Canada. The vessels are arranged in their respective classes for the greater convenience of the reader, and the list will be found of great value in following the course of the conflict between the two nations.

Ejercito, 111.5 tons; s. 25 k.; arm. 2 6 prs.; 2 2 prs.; 2 t.t.; men, 20.

Pollux, 80 tons; s. 19 k.; arm. 2 6 prs.; 2 prs.; 2 t.t.; men, 18

Castor, 76.2 tons; s. 19 k.; arm. 2 6 prs.; 2 prs.; 2 t.t.; men, 18

Aire, 43.4 tons; s. 8 k.; arm. 2 6 prs.; 2 prs.; 2 t.t.; men, 18

Abbrevations: Tn., tonnage; s., speed; k., knots; l., length; b., beam; d., depth; a p., armor plating; mach., machine guns; max., maxim guns; r.f., rapid-fire guns; t.t., torpedo tubes.

SPANISH FLEET. BATTLE SHIPS. Pelayo, 9,900 tons; s. 16 k.; l. 330; b. 66; d. 24.11; a.p. 17.75; arm. 2 12.5 in.; 2 11 in.; 6 2 in.; 12 4 in.; 6 small; 12 mach.; 7 t.t.; men, 600.

Vitoria, 7,250 tons; s. 11 k.; l. 318.3; b. 55.10; d. 25.3; a.p. 5.5; arm. 12 5.5 r.f.; men 581 DEFENCE SHIPS.

Numancia, 7,250 tons; s. 8 k.; l. 318; b. 35.5; d. 25; a.p. 5.5.; arm. 4 7 in.; 6 2 in.; men, 500. ARMORED CRUISERS, FIRST CLASS.

ARMORED CRUISERS, FIRST CLASS.

Emperador Carlos, 9,235 tons; s. 20 k.;
1. 380; b. 67; d. 25; a.p. 2 in.; arm.2 11 in.;
5 5 in.; 4 3.9 in.; 2 2.7 in.; 4 2.2 in.; 6 mach;
6 t.t.; men, 535.
(ardenal Cisneros, 7,000 tons; s. 20 k.; 1.
10 5.5 in.; 2 2.7 in.; 24 2.2 in.; 4 1 in.;
2 mach.; 8 t.t.; men, 500.
(atalana, 7,000 tons; s. 20 k.; 1. 347; b.
61; d. 21.10; a.p. 10.5; arm. 2 11 in.; 10
5.5 in.; 2 2.7 in; 4 2.2 in.; 4 1 in.; 2 mach.;
8 t.t.; men, 500.

1 rincesa de Asturlas, 7,000; s. 20 k.; 1.
10 5.5 in.; 2 2.7 in.; 4 2.2 in.; 4 1 in.; 2 mach;
11 in.; 10
12 in.; 2 2.7 in.; 4 2.2 in.; 4 1 in.; 2 mach;
13 in.; 2 2.7 in.; 4 2.2 in.; 4 1 in.; 2 mach;
14 in.; 2 2.7 in.; 4 2.2 in.; 4 1 in.; 2 mach;
15 in.; 2 2.7 in.; 4 2.2 in.; 4 1 in.; 2 mach;
16 5.5 in.; 2 2.7 in.; 4 2.2 in.; 4 1 in.; 2 mach;
17 in.; men, 500. men, 500.

Amirante Oquendo, 7,000 tons; s. 20 k.;

340; b. 65; d. 21.6; a.p. 12; arm. 2 11 ln.;

5 5 ln.; 2 2 ln.; 8 1-4 ln.; 2 mach.; 8 t.t.; men, 500. Infanta Maria Teresa, 7,000 tons; s. 20k.; l. 340; b. 65; d. 21.6; a.p. 12; arm. 2 in.; 5 in.; 2 2 in.; 8 1.4 in.; 2 mach.; 8 t.t.; men, 500.

men, 500.
Vizcaya, 7,000; s. 20 k.; l. 340; b. 65.;
d. 21.6; a.p. 12; arm. 2 11 ln.; 5.5 in.;
2 2 in.; 8 1.4 in.; 2 mach.; 8 f.t.; men, 500.
Christobal Colon, 6,840 tons; s. 20 k.; l.
328; b. 59.8; d. 24; a.p. 6; arm. 2 10 in.; 10
6 in. r.f.; 6 4.7 in.; 10 2.2 in.; 1 4 in.; 2
mach.; 4 f.t.; men, 450. mach.; 4 t.t.; men, 450 ARMORED CRUISERS, SECOND CLASS. Alfonso XIII., 5,000 tons; s. 20 k.; l. 318-6; b. 50.6; d. 20; a.p. 4.5;; arm. 4 7.8 in.; 6 4.7 in.; 6 2.2.; 6 1.4 in.; 3 mach.; 5 t.t.;

men, 276.
Lepanto, 4,826 tons; s. 20 k.; l. 318.6; b. 50.6; d. 20; a.p. 4,75 arm. 4 7.8 in.; 6 4.7 in.; 6 6 prs.; 4 3 prs.; 5 max..; 5 mach.; 5 t.t.; men, 276.
Reina Christina, 3,520 tons; s. 17.5 k.; l. 282.2; b. 4.27; d. 16.5; arm. 6 2 in.; 2 2.7 in.; 3 2.2 in; 2 1.5; 6 3 prs.; 2 mach.; 5 t.t.; men, 375. in.; 3 2.2 in; 2 1.5; 6 3 prs.; 2 mach.; 5 t.t., men. 375.

Aragon, 3,842 tons; s. 14 k.; 1. 246; b. 45.11; d. 20.11; arm. 6 2 in.; 3 3 in.; 4 2.9 in.; 2 mach.; 2 t.t.; men, 300

Castilla, 3,342 tons; s. 14 k.; 1. 246; b. 45.11; d. 20.11; arm. 4 5.9 in.; 2 4.7 in.; 2 3.3 in.; 4 2.9 in.; 2 mach.; 2 t.t. men, 300.

Navarra, 3,000 tons; s. 14 k.; 1. 233; b. 42.7; d. 14: arm. 4 5.9 in.; 2 4.7 in.; 2 3.4 in.; 4 2.9 in.; 4 mach. 2 t.t.; men, 300.

Alfonso XII, 3,090tons; s.17.5; 1. 278.10; b. 42.7; d. 16.5; arm. 6 6.2 in.; 2 2.7 in.; 6 6 prs.; 4 3 pr.; 5 mach.; 5 t.t.; men, 300.

Reina Mercedes, 3,090 tons; s. 17.5; 1. 278.10; b. 42.7; d. 16.5; arm. 6 6.2 in.; 2 2.7 in.; 3 2.2 2 1.5 in.; 6 1-4 in.; 2 mach.; 5 t.t.; men, 300.

ARMORED CRUISERS, THIRD CLASS.

ARMORED CRUISERS, THIRD CLASS.

Velasco, 1,152 tons; s. 14.3; l. 209.11; b. 29.3; d. 12.5; arm. 3 5.9 in.; 2 2.7 in.; 2 mach.; men, 175.

Conde de Venadito, 1,130 tons; s. 14 k.; l. 210; b. 32; d. 12.6; arm. 4 7 in.; 2 2.7 la.; 2 r.f.; 5 mach.; men, 130

Don Antonio de Ulloa, 1,130 tons; s. 14 k.; l. 210; b. 32; d. 12.6; arm. 4 7 in.; 2 2.7 in.; 2 r.f.; 4 mach.; men, 130

Don Juan de Austria, 1,130 tons; s. 14 k.; l. 210; b. 32; d. 12.6; arm. 4 7 in.; 2 2.7 in.; 2 r.f.; 4 mach.; men, 130

Infanta Isabel, 1,130 tons; s. 14 k.; l. 210; b. 32; d. 12.6; arm. 4 7 in.; 2 2.7 in.; 2 r.f.; 4 mach.; men, 130.

Infanta Isabel, 1,130 tons; s. 14 k.; l. 210; b. 32; d. 12.6; arm. 4 7 in.; 2 2.7 in.; 2 r.f.; 4 mach.; men, 130.

Isabel II., 1,130 tons; s. 14 k.; 2.7 in.; 2 2.7 in.; 2 r.f.; 4 mach.; men, 130.

Isla de Cuba, 1,030 tons; s. 16 k.; l. 185; b. 30; d. 11.6; arm. 4 7 in.; 4 prs. r.f.; 2 3 prs.; 2 mach. 3 t.t.; men, 160.

Marquis de Escenada, 1,030 tons; s. 15 k.; l. 185; b. 30; d. 11.6; arm. 4 7 in.; 2 3 prs.; 2 mach. 3 t.t.; men, 160.

Marquis de Escenada, 1,030 tons; s. 15 k.; l. 185; b. 30; d. 11.6; arm. 4 7 in.; 2 3 prs.; 2 mach. 3 t.t.; men, 160.

Marquis de Escenada, 1,030 tons; s. 15 k.; l. 185; b. 30; d. 11.6; arm. 4 7 in.; 2 3 prs.; ARMORED CRUISERS, THIRD CLASS.

GUNBOATS. mach.; 4 t.t.; men, 100. Eleano, 524 tons; s. 12 k.; l. 150; b. 27; d. 11; arm. 4 7 in.; 2 3 prs.; 4 mach.; 4 t.t.; men, 100. General Lago, 524 tons; s. 12 k.; I. 150; b. 27; d. 11; arm. 4 7 in.; 2 3 prs.; 4 mach.

4 t.t.; men, 100. Magellanes Magellanez, 524 tons; s. 12 k.;

1. 150; d. 11; arm. 4 7 in.; 2 3 prs.

DESPATCH VESSELS. Fernando el Catolico, 500 tons; s. 10 k.; l. 150.5; b. 26; d. 10.6; arm. 4 7 in.; 2 3 prs.; 4 mach.; men, 75.
Marques do Duero, 500 tons; s. 10 k.; l. 157.5; b. 26; d. 10.6; arm. 4 7 in.; 2 3 prs.; 4 mach.; men, 75. Quiros, 500 tons; s. 10 k.; l. 157.5; b. 26; d. 10.6; arm. 4 7 in.; 2 3 prs.; 4 mach.; en. 75. Villabolos, 500 tons; s. 10 k.; arm. 2 3 prs.; 4 mach.; men, 75.

TORPEDO GUNBOATS. TORPEDO GUNBOATS.

Don Alvara de Bazan, 830 tons; s. 20 k.;
1. 235; arm. 2 4.7 in. r.f.; 4 1.5; 2 mach.
Dona Maria de Molina, 830 tons; s. 20 k.;
arm. 2 4.7 in. r.f.; 4 1.15 in.; 2 mach.
Destructor. 458 tons; s. 20 k.; 1. 192.6;
arm. 2 4.7 in. r.f.; 4 1.5 in.; 2 mach.
Fillipinas, 750 tons; s. 20 k.; 1. 213; arm.
2 4.7 in. r.f.; 4 1.5 in.; 2 mach.
Galicia, 571 tons; s, 20 k.; 1. 190; arm.
2 4.7 in. r.f.; 4 1.5; 2 mach.
Marquess de la Victoria, 830 tons; s. 20k.; 2 4.7 in. r.f.: 4 1.5: 2 mach.

Marquess de la Victoria, 830 tons; s. 20k.;
1. 235; arm. 2 4.7 in. r.f.: 4 1.5 in.; 2 mach.

Marques de Molina, 571 tons; s. 20 k.; l.
190; arm. 2 4.7 in. r.f.: 4 1.5 in.; 2 mach.

Martin Alonzo Pinzon, 571 tons; s. 20 k.;
1, 190; arm. 2 4.7 in. r.f.; 4 1.5 in.; 2 mach.

Nueva Espana, 630 tons; s. 20 k.; l. 190;
arm. 2 4.7 in. r.f.: 4 1.5 in.; 2 mach.

Rapido, 570 tons; s. 20 k.; l. 190; arm.
2 4.7 in. r.f.: 4 1.5 in.; 2 mach.

Temerario, 590 tons; s. 20 k.; l. 190; arm.
2 4.7 in. r.f.: 4 1.5 in.; 2 mach. 2 4.7 in. r.f.: 4 1.5 in.: 2 mach

Yanez Pinzon, 571 tons; s. 20 k.; l. 190; arm. 2 4.7 in. r.f.; 4 1.5 in.; 2 mach. Hernan Cortes, 300 tons; s. 12 k.; arm. 5.12 in. gun. Pizzarro, 300 tons; s. 12 k.; arm. 2 2.95 in. A Complete List of the Spanish and United States

Navies.

Navies.

The Vessels Which Will Raise the Sound of Battle on the Oceans.

Noceans.

Navies of the Spanish Battle on the Oceans.

Pizzarro, 300 tons; s. 12 s., arm. 2 2.95 in. r.f.

Vasco Nunez de Balboa, 300 tons; s. 12.5; arm. 2 2.24 in. r.f.; 1 1 pr. r.c.
Ponce de Leon, 200 tons; s. 12.5; arm. 2 2.24 in. r.f.; 1 1 pr. r.c.
Alcarado, 100 tons; s. 12.5; arm. 2 2.24 in. r.f.; 1 1 pr. r.c.
Eighteen small steel gunboats, each one 6 in. pr. and 1 1 in. pr., Maxim-Nordenfeldt gun, r.f.; and 1 pr. Maxin-Nordenfeldt gun, r.f.; and 1 pr. Maxin-No

Invaluable Details to Those Who Follow the Progress of the Conflict.

That the people of British Columbia may have a clear understanding of the rival navies of the United States and Spain, the following complete lists of vessels of both navies, with every detail about them, have been specially compled for the Victoria Daily Times, that of the United States by the consul, Mr. Abraham Elnathan Smith, and that of Spain by Mr. J. Johnston, of Douglas street.

The lists are unique in being the only complete and exhaustive statements regarding those navies yet published in Canada. The vessels are arranged TORPEDO BOAT DESTROYERS.

> BUILDING FOR SPAIN. BATTLE SHIPS. One, 10,500 tons. One, 6,840 tons.

CRUISEES. Reina Regenti, 5,372 tons. Rio de la Plata, 1,775 tons. Rio de la Plata, 1,775 tons.
Torpedo gun—one, 750 tons.
For arming as cruisers thirteen vessels of the Compania Transatlantia of Cadiz:—
Magallenes, 6,932 tons; s. 17 k.
Buenos Ayres, 5,195 tons; s. 17 k.
Buenos Ayres, 5,195 tons; s. 14 k.
Montevideo, 5,096 tons; s. 15 k.
Alfonso XII, 5,063 tons; s. 15 k.
P D. Satustegui, 4,638 tons; s. 15 k.
Alfonso XIII, 4,381 tons; s. 16 k.
Reina Maria Christina, 4,381 tons; s. 16k.
Isla de Luzen, 4,252 tons; s. 13 k.
Isla de Panaz, 3,635 tons; s. 13.5 k.
Catalana, 3,488 tons; s. 14 k.
Ciudad de Cadiz, 3,084 tons; s. 13.5 k.

UNITED STATES FLEET. Abbreviations: s., speed; l., length; dft., draft; m.b., main battery; d., displace-

FIRST RATE FIRST CLASS BATTLE 15; 1. 360; dft. 24; m.b. 18; 1,340. Indiana, s. 15; l. 348; dft. 24; m.b. 16; Massachusett, s. 15; l. 348; dft. 24; m.b. 16; d. 10,288. Oregon, s. 15; l. 348; dft. 24; m.b. 16; d. 10,288. ARMORED CRUISERS.

Brooklyn, s. 21; l. 400; dft. 24; m. b. 20; New York, s. 21; l. 380.6 1-2; dft, 23.10 3-4; m.b. 18; d. 8,480 PROTECTER CRUISERS.

Columbia, s. 22.81; l. 412; dft 24; m.b.11; olis, s. 22; l. 412; dft. 24; m.b. 11; d. 7,744. Texas, second class battle ship, s. 16; l. 290; dft. 22.6; m.b. 8; d. 6,300. Puritan, double turrer monitor, s. 13; l. 280; dft. 18; m.b. 10; d. 6,060. Olympia, protected cruiser, s. 21.69; l. 348; dft. 21.6; m.b. 14; d. 5,800. SECOND RATE.—BARBETTE MONITOR.

Monteray, s. 13.60; l. 256; dft. 14.6; m.b. 11; d. 4,000. PROTECTED CRUISERS. Newark, s. 19; l. 310; dft. 18.9; m.b. 12;

San Francisco, s. 20.17; l. 310; dft. 18.9; m.b. 12; d. 4,083. Charleston, s. 18.20; l. 312; dft. 19.7; m. 8; d. 4,040. Baltimore, s. 1957; l. 327.6; dft. 20.6; m. 10; d. 4,600. Philadelphia, s. 19.67; l. 327.6; dft. 19. 2 1-2; m.b. 12; d. 4,324. innati, s. 19; l. 300; dft, 18; m.b. 11; Raleigh, s. 19; l. 300; dtf. 18; m.b. 11; d. 3.183. New Orleans, s. 20; l. 330; dt. 16.10; m. b. 10: d. 3,600.

PARTIALLY PROTECTED CRUISERS. Atlanta, s. 15.60; l. 270.3; dft. 17 10 1-2; Boston, s. 15.60; l. 270.3; drf. 17 10 1-2; n.b. 8; d. 3,276. 15.30; 1. 325; dft. 19 1 1-2; m. 18; d. 4.500.

DOUBLE TURRET MONITORS. Miantonomoh, s. 16.50; l. 259.6; dft. 14.6; m.b. 4; d. 3,990. Amphridite, s. 12; l. 259.6; dft. 14.6; m.b. ; d. 3,990. Monaduck, s. 14.50; l. 259.8; dft. 14.6; Monaducek, s. 14.50; l. 259.6; dft. 14.6; m. b. 6; d. 3,990. Terror, s. 12; l. 259.6; dft. 14.6; m.b. 4; d. 3,990. CRUISER.

Lancaster, s. 9.60; l. 235.8; dft. 19.2; m. b. 12; d. 3,250. SINGLE TURRET MONITORS, THIRD R. Ajax, s. 5.60; l. 225; dft. 13.6; m.b. 2; l. 2,100. Canonicus, s. 5.60; 1. 225; dft. 13.6; m.b. 2: d. 2,100 Mahofac, s. 5.60; l. 225; dft 13.6; m.b. 2 Manhattan, s. 5.60; l. 225; dft 15.6; m.b. 2; d. 2,100.

Machattan, s. 5.60; l. 225; dft. 13.6; m.b. -; d. 2,100. Wyandotte, s. 5.60; l. 225; dft. 13.6; m.b. 2: d. 2.100 he, s. 5.60; l. 200; dft. 11.6; m.b. Jason, s. 5.60 ; l.200; dft. 11.6; m.b. 2; 1,875. Lehligh, s. 5.60; l. 200; dft. 11.6; m.b. 2; 1.875. Montauk, s. 5.60; l. 200; dft. 11.6; m.b. 2; 1.875. Nahaut, s. 5.60; l. 200; dft. 11.6; m.b. 2 Nantucket, s. 5.60; l. 200; dft. 11.6; m.b. 2; 1,875. d. 1,875. Passaic, s.5.60; l. 200; dft 11.6; m.b. 2; 1,875.

CRUISERS. Tepeka, s. 16; m.b. 10; d. 1,800.
Detroit, s. 18.71; l. 257; dft. 14.9; m.b. ago.
0; d. 2,089. Montgomery, s. 19.05; l. 257; dft. 14.6; m.b. 10; d. 2,089.

Much in Little a especially true of Hood's Pills, for no medicine ever contained so great curative power in

ways efficient, always sat-isfactory; prevent a cold

sick headache, jaundice, constipation, etc. 260.

The only Pills to take with Hood's Sarsaparilla.

or fever, cure all liver ills,

CARTERS

SICK Headache, yet Carrer's Little Liver Pilif ire equally valuable in Constitution, curing and preventing this annoying complaint, while hey also correct all disorders of the stomach

ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately 'lieft goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do with sufficient But after all sick head

is the bane of so many lives that here is where no moke our great boast. Our pills cure it while others do not. CARTER'S LITTLE I IVEE PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; ave for \$1. Sold everywhere, or sent by mail.

CARTER MEDICINE CO. New York

Small Pill. Small Dose. Small Price.

Marton, s. 11.30; l. 216; dft. 16.6; m.b. 8; Mohlean, s. 10.60; l. 216; dft. 16.6; m.b. 10; d. 1,900. Marblehead, s. 18.44; l. 257; dft. 14.6; m. 9; d. 2,089. Adams, s. 9.80; l. 185; dft. 14.3; m.b. 6; Allance, s. 10; l. 185; dft. 14.3; m.b. 6; Essex, s. 10.40; l. 185; dft. 14.3; m.b. 6; 1,375. d. 1.375. Enterprise, s. 11.40; l. 185; dft. 14.3; m.b.; d. 1,375. ; d. 1,335. Thetis, s. 7,55; l. 166; dft. 18; d. 1,250. Hartford, m.b. 13; d. 2,790. Alert, s. 10; l. 175; dft. 12.9; m.b. 3; d. ,020. Ranger, s. 10; l. 175; dft. 12.9; m.b. 4; l. 1,020.

GUNBOATS. Nashville, s. 14; l. 220; dft. 11; m.b. 8; Monocacy, s. 11.20; l. 255; dft. 9; m.b. 6; 1,370. Caxtum, s. 16; 1. 204; dft. 12 8 3-4; m.b.; d. 1,177.
Machais, s. 15,46; -l. 204; dft. 12 8 3-4; m.
8; d. 1,177.
Bennington, s. 17.50; l. 230; dft. 14; m.b. ord, s. 16.80; l. 230; dft. 14; m.b. 6; Yorktown, s. 16.65; l. 230; dft. 14; m.b. d. 1,710.

5; d. 1,710. Annapolis, m.b. 6; d. 1,000. Vicksburg, m.b. 6; d. 1,000. Wheeling, m. b. 6; d. 1,000. Marietta, m.b. 6; d. 1,000. Newport, m.b. 6; d. 1,000. Princeton, m.b. 6; d. 1,000. Wilmington, m.b. 8; d. 1,392. Helena, m.b. 8; d. 1,392.

HARBOR DEFENCE RAM. Katahdin, s. 17: 1, 259.9; dft, 15; d. 2.115 DYNAMITE GUNBOATS, FOURTH R. Vesuvias, s. 22.50; l. 251.9; oft. 10 7 1-2; CRUISERS.

Yantic, s. 8.30; l. 180; dft. 12.2; m.b. 4; Michigan, s. 10.50; l. 163.3; dft. 9; m.b. GUNBOATS.

Pinta, s. 8.50; l. 137; dft. 10; d. 550. Petril, s. 11.53; l. 176.3; dft. 11.7; m.b. ; d. 892. Bancroft, s. 14.37; l. 187.6; dft. 11.6; m.b. TRANSPORTS.

Dixie. s. 20: 1. 380: dft. 20: m.b. 5: d. TORPEDO BOATS.

Cushing, Ericsson, Foote, Rodgers Winslow, Porter, Du Pont, Rowan, Dahlgren, T. A. M. Cravan, Faraogut, Davis, Fox, Morris, Talbot, Givin, Mackenzie, McKee, Torpedo boats No.s 19, 20, and 21, Stiletto, Somers. TORPEDO BOAT DESTROYERS.

Wasp, s. 15; l. 108.8; dft. 15; d. 380. Hornet, s. 15; l. 160; dft. 13.5; d. 302. Eagle, s. 15; l. 170.5; dft. 12.4; d. 365. Hawk, s. 15; l. 145; d. 360. Vixen, s. 15; l. 191.8; dft. 15.3; d. 545. Scorpion, s. 15; l. 228.5; dft. 16.7; d. 62 Mayflower, s. 15; l. 321; dft. 16.6;

UNDER CONSTRUCTION. First Class Battle Ships. Kearsarge, s. 16; m.b. 22; d. 11,525. Kentucky, s. 16; m.b. 22; d. 11,525, Illinois, s. 16; l. 368; dft. 23.6; m.b. 18;

onsin, s. 16; l. 368; dft. 23.6; m.t 18: d. 11,572. Submarine Torpedo Boat. Holland, t.t.-2; d. 168.

Albany, s. 20; l. 330; dft. 16.10; m.b. 10; Not Classified. Bieven tugs, six sailing vessels, five receiving ships, nine unserviceable (three vessels, six crulsers), — converted merchantmen and yachts, — Harvard auxiliary cruiser, — Yale auxiliary cruiser,

Cruisers.

Catarrh Cured for 25 cents. I suffered from catarrh for years, and have found Dr. Chase's Catarrh Cure the best that I have used, and gladly recommend it to sufferers. Yours truly, HARRY STONE, Rainham Centre, Ont.

Mr. Balfour is to be asked to agree to the preparation of a revised edition of the new kind of Doomsday Book, giving the number of landowners in Great Britain and the area of their estates, which was issued about a quarter of a century

OF INTEREST TO MEN. The attention of the reader is called to an attractive little book lately published by that eminent Expert Physician, G. H. Bobertz, M.D. 252 Woodward Ave., Defroit, Mich. This book is one of genuine interest to every man and its plain and honest advice will certainly be of the greatest value to any one desirous of securing perfect health and vigor. A request for a free and sealed copy will be compiled with, if addressed as above and the Victoria, B.C., Times mentioned.

CASTORIA

For Infants and Children

simile Charly thitchis

OUR OTTAWALETTER

Hon. Senato: Templeman's Speech in the Senate on the Railway Bill.

The Tactics of Livernash Exposed and the Senate Warned Against H.s Statements.

Ottawa, April 18.-I intended before now to have given a few extracts from the speech of Senator Templeman on the Telegraph Creek & Lake Teslin railway in the senate, but as the telegraph reports covered the debate fairly well at the time, I deferred doing so. In the first place, Mr. Templeman, who had the honor of replying to the leader of the opposition, Sir Mackenzie Bowell, exained that his real object in addressing the house was to dispel the idea, if, in-deed, such an idea existed, that Senator Macdonald, who movel the six months hoist, represented the people on the Pacific coast. On this point Mr. Templeman

"I speak as a representative of the province of British Columbia, and it is as such that I express my regret that the duty of moving the six months' hoist should fall to an hon. gentleman from that province, especially from the city of Victoria. Public opinion in Victoria and Vencouver and far that metter through Vancouver, and for that matter, throughout the entire province, is overwhelmingin favor of this route. I venture to say that, apart from the gentlemen who unfortunately, I think, for the city of Victoria, represent that city in this an the other branch of the legislature, and with the exception possibly of the fictitious—this is probably not the right word—anonymous writer of the letter to the leader of the opposition, there are not half a dozen prominent men in Victoria or Vancouver who are opposed to the Teslin Lake & Telegraph Creek railway I say that, and I challenge the statement of the hon, gentlemen to the contrary. Why, hon, gentlemen, when this Klundike boom struck us, what was the position of affairs in the city of Victoria, say about midsummer less? Nineter toria, say about midsummer last? Ninety per cent, of the people going into that country were Americans—ninety percent. of the goods going into that country were from the United States. Our rchants were unprepared for the great influx of people, but they bestirred them selves as quickly as they could, and made a tremendous fight to secure the trade of that country. Our merchants got together and appointed committees and advertised Victoria as a trading point

and made a great fight to capture some portion of the trade. Desperate efforts were put forth by the merchants of Seattle to secure the trade for themselves. Obstacles were put in the way of parties outfitted in Canada. At Dyea and Skagway a charge of \$9 a day was made for each customs official accompanying such parties across the alleged United States strip of territory. Now, at this stage of the game, late last fall, when we thought that the entire trade that should have been Canada's was being captured by the United States, what did the people of Victoria do? The board of trade and public meetings importuned this government to close the means to close the property of the contract of the contract to the contract t ment to close the passes at Dyea and Skagway, remove the customs officers and open up the Stikine route. The members of parliament in the lower house and Sir Hibbert Tupper telegraphed to Ottawa, demanding that the passes be closed. Telegram after telegram was sent to Ottawa. governor, the Conservative local premier and every Conservative member of the board of trade joined in insisting that the public interest demanded that the Stikine route be adopted as the Canadian joined with the rest in pressing the adselves, and there is no constituency in Canada, more responsible for having brought their influence to bear on the miliating to think that the representatives of that city should vote against the

measure, one of them going so far as to move the six months' hoist, in order to attempt to defeat the measure framed in the very best interests of his province." After referring to the possibilities of navigation along the Stikine route, and answering a variety of questions shot at him from all parts of the chamber, as

he showed great familiarity with the subject. Mr. Templeman said: "In discussing this question of what is "In discussing this question of what is required for the purpose of getting people and goods to Dawson City, an alternative scheme has been seriously proposed, not by the leader of the opposition, but by a number of speakers who have preceded him, to build from Pyramid Harbor over the Dalton trail down to Fort Selkirk, and we have been told it is a better companying route. It would be a commercial and we have been told it is a better commercial route. It would be a commercial route for Dawson City, assuming always that Dyea or Skagway are in Canadian territory, and that the city to be built up there would be a Canadian city. There is no question at all that this house and country would approve of the adoption of that route, but I am free to confess that with the terminus on the ocean being in United States territory I would take the present route with the land subsidy in preference to the Dalton trail take the present route with the land subsidy in preference to the Dalton trail

A LIFE SAVER TO MANKIND

is what Mr. George Benner, Wiarton, Ont., styles Dr. Chase's Kidney-Liver Pills.

Not that I am at all fond of having my name put in public places, but as a life saver to mankind, I hereby state what Dr. W. Chase's K.-L. Pills did for me. For nearly four years I was greatly troubled with Constipation and general weakness in the kidneys, and in my perious position was strongly advised to use Chase's Pills, and to-day I can safely and truthfully state that they have saved GEO. BENNER. To all who find themselves with health

gradually slipping away, Kidneys and Liver so disorganized that they are incapable of keeping the system free from poisonous waste material. Stomach Disordered Bowels Constipated, Head Aching, Back Paining, take Dr. Chase's Kidney-Liver Pills. The quick way they help you back to health will surprise you.

All Dealers sell them at 25 CENTS A BOX.

What is

CASTORIA

Castoria is Dr. Samuel Pitcher's prescription for Infants and Children. It contains neither Opium, Morphine nor other Narcotic substance. It is a harmless substitute for Paregoric, Drops, Soothing Syrups and Castor Oil It is Pleasant. Its guarantce is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays Feverishness. Castoria prevents vomiting Sour Curd, cures Diarrhœa and Wind Colic. Castoria relieves Teething troubles, cures Constipation and Flatulency. Castoria assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. Castoria is the Children's Panacea-the Mother's Friend.

Castoria. "Castoria is an excellent medicine for

of its good effect upon their children ?!

Castoria.

"Castoria is so well adapted to children children. Mothers have repeatedly told me that I recommend it as superior to any prescription known to me." DR. G. C. OSGOOD, Lowell, Mass.

THE FAC-SIMILE SIGNATURE OF

APPEARS ON EVERY WRAPPER. THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY

this railway scheme and its benefit to the country and to that Yukon district, we must consider the enormous benefit it will be to the Upper Yukon. I do not it will be to the Upper Yukon. I do not it will be to the Upper Yukon. I do not it will be to the Upper Yukon. I do not it will be to the Upper Yukon. I do not it will be to the Upper Yukon. I do not it will be to the Upper Yukon. If the Alaska Commercial Comit will be to the Upper rukon. I do not know that I need to say anything about ofher routes. Hon, gentlemen have said that this is not an all-Canadian route. Well, there is no all-Canadian route, if Well, there is no all-Canadian route. this is not one, excepting from Edmonton eral Tory senators were again on their or Ashcroft. But is there any hon, gen-feet, trying to break the blow which the tleman in this house who seriously pro-poses to build a road from Edmonton or Ashcroft to Dawson City? Why, if the government of the day proposed such a wild scheme as that, they would not have received the support of one hon, gentleman opposite, and they would not certainly have received the support of the

ountry."
Since Senator Templeman made this statement the Tory senators have ap-pointed a special committee to boom the Bounded a special committee to bood and to my rescue and make a point in my and Reid, of British Columbia, are acting on that committee, showing that the should shout order, order. I do not think should shout order, order. I do not think the should shout order, order. I do not think the should shout order, order. I do not think the should shout order, order. charges made against these gentlemen by that is quite fair. eastern newspapers, that they are acting make was that Mr. Livernash was, in from political motives and against the my opinion, working in the interests of Touching upon the real benefits of the road to the province, Mr. Templeman said:
"I was pointing out the enormous bene-

fit of this trade to the city of Victoria. route to the Canadian gold fields. I I would just like to mention one or two I would just like to mention one of two things: The imports into the city of Victoria during January and February of such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given, I do not such as Mr. O'Brien has given has Mr. O'Brien vantages of that route upon the attention of the government. There is no person in Canada, outside the government them is classed and there is no person of 1898 they were \$560,561, an increase of 100 are solves and there is no constitutionary in the same months of 1898 they were \$560,561, an increase of 100 are solves and there is no constitutionary in the same months of 1898 they were \$560,561, an increase of 100 are solves and there is no constitutionary in the same months of 1898 they were \$560,561, an increase of 100 are solves and there is no person in the same months of 1898 they were \$560,561, an increase of 100 are solves and there is no person in the same months of 1898 they were \$560,561, an increase of 100 are solves and there is no person in the same months of 1898 they were \$560,561, an increase of 100 are solves and the same months of 1898 they were \$560,561, an increase of 100 are solves and the same months of 1898 they were \$560,561, an increase of 1898 they were \$560,561, and increase of 1898 th of 100 per cent. The same increase is shown in the city of Vancouver. That Canada, more responsible for naving brought their influence to bear on the government to obtain the Stikine route than the city of Victoria; and it is huthan the city of Vict Canada over the Canadian Pacific railway, I wrote Mr. Shaughnessy, and received the following telegram:

"Tonnage from points in the east to Vancouver during the period of February 1st to March 15th, 1898, shows an increase of 140 per cent, over the same period in 1897. "Here we have an increase of impor-

tations into those two cities in the one case of 100 per cent., and of Canadian over the Canadian Pacific railway of 140 per cent. I will assume the importations by other means—the Great Northern and Northern Pacific—would ossibly show quite as large an increase. There is no doubt that the cities of British Columbia are deriving an enormous benefit from this increased trade. As the hon, gentleman from Calgary said, on the coast all the iron works and shipsubsidy in preference to the Dalton trail route without any subsidy at all. If that Yukon country is of any great value, there must be large mining districts far south of Duwson City on the upper waters of the Yukon, and in discussing waters of the Yukon, and in discussing theman from Calgary (Mr. Lougheed). that because the government would not aid any other railway for five years, that it is practically a monopoly of the carry-ing trade for that district. I disagree with that entirely. I do not think that there is any monopoly, and as far as that clause in the contract is concerned it might just as well be eliminated al-

it might just as well be eliminated altogether. It has been stated, I think, by the leader of the opposition, that a charter has been granted by this house for which a subsidy was given for a railway over the White Pass. There is, in addition to this, a charter for a railway granted by this house, and also by the provincial government, from Taku the provincial government, from Taku Inlet to Teslin lake, running from Taku to the same lake as this railway is to touch. That company has been subsidized by the province of British Columbia with 5,120 acres of land per mile. Then there is the charter of the Cassiar Central, to which the hon, leader of the opposition refers, from a point on the Stikine river up to Dease lake. Under that charter there is no doubt that the company can run a line to Teslin lake. But in addition to all that, this railway is entirely in the province of British Columbia. It is within the

right of the legislature of British Co-lumbia to grant a charter to-morrow, paralleling the line to be built by Mac-kenzie & Mann. They have a perfect right to do so. Mr. Beaven and other politicians out there are aware of the fact that this right exists,
Mr. Templeman read a statement from
T. W. O'Brien, who has been in the Yukon country for eleven years, showing that Mr. Livernash and his associates were working in the interests of the Unit-

statement of Mr. O'Brien had upon their friend, Livernash; and Mr. Power, Lib-

hon, friends opposite have so much solic

marks and he was not called to

tude for me. I understood that, having permitted an opponent to interject re

when a friend should come, as it were, Alaska Commercial Company O'Brien is here as a representative of the Pioneer Society, the men who have been in the Klondike five years and upwards. I do not think that any credence should grant or the matter of its selection, o the royalty. These subjects have been discussed so fully and so ably that would be a waste of time for me to g over the same ground. I will say frank ly, and this may be some consolation some hon, gentlemen opposite, that would have preferred the contract there had been a smaller grant, and would have preferred it still more if there had been no grant at all, but that is impossible; it would have meant a large cash subsidy, which this house would not have voted for. Hon. gentlemen who have spoken against this bill, I have no doubt, would have used even stronger language against the government if they had proposed a money vote to build this railway. As to the question of urgency. the position of the government on this point has not been successfully assailed, and, that being so, it follows that the wholesome practice of calling for tenders. under normal conditions could not b followed in this case. I have tried to come to a conclusion on this question un-influenced by party bias. We have all been party men, but if there is any place in this country where party views should have no effect, where men can be above partisanship, it is within the four walls of this house. I have listened to the arguments for and against the bill, and I am convinced that on the whole it is in the interests of Canadian trade that it should be ratified, and that above all it is pre-eminently in the interests of this great province of the Pacific coast, from which I come; and it is for these reasons I propose to give my vote against the amendment of the hon, gentleman from Victoria,"

Honest Help Free!

Au old clergyman, deploring the fact that so many men are being imposed upon by unscrupulous quacks, is willing to inform any man who is weak and nervous, or suffering from various effects of errors or excesses, how to obtain a perfect and permanent cure. Having nothing to sell he asks for no money, but is desirous for humanity's sake help the unfortunate to regain their health and happiness. Perfect secrecy assured. Address with stamp, Rev. A. H. MACFARLANE, Franktown, On-

The two-year-old son of W. L. Furgason, of Bolton, Miss., had whoo cough. "After several physicians prescribed for him, without giving relief.
writes Mr. Furgason. "I persuaded my writes Mr. Furgason, "I persuaded my wife to try a 25 cent bottle of Chamber lain's Cough Remedy. The first dose hat the desired effect, and in forty-eight hours he was entirely free from cough. I consider your remedy the in the market, especially for children and recommend it at all times." The 25 and 50 cent sizes for sale by Langley & Henderson Bros., Wholesale Agents, and Vancouver.

Derangement of the liver, with constipation, injures the complexion induces pimples, sallow skin. Remove the cause by using Carter's Little Liver Pills. One a dose. Try them,

They Revolt Against Regu stricting Their Rights tally Assault the Pre

Troops Ride Down the Ri Serious Disturbance S Ballarat Riots

News was brought from tralia by the Warringo riot at the Kalgoorlie g which Sir John Forrest, the Western Australia, came n life at the hands of infur About the beginning of M tions were passed limiting rights of alluvial diggers The miners immediately rou at what they considered an in a riot which ensued

On March 24th Sir John returning from the opening of railway to Menzie, came When his train arrive people were at the station. went direct to Wieke's He deputation of miners await diggers hooted him all the arriving at the hotel atten session of the place, but d by the police.

An appeal was made to by the deputation to repea gulations and release the f Sir John listened patiently but on the miners getting lost his temper, and tel the regulations would be the cabinet and that the risoned must remain so, eave the hotel. As he went down the st

ers, who had become mo rushed at him. Thousand him, and he was struck on face and otherwise maltr the efforts of the police. to reach the railway stati diggers were in possession mpossible to get the door o mier by this time was about, and the warden, s John's life was in danger, act. The mounted troops thereupon rode the crowd loped away for muskets. ney returned the door had and the premier having pe the door was barricaded premier then entered his the train steamed away. station, however, it was le rails had been torn up, returned to Kalgoorlie an Perth. The riot was the mining disturbance in Aust famous Eureka stockade a rat in 1854.

A CONTINENTAL ALL AGAINST THE UNIT The probability of interv-

of Spain by some of the g

one of the things that ten present situation particula much has been said, such intervention, but th it has always been an considered, and now the n ning to attract a greater tention. It is a solemn f present crisis, and when great war, the United one friend among the nat and that friend is Great F that the people of the Uni persistently maligned an which they have taught t hate. Where, at this mor that dear friend which v love with the United St stitutions, that its public of affection were almost Russia, at the present with France, and that its best to stir up hostili States in Continental E know with what slavish a has been regarded in the since the days of the how in every contest and Great Britain Am has been extended to the when the United States thy in return it finds of or hostile demonstrations. received from Paris yes that the feeling there, b and among the public, against the United Sta McKinley is compared t and the American congre a buccaneering spirit, w will extend to the pos nations as well as Spa do not forget that they islands in the West In and Martinique, to say n or Cayenne. If Spain orily ordered out of (gress of the United will France be allowed t erican possessions? I tion; has always been with Spain, and there reasons why the people desire to see Spain de The French people are Spanish bonds, and th aterest in having the tion maintained. Hend the Parisian press and etfulness of the ancien France and the United

The queen regent of trian princess, and that ly active in seeking being deprived of Cub by the American repu Latin nation, which H turally takes the side then, we have four of Russia, France, Italy a to the action of the only awaiting a favora do the great republic position of Germany the tone of the Germi to the United States. generally reflect the vi ment. The German with great disfavor, posed to view the actio regard to Cuba as th of that doctrine. The self ambitions which a with the aspirations of