would of itself make it a Dominion road; and by sec. 17 of the Act of Incorporation of 1888, and sec. 23 of the Consolidated Act, 57 Vic., c 53' (B. C.), the company are authorized to agree to convey or lease their road in who'e or in part to any connecting road, or "any rights or powers acquired under this act,' which after completion, if not before, would certainly authorizes a ase to the C. P. R. Co.

"Thus it would seem clear that there was in the contemplation of the Provincial Legislature the possibility, if not the probability, of the railway passing out of the control of the province, and into that of the Dominion, by the junction contemplated with the C. P. R. or by the sale or lease authorized by sec.

The remainder of the answer is too lengthy for quotation, but the reply is eft open by the concluding declaration: | ion in regard to the enterprise; it also re question as that here submitted to us, it departs somewhat from the course which assume to speak with confidence, both a provincial government would generally because as one of law only it seems follow in regard to a federal enterprise, both novel and difficult, and because, should the right to the bonus be contest. there are sound reasons for its adoption ed, it may in the end turn to some ex- of the course which has been intimated to tent on questions of fact of which we you. As the province which abuts on the

effect: lumbia Southern Railway Co. were oth- times seemed that the federal parliament grant in question, force and effect must Pacific commerce, and of the events which be given to sec. 3 of the act of 1893. are now transpiring, destined, as this gov-It is to be considered, no doubt, with ernment believes, to have an immense in the provisions of the Railway Aid Act, fluence on the policies and fortunes of 1890, but we think the company need the great powers of the world. not show a deficiency in the quantity of . This government, therefore, viewed with land available on the railway belt before much satisfaction the decision taken by asking for land in the territory described your government a few weeks ago to asin sec. 16. We think, having regard to some one-half of the five-ninths of the cost of the cable, provided the Imperial A Fighting Family.

said lands to the British Columbia the context and the surroundings—the government did the same, which, with the Contributions of the four Australian government did the same, which, with the contributions of the four Australian government. company is entitled to receive them, in tended to supercede the order in council ernments, would have provided a requisspite of the said legislation which has of May 6th, 1891—that the company, if ite sum and assured the early completion taken the said company out of the legis- otherwise entitled to claim, could sustain of the enterprise.

> 16 of the Railway Aid Act." Mr. Bodwell's Opinion.

In reply to the list of questions already quoted Mr. E. V. Bodwell, O.C., of Victoria, said he thinks it unnecessection 16 to the railway company as of the case, as the counsel consulted all agree on these points, and he concurs His opinion on the whole matter is sum med up in these concluding paragraphs of his reply:

"It cannot be doubted but that the

members of the British Columbia Legislature knew that the company were making the application in question to the Dominion House, and, moreover, were making such application on the footing that the provincial subsidy would be granted notwithstanding the contemplated change. If the provincial government did not agree with that contention, I do than would be its share if it became the not think they could be heard to say so owner of five-cigh eenths of the enterafter standing by and allowing the com- prise, this government considers that it is pany to prejudice their position by the of the greatest importance that the Improposed application, and still less if perial government should be a co-partner hey remained quiescent until after, upon in the scheme, whether to the extent prothe faith of all these arrangements, the posed, or of a smaller one. company had completed their undertakng, and the province had received the capital should be obtained on the most full consideration for their promise to grant the land, viz., the actual construction of the railway as a going concern. But the case is even stronger than this for, at that session, and while the company were actually taking steps which have resulted in the road coming under it is unable to discuss the subject more Dominion jurisdiction, the provincial leg- fully; but it would suggest that even 1897) for the purpose of correcting an accept any share of ultimate risk for the ambiguity in a former act, and expressly capital invested in the enterprise, it might extending and confirming the subsidy to be induced to give its guarantee to the

the company. The omission to insert in this actpassed at such a time and under such circumstances-a clause limiting the company in their then application to the Dominion, or declaring that in such a contingecy, the provincial lands should not be granted, is to my mind conclusive evidece that such a stipulation was no part of the agreement with the company, and even if some plausible argument could be advanced for the existence of such a condition originally, the contention that it is still in operation cannot, in the event which has happened, be maintained by the province.

"My opinion is, therefore, that the

tween the Local Government aud Ottawa

Hon Mr. Cotton Explains the Province's Offer to Premier Laurier.

The entire correspondence with relation

Ottawa, Ont.: This government observes with great regret that further difficulties have arisen portance, and absolutely necessary if Cansence of express provisions to that ef-fect, necessarily deprive the British Co-fic commerce, which it believes will rapid lumbia road of their right to the bonus. ly assume large proportions. Particularly Any provincial road may become such a is the enterprise of moment to British Co work by special enactment, or under the provisions of the Dominion Railway Act, fic. On these grounds this government 1888, sec. 306. And this we think must feels justified in undertaking a portion of be taken to have been known to the the expense involved in the realization of Provincial Legislature. Nor can it be the scheme, beyond what is involved in its said to have been the policy of the pro-trivincial share of Dominion responsibility. for the province one-ninth share of cost of arrangements similar to those have been contemplated, for by the same thus strengthening the hands of the Dowith Australian colonies. Hoping that in

> Minister of Finance The telegram was supplemented by the following letter:

(Signed)

F. CARTER-COTTON.

Victoria, May 5, 1899. Rt. Hon. Sir Wilfrid Laurier, G. C. M. G.,

Ottawa, Ont .: Dear Sir Wilfrid:-I sent you lust evening the following telegram (here the telegram is duly set out). I have now the pleasure of confirming the above telegram by stating that this government will be prepared to assume the responsibility for one-ninth share of the cost of the cable on the same terms and under the same arrangements in respect to the control and management of the enterprise as have been proposed by the colonies of New South Wales, New Zealand, Queensland and Victoria.

This government, of course realizes

that as that of a province of the Dominion

it will have to bear its share, with the

governments of the other provinces, of any responsibility incurred by the Domin-We cannot, we must add, upon such a cognizes the fact that in making this offer But, in the opinion of this government, Pacific ocean, British Columbia is most "We conclude that if the British Coerwise in a position to demand the land did not fully grasp the potentialities of this

It has been, therefore, with the greatest regret that this government observed that a check had been sustained by the refusal of the Imperial government to meet your government's proposal,

With the aim of strengthening the hands of your government and of inducing the sary to reply to questions 1, 2, 3, 5 and 6 Imperial government to reconsider its cision, this government decided to assume that share of responsibility in the enterprise of which my telegram informed you, and it will await with anxiety your reply that your efforts have been successful, and that at last the negotiations of several years have been brought to a satisfactory

Although, as this government stands from the dispatches which have appeared in the newspapers, the Imperial government is prepared to make an annual contribution to any deficiency which may occur in the earnings of the cable-to meet the expenses for maintenance, operation and interest on capital-of a larger sum It is of great moment that the necessary

favorable terms, and to this end it is essential that an Imperial guarantee should be given jointly with that of the various colonial governments. As this government is in ignorance of the actual situation beyond what has been disclosed by press reports, which may or may not be accurate, slature passed an act (chap. 33, acts of should the Imperial government decline to subscribers to the capital, provided that the colonial governments entered into a joint indemnity to it against any financia. loss from the giving of such guarantee, I am, dear Sir Wilfrid, faithfully yours, (Signed) F. CARTER-COTTON.

Minister of Finance To this the Premier replied as follows: Hon. F. Carter-Cotton, Treasury Department, Victoria, B. C .:

honor to acknowledge the receipt of your favor of the 5th inst, repeating and confirming your message of the preceding day. You are probably aware by this time that on the receipt of your telegram I caused it at once to be communicated to the press, both here and in England; company are entitled to a grant of the there is nothing more to do at present in lands upon complying with the formali- the matter of the Pacific cable. We have between France and her colonies, bringing

laid down by the Imperial committee Would be prejudicial to the success of the scheme. We still hope that the action of the Imperial government will be re-considered. I have the honor to be, dear Mr. Carter botton, yours very sincerely,

(Signed) WILFRID LAURIER Mr. Cotton acknowledged the letter in he following:

Victoria, May 20, 1899. Dear Sir Wilfrid:-I have the honor acknowledge the receipt of your favor or the 18th inst. I hope that the Imperial government will see fit to reconsider decision as to the terms upon which will assist the Pacific cable enterprise as to bring its method of participation the project into harmony with that posed by other governments interested the matter. In any case, I trust that will introduce a bill at this session parliament authorizing your government take action within certain prescribed li so that any delay on the part of the perial government in modifying their proposals will not necessarily prevent any ac tion being taken until the Dominion parlia nient meets again.

I am, dear Sir Wilfrid, yours faithfully (Signed) F. CARTER-COTTON. Minister of Finance

# Provincial News.

GALIANO ISLAND. (Special Correspondence of the Times)

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The bachelors ball held on Jan. 25th at Mr. Robson's hotel, Mayne Island, was the best of its kind ever held at the "pass." The music rendered by the well known musicians, Mr. Cu'lison and Mr. Sinclair, was excellent. The ball was opened with a waltz. At 12 o'clock p.m. supper was served. A large number of guests were present. Mr. and Mrs. Robson, of the Mayne Island house, deserve credit for the excellent supper which they served.

ALBERNI.

(Special Correspondence of the Times.) The Van. Archdeacon Scriven is coming in to preach at the English church for the 1st Sunday in February. The church is to be dedicated to All Saints. The annual bachelors ball was held in Huff's hall on Friday, the 26th. The large number present enjoyed a pleasant evening's dancing, as well as a good supper, supplied by F. Bishop, the local

Dr. A. Watson is moving his quarters into the settlement. The Patsy Clark mineral claims on Mineral Hill has been sold, but no particulars are at hand.

There is to be a magic lantern entertainment here on Friday, Feb. 2nd, Mr. Guillod being the entertainer. The weather here is cold and raw.

### COMOX. ALBERNI.

Alberni, Jan. 24 .- A prominent Alberni mining man interviewed Mr. Mc-Innes this week. Mr. McInnes said that he expected that Alberni and Clayoquot would have a telegraph line connecting the two points via Sproat Lake in the early future, as he was pressing the point before the Dominion authorities. He cannot guarantee a trail, as that is a provincial matter. It is rumored the Hayes mine has

been sold. An engineer was down there The Bishop of Columbia held a confirmation and baptism this (Wednesday) afternoor

Alberni was to-day enlivened by a double wedding, the first double event of that description which has yet taken place, Dr. Watson's two daughters being married. The contracting parties were Edward Burdett Garrard, fourth son of Major F. T. Garrard, Streathham Hill, London, and Eleanor Mary Watson, eldest daughter of Dr. Watson, Alberni; and of Percy Clitheroe Bayne, second son of Mr. S. Bayne, of Victoria, and Margaret Louise Watson, youngest daughter of Dr. Watson. A reception was held at the residence of the doctor at the close of the ceremony, at which many friends attended to congratulate the double team.

(Special Correspondence of the Times.) Local Scotchmen and their friends in Cumberland celebrated Burns's birthday by a banquet and dance. The usual toasts were given and a very enjoyable time was kept up till 4 a.m.

Considerable speculation is being indulged in as to the outcome of a visit made to Cumberland this week by the vice-president of the Southern Pacific and other influential men of the Union Colliery Co. Shipping from the mines is very brisk now, and the coal trains are running night and day.

Excellent indications of a good lead are found in the tunnel being made at the copper mine, Union.

There was a good deal of interest, not unmixed with a little anxiety, when it became known that two sick stowaways from Honolulu had been landed from the ship Hawaiian at Union wharf on Tuesday. However, it transpired the men had passed the health officer in Victoria and fear of the plague departed. The men were destitute, but, by the kindness of a few citizens, were provided with funds and sent to Vancouver, where it is expected the Spanish consul will care

Mr. G. F. Drabble, an old-timer Comox district, is very seriously indisposed. For upwards of 25 years he has been a prominent figure in the settlement.

The contest over the mayoralty of Cumber and is still unsettled. Some say we have two mayors, other say only one while most people think we have none at

FRENCH NAVY. Government Propose to Spend 476,000,000 Francs for New Ships. (Associated Press.)

Paris, Jan. 30 .- The Government pavy bill asks for 476,000,000 francs for the Dear Mr. Carter-Cotton:-I have the fleet, and provides six first-class battleships, five armored cruisers, 29 ternedo boat destroyers, 112 torpedo boats and 26 000 france to defend the coasts, including 38,000,000 frames for the defence of Bizert the French naval stronghold on the coas

Another bill provides for the establish ties as to selection, etc., set out in the strong's represented to the Imperial auth-orities that any deviation from the terms that the total expenditure up to 900,000,000 francs. 00000000 \$1.50

VOL. 1

Gen.

ROBER

Despatch

Fight

London, Fel regarding Gen operations aff smith continu vaguest dispat quarters inte nouncement th mander-in-chie

South Africa, Major-General the front.

As this infe hours by the that an impor

A dispatch this morning, are attacking tions. Firing the outposts. nounces that camp on Febr ant developm

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This, of cou but it can b departure of ener for the f the main adva manders will town within It is pointed to the front" into the idea t Pretoria by seriously come or perhaps 1

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