

BATTLESHIP MAINE BLOWN TO PIECES.

An Awful Disaster Overtakes the United States' Crack Warship at Havana.

Tremendous Explosion in the Gun Cotton Room Forward Under the Mess Quarters.

Over Two Hundred and Fifty Lives are Lost and Many are Wounded and Missing— Excitement at Havana.

The Captain and Nearly All the Officers Said to Have Escaped —Speculation as to the Cause of the Great Calamity Was It An Accident or By Design?

Washington, D. C., Feb. 16.—The United States battleship Maine, lying in Havana harbor, was destroyed by an explosion last evening, which occurred, it is thought, in the powder magazine. All the officers are thought to have been saved, but it is estimated that over 200 of the crew are killed.

Telegram From Sigbee.

The secretary of the navy has received the following telegram from Captain Sigbee:

The Maine was blown up in Havana harbor at 9:40 and destroyed. Many are wounded and doubtless more are killed and drowned. The wounded and others are on board the Spanish men-of-war and the Ward line steamer Stenger. Send lighthouse tenders from Key West for the crew and the few pieces of equipment still above water. Public opinion should be suspended till further reports. All the officers are believed to be saved, but Jenkins and Merritt are not yet accounted for. Many Spanish officers, including representatives of General Blanco, are now with me and express sympathy.

(Signed) SIGSBEE.

The secretary of the navy received another dispatch from Key West at the same time with the above, but its contents have not been made public. Orders for the lighthouse tenders were sent at once to Key West.

Consternation At Havana.

Havana, Feb. 16.—The wildest consternation prevails at Havana. The wharves are crowded with thousands of people. It is believed that the explosion occurred in a small powder magazine. At a quarter to 11 last night what remained of the Maine was still burning. The captain and other officers have been saved. It is estimated that over 100 of the crew were killed, but it is impossible as yet to give the exact details. Admiral Manterola has ordered boats of all kinds to go to the assistance of the Maine and her wounded. The Havana firemen are giving aid, tending carefully to the wounded as they are brought ashore. It is a terrible sight. General Solano and other generals have been ordered by Captain-General Blanco to take steps to help the Maine's crew in every way possible.

The correspondent of the Associated Press has been near the Maine in one of the boats of the cruiser Alfonso XIII, and has seen others of the wounded, who corroborate the statement of those first interviewed. They were already asleep when the explosion occurred.

Capt. Sigbee says the explosion occurred in the bow of the vessel. He received a wound in the head.

Great Loss of Life.

Orders were given for the other officers to save themselves as best they could. The latter, who were literally blown from their bunks in their night clothing, gave the necessary orders with great self-possession and bravery.

The first theory was that there had been a preliminary explosion of the Santa Barbara magazine with powder or with dynamite below the water. Admiral Manterola believes in the first explosion, as a grenade shell was hurled over the ship's bow.

Captain Sigbee and other officers went in a small boat to the Ward Line steamer City of Washington. Two officers and more than two hundred of the crew are missing. Some of the crew who were able to support themselves by swimming, were saved by the boats. Six of the wounded crew and one of the officers have been taken to the military hospital by Gen. Blanco's orders.

New York, Feb. 16.—A special from Havana to the Evening Telegram says concerning the disaster:

"As far as I can learn, the explosion took place in the magazine used for the storage of gun cotton for torpedoes. The

vessel lies with her bow wholly submerged and only part of her stern showing.

Explosion Shook the City.

The explosion, which shook the city from one end to the other, created the wildest excitement. All the electric lights went out by the shock. Fire engines rushed madly from one direction to another; no one knowing for certain from which direction the explosion came. Consul-General Lee received a telephone message from General Blanco telling him that the Maine had been blown up. General Lee hastened to the place where the cabinet is now assembled.

The News At Washington.

Washington, Feb. 16.—Secretary Dow has received the following dispatch from General Lee: "The Maine was blown up at Havana. The explosion occurred well forward, under the men's quarters, consequently many lives were lost. It is believed that all the officers were saved, but Jenkins and Merritt, who are not accounted for. The cause of the explosion has yet to be investigated. Captain General Blanco and the Spanish army and navy officers have rendered every assistance."

"Sigbee and most of his officers are on board the steamer City of Washington. Others are on the Spanish gunboat and in the city. I am with Captain Sigbee, who has telegraphed the navy department."

(LEE.)

Key West, Fla., Feb. 16.—The light-house tender Manfrovo sailed for Havana at 3 o'clock this morning, having on board several doctors. The steamer Fern also sailed for Havana. The torpedo boat Ericson left at midnight with dispatches from the fleet. No details have been received here regarding the disaster to the Maine, and the list of the killed and injured is unobtainable.

The News in London.

London, Feb. 16.—The Globe this afternoon says: "It is impossible to refrain from the suspicion that the explosion was caused by foul means. Although anchored, the Maine would have steam up in one of her boilers for the dynamo and auxiliary machinery."

"If an infernal machine was hidden in the coal and thrown into the furnace, obviously there would be an explosion of the boiler and as a result of the magazine. That this terrible event should have occurred in the harbor of Havana renders a solution to the mystery of international importance."

Continuing, the Globe says: "The last serious disaster of this nature occurred in peace time, in 1881, when H.M.S. Petrel blew up in the Straits of Magellan. The verdict of the court was that it was caused by the formation of coal gas; another suggestion that a substance called croton, a silicate stowed in the paint room, was responsible. Upon this occasion there were two distinct explosions, and 142 of a crew of 150 perished."

In the following year there was an explosion on board H.M.S. Triumph, which killed three men. In this case the disaster was traced to the use of croton silicate."

London, Feb. 16.—The headlines of the afternoon newspapers all hint that the disaster points to treachery, either Cuban or Spanish. The papers refer to the excitement and resentment consequent on the Maine's despatch to Havana.

New York, Feb. 16.—Capt. Geo. Smith, acting commander of the Brooklyn navy yard, has made this startling statement regarding the Maine's disaster, putting aside all consideration of the possibility of accident: "It is impossible for the blowing up of the Maine to be due to accident. The magazines were closed on Sunday, passage ways and ammunition elevators being guarded at all times by men who were ordered to shoot men caught tampering with them."

"It would be impossible for any person

to get at the keys after they are once in the possession of the captain."

"Another thing that makes me think that the explosion was not accidental was that the Maine's principal magazines were nearer the middle of the ship than her bows. If there had been an explosion there many of her officers would have been killed. The fact that the officers escaped almost scatheless convinces me that the explosive must have been placed under her bows."

The familiarity of Lieutenant Purcell, of the receiving ship Vermont, with his subject, makes important this statement by him:

"I know the make-up of the Maine by heart, and I can only come to the conclusion that the cruiser was struck by some hidden and forgotten mine or torpedo."

Later—Of a crew of 450 men and officers, only thirty-three are known to be saved.

Spaniards Think It Accidental.

Madrid, Feb. 16.—The captain-general of Cuba, General Blanco, has cabled the authorities here and sent a similar message to Washington, saying that the disaster to the Maine was indisputably due to an accident.

Theories In Washington.

Washington, Feb. 16.—Secretary Long has received the following detailed dispatch from Captain Sigbee, commander of the Maine:

"I advise sending a wrecking vessel at once. The Maine is submerged, except in debris; it is mostly work for divers now. Jenkins and Merritt are still missing. There is little hope of their safety. Those known to be saved are: Officers, 24 uninjured; crew, 18 wounded; 11 on board the Ward Line steamer City of Washington; at the city hospital and at hotels, 50, so far as known. All others went down on board of the Maine, making the total lost or missing 253. With general exceptions no officers nor man has more than part of a suit of clothing and that is wet with harbor water. I am preparing to telegraph a list of the wounded and saved. Will send all the wounded to the hospital at Havana."

The president has decided against sending another warship to Havana for the present.

NEWS OF VANCOUVER.

Hold-Up Scare Recalled—Chamber of Mines Formed.

Vancouver, Feb. 15.—D. Mann has chartered the Joan to take to Wrangell supplies and men to build the Skikine river railway wagon road. The hold-up scare of last winter was recalled in the Supreme court yesterday. A school teacher named Stewart obtained a thousand dollars damages from J. W. Bickers who had been shot by him. He would act if held up accidentally shot him.

A chamber of mines was formed here yesterday. H. H. Cohen, president of the Victoria on the committee; Mr. Carlyle represents Rossland.

An old-timer nicknamed "Tap," whose real name is Charles Johnson, a Jew, a Swede, was burned to death in a fire at Leamy & Kyles mill at Pesse Creek last night. It is supposed he knocked the lamp over and set fire to the sleeping place and suffocated before the arrival of the fire brigade.

THROUGH THE WHITE PASS.

Work on the Railway to Begin Immediately by the British Yukon Co.

Montreal, Feb. 15.—C. H. Wilkinson, representing the British Yukon Company, says the construction of a railroad through the White Pass, from the head of the Lynn Canal to Lake Bennett, will be begun immediately by his company. The road, which will be forty-five miles in length, will be completed within ninety days from the beginning of the work. The British Yukon Company, of which the Duke of Teck is president, holds a charter from the Dominion government for the construction of the road through the White Pass route. The announcement some weeks ago of the government having negotiations with Mackenzie & Mann determined the British Yukon Co. to build the road over the White Pass at once.

The width of the track will be three feet six inches. The grade over the pass will be three per cent, and at points where the grade is the steepest what is known as the "switchback" will be used. This rail, which is used in the Hartz mountains, in Europe, has notches for the grip of a cog wheel which is part of the locomotive. Mr. Wilkinson says the road will be completed by the middle of the summer.

FIVE YEAR'S PENAL SERVITUDE.

Sentence Imposed on Lord Neville, Convicted of Fraud.

London, Feb. 15.—In the Central Criminal court today, Lord William Neville, fourth son of the Marquis of Abergavenny, who was placed on trial charged with fraud in connection with the suit of Sam Leads, money lender, against Spencer Gray, pleaded guilty of fraud, but claimed he was not guilty of felony. He was sentenced to five years of penal servitude. No celebration case has ever before brought such a fashionable crowd to the Old Bailey. Brought into the court by the police, and ladies in their smartest frocks overpowered the jury box and barristers' seats. Lady Neville, present. The prisoner was evidently ill at ease, but he answered to the indictment in clear tones. In passing sentence on the prisoner Judge Lawrence said:

"I'm sorry to say I've looked in vain for extenuating circumstances. This is as bad a case of fraud as it is possible to conceive. You have brought shame and dishonor upon an ancient and noble family and sorrow and suffering upon your nearest and dearest. Your crime is heinous, but it must be severe. It is that you be kept in penal servitude for five years."

The prisoner was hurried off to Newgate prison, where he was allowed an interview with his wife and another lady. After the interviews Lord Neville was removed to Wormwood Scrubbs prison. The prisoner's severity of sentence, but his unsteady gait on leaving the prisoners' dock showed that he was not a hardened criminal, but a great sensation among those present in court, and many ladies broke into sobs.

CHINESE ATTACKING FOREIGNERS.

Shanghai, Feb. 15.—Authentic reports have reached here of recent date from all sections of the Chinese Empire, that riot and attack upon foreigners is the order of the day. The attacks seem to be mostly directed against the missionaries, and a great number of missionaries have been killed and many ladies broke into sobs.

FROM THE CAPITAL

Canadian Bank of Commerce Given the Government Banking Business at Dawson.

Mr. McInnes Wants Information—Com- mittee to Investigate Into Drum- mond Railway Deal.

Ottawa, Feb. 16.—An order in council has been passed conferring an agreement giving the Canadian Bank of Commerce the government banking business at Dawson. The bank will take all the gold and give drafts for it on any bank in Canada and New York, Chicago and San Francisco, and will deduct the royalty. The gold will be sent out of the territory by a military escort.

Mr. McInnes, of British Columbia, speaking in the House of Commons, asked if the government was aware that the United States authorities at Skagway and Dyea continue to compel all purchasers of Canadian goods to take an official escort while crossing the disputed territory, and to pay 80 per cent for each escort. Mr. McInnes also wanted to know if some arrangement had not been made between the United States and Canadian governments doing away with this "intolerable discrimination."

Premier Laurier, in reply, said that the arrangement referred to was an unofficial one and consisted of an understanding that regulations should be issued by the Secretary of the Treasury which would render effectual the privilege of bonding Canadian goods over the United States territory at Dyea and Skagway.

These regulations, he said, had been issued, though they had not yet been officially promulgated to the Canadian government. He believed that the regulations would prove satisfactory to Canada.

In the house yesterday Sir Wilfrid Laurier moved that a committee be appointed to investigate the Drummond County railway deal. The committee is comprised as follows: Lister, Carroll, McIsaac, Morrison, Haggart, Borden (Halifax) and Powell. The resolution was changed to suit the Opposition and passed.

The papers relating to the Yukon railway offers were submitted to parliament yesterday. The Kersey syndicate wanted \$1,000 a mile for a wagon road from the Skikine to the Yukon, and \$6,000 a mile for a railway, and blocks of land of 1,500 acres at Fort Selkirk and other points for stores, etc. The offer was withdrawn January 23, as the syndicate would not accept a land grant alone nor build the line by September 1. J. Wesley Allison, of Montreal, offered for a British syndicate to build a railway from Dyea or Skagway to Dawson. The subsidy asked was alternate sections of land 24 miles square for each ten miles of railway.

Arrangements have been made with the government to establish a branch of the Bank of Commerce in Yukon for the handling of bullion and transaction of Federal government business. Mr. Wells, manager of the Orangeville branch of the Bank of Commerce, will represent the bank at Dawson. He is a brother of Dr. Wells, until recently physician to the Mounted Police in Yukon.

The debate on the Yukon railway bill has been postponed to the 17th inst. Mr. Blair moved the second reading. Sir Charles Tupper strongly opposed the conditions granted to the contractors and severely condemned the government for their delay in dealing with Yukon matters. He said the government had wholly failed to show that they were justified in awarding the contract without tenders.

Col. Tisdale has charge of the bill of the Rothschilds' syndicate, which seeks to build a railway to the Yukon river by way of the Dalton trail. The company is to be known as the Pacific and Yukon Railway, Navigation and Mining Co. The proposed incorporators are Baron Paraghar, Hamilton Smith, H. Rosenthal, J. H. Lukash, Lionel Phillips, H. C. Gibbs, and John Ed. Rider, all of London, England.

The interior department has granted a number of leases for sub-quarries mining of the Yukon river and tributaries. Altogether 350 miles of river bed has been leased, each of the successful applicants having to pay a rental of \$100 per mile for each mile they can dig, and Mr. Connor, St. John, gets 85 miles on the Pelly, McMillan and Henderson rivers; Percy Gilmore, of Toronto, gets 30 miles on the Klondike; and Mr. Edwards 30 miles. All available leases were applied for many times over.

In the house today Mr. Maxwell introduced a bill to raise the poll tax on Chinese from \$50 to \$500. The bill was read a first time. Mr. Mercer, brother of the late premier of Quebec, has been awarded a lease for dredging 250 miles of the Yukon river. He paid the lease yesterday, and was awarded to \$50,000. The time expired yesterday for receiving the amount of leases, but the time will be extended to fifteen days.

THE YUKON TRADE.

Washington, D. C., Feb. 15.—The house committee on merchant marine and fisheries held a meeting yesterday, going over the proposed changes in the navigation laws to remove the troublesome problems arising in Alaskan commerce. As a result the committee later favorably reported to the house the Payne bill, providing for several amendments to the navigation laws. The bill is framed to meet new conditions created by the gold discovery in the Yukon river, and its objects and efforts are explained in a comprehensive report made to the committee by Secretary Gage. It strengthens and makes explicit the laws declaring our policy that the coasting trade (including the trade between the rest of the United States and Alaska) shall be reserved exclusively to American vessels and covers explicitly this situation. Seagoing vessels can proceed to St. Michaels, near the mouth of the Yukon.

The essential amendment, as pointed out by Secretary Gage, is on the question as to whether American goods, consigned to Alaskan ports from Seattle, can be carried in American vessels to Victoria, a distance of only 72 miles. The present law puts British vessels to be carried to Dyea, about 900 miles, or to St. Michaels, about 2,000 miles. The treasury department has ruled that this is a violation of the laws reserving the coasting trade to American vessels.

The policy of the United States, Secretary Gage says, is to continue carrying by water of the whole voyage, between American ports, to American vessels, and section 1 of the bill is believed to explicitly affirm this policy and remove all doubt.

Washington, Feb. 15.—Senator Hansbrough yesterday offered the following amendments to the House bill pending before the committee on public lands, extending the homestead laws and pro-

viding for railroad right of way in Alaska:

"That permission to enter goods under bonds, or to place them in bonded warehouses at the port of Wrangell, in the district of Alaska, and to withdraw the same for exportation to any place in British Columbia or Northwest Territory, shall not be granted until proclamation by the president of the United States that the exclusive privilege of transporting through British Columbia or the Northwest Territory, goods or passengers, arriving from or destined for other ports in Alaska, has been, or will be, granted to any person or corporation by the government of the Dominion of Canada; and further, that the privilege has been duly accorded to responsible persons or corporations operating transportation lines in British Columbia or the Northwest Territories of making direct communication with transportation lines in Alaska; and further, that the Dominion government has consented to allow the entry, transit, and exportation of all miners' outfits and a supply of provisions and clothing, the whole not exceeding 2,500 pounds for each person en route to engage in mining in British Columbia or the Northwest Territory."

THE ISLANDER SAILS

About One Thousand People Assemble to Witness Her Departure for the North.

Over Four Hundred Passengers Leave on Her—The Man Who Wanted His Stove.

The steamer Islander sailed for Alaska this morning bearing away four hundred gold fever "patients," and, as is usual now, a crowd of about one thousand men, women and children thronged the wharves to witness her departure.

It was about seven o'clock when the crowd began to gather and hour after hour it began to swell until the steamer sailed at 10:30. The Islander presented a most picturesque appearance. All sorts and conditions of men, arrayed in every manner of habit filled every point of vantage along the rails along the docks and crowded the wharves. The lines exchanging chaff with the sightseers on the wharves. At length Captain John Irving made his appearance on the bridge and the passengers were lost. Then amidst the cheers, laughter and shouts of the crowd, both on the wharves and on the steamer, as well as a canine chorus from three hundred dogs on board, the big passenger steamer swung away from her wharf and gracefully slipped out of the harbor.

The Islander had a good grip of the water, having over 400 tons of food stuffs and provisions of all kinds, outfit and stores, and a crew of about 120 men. She was obliged to leave a quantity of freight behind which will be taken up on the steamer Princess Louise at the end of the voyage. With a number of passengers who were unable to secure accommodation on the Islander.

An amusing incident was witnessed on the wharf early this morning. One of the passengers of the Islander who gives the name of "Beetle" had a brother who says "wanted to start life as it is on the Klondike banks" at once. He went to the freight clerk of the steamer and demanded 25 cents for a sack of flour "so that he could cook a few flap-jacks for breakfast. As the stove and flour were not on board, the clerk refused to give him a sack of flour. He then demanded about four hundred tons of anti-stomachic, but he did not get them. He procured a breakfast, however, without being instrumental in its preparation.

OPINIONS CHANGING.

Now it is "Vive Zola!" and "A Bas l'Arme!"—Sentimental Parisians.

New York, Feb. 15.—A dispatch to the Herald from Paris says: A remarkable change was manifested yesterday in the demeanor of the public toward Emile Zola. In the crowds of people who collected outside the Palais de Justice there were not a few who were more than a dozen or so at the most who went with the express intention of manifesting their feelings of anger against Zola. At 10 o'clock there were few people in the Galerie de Harlay, facing the Place Dauphine, and when Zola arrived at the trial des Orléans there were not a few who were not perceptibly increased. He was greeted with a few cries of "A bas Zola," and "Vive Zola," with an accompaniment of whistles from a small body of anti-Semites, but the notable fact was that there were no cries of "Vive l'Arme" when the military witnesses arrived.

In an incident in the early afternoon provided matter for much gossip. Prince Henri d'Orléans presented himself at the court, but was not admitted because he was not provided with a special permit.

Now the question arises, to what can we attribute this change in the demonstrations of last week?

The answer can only be one of two things, either the police previously employed agents as provocateurs, who are now withdrawn, or the public feeling toward Zola has been influenced in his favor by the reading of the reports of the trial.

RE-DISTRIBUTION.

To the Editor:—The speech from the Throne delivered on Thursday, at the formal opening of the parliament buildings, contains matter, the discussion of which, must make this last session of the seventh parliament a memorable one in the history of our province. The most important matter, the one which occupies the attention of most to the exclusion of any other, is the question of redistribution. As you are aware, sir, great developments have taken place in East and West Kootenay, and in East Vaux, necessitating the granting of proper representation to the many hundreds of voters now in those districts. What the government proposes to do to wards meeting this need has not yet transpired, but the leading organ of the Opposition in this city, speaking for the party here, expressed the hope that "the language of the clause in the Speech referring to redistribution is strictly and literally accurate; and that a redistribution of the present seats without any addition to the membership in the house is what the government proposes." In other words, it proposes that members should be transferred from some districts now over-represented to those which are under-represented. The over-represented districts are without doubt Victoria City, Esquimalt and Cowichan.

From the fact that the members must be taken from government supporters in those districts we cannot hope for any assistance in being fair to assume that they would adopt as their motto in this case, "What we have hold." The question for us here is this:—What sympathy and assistance can we rely upon from the Liberal party, and other residents of those districts, who are opposed to the present government, in connection with the redistribution of seats? The measure of just redistribution referred to in the News-Advertiser's leading article of February 12th? A few words in the editorial columns of your journal would be of great value and would be much appreciated.

HAWK.
Vancouver, Feb. 12th, 1898.

THE STORMY PACIFIC

The Steamers Amur and Pakshan Ex- perience Heavy Storms on the Way Across.

The Pakshan To Sail on Saturday— The Edith Arrives—Review of January's Shipping.

The British steamer Amur, Captain Mears, arrived at Honolulu on February 5th on her way to Victoria from North Borneo, to go into the service of the Klondike Mining, Trading and Transport Company. The Amur had a terrible experience on her way over, experiencing sixteen days of the worst kind of weather. Once she was thrown on her beam ends, and her coal cargo shifted, so that Captain Mears thought she would never recover herself. Heavy seas swept over her decks, carrying away the after-deck-house, crushing two boats and staving in the chart-house. The deck fastenings were all more or less loosened and the steamer battered by generally. Were it not that she is staunchly built and a good sea boat, she could never have survived the terrible battering she received. According to Captain Mears' statement, the Amur sailed from Labuan, North Borneo, thirty days ago. On the second day out the heavy weather set in and she had head winds and seas all the way to latitude 20 N., longitude 157 E. When the chart-house was stove in and flooded, Captain Mears lost many valuable papers, and 2,000 cigars, and his clothing and instruments were well nigh destroyed by the salt water. Luckily no one was injured in the wreck. The Amur is a steamer of about 1,000 tons, schooner rigged, and was built in London in 1890, especially staunch, as frozen meat car-cases are carried suspended. She has lots of room 'tween decks and fifteen large ventilators supply plenty of fresh air. Her build is such that she can be readily rolled out to accommodate a large number of passengers. When in good trim the Amur can steam twelve miles an hour under ordinary pressure. After spending three days in the Hawaiian port the Amur left for Victoria on Tuesday last.

After a stormy voyage of thirty days from Hongkong, the Washington & Alaska Steamship Company's latest acquisition, the steamer Pakshan, Captain Jones, tied up at the outer wharf this morning. Soon after her arrival a crowd of carpenters began to build stalls for horses, extra berths, and make other arrangements to fit the vessel for the Alaskan trade. She will sail on Saturday, carrying a large number of passengers northward, the majority of whom have been waiting for her in this city, where they have outfitted, for many days. The Pakshan was formerly the Angler, head of the Angler line. She is an iron steamer of 1,970 tons, 286 feet long, 36 feet beam and 26 feet deep, built in 1881.

The steam fishing schooner Edith, two weeks overdue, and which was supposed to have been lost, reached Tacoma in safety yesterday with her usual cargo of halibut. Her delay was caused by exceedingly rough weather, including driving snow storm, a heavy gale from the northeast and heavy seas.

The Northern Pacific liner Tacoma sailed from Yokohama for this port on February 12th. She is due to arrive about February 20th. The Columbia will sail for the Orient on Saturday.

No more steerage passengers can be taken on the steamer Farallon, and few berths for first class passengers remain unoccupied.

The steamer Queen is scheduled to sail for Alaskan ports to-morrow, and the Australia on February 26th.

CASSIAR CENTRAL RAILWAY.

Energetic Action by the Company in Pushing Development Work.

On inquiry at the office of the Cassiar Central Railway Company as to the latest information relative to the progress of the company's operations, a Times reporter was informed that the company has just purchased at Portland a large stern wheel steamer, capable of carrying 250 tons, which will be employed in transporting the company's prospectors, mining and railway supplies up the Skikine. One of their engineers is now in the mining districts engaging experienced miners to prospect for the company, and he hopes to be able to engage a large body of men in a very short time. The company hopes to find employment for several hundred men, and are confident that their enterprise will be an immense boon to the mining community.

HE WAS ONCE WEALTHY.

It is learned that Parker McKenzie, who was asphyxiated in his room at the Australian Hotel on Monday, was formerly a wealthy cattleman in Alberta, N.W.T., and that his parents and sister now reside at Edmonton. A coincidence in connection with his death is that a brother, C. P. McKenzie, died under mysterious circumstances on the Silverton trail in Washington state some years ago. After leaving Alberta Parker McKenzie joined his brother at Silverton and was with him largely interested in the Silverton townsite, which a year ago was very valuable property. The destruction of the Everett & Monte Cristo railway caused a collapse in real estate values at Silverton, and McKenzie decided to make an attempt to build up his fortune in the Yukon. One of the circumstances in connection with his death, the fact that, although known to be on his way north, he had no outfit, is amply explained by the fact that he intended to go into business with his brother, from the Northwest, but McKenzie was a prominent politician in Washington county, where he had been elected to a high position in a contract. His friends in Snohomish count the idea that his death was premeditated.

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