

Fifty Years the Standard



CREAM OF TARTAR POWDER. A Cream of Tartar Powder Made From Grapes No Alum

ARCTIC EXPLORERS

LEAVE ON SATURDAY

Registration Papers Which Were Awaited Arrived Yesterday From England.

ETHNOLOGIST ON THE WAY NORTH

Mr. Stefansson Tells of Prospective Work Among Eskimo Tribes of North.

(From Thursday's Daily.)

The schooner Duchess of Bedford, on which Capt. Mikkelsen and his associate explorers will voyage north is to start from Port's wharf at 2 p.m. Saturday afternoon. Yesterday the registration papers, which were sent to Her Grace the Duchess of Bedford, who had agreed to become owner of the schooner, were received signed and made out, and Collector John Newbury, who has done all possible to facilitate the arrangements of the explorers, went to his office last night and drafted a telegram to Ottawa to the effect that all the necessary formalities had been complied with regarding the change of name, and it is expected that a telegram will be received today authorizing the re-registration of the vessel. All the scientists are now in Victoria ready for the start, the crew has been engaged, and all arrangements are complete.

Vilkgalner Stefansson, associate in ethnology at Harvard, who is to join Capt. Mikkelsen and those going north on the Duchess of Bedford, at the mouth of the Mackenzie river, has passed through Winnipeg on his way to the rendezvous. He left Winnipeg on Friday morning last, taking with him a small package of scientific trappings, dealing with questions of ethnology, and a large quantity of supplies, and a costly ammunition. All the clothing carried by him was what he was wearing at the time of departure. Dr. Howarth, in the polar regions, will discard all European garments and assume the garb of the Eskimo, which he will continue to wear until he again reaches civilization.

Mr. Stefansson is a bright young Harvard man, who formerly resided in North Dakota. He was, for several years, a student at the University of Chicago, which he passed to Harvard, and pursued studies in his chosen department for three years in the famous Peabody museum. In addition to his duties of a journalist, and during all vacations acted as a reporter for the Boston Transcript.

The Trip Overland

"My preparations are now complete," said the ethnologist to a reporter, "and I shall travel over the Canadian Northern to Edmonton, from where we go overland to Athabasca Landing, where we take the river to Athabasca Lake. From the lake we run down the Slave river to Greater Slave lake, out of which we pass into the Mackenzie. I understand that there are one or two portages to be made, and that we will get the Hudson's Bay steamer Wrigley on the Slave river. The steamer will carry us to Fort Macpherson, from which point I expect to reach Herschel Island by whaler. The trip down the delta of the river to the mouth is a distance of about one hundred miles, and Herschel Island is about one hundred miles west of the river mouth. We will leave Athabasca Landing between June 1st and 3rd, and will arrive at the mouth of the river, if all goes well, between the 14th and 16th of July.

On the way down the Mackenzie, we pass through a country of very great interest to the anthropologist. The Athabasca Indians, although constantly visited by white men, have never been made the subject of careful scientific observation. The Indians of the region belong to the Athabasca family, although the family is divided into numerous tribes, speaking varying dialects. Many fugitive Indians, of every known tribe, are also undoubtedly now in this north country, and I understand there are some Creeks along the Mackenzie. There is a slight possibility that the white man is in some way connected with the Eskimo race in which our main interest

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QUARTER MILLION LOSS.

New York, May 16.—The six-story piano factory of Jacob Doll and Sons on East 30th street, the three-story next to it on the corner of First avenue occupied by John A. Carl's, sash and door factory, and the Doll company's building, were destroyed by fire last night with an aggregate loss of \$250,000.

THREE TRYING TIMES IN A WOMAN'S LIFE

There are three periods of a woman's life when she is in need of the heart strengthening, nerve toning, blood enriching action of

MILBURN'S HEART AND NERVE PILLS

The first of these is when the young girl is entering the period of womanhood. At this time she is very often pale, weak and nervous, and unless her health is built up and her system strengthened she may fall a prey to consumption or be a weak woman for life. The second period is motherhood. The drain on the system is great and the exhausted nerve force and depleted blood require replenishing. Milburn's Heart and Nerve Pills supply the elements needed to do this. The third period is "change of life" and this is the period when she is most liable to heart and nerve troubles. A tremendous change is taking place in the system, and it is at this time many chronic diseases manifest themselves. Fortify the heart and nerve system by the use of Milburn's Heart and Nerve Pills and have ever ready for building up the system. You are at liberty to use this preparation for the benefit of other sufferers. Price 50 cents per box, three boxes for \$1.50, all dealers, or The T. Milburn Co., Limited, Toronto, Ont.

CAPT. MIKKELSEN DELIVERS ADDRESS

Interesting Lecture at City Hall Under Auspices of the Navy League.

TELLS OF THE PLANS OF VOYAGE

Explorer Outlines Theory on Which He Bases Hopes of Finding Land.

(From Thursday's Daily.) At the city hall last night Captain Eljnar Mikkelsen, the Danish explorer, who has been in Victoria for some time arranging for his expedition to the Arctic, on which he is to start on Saturday morning, delivered an interesting address regarding the objects of his enterprise, the lecture being under the auspices of the Navy League. His Worship Mayor Morley occupied the chair and there was a good attendance. At the close, after a hearty vote of thanks to the speaker had been proposed, and three cheers given for him and his crew, the sum of \$64.15 was subscribed to aid the expedition, one gentleman, Mr. Olof, being the donor of the sum.

Captain Mikkelsen was introduced by Mayor Morley. He had made a rough map of the polar regions on a blackboard and used this map to illustrate his address. Captain Mikkelsen explained in introduction that the object of the expedition was not to seek the north pole, but was in search of land, probably an Arctic continent believed to exist in the Beaufort Sea, to the northwest of Prince Patrick and Melville islands, and also to make tidal observations on the Arctic coast and to make geological, ethnological and zoological collections in the northern part of the continent, as well as general exploratory and meteorological work. The Arctic expedition is headed by Captain Eljnar Mikkelsen of Copenhagen, a young man of 28 years with three Arctic trips already to his credit, and the expedition is to be accompanied by the Baldwin-Ziegler polar expedition in 1901. Accompanying the Danish investigator are his partner, Ernest Leff, a geologist of the University of Chicago; Eljnar Ditlevsen, an artist and zoologist; Dr. Howe, a surgeon from Harvard University, who will be in charge of the party; and J. E. Stefansson of the ethnological bureau at Harvard University, who, instead of going north on the schooner, will accompany the expedition on the August at the mouth of the Mackenzie River. Of these men, Messrs. Leff, Ditlevsen and Howe have both been explorers and whalers in the Arctic, and the latter with the Baldwin-Ziegler expedition and the latter with an East Greenland expedition to the island of Denmark.

Captain Mikkelsen is firmly convinced that he will discover a new continent in the Beaufort Sea. The schooner, the Duchess of Bedford will leave Victoria for the Arctic on Saturday. On leaving this city the vessel will be bound to the westward, where it is hoped to secure a bear for an English museum, and thence the voyagers will proceed to the Siberian coast to secure the Eskimo dogs. The vessel will then proceed through Behring Strait into the Arctic. Investigations will be made in Behring Strait and the base of Cape Barrow, where it is hoped to secure a bear for an English museum, and thence the voyagers will proceed to the Siberian coast to secure the Eskimo dogs. The vessel will then proceed through Behring Strait into the Arctic. Investigations will be made in Behring Strait and the base of Cape Barrow, where it is hoped to secure a bear for an English museum, and thence the voyagers will proceed to the Siberian coast to secure the Eskimo dogs. The vessel will then proceed through Behring Strait into the Arctic. Investigations will be made in Behring Strait and the base of Cape Barrow, where it is hoped to secure a bear for an English museum, and thence the voyagers will proceed to the Siberian coast to secure the Eskimo dogs.

The complaint alleges that the owner of the boat, John Strand, sent Johnson to the base of Cape Barrow, where it is hoped to secure a bear for an English museum, and thence the voyagers will proceed to the Siberian coast to secure the Eskimo dogs. The vessel will then proceed through Behring Strait into the Arctic. Investigations will be made in Behring Strait and the base of Cape Barrow, where it is hoped to secure a bear for an English museum, and thence the voyagers will proceed to the Siberian coast to secure the Eskimo dogs. The vessel will then proceed through Behring Strait into the Arctic. Investigations will be made in Behring Strait and the base of Cape Barrow, where it is hoped to secure a bear for an English museum, and thence the voyagers will proceed to the Siberian coast to secure the Eskimo dogs.

SUES THE MASTER.

The alleged action of John A. Johnson, formerly master of the schooner Nord, in taking his vessel into British waters and anchoring at the wharf, against the orders of the owner of the boat, has resulted in a suit brought by P. F. Norby company against him. The vessel was captured by the Dominion fishing cruiser Kestrel while poaching.

NEWS OF SALT SPRING.

One Merchant's Views Respecting Trade Relations with Victoria.

Ganges Harbor, Salt Spring Island, May 17.—(Special)—The prompt action of the business men of Victoria in regard to trade relations is keenly appreciated by the residents of Salt Spring Island. A prominent merchant of Ganges Harbor, was interviewed at his store yesterday by your correspondent. Asked what he thought of the attitude of the merchants of Victoria toward the island, he expressed himself as intensely interested in the recent developments. He said that he was not at all surprised that the Victoria merchants should have taken this course, and that he was sure that the island would benefit thereby.

Mr. Bittanourt was emphatic in his declaration that the Capital City did not have a "cinch" on Salt Spring. In reply to an interrogation concerning the prices prevailing in Victoria and Vancouver, he said that the Victoria market was inferior to that of Vancouver in everything. He did not approve of the proposition of Mr. A. Wilson in which he advocated the stationing at Victoria of a "fish" from Seattle Island, the products shipped by the farmers. He did not anticipate any action on the part of the farmers until the board of trade had announced its decision.

On May 22 the public hall will be graced by the presence of two talented vocalists from Victoria, Miss Genevieve McCoy, an excellent soprano singer, who will delight the audience with her enchanting voice. The other lady is Miss Board Underhill, who has firmly established her superiority as an elocutionist. Mrs. Mary Walter, who has been absent for some three years, returned here on Monday. She was accompanied from Montreal by her mother.

passing whaler, or strike across to point Barrow, and take our way overland to Cape Nome, whence we can return by steamer.

The food supplies for the over-ice trip have been prepared carefully, continued Captain Mikkelsen. "No alcohol will be used—of this I am positive. The foods are packed in waterproofed tin cans of the 20x2x2 1/2 inches, holding a week's supply. I will give the vegetarian diet a test, too. "Keying points to the existence of land in the Beaufort sea. There are Eskimo remains scattered on the shores of the Farry islands and indications are that these people came from some further north land. The trend of the currents justify my theory, so do the tides and the winds, and the flights of migratory birds. Moreover, the record of the drift of the lost Jeannette is plain evidence. At first the drift of the Jeannette was 1.2 miles a day, and it increased to 2.2 miles a day and later to 3.2 miles a day. These things show the current does not come from Beaufort sea, but from the north, and is not accreted as distance increases from its point of origin without some new force disconnected with that origin, which is the case with the drift of the Jeannette. The drift of the Jeannette refutes any possibility of this driftwood having come from the Siberian coast.

Major Morley said when the speaker had concluded he was glad Capt. Mikkelsen did not intend to seek the north pole, but to make a useful exploration, and His Lordship Bishop Perrin, vice president of the League, expressed his pleasure at hearing the address. He said it was the habit to treat Arctic exploration as a side-gate to the main business of the world, and that it was for the purpose of useless exploration, but this was far from the case. He referred to the great benefits to be derived from the discovery of land where Capt. Mikkelsen hopes to find it. Science would be greatly advanced by the discovery of a new continent, and he wished the Captain, who was both courageous and modest, all success. It was a honor to Victoria that this city should be his starting point.

Capt. Fleet, formerly of the cruiser Amphion at Esquimaux, spoke of the pleasure he had in hearing the address, which had given him a far better understanding of Arctic exploratory work, and he wished the Captain all success in his beautiful city of Victoria, all success. Several of those present asked various questions regarding the Arctic exploration, which were answered satisfactorily by the lecturer, and three cheers were given for him. A vote of thanks was also given to the speaker, and the meeting adjourned at 10:30 p.m. A collection of \$64.15 was taken, to which the Navy League added a donation of \$5.

PROGRESS TOWARDS THE CELEBRATION

Committees Completing Final Details for Twenty-Fourth May Fete.

(From Thursday's Daily.) The horse and automobile committee of the Victoria day celebration has practically completed their work on the programme, and are now waiting the day of the event. The programme for this part of the celebration has been printed and is now being circulated. The programme is very neatly arranged and shows every class, with the prize list. The programme for this event this year includes several more classes than that of last year, and it is expected that greater satisfaction will be given. In all there are 22 classes, and entries are expected for every class, and from the general appearance it is expected that the parade is expected to be one of the largest that has ever taken place in this city. The parade will start from Upper Pandora street and will pass in front of the city hall, where the competitors are requested to be on hand early in order that they may be allotted their positions. Special marshals have been appointed, and will be in attendance during the parade, and while the judging is going on, in their endeavors to keep the crowd a sufficient distance from the base of the cars to insure the different rigs in order in the parade. The baseball and lacrosse members are making special preparations for their respective sports, and will be in attendance during the evening, and those who delay their entries till it is too late will find themselves disappointed, as it is the intention of the committee to cut out any event that has no entries. At present Chief Cooper is on the West coast endeavoring to interest the Indians from that section in the races, and from the reports that have been sent in, it is expected that he will prove successful. The J.B.A.A. crews are making preparations to handle a large crowd. At the end of the track they are at present installing a loop by which it will be possible for the spectators to unload their passengers and return to town without having to wait for the next car. By this arrangement it will be possible for the spectators to obtain a service that will excel anything that has ever been attempted to the Gorge and return. Music galore will be furnished during the entire celebration, and it is expected that the celebration will be referred to as one of the best ever held in this city, but if King's weather is not the order of the day the celebration will be rather dampened.

FEAR OF STRANGULATION

Is the Daily Experience of Every Asthmatic Patient. The worst attacks come at night. Dreading strangulation, the patient is almost afraid to sleep. Internal treatments have failed. Cough, sputum and burning powders are just as useless. Why waste more time? Your only hope of cure is "Cattarhoxone," it does cure and no mistake. Doctors recommend Cattarhoxone which cured Mrs. A. P. Ferguson of West Arichant, C. B. Here is her statement: "Nothing could possibly bring more grateful relief in asthma than Cattarhoxone." "Although I was troubled for years it was only recently I tried this remedy. When an attack started I got out my inhaler and invariably got quick relief. Feeling satisfied that Cattarhoxone would cure, I continued the treatment until one bottle was finished. I didn't need any more because I was cured, and the asthma has never returned." Your druggist sells Cattarhoxone, two months' treatment for \$1.00; trial size, 25c. By mail from N. C. Polson & Co., Hartford, Conn., U. S. A. and Kingston, Ont.

MARSHALL FIELDS IN LONDON.

Widow of Chicago's Merchant Prince Reaches England. London, May 18.—Mrs. Marshall Field, the daughter-in-law of the Chicago millionaire who died a few months ago, is staying at Grosvenor with her three children. Mrs. Field and her children intend to remain in England for some years, and the boys, after a course at a preparatory school, will be sent to Eton. They will then return to America to finish their education at Harvard.

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When the Sea of (British) Columbia was created, and Mr. Hills, rector of Yarmouth, was made bishop, Baronesse (then Miss) Coutts, a maiden lady of 42, and then, as an enormous dowry, endowed the sea with a gift of £50,000, says the Vancouver World. She also presented to the parish of New Westminister a peal of fine bells. Bishop Hills, who settled at Victoria, suggested that the peal be placed in a tower to be erected at that place. A vigorous protest was forwarded from the Royal City to Miss Coutts, and she directed that the original intention be carried out. The bells were placed in the tower of the bells were destroyed in the great fire a few years ago. The bell that was preserved from destruction is still hanging in the house of God. The chimes were rung every Sunday for a long time by volunteers, but as one of them remarked, "it was deemed hard work for no pay," so the peal was silent in the tower until the fire king destroyed them. The iron church (St. James) at Victoria was erected from the Coutts fund. It was first built in England and put together there. Then it was loaded into a boat and came round the Horn. Upon arrival here, in 1801, it was re-erected on the site it now occupies at the capital. For several years Bishop Hills enjoyed the confidence and esteem of Miss Coutts, but after her marriage with the young American, her interest in British Columbia was known to say that the fund provided by her was very badly invested. "Flash and Other" "By the way, confound the fellow in his speech in the House quoted as saying that "Carmannah and Cape Beale were marked on existing charts as being a heavy fog encountered morning the bark struck the point and commenced to drift. She dragged her anchor and pole and settled hard on the ice. Capt. Spruce in the vicinity with the sea crew and sails to Victoria lost. The wreck was sighted by Henry Saunders of \$180. 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VOL. XLVII NEW LIGHTS THE WEST. Col. Anderson Tells of His Trip in British Columbia. LIGHT ON PACIFIC. Carmanah and Cape Beale Improved—Other Discoveries Made. THE department of the first class of six miles southeast of an intermediary light Beale and Carmanah light which light will be improved. No lightship will be a Swiftsure bank or that vicinity; this is necessary. A lightship will be used in the event be taken to the scene by dropped to windward of vessel. It is proposed also boats will also be established self-propelling or not has been. Capt. Mikkelsen also been suggested for River's Inlet. Surveys Estevan point by Col. A. Engineer of the marine will be used in the event of a new light and recom be made for its establish it is not known when the light out. This is the extent of the light and life-saving at Carmanah and Cape Beale. The Canadian government has been asked by Anderson, engineer of the of marine, and Capt. J. a lightship for the purpose of navigation and other marine and fisheries of British Columbia. The trip along the northern coast and Port Simpson was made for the purpose of which was visited on the age, and landings were made at Carmanah, Peabody or Beaghdos point, Cloose and Sherringham Peabody point preliminary made for the establishment of a new light house of the first class at Lennard. Better Conditions for Col. Anderson, chief engineer of the marine, said: "The minister of me to British Columbia. I am action to augment the light on the coast. Nothing at all practical to do things better for navigation of British Columbia. It has been decided that at Cape much improved and made recommendations for the establishment of an intermediate light at Beale and Carmanah and same order as that in the at the entrance to Clayoan. "Will the vertical ray search be established?" "No, nothing will be done at the entrance to Clayoan. The Beaghdos point is more academic. A strong flashing is contemplated when the light is established. The navigation on such a light is only intended for the purpose of marking the distance of the light or more. I don't think the establishment will be established. "By the way, confound the fellow in his speech in the House quoted as saying that "Carmannah and Cape Beale were marked on existing charts as being a heavy fog encountered morning the bark struck the point and commenced to drift. She dragged her anchor and pole and settled hard on the ice. Capt. Spruce in the vicinity with the sea crew and sails to Victoria lost. The wreck was sighted by Henry Saunders of \$180.