FINE CATTLE COUNTRY

Something About the Northwest Territories Told by Mr. W. Roper Hull.

Victorians Will Not Eat Frozen Beef But He Thinks They Will Like It Chilled.

Wonderful changes are being made in the Northwest Territories, particularly in the vicinities of Calgary and Edmonton, according to Mr. William Roper Hull, one of the Calgary "Cattle Kings," who has been in the city for several days a guest at the Driard. The cattle trade is of course the big industry of the country and this has been increasing on a very large scale during the last few years and the prospects are that it will continue to increase. All the ranchers have added to their herds and with the cattle sent from Ontario and Manitoba as yearlings to grow up on the ranges of the Northwest, thousands are now shipped to Great Britain, the Eastern provinces and British Columbia. At present Mr. Hull deals almost entirely in live stock, although he ships considerable frozen beef to his branches in the Northwest and the interior of the province. The people of the coast cities will not use the frozen beef, the reason being that coming into a milder climate it thaws and the juice and flavor leaves it. Chilled beef, however, he thinks, would take well here and also in Great Britain, and next season will see large quantities of it shipped in both directions, the railway and steamship companies now providing for refrigerators to handle iti. Chilled beef, Mr. Hull explained, is not frozen, but is subject to the lowest temperature it will stand without freezing. It is not to be compared with frozen beef and is in fact even better than fresh killed beef, the time that it hangs improving it. A big saving will of course be made in the cost of shipping.

There will be about 2,000 head of cattle shipped from the Territories to the Coast in the next sixty days, the months during which the Coast cities have to draw their supply from outside the province being March, April, May and the first part of June. During the rest of the year the British Columbia cattle raisers can supply the demand. Mr. Hull predicts that there will be even more cattle shipped to the Coast this year than last, the demand for the Northern country being larger.

Last year he sent a few live sheep to Vancouver, and although better prices could be obtained for fresh mutton than the frozen mutton brought from Australia, the Territories could not compete with that brought here in the refrigerators of the Canadian Australian liners.

The Territories, Mr. Hull said, was a better beef country than it was a breeding country. By this is meant that it is better to bring in calves from Manitoba and the Eastern provinces than to breed the cattle in the Territories, the percentage of loss among the calves born in the Territories being greater than in other cattle countries. However, the cattlemen are going in for breeding on a large scale, 400 thoroughbred bulls having been imported last year. The shorthorn is the favorite, being the heaviest and the best beef. Very little feeding has to be done in winter, only the young calves, heifers about to calf and the steers to be exported during the winter being kept in. All the stock cattle and the two and three-year-old steers hustle for themselves on the ranges. This winter has been a particularly favorable one, but there have never been any that occasioned very heavy losses. Buyers from the Coast, the East and Great Britain buy the cattle off the ranges, and the sellers simply have to put them in the cars, when the purchasers take charge.

The city of Calgary is being largely improved and is enjoying a season of prosperity. Last year the population was increased by a thousand and now there is not an empty house or building. Before many years, Mr. Hull says, it will be a city of 10,000 people. The improvement is largely due to the modern methods which are being adopted to develop the surrounding country. Irrigation systems are being installed on a very large scale by companies and private owners and the land made productive. Mr. Hull himself has installed a very complete system on his property and hundreds of acres formerly of little use are now under cultivation. As all know, the Northwest Territories is an immense cattle country, there being millions of acres on which a hoof has never trod. "What we want," said Mr. Hull, "are men to occupy those lands. Not men, who will leave their ranches to expensive managers and themselves live in the cities, but men who will work themselves."

There is another section of the Northwest that is undergoing a great change, said Mr. Hull. That is the Edmonton district. Last year 5,000 people went in there and there will be double as many go in this year. It is a mixed farming country and is already exporting a large number of hogs, most of the pork now used in the Coast cities coming from there.

Mr. Hull will remain here for a few days longer and before returning East will visit the Sound cities. His uncle, Mr. Roper, the Kamloops cattle man, is also in the city at present.

MUSIC AND MUSICIANS.

About $7,500 has been subscribed toward the Liszt statue at Weimer, and a competition for the best design will soon be opened.

It is told of Hasse, the most popular dramatic composer of the 18th century, whose 200th birthday is to be celebrated in Dresden in May, that after hearing Mozart's youthful work, "Ascanio in Alba," he exclaimed, "this boy will throw us all in the shade."

England is the true home of the music festival, and there it fluorishes on a scale unknown in other countries. Managers of American festivals may read with envy that the net profits of the recent Leeds festival were $10,600, of which $10,000 was given to Leeds charities, while the rest was added to the already large reserve fund. The total income was $57,450, the largest in the history of the festival.

ASTHMA GASPS.

The wheezing and strangling of those who are victims of asthma are promptly relieved by a few dozes of Dr. Chase's Syrup of Linseed and Turpentine.

SEEKING FOR HOMES.

Great Northern Negotiating for Many Passengers Who Would Settle in the West—Fast Mail Service.

R. J. Rogers, agent of the Great Northern, said yesterday that his company were contracting for a great many passengers in the East, who are coming West home-seeking. This he attributes to the reduction in rates from St. Paul. The kind of interest this railroad has aroused by the inauguration of the "Pacific Fast Mail" is thus spoken of by the Chicago Tribune: "The widespread public interest in the contest for the fast mail contract between Chicago and Omaha has caused one to temporarily overlook the similar achievements of the Great Northern railway in establishing quick mail communication from New York, via Chicago and St. Paul, to Seattle, and thence to the Orient. The fast Pacific mail service by way of St. Paul to the Puget Sound country is now quite as remarkable as that via Omaha to San Francisco. On January 3 the Great Northern placed in service a fast through mail and passenger train from Chicago to Seattle, on which the mail pouches never once leave the car after the transfer at St. Paul.

"From New York to Seattle the time by this Northern route is just four days. East of St. Paul the mails are carried on several roads, but west of that city—on a run exceeding the eastern portion by 500 miles—the mail goes through without change across five great states on the tracks of the Great Northern. Forty-five minutes are consumed in transferring the mails in Chicago and thirty minutes in St. Paul. After that the Northern Oriental flyer does the rest without a pause until the Asiatic mails go on board the steamers of the Japan Mail Steamship Company. The fact that the full capacity of the Japan Mail Steamship Company's boats is engaged as far ahead as next August, is in itself a striking proof of the growing importance of the Oriental trade that has its outlet at Seattle.

"For these and other reasons the fast mail to the Pacific Coast, for which the Great Northern holds the government contract, is fully as important as that which daily rushes across the plains and mountains to San Francisco. The Great Northern has been as much alive to the keen rivalry for speed and honors as have the Northwestern, Rock Island, and Burlington, and it is but fair that the achievements of its fast daily transcontinental mail should be included in the new chapter of railway advancement now being written by the Western railroads."

HYDRAULIC PLANTS.

California Company Sending Two Complete Plants to the Omineca Country.

Hydraulic mining in the Omineca country is going to be carried on on an even larger scale than anticipated by the St. Anthony Mining Company of Santa Barbara, California, which last year acquired property on Germansen, Evans and other creeks. Mr. Thomas R. More, the company's commissariat, has been here for several days looking after the interests of the company, and he and Mr. S. O. Richards, of Vancouver, the resident manager, have been kept busy. A short time ago they started four men for the Omineca country by the way of Quesnelle and last week eight more men started in by the Nass route. Both parties will travel with dog teams and are taking in the necessary tools to get into shape the ground on the company's claims on Germansen and Evans creeks, where the hydraulic plants are to be operated first.

Two complete hydraulic plants are to be sent in, one for each of the creeks mentioned. The plants have already been purchased and Mr. More expects that they will arrive here in about two weeks. They will be immediately sent to the mouth of the Skeena so as to leave on the first boat on April 16. Mr. More will take the plants up and he will be accompanied by Mr. R. H. Hall of the Hudson's Bay Company, who will have charge of the transportation of the machinery from Hazleton to the mines.

WIDOW SUING PRIEST.

For Accounting for Large Estate Said to Have Been Left by Her Husband.

Buffalo, March 1.—Sensational charges against F. Wm. Wayrich, a priest, said to be now living in Buffalo, are made in the complaint in an action brought against him by Mrs. Margaret L. Williams, through her attorneys. The complaint and the answer thereto were both filed with the county clerk this afternoon. Mrs. Williams alleges that the priest was formerly rector of St. Alphonsus church in New York City, and has $36,000, the estate left her by her husband, for which he has never accounted to her. She has brought this action to compel such an accounting.

Mrs. Williams claims that from 1882 to 1895 she received from Wayrich $1,800 per year as the income from her husband's estate. Since that time she has received small sums, but not enough to support her. Through his attorneys, Mr. Wayrich denies that he ever had in his custody an estate from her husband or any other person in trust for her. Mrs. Williams is the widow of Fred. K. Williams, a large owner of timber lands and sawmills in Canada. She avers that she was married to Fred. K. Williams, of London, Eng., September 15, 1881, in New York, by Rev. F. W. Wm. Wayrich.

Salt Rheum

And its Painful Symptoms Removed by ....

Dr. Chase's Ointment.

In the more severe forms of Salt Rheum the skin becomes very highly inflamed, and is covered with small vescicles, which ooze out a salt, sharp fluid that burns the skin and gives out a foul odor.

The part attacked becomes a surface of raw, flaming flesh, most pitiable to behold, and the itching and burning nearly drives the sufferer crazy.

Dr. Chase's Ointment has been so universally successful in the cure of Salt Rheum, Eczema, and all itching skin diseases, that it has a record of cures unparalleled in the history of medicine, and is looked upon as the only absolute cure for these diseases.

It is recommended by the best physicians, both in Canada and the United States, as a remedy of very superior excellence.

Dr. Chase's Syrup of Linseed and Turpentine has the largest sale of any preparation for the cure of bronchitis, asthma, coughs, colds and la grippe; 25 cents a large bottle.

FLOODS FOR CARIBOO.

Thirteen Feet of Snow on the Level Gives Premise of Trouble on Low Lands.

Volcanic Action Suggested as Cause of Unusual Warmth Near 111 Mile House.

From Our Own Correspondent.

115-Mile House, Lac La Hache, B. C., Feb. 28,—A severe snowstorm has been raging continuously since the night of the 20th inst. The further north the more fierce has been the storm. Along the Horsefly road, between there and the Forks of Quesnelle, there are miles where on last Sunday, the 19th inst., there were 98 inches of snow on the level, and full five feet have since fallen.

The water continues to rise in Moffatt, Horsefly and One Hundred, and Eleven creeks, and the Quesnelle river is very high. At many points it is above the high water mark reached years ago, and not since approached. Serious loss is anticipated on low lands, as much hay will be damaged.

Mr. Wm. Hall, who has the contract to haul lumber and other supplies from the Forks of Quesnelle to Horsefly, says he has never seen such high snow, and that this rise of water in various streams is damaging.

Senator Campbell, of California, and his daughter, Miss Eunice, arrived at the Forks Sunday, and report snowstorms all along the line. The senator anticipates a very successful year from a mining man's point of view, but anticipates damage to low lands from the volume of water.

The cause of this trouble is traced to the fact that the streams were all very low last fall, and the first cold snap froze many of them to the bottom. They have continued to overflow and freeze on top, and the ice in many places is from 10 to 30 feet thick.

Mr. Steve Tingley, who, in partnership with Capt. Irving, of Victoria, is engaged in shipping horses to the Atlin country, was somewhat shaken up a day or so ago by a runaway. Mr. Tingley was thrown from his cutter on a turn on a very dangerous and steep hill, and rolled down an embankment over 50 feet. After a time he was able to drag himself to a house near by, where he was carefully looked after. He has returned to his home at Ashcroft to recuperate.

Mr. Fred. Tingley has, so rumor says, severed his connection with the government telegraph lines at the 134-Mile House, where he has ably acted as assistant to the manager of that office, Mr. J. Crozier, who is loth to lose his services.

Mr. Fred. Tingley and Wm. Parker, who now has a sub-contract from the B.X. Co., and operates the Horsefly line of stages, will, it is said, soon commence an opposition line of stages on the Cariboo road. Preparations are being made for a hot contest between the new and the old company.

Cariboo is forcing ahead with rapid strides. A small hot spring, which has been known of for years, in the vicinity of the 111-Mile creek has recently become so hot that a thermometer put into it stands at the boiling point. Snow is disappearing on hills near it, which leads the inhabitants to believe great heat is confined in these hills. Many anticipate the outbreak of an active volcano.

Snow storms continue to rage, and many outbuildings along Moffat, Horsefly and 111-Mile creeks are flooded. The B.X. shops are about flooded. At 111-Mile House the workmen are preparing boats and getting ready to work upstairs.

SAANICH HAY.

In Demand in Portland at Great Advance on Oregon Product.

Says the Portland Oregonian: In an uptown livery and feed stable was seen yesterday a lot of hay imported from the Saanich valley, Vancouver Island, B. C. The price at which this foreign fodder sells is $20 per ton, and customers for it are found among the British colony here. The dealer said it was English couch grass hay and was considered the very best kind of hay. It ought to be something extra to be imported and sell for so much more than Oregon timothy, which Oregonians consider the best brand. Couch is a species of grass, which spreads rapidly by extending its creeping roots, and is chiefly known in this country as a troublesome pest in cultivated ground. It is allied botanically to wheat. Of late years cheat hay has come into favor as a food for horses. Some farmers claim that wheat turns to cheat, but this is improbable. Cheat hay is preferred by some to timothy for horses, but this is supposed to be on account of it being easier to raise cheat than to have a good timothy meadow."

A VICTORIAN'S PATENT.

New Device for Retort Door Invented by a Local Machinist.

Mr. Thomas Shaw has lately patented a steam tight door for cannery retorts or anywhere where a perfectly airtight door is required. The device is simplicity itself and as it will result in great saving of time over the old methods the new door will without doubt be universally adopted. Those who have visited a fish cannery will remember the slow and laborious method with which the retort was closed after the numerous trays of just-filled salmon cans had been placed inside. At least a dozen different hand screws had to be tightened up ere steam was turned on and this work consumed about twenty minutes, whereas by Mr. Shaw's invention the whole thing is done in less than thirty seconds.

The door proper is a solid casting of iron revolving on massive hinges cut in such perfect adjustment that it readily swings with very little power applied. Rubber packing is set into the face of the casting, making a perfectly airtight joint. The ingenious method of locking the door develops such force by means of levers that ever the highest pressure of steam on on the inside makes no perceptible impression on the joint in the way of leakage. One great advantage besides the saving in time through using the new device is that all its working parts are exceedingly simple and it is absolutely impossible for any of them to get out of working order. To the numerous cannery men of the province this invention will be welcome, as the saving in time and labor is very great.

The use of the patent door is not confined to canners' uses, but may be adopted with the very best results wherever a perfectly air or water tight door is required. The patent machine is on exhibition at the Marine Engine Works, Chatham street, under a full pressure of steam and all interested in such an invention would do well to inspect it.

ONTARIO TO HUDSON BAY.

Remarkable Scheme Now Under Promotion With the Encouragement of Provincial Government.

A recent letter to the Toronto Mail and Empire thus explains a scheme of interest to all who would welcome the opening of a Hudson Bay route:

Sir,—I beg leave to explain that the bill introduced by Mr. Charlton in the legislature in reference to the Sault Ste. Marie and Hudson's Bay railway was not to incorporate it, as inadvertently stated in your issue of to-day, for that was done by special act several years ago, but to amend its charter as follows:

1st. By extending time for construction.

2nd. To build and operate a wagon road as a stage route for a portion of its route in advance of railway construction.

3rd. To change its name to that of the Ontario and Hudson's Bay and Western Railways and Navigation Company.

4th. To amalgamate with other companies chartered to extend commercial transit from Ontario to points on the Mackenzie and Yukon basins.

That these amendments are not only entirely unobjectionable, but of special interest to Ontario at the present time, there can be no doubt, in view of the following facts:

At the time of the granting of the charter the government, under the premiership of Sir Oliver Mowat, gave assurance that it would aid it with both a land and money grant, but the precise terms and amount were never formulated, owing to various circumstances, and hence construction was delayed, but there is reason to believe that the present government will supply these omissions, and that the new limit of time will be ample to see the work done.

Owing to the extent of unexplored and entirely unsurveyed area through which the railway north of the C.P.R. must be built to reach the water, the preliminary surveys to locate a railway with precision upon the best possible line will require one or two seasons, and the actual building still more time. The idea has been received with great favor that a wagon road should be opened to the navigable section of the Moose river, extending now for surveys, and to be used as a colonization road and stage route, until the railway was built parallel to it, the government to advance part of the expense, and the railway company the remainder, the government allowance to be deducted from its money grant to aid the railway with the company's consent.

The statement was made that if the government favored this plan, commercial access could be stablished with Hudson's Bay this year, by stage from the C.P.R. to Long Portage, on the Moose river, about 120 miles, and by steamboats thence to Moose Factory, about 120 miles further, or 240 miles in all by air line measurement.

That the opening of these facilities means an epoch in the industrial and commercial history of Ontario second only to that of the completion of the Canadian Pacific railway, and to have a beginning made the present year is the most interesting item of provincial progress now in prospect, who can doubt?

Doubts have, however, been expressed about the utilization of the Moose river part of the route, and on that point I have taken pains to obtain a copy of a letter from our experienced and enterprising townsman, Mr. Polson, which was presented by Mr. Kilgour to the ministers at the hearing of esterday, and I will esteem it a favor of you will publish it in full as having a direct bearing upon the general feasibility of the preliminary transit proposed.

The Polson Iron Works,
Toronto, Can., Feb. 21, 1899

Robert Kilgour, Esq., Toronto:

Dear Sir,—I regret exceedingly that it will not be possible for me to be one of the committee to wait on the provincial council to-day. I desire, however, to place myself on record in regard to this movement.

I have looked over the report of the provincial commissioner, Mr. Charlton, appointed to examine the Missanabie and Moose river route to Hudsan's Bay with great interest. Also notes made by an engineer who came from tide water to Long Portage during the lowest state of water in the river in September last. From all the statements made it seems that from the maximum of 15 feet to a minimum of 2 feet is the range of the channel depth in the Moose river for its length of 100 miles or more north of Long Portage. If the channel was only two feet for its entire length a good steamboat traffic could be maintained. We have built stern wheel steamers for this service, and could guarantee to build boats from 100 to 150 feet long, with a freight capacity of from 50 to 100 tons in addition to at least 100 passengers.

I send you herewith photos of several steamers of this type which we have built, and which are giving first-class results in British Columbia. These boats are not expensive, and could do the business on the proposed new route in the interim before parallel railway transit is introduced.

These boats could be designed so they could navigate in 20 to 24 inches of water, and could make a speed of from 10 to 12 miles per hour.

I am thoroughly in accord with the whole scheme, and hope you will be successful in getting your great project the government.

I remain, yours respectfully,

(Signed) F. B. POLSON.

It was stated at yesterday's hearing that the time now required to pass by the river canyon route now solely used from Moose Factory to the C.P.R. was nearly three weeks, and the return down stream required about two weeks, with favorable weather.

On the stage and steamer route the time will be reduced to about three days each way, and with the railway, to say ten hours.

As to the change of name, it is felt that this is an enterprise so largely benefiting the whole province that it should receive its name instead of one locality in it. Missanabie is within ten miles or so of the exact centre of the province measuring along the route of the C.P.R., and will equally accommodate both the Western and Eastern sections as no other route can, and hence is specially intitled to provincial aid. That the "Soo" will become a terminus is a commercial sequence which cannot be ignored, but as every railway station in Ontario will connect with the route north of Missanabie the name should be more general.

Finally, the amalgamation with other charters to bring under the management the coming transit facilities from Ontario to points west of Hudson's Bay, with headquarters at Toronto, is a measure calculated to hasten the development of our local industries, as affording a market the value of which will eventually exceed, our most sanguine expectations.

It may be well to state that no money bonus is asked except for the section of railway north of the C.P.R., the benefits of which will be generally shared throughout the province.

Also, that if the policy were adopted here that has been followed by the federal government of the United States of grading the price of lands reserved to the Crown along the new route, to represent the increased value caused by the building of the proposed railway, not only would the bonus be realized to the government in cash before being called upon to pay the same as an annuity, but it would be proven that it had received more for its reserved lands than the entire contiguous domain could be sold for in its present inaccessible condition.

The term "bonus" in this connection should not therefore be considered as a gift from the government to the railway, but as a division of profits between the two, of which the former receives the greatest share, and the adjacent settler more proportionably than either. Ex-Aldermen Scott, in his remarks before the ministers yesterday, showed that this federal policy in fostering transit facilities had more than anything else rendered the United States the richest nation on the globe; while Mr. Kilgour, in stating the fact that flour made in Western Ontario, in order to reach its sea coast had actually been sent 7,500 miles round by way of England, and more than doubled its cost to the Ontario consumers, for want of this 250 miles of new railway, illustrated, most forcibly, what this province needs in that direction.

More might be said, but I will not trespass on your courtesy by asking more space in your columns at this time.

STAPLETON CALDECOTT.

Toronto, Feb. 22, 1899.

THE COPRA INDUSTRY.

Possession of the Philippines May Transfer It to the United States.

Consul Skinner points out that the occupation of the Philippine islands suggests the possibility of a transfer to the United States of an industry which is now almost exclusively confined to the City of Marseilles.

"The crushing of oleaginous seeds and cocoanuts,," he writes, "for the extraction of the oil they contain has for many years given employment to hundreds of workmen, and the skillful use of blended oils in the manufacture of soap gave to this city its world-wide reputation for the latter. In more recent times the American cotton-seed oil has to a large extent replaced the copra or cocoanut oil, at the same time severely crippling the seed-crushing business. A soap manufacturer advises me that the cotton oil cannot, however, entirely supplant the cocoanut oil, as the former, if used alone, produces a soap too soft to be acceptable to commerce; and the latter, if unmixed with cotton or peanut oil, makes a soap as much too hard. I am informed that a mixture of about half and half produces the best results, and that the failure of the Marseilles manufacturers to maintain these proportions has been followed by a distinct falling off in the quality of some famous brands of Marseilles soaps.

"The copra or cocoanuts crushed in Marseilles come almost exclusively from the Philippine islands. In the year 1897 the imports amounted to 686 120 metric quintals, in addition to which 31,910 metric quintals were imported from the French colonies. A quintal is about 220 pounds. The nuts fall from the trees and lie on the ground until the hard shell separates from the kernel and decays. The kernel appears to lose none of its useful qualities, though permitted to remain on the ground for a year or more. When a favorable opportunity occurs, the copra is gathered, dumped into some small coasting boat, and eventually reaches Marseilles. At the present time the price is uncertain and almost double the average figure, because of a complete suspension of arrivals from Manila. On January 11 the total stock of copra in the dock and warehouses was only 1,530 quintals, and the fear now prevails that the troubles among the natives will prevent the shipement of any considerable quantity for some time to come.

"The assurance that means of communication between the Philippines and the United States will soon be established will make it appear easy for American capital to build and operate crushing mills; and, with cotton oil in unlimited quantities to draw upon the manufacturers of soap will be in possession of additional resources for carrying on their business."

THE FULL COURT.

List of Cases Set Down for Hearing at Next Week's Session.

The list of cases set down for hearing at the March session of the Full court, which commences on Monday, is a short one. Here it is:

Centre Star v. Iron Mask—Appeal from Mr. Justice Walkem; A. C. Galt for plaintiff, A. H. Macneill for defendant.

Clabon v. Scott—Motion; A. H. Macneill for plaintiff, F. M. McLeod for defendant.

Lowenburg, Harris & Co. v. Dunsmuir—Appeal from the Chief Justice; L. P. Duff for plaintiff, C. E. Pooley for defendant.

Wolf v. Nelson Electric Light Co.—Appeal from Judge Forin; R. M. Macdonald for plaintiff, A. M. Johnson for defendant.

Holden et al v. Bright Prospect Co.—Appeal from Judge Forin; P. E. Wilson for plaintiff, R. W. Hannington for defendant.

Scott v. Rogers—Appeal from Mr. Justice Drake; A. Henderson for plaintiff, Aulay Morrison for defendant.

Re. O. K. Mining Co.—Motion; J. A. Macdonald for plaintiff, L. P. Duff for defendant.

Alexander v. Heath — Appeal from Judge Forin; L. F. Mackay for plaintiff, A. M. Johnson for defendant.

Pender v. War Eagle—Appeal from Mr. Justice Drake; F. M. McLeod for plaintiff, A. C. Galt for defendant.

Yesterday was the last day for filing appeals.

FREIGHT FROM LONDON.

British Ship Dumbarton Arrives From England After a Tardy Passage.

The British four-masted ship Dumbarton, Capt. Sparring, was towed into Esquimalt by the American tug Holyoke yesterday. The Dumbarton comes from London with a large cargo, 1,400 tons of which, including 200 tons of naval stores, is consigned in care of R. P. Rithet & Co., the vessel's agents here, and the balance goes to Vancouver and Tacoma. Capt. Sparring reports quite an uneventful but lengthy trip, he having been just 162 days out from London yesterday. Rounding the Horn he was in company with the ship City of Madras, which arrived at San Diego last week.

CZAR'S PEACE SCHEME.

Eminent Delegates to Represent Russia at Proposed Conference.

St. Petersburg, March 1.—It is announced by the semi-official journals that Emperor Nicholas has designated the Russian ambassador to Great Britain, Baron De Stael, as the Russian plenipotentiary to the conference regarding the limitation of armaments. Baron De Stael will be assisted by several special delegates, among them Prof. Demartens, privy councillor, permanent member of the council of the ministry for foreign affairs, Emeritus, professor in the St. Petersburg university and arbitrator in the Anglo-Venezuelan boundary dispute.

NO OLIVE BRANCH.

The Dove That Was Sent to King Martin Returns Reporting No Progress.

Troubles Brewing in the Government Ranks—Leaders Prepare for Right-about.

There are more "ifs" in politics than in any other game the world knows, and just at present the supporters of Martinism in the capital city of Victoria have several "ifs" to engage their attention that are of very fair proportion indeed. First centres upon what would have happened "if" Mr. Higgins had not moved the adjournment of the debate when the railway subsidy repeal bill was up for second reading during the late days of the just-closed session.. The opposition did not know it then, but they do know now, that if Mr. Higgins had not carried the debate over to the following day—for which they thanked him at the time—"if the matter had come to a vote then and there, four at least of the government side would have declared against repudiation and the government would have met defeat upon its most important legislation of the session.

But the debate went over; the faltering ones were brought into line by the next sitting of the house; and the opposition have nothing more cheering to consider than that great big "if."

Now there is another "if" that commands attention. What will happen "if" the messengers of peace that are being sent Martinward from the ark of the party here do not shortly return with something that will pass inspection as an olive branch.

According to that elusive but oft quoted madame, Dame Rumor, the gallant Colonel, who twice has offered himself as a party sacrifice, has been set outside the door by King Martin, His Majesty then betaking himself to the head offices of the government at Vancouver, softly whistling something that sounds very like "I don't care if he never gets back."

To put it more plainly, the story goes that Col. Gregory, because forsooth he undertook to oppose the government repudiation bill in the lobby was rather severely jumped upon, and by the great Martin himself. The Colonel showing resentment, his face was pointed toward the outer darkness, and he was informed that henceforth he was to be considered a dead card in the game of Martin politics, and that furthermore his voice could no longer be heard in the matter of patronage distribution.

Naturally the Colonel did as the young man did when his employer told him his services were no longer required—tendered his resignation.

But this was not all. Mr. E. V. Bodwell had just returned from the Kootenay country, where he had indisputably been of the greatest assistance in restoring Hon. Mr. Hume to his seat in the house and in the cabinet. He looked, not unreasonably, for a little consideration, and when he desired to appear before the railway committee to argue certain public matters, he did not anticipate that Hon. Mr. Martin would metaphorically put his back against the door to deny him admission.

Mr. Bodwell does not wait for any more distinct hints than this, and—still relying on what Dame Rumor says about it—declared that if that was the way he was to be treated, they could look elsewhere for their workers in the cause.

To this Mr. L. P. Duff, who also has been a useful man to the party, says Amen.

And then come in their order Mr. R. L. Drury, Mr. H. A. Munn, Mr. George Riley and Senator Templeman, each and all indignant that such things should be.

To Mr. Drury is assigned the role of the dove, but when he returns to the ark it is without the watched-for olive branch. Nor has it yet arrived from Vancouver, and unless it does come soon no one should be surprised at all to see the Martin brigade in this city receive orders to right-about, the marching music being played by the Times organ, and the key-note of the refrain being anti-Martinism, anti-repudiation, anti-Capital moving.

The proprietor of the Times cannot but realize that such a step would be good policy. To support Martinism in its latest developments would be to turn traitor to Victoria and to those who here have worked consistently and well for the party that Martin now rules by the rules of Martin.

GOOD FOR IRON WORKERS.

Pittsburg, March 1.—An advance of 50 cents a ton was made to-day on steel billets and bessemer pig-iron. This will be followed by an increase of 8 per cent. in the wages of 15,000 scaled workmen.

The Pug—Say, but dat new feller don't do a thing but put 'em to sleep quick.

The Mug—No wonder! He was a preacher before he took to prize fightin'.—New York Journal.

Annual Sales over 6,000,000 Boxes

BEECHAM'S PILLS

FOR BILIOUS AND NERVOUS DISORDERS such as Wind and Pain in the Stomach, Giddiness, Fulness after meals, Headache, Dizziness, Drowsiness, Flushings of Heat, Loss of Appetite, Costiveness, Blotches on the Skin, Cold Chills, Disturbed Sleep, Frightful Dreams and all Nervous and Trembling Sensations.

THE FIRST DOSE WILL GIVE RELIEF IN TWENTY MINUTES. Every sufferer will acknowledge them to be

A WONDERFUL MEDICINE.

BEECHAM'S PILLS, taken as directed, will quickly restore Females to complete health. They promptly remove obstructions or irregularities of the system and cure Sick Headache. For a

Weak Stomach
Impaired Digestion
Disordered Liver

IN MEN, WOMEN OR CHILDREN

Beecham's Pills are

Without a Rival

And have the

LARGEST SALE

of any Patent Medicine in the World

at all Drug Stores.

B. C. STEAM DYE WORKS.

141 Yates Street, Victoria.

Ladies' and gent's garments and household furnishings cleaned, dyed or pressed equal to new. se10-dy&w

Chafed Skins, Piles, Scalds, Cuts, Chilblanes, Chapped Hands, Sore Eyes, Sunburn, Earache, Neuralgic and Rheumatic Pains, Throat Colds and Skin Ailments are Quickly relieved by the use of ....

CALVERT'S

CARBOLIC OINTMENT

Large Pots, 1x1½ each (English Rate.) Editor "Household Words" says: "We are constantly appealed to for remedies which can safely be used in domestic practice for such ills as skin eruptions, burns, scalds, inflamed eyes, rheumatic and neuralgic pains, as well as colds in the chest. In all such cases, and, indeed, in a host of others, we have found Calvert's Carbolic Ointment invaluable."

F. C. CALVERT & CO., MANCHESTER

Awarded 85 Gold and Silver Medals, &c.

AGENTS:

Henderson Bros., druggists, Victoria, B.C.

In buying seeds "economy is extravagance," because the cost of cultivation wasted on inferior seeds always largely exceeds the original cost of the best seeds to be had. The best is always the cheapest. Pay a trifle more for

FERRY'S SEEDS

and always get your money's worth. Five cents per paper everywhere. Always the best. Seed Annual free. D. M. FERRY & CO., Windsor, Ont.

EPPS'S COCOA

GRATEFUL COMFORTING

Distinguished everywhere for Delicacy of Flavour, Superior Quality, and Nutritive Properties. Specially grateful and comforting to the nervous and dyspeptic. Sold only in ½-lb. tins, labelled JAMES EPPS & Co., Ltd., Homœopathic Chemists, London, England.

BREAKFAST SUPPER

EPPS'S COCOA

For Successful Farming

....USE....

FERTILIZERS....

... APPLY....

Victoria Chemical Co., Ltd.

Outer Wharf, VICTORIA.

Notice is hereby given that thirty days after date I intend to apply for a special licence to cut timber on the following described lands viz.: Beginning at a stake on the east bank of Lake Linderman about three miles from the lower end of said lake; thence following said east bank in a southerly direction one mile; thence east one and a half miles; thence north one mile; thence west to initial point; containing 960 acres, more or less.

F. P. ARMSTRONG.

Lake Bennett, B. C., 16th January, 1899.

MINERAL ACT, 1896.

Certificate of Improvements.

NOTICE.—Iron Duke, Count of Monte Cristo and Condor mineral claims, situate in the West Coast, Vancouver Island, Mining Division of Clayoquot District. Where located: On Monte Cristo mountain, Tranquil Creek basin, Toftino Inlet.

Take notice that I, A. S. Going, acting as agent for James M. Ashton, Free Miner's Certificate No. 32,547a, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim. And further take notice that action, under section 57, must be commenced before the issuance of such Certificate of Improvements.

A. S. GOING.

Dated this 22nd day of December, 1898.

NOTICE is hereby given that application will be made to the Parliament of Canada at its next session for an act to construct, equip, maintain and operate a standard or narrow gauge railway from the City of Dawson, in the Northwest Territories of Canada, to the Forks of Eldorado and Bonanza creeks. Also to construct, equip, maintain and operate a narrow gauge railway from the said City of Dawson to the divide or head of Dominion and Sulphur creeks, all in the Klondike mining division, in the said Northwest Territories, with power to construct branch lines from any point on the main line of the said railways or any of their branches, with power to build, own, equip, and operate all necessary roads, bridges, ways, ferries, wharves, docks and coal bunkers; and with power to build, own, equip, operate and maintain telegraph and telephone lines in connection with the said railway and branches, and to carry on a general express business; and with power to expropriate lands for the purposes of the company, and to acquire lands, bonuses, privileges or other aids from any government, municipality or other persons or bodies corporate; and with power to build wagon roads to be used in the construction of such railway, and in advance of the same, and to levy and collect tolls from all parties using and on all freight passing over any of such roads built by the company, whether built before or after the construction of the railway, and with all other usual powers necessary or incidental or conducive to the attainment of the above objects, or any of them.

Dated at the City of Victoria, B.C., the 30th day of January, 1899.

EBERTS & TAYLOR,
Solicitors for Applicants

160 ACRE FARM FOR SALE, CHEAP—Situated 10 miles from Savona, on a good wagon road; place partly under cultivation; balance easy cleared; 17 head of cattle; plenty of water; good buildings and other conveniences. For further particulars apply to A. Thomas, Savona, B. C. f28

FIRST-CLASS OPENING to one who can afford to wait a little—Lot or sale, very cheap, $2,000, the Cowichan Lake hotel, Vancouver Island; has warranted a good rent ($1,000) for several years, and will again, when the logging starts; charter for railway applied for; good opening to combine stock farming, having 160 acres, with lots of feed. Apply L. D., 33 Birdcage Walk, Victoria, B. C. m1

FOR SALE, CHEAP—Leaving the country. One of the most beautiful homes on Vancouver Island; on the Quamichan Lake; 2 miles from railway (Duncan); 69 or 138 acres, as desired; nearly half cleared; 13-room house (hot and cold water); large double barn and other buildings; close to first-class trout and salmon fishing, shooting, etc., also to good tennis club. Apply to L. D., 33 Birdcage Walk, Victoria, B. C. m1