

NEW STEAMER FOR THE SOUND ROUTE

LARGER VESSEL THAN ROSALIE TO BE BUILT

The Empress of India and Tosa Maru Sail Outward and the Kaga Maru Arrives.

Towards the end of the ensuing year the Puget Sound Navigation Company will have a new steamer on the Victoria run, in addition to the Rosalie...

Referring to the company's proposed plans the Seattle Post-Intelligencer says: "Five modern steamers are to be constructed by the Puget Sound Navigation Company, an expansion made necessary by a far-reaching United States tariff contract just awarded the concern...

As regards general transportation, it means that the company is to complete for the rapidly growing business of the section named, and which, in view of the railroad extension from the Grays Harbor country to Neah bay and the proposed projections from Port Angeles...

The Puget Sound Navigation Company will begin the construction of its new vessels during the first days in January, probably not later than the 15th. All five are to be built in Seattle. They will cost in the aggregate not less than \$300,000. The plans, which are already drawn, provide for vessels of the same general type of the steamer Rosalie, which is now owned and operated by the Puget Sound Navigation Company between Seattle and Victoria...

For the Neah Bay run almost a duplicate of the Rosalie has been planned. She will be of the same length, 150 feet, twenty-eight feet beam, but equipped with still better machinery than the Rosalie. Her guaranteed speed is thirteen land miles per hour. The three vessels are to be each 115 feet in length, twenty-two feet beam and nine feet eight inches depth of hold. Their guaranteed speed is also thirteen miles an hour. Money will not be spared in order to obtain the rapid construction of the vessels. It is hoped to have all five in commission before the close of next summer.

The contract awarded the Puget Sound Navigation Company involves four distinct mail runs. They are known as the Neah Bay, Port Angeles, Port Townsend and Seattle. The Neah Bay takes in as principal mail points Port Townsend, Port Williams, Dungeness, Victoria, Clallam, Port Crescent and Neah Bay. On the Port Angeles run are the principal towns of Victoria, Port Angeles, Port Williams, Dungeness and Port Townsend. Port Madison, Port Gamble, Port Ludlow, Kingston and Port Townsend are the principal mail ports of call on the Port Townsend run. The island run takes in all of the principal ports on the San Juan islands.

All of the vessels of the Puget Sound Navigation Company's fleet will be operated from pier No. 2, the wharf being constructed on the old Yester dock site by the Northern Pacific railroad. Such lease arrangements have been made, and for a term of years, as will not permit of the landing at this dock of any vessel in any way competing with those of the Puget Sound Navigation Company, Cook & Co. and Dodwell & Co.

ORIENTAL SHIPS CALL.

Victoria appears to be enjoying a monopoly on Oriental ships these days, for several days they have been arriving at the rate of two and three a day. The Glenagary is still loading for Barcelona at the outer wharf, and this morning there arrived the Empress of India and Tosa Maru, outward bound, and the Kaga Maru inward bound. The India was expected last night, but owing to the foggy weather did not reach port until about 10 o'clock. She was deeply loaded and carried a good complement of passengers. The Tosa Maru was also deeply loaded. She arrived from the Sound just as the big liner of the C. P. R. line was pulling out. The Kaga Maru had an uneventful trip. She brought a cargo of sugar, rice, and other goods. E. M. Hard and two children, E. P. Pines, Commander K. J. Tomasi, Prof. S. Kimura, Mr. and Mrs. Kusakabe, Dr. N. E. Griffin and L. Sharpe and Consul

and Mrs. T. Noose. Mr. Noose is the Japanese consul for Montreal. He has been over to the Orient on a trip, and has also been in Korea. Mr. Kusakabe is the secretary of the Japanese legation at St. Petersburg. As Asiatics, the steamer brought for this city 2 Chinese and for Seattle 62 Japanese.

CASE OF PINMORE.

"The case of the British bark Pinmore is still undecided and will undoubtedly have to be taken into the courts for ultimate settlement," says the Tacoma Ledger. "Representatives of the vessel, which lies at Quartersmaster Harbor, are endeavoring to arrange a settlement with the Puget Sound Tugboat Company, but thus far their efforts have not met with complete success. It was understood that \$20,000 is offered for the vessel and that \$80,000 is demanded by the tugboat company whose tug Tye rescued her. "The Pinmore will go on the drydock following the steamer Senator for repairs and a new charter is being arranged for her to load wheat here for the flour mills. She is still in possession of the tugboat company, and under their control it is stated. If negotiations for an amicable settlement fail the case will go to the courts. "In the event that the Pinmore case gets into court it is claimed that the representatives of the Pinmore will proceed upon the grounds that the tugboat company stole the ship. The case involves several fine points of maritime law which shipping men would like to see passed on by the courts. The Pinmore differed from a derelict in that she was at anchor when found by the Tye and the claim is made that the Tye had no right to touch her, even though she would have ultimately become a total wreck if left there. On the other hand, it is claimed that neither Capt. Jamison nor his crew ever expected to see the ship again and had wholly and entirely abandoned her to her fate and made no attempt to secure assistance for her."

PUMPING OUT THE SARGENT.

All day yesterday, says the San Francisco Chronicle of Tuesday last, the redstreak tug Sea King was engaged in pumping out the Sargent. C. F. Sargent, which had been killed with fifteen feet of water by the Slocum, Governor Markham, and Sea King Sunday afternoon, after fire was discovered in the ship's cargo of coal. The flooding of the hold was sufficient to quench the smouldering fire and the towing of the ship to the Mission mud flats placed her out of danger from going down under the weight of water, added to the heavy cargo. It is expected that the Sargent will be in condition to discharge her cargo this week.

FIRE EXTINGUISHED.

The fire in the Nippon Yusen Kaisha steamship Shimano, has been extinguished. The ship is not injured in the least, though the damage to her cargo and loss of business through the delay in the voyage will run into many thousands. Some think it may reach \$100,000. The steamer, it is expected, will be ready for sea again on Thursday.

AT QUARANTINE.

Rosalie Crew and Passengers Will Light a Monster Bonfire on New Year's Eve.

Tug Earl came up from quarantine yesterday afternoon and took down on her return trip a large quantity of supplies for the Alaska S. S. Company to the crew and passengers of the steamer Rosalie, now quarantined at William Head. Among the articles carried down yesterday was a football to help the male portion of the company to pass away the time. Another portion of the cargo consisted of several cases of gasoline. It is the intention of the crew, isolated by the ice, to celebrate the advent of the point by a colossal bonfire there. Decoy ducks were taken down a few days since for the use of those who had tired of golf and wanted to try a little shooting. The company are all in excellent health, and the little girl, whose indisposition was the cause of their detention, is doing splendidly. She has never been down ill, and is present in outdoor air most every day. "None of the others have developed any symptoms of the disease.

The oldest inhabited house in England stands close to the River Ver, and about 250 yards from St. Albans Abbey. It was built in the time of King Offa of Mercia, about the year 795, and is thus over 100 years old. It is of octagonal shape, the upper portion being of oak and the lower has walls of great thickness.

MAKE THE FARM PAY

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THEY HAVE PASSED THE EXAMINATIONS

LIST OF THOSE WHO ENTER HIGH SCHOOL

The Standing of the Successful Pupils in Victoria, Vancouver and the Interior.

The following are the successful candidates at the recent High school entrance examination:

Table listing names and scores of successful candidates at the recent High school entrance examination, categorized by school (Victoria Public Schools, Nelson Public School, Rossland Public School, Vancouver Public School).

WHY WE FEEL HUNGRY.

A German physician has a theory as to why and when we feel hungry. He tells us that we feel hungry when the blood vessels of the stomach are completely empty. Many anemic patients have no appetite, even when the stomach is empty; but the blood vessels of the stomach are not empty in such cases, but, rather congested. In healthy people, lack of blood in the stomach acts upon a special nerve, and all the nerves of the same nerve trunk. Hence, a stimulus applied to the tongue, by a spice, for example, creates or increases appetite. On the other hand, when the nerves of the tongue are affected by a diseased condition of the mucous membrane of the mouth, the patient has no appetite, and he may be in actual need of food.

YOUR FOOTSTEPS

By the depth of his footsteps in the earth the Indians tell the weight of a man. Do you tread shallow or deep? Perhaps you would like to weigh more? If you are below weight and find that ordinary food does not build you up try Scott's Emulsion.

It is not a drug but a food that time has shown to have a real value in such cases as yours.

Mr. Gazzam, of Seattle, the adjutor in connection with the Spencer's Arcade losses, arrived in the city today.

FIRST KLONDIKE ARRIVALS.

Interesting Report of the Weather in the North During Mid-December.

Steamer City of Seattle, which reached Seattle from Skagway on Saturday, brought several arrivals from the Klondike. She also brought advices from that district to December 5th. Those from Dawson report very little travel on the Yukon trail; that the number coming and going is not as large as it was this time last year. Business in Dawson is said to be dull. More or less work in this line as last winter.

T. L. Rutherford, a Dawson passenger, says the Canadian Development Company's stages are now in regular operation on the Yukon, making good connections with the White Pass railroad, thus enabling passengers to make a continuous trip either way between Seattle and Dawson.

The jury in the Bird moyer case retired for deliberation the day the Senator left Seattle on December 24th. The trial was begun about two weeks ago in Juneau.

Capt. Connell, master of the Seattle reports that the severe storm which swept Puget Sound Christmas night with such great damage to shipping, did not reach into Alaskan waters. The only evidence of the storm in the North was that the seas ran somewhat higher than usual.

Under date of December 10th the White Horse Star gives the following weather report: Alti—Cloudy, calm, 54 above. Caribou—Cloudy, calm, 30 above. Tazish—Cloudy, calm, 20 above. White Horse, Cloudy, calm, 34 above. Sheesley—Snowing, south wind. Telegraph Creek—Cloudy, calm. Nakhin—Cloudy, calm, 28 above. Nakhin—Cloudy, calm, very mild. Lower LaBarge—Cloudy, calm, 15 above. Hootalinqua—Snowing, calm, 18 above. Big Salmon—Cloudy, calm, 10 above. Selwyn—Cloudy, snowing, 10 above. Stewart River—Light snow, cloudy, 10 above.

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Mr. Aldridge says his company is spending large amounts of money in enlargements and improvements, and will continue to do so in spite of the present temporary depression in the metal markets, believing that there will shortly be an improvement in these prices, and that the production of the silver-lead properties of the country will get back to former figures.

POLITICIANS FOREGATHER.

Company of Anti-Government Men Spent Sunday in the Capital.

There was quite a gathering of politicians in the city who came down on the Charmer on Saturday night, including Messrs. Gardiner, Taylor, Fulton, Murphy and McBride. The majority of them went back on Monday morning, but both Messrs. Fulton and Murphy remained over until this morning.

The little gathering was an informal one, but there is no doubt that it was arranged for the purpose of talking over matters in provincial politics. Every one of the company was in pronounced hostility to the present government.

The government seem to feel confident of meeting the house with a majority behind them, as observed the veteran ex-Speaker D. W. Higgins, as he conversed with a group of them.

THE MISLETOE.

The Seed Sticks to the Birds' Bills, and They Wipe Them Off on the Tree Branches.

The story of how the mistletoe gets on the trees is a most interesting one. Covering the mistletoe twigs are the winter snows, when food is comparatively scarce, and hence some of our birds eat them freely. Now when a robin eats a cherry he swallows simply the meat and tips the stone away. The seed of the mistletoe, which cannot slip, it is sticky and holds to his bill. His only resource is to wipe it off, and he does so, leaving it sticking to the branches of the cherry tree as it sits down at the time. This seed sprouts after a time, and not finding earth— which indeed it never finds— it makes it cease wanting—it sinks its roots into the bark of the tree, and runs up it like a sap.

THE REFINERY AT TRAIL.

W. H. Aldridge Says Work Will Commence at Once—Reduction in Rates.

Trail, Dec. 28.—Mr. W. H. Aldridge has just returned from an extended eastern trip, and states that the Canadian Smelting works will proceed at once with the construction of a refinery at Trail of sufficient capacity to handle the present bullion output of the country. The plant will be to a certain extent experimental, but as soon as it is shown that sufficient bullion can be obtained to insure it becoming a commercial success, it will be enlarged and extended, or possibly another plant will be built at Nelson or on the Coast.

Mr. Aldridge says that all of the metal markets have been most unsatisfactory to miners, smelters and refiners. The fall in lead and silver has affected the receipts of some of the Kootenay lead-silver mines to the extent of \$600,000 annually, comparing the quotations for these metals in January with those at the present time. The smelters have also lost heavily, in buying and selling on a falling market, it requiring on an average of from four to five months for the smelters to realize upon metals purchased from the time the ore has been brought from the mines.

The decline in metal prices since the beginning of the year has been approximately as follows: Copper, from 17 1/2 cents to 12 1/2 cents per pound.

London lead, from £18 to £10, and silver from 62 cents to 54 cents per ounce. The railways and smelters are thoroughly alive to the situation, and while London lead is at present prices will join in making a reduction for the coming year in freight and treatment charges, on clean lead ores, of 24 per cent. The smelters are willing to reduce their charges, providing they can be relieved from the danger of incurring further losses due to decline in metals, and as it is generally conceded that the present prices of metals have nearly reached bottom, it would seem entirely fair to raise the zinc limit from 10 per cent. to 8 per cent., which would mean that on clean lead ores carrying 40 per cent. lead and over, the total reduction in freight and treatment charges would be 24 per cent. While on ores containing over 8 per cent. zinc the net reduction will be \$30 per ton.

The above reductions in rates will not compensate the mines for their losses in the decline of metals from the first of the year to the present time, but as the quotations for London lead during the latter part of 1900 and the beginning of 1901 were abnormally high, it is hoped that the mines will find it in their interest to continue operations at these figures. The average price of London lead for a number of years has been between £12 and £13 sterling, and as a reduction of 24 per cent. in ore is equivalent to \$11 per ton lead, assuming the ore to contain 40 per cent. lead, and that the smelter pays for 90 per cent. this reduction of \$4 would correspond to an increased price for lead in ore of \$12 9/16, 3d.

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Advertisement for Castoria, featuring '900 DROPS' and 'FAC-SIMILE SIGNATURE' of Charles H. Fletcher. Text describes it as a vegetable preparation for assisting the food and regulating the stomachs and bowels of infants and children.



Advertisement for 'COMPLIMENTS OF SEASON FROM J. PIERCY & CO., Wholesale Dry Goods, Victoria, B. C.'

Advertisement for 'OUR EXTRACTS' by Cyrus H. Bowes, Chemist, 98 Government Street, near Yates Street. Text describes various extracts for medicinal and household use.

Advertisement for 'RAW FURS' and 'HIDES' by McMillan Fur & Wool Co., Minneapolis, Minn. Text describes various furs and hides available for sale.

Advertisement for 'APIOL & STEEL PILLS' for irregularities, remedying better apple, pils oochia, pennroyal, etc. Text describes the benefits of the pills for various ailments.

FOR SALE. TO SPORTSMEN, FARMERS, HUNTERS AND TRAPPERS. The most improved gun, breech loader; bait set gun, \$24 per doz., or \$2.50 each. Sure death to all kinds of game every shot. Every gun guaranteed. Territory rights for sale. Agents wanted everywhere. Write to: J. R. BOOTE, 211 St. Marie, Ont.

Advertisement for 'SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORA' by Charles H. Fletcher. Text describes the product as a perfect remedy for constipation, sour stomach, diarrhoea, worms, convulsions, feverishness and loss of sleep.

Advertisement for 'Wines and Liquors' by Dixie H. Ross & Co., Cash Grocers. Text lists various wines and liquors available for sale.

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\$1.50 Per Annum

VOL. 32.

SECTION OF IS NOW C

THROUGH TRAIN THE CANADIA

Train Runs From Port Hope—A Gibson's A Soldier Imp

Frederickton, N. B. Gibson was officially M. P. for York to-day, 824 over Rev. Dr. Mc

Halifax, N. S., Jan. 2 of R. C. R. I., who brought of the Good Ship weeks ago and brutally

According to information Col. Biscoe, in charge forces here, the war in London have decided use of all useless uniforms. No gold medals. The only distinctive officers and men will be

Toronto, Jan. 1.—N. passed away without a Toronto. The weather cold, but not severely covered with snow, clients for good sleighing. WATSON'S SCOTCH, bottle, \$1.00. GLENLIVET SCOTCH, bottle, .75. WATSON'S SCOTCH, bottle, 1.00. EYE WHISKEY, bottle, 1.00. IMPERIAL QUARTS SCOTCH, bottle, 1.25. IMPERIAL QUARTS IRISH, bottle, 1.25.

Ottawa, Jan. 2.—Steno today that he had delimitate his Grand Central station, but would not stop in place.

Portage la Prairie, Man. terrible fire which originated in the Grand Central station, and quickly spread to the building to the east, of W. Bailey, harness and shoe, the confectionery store, the fourth store east, of C. A. Newman & Co. liquor store, on the corner

Winnipeg, Jan. 2.—John Reburner, who was returning home last night at this morning frost to de

Every foot of the Canada track is now laid between and Winnipeg, and the train from the lake port atipeg last night at 11 rain left Port Arthur morning about 10 o'clock. Homer Inlet, 11 miles east is, the train stayed all the 1,800-foot trap was yesterday morning. The aid in the shadow of a white pine, and Mr. Will

Notice. Take notice that 60 days after date I apply to the Chief Commissioner of Lands and Works for permission to purchase 40 acres of land situated on Sidney Inlet, commencing at a post planted at the E. E. corner of lot 316, marked Initial Post. T. R. Marshall, N. E. corner, thence west 20 chains, thence south 20 chains, thence east to the shore 20 chains more or less and thence following the shore line in a northerly direction to the place of commencement.

Notice. Notice is hereby given that I intend to apply to the Chief Commissioner of Lands and Works for permission to lease 40 acres of land, for hay making purposes, about one mile southeast of lot 168, group one. Every gun guaranteed. Territory rights for sale. Agents wanted everywhere. Write to: J. R. BOOTE, 211 St. Marie, Ont.

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