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The world today—in all the history of the—no doctor nor institution has created and sold so many men as has the FOREMOST MEDICAL CO. of Buffalo, N. Y.



SCIENCE THROUGH THE LAMP OF LIFE. Much deception has been practiced in selling this great and useful medicine. The time makes this offering especially timely. We will send this medicine...

ERIE MEDICAL COMPANY, P.O. Box 2, Buffalo, N. Y. Send for a copy of this paper.

IFICATE OF THE REGISTRATION OF AN Extra Provincial Company.

"COMPANIES ACT, 1870."

Dragon Creek Mining Company."

I hereby certify that I, A. D. H. 1898, do hereby certify that the Dragon Creek Mining Company under "Companies Act, 1870," carry out in full all the requirements of the said Act, and that the said company is in full compliance with the provisions of the said Act...

NOTICE.

Notice is hereby given that 30 days after the date of publication of this notice the land hereinafter described is to be sold at public auction... JAMES MUIRHEAD, Notary Public, Victoria, B.C., January 12th, 1898.

You Are Energetic and Strong.

You are above foolish prejudice against passing for a good book, write and proposition. The information will cost you nothing.

WANTED. Industrious Men of Character.

THE LINSOOTT COMPANY, TORONTO.

Notices hereby given that 30 days after the date of publication of this notice I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and remove timber on a tract of land, situate in Cassiar...

DAIEN'S PROMPTLY SECURED

By MICHIE BUCKLEY. Write to-day for a copy of our big Book on Patents. We have extensive experience in the intricate part of foreign and domestic patents...

\$1.50 PER ANNUM \$1.50

VOL. 16.

### OVERLAND TO YUKON

Delegations From Canadian Boards of Trade Urge Construction of a Wagon Road.

Sir Wilfrid Laurier Promises that a Survey Will Be Made of the Various Routes.

Ottawa, Feb. 24.—Manitoba delegations, supported by eastern boards of trade, waited on Messrs. Laurier, Sifton and Cartwright to-day, and asked for a wagon road by Edmonton to the Yukon.

Among those present were: Bell and Bole for the Winnipeg board of trade; Mayor Andrews, of the Winnipeg city council; Rogers, president of the Toronto board of trade; Ross, president of the Ottawa board of trade; Jamieson, Oliver, Davies, Rutherford, Douglas, Richardson, M.P.'s, and Col. McGilligan of Winnipeg. Mr. Jamieson explained the purpose of the delegations...

Senate. Mr. Laurier promised to have a survey made of the various routes, and to have the same reported to the government...

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"COMPANIES ACT, 1870."

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# Western Times

Twice-a-Week.

VICTORIA, B. C., MONDAY, FEBRUARY 28, 1898.

NO. 52.

### WAR IS INEVITABLE

The Relations Between Spain and the United States Becoming More Strained.

The Cause of the Explosion Which Wrecked the Maine Not Yet Established.

London, Feb. 25.—According to a special dispatch from Madrid reports received there from the United States are to the effect that public opinion in the latter country is becoming more excited owing to the impression that the loss of the Maine was not due to accident, but to a conspiracy on the part of the Spanish government.

The most intense anxiety is shown by Spanish officials here who are in constant communication with Madrid. They feel that the relations with the United States were never so much in danger as now. This is a general feeling abroad in the United States. The common class here are hopeful of American intervention on peaceful lines. But what they base their hopes on is unknown.

INTEENSE ANXIETY SHOWN. Spaniards Realize that the Danger of a Crisis is Increasing.

Washington, Feb. 25.—The Evening Star has the following from a staff correspondent in Cuba:

Havana, Feb. 25 (via Key West).—Inquiry into the Maine disaster progressed along definite lines. The results so far may be summed up in the statement that the probabilities that it was an accident seem to decrease with the progress of the investigation.

The most intense anxiety is shown by Spanish officials here who are in constant communication with Madrid.

Continuing the dispatch says: "The government will have no choice if the United States adopts a threatening attitude for the prospect of war is popular with all parties, and the more excitable newspapers are already urging the government to take measures to enable Spain to strike the first decisive blow."

While the government has not chosen to make a declaration of war or to send troops to Cuba, the United States has not yet made a declaration of war or to send troops to Cuba.

Morgan said he always believed the United States and Spain would fight over Cuba. The contest now showed that Cuba was not to Spain, for she could not conquer the people of the island.

Morgan said he did not want to stop the appropriations of the government for the United States in order to coerce the house of representatives or the president into a declaration of war or to send troops to Cuba.

Lodge opposed making this question the subject for a rider on the appropriation bill, but he did not believe it would do so.

Conclusion of the Proceedings—Fine and Imprisonment.

Paris, Feb. 25.—The Zola trial concluded to-day, and the jury retiring at 6:30 p.m. after about half an hour's deliberation.

The following questions were put: "Is M. Perreux guilty of having falsified the official report of the explosion of the Maine?"

The jury answered "Yes." M. Perreux was sentenced to four months' imprisonment and a fine of 3,000 francs.

M. Perreux appealed against the verdict.

M. Perreux, the manager of L'Europe, in which Zola published his extraordinary charges, was condemned to four months' imprisonment and a fine of 3,000 francs.

The jury also found M. Perreux guilty of having falsified the official report of the explosion of the Maine.

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### WAR TALK IN THE SENATE

The Cuban Belligerency Resolution Again Discussed.

Washington, Feb. 25.—Senator Allen introduced a resolution to-day for a senate investigation of the affairs in Cuba.

Allen also offered the Morgan Cuban belligerency resolution as an amendment to the domestic and consular appropriation bill.

Hale gave notice of a point of order against the amendment.

Morgan, in opposing Allen's amendment, said he had no right to make a declaration of war in the way in which this resolution was made a part of the bill.

Morgan said he did not want to stop the appropriations of the government for the United States in order to coerce the house of representatives or the president into a declaration of war or to send troops to Cuba.

Morgan said he always believed the United States and Spain would fight over Cuba. The contest now showed that Cuba was not to Spain, for she could not conquer the people of the island.

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### FROM THE CAPITAL

A Big Delegation of Brewers Seeing the Government About the Plebiscite.

A. M. Burgess Dying—An Ultimatum from the Washington Authorities.

Ottawa, Feb. 25.—A big delegation of brewers is here to-day seeing the government about the plebiscite bill, talking over the question of compensation, etc.

A. M. Burgess, commissioner of Dominion lands, is lying at his home not expected to live over the day. He has apoplexy and heart failure. Mr. Burgess was ex-deputy minister of the Interior.

It is reported that an ultimatum has come to the government from Washington that unless facilities are afforded American gold hunters to procure miners' certificates at Tagher the outposts of Dyea and Skagway will be abolished, thus practically closing Lynn Canal to Canadian trade.

Mr. Blair is to revise the agreement with the Grand Trunk and Drummond-County railways in connection with the extension of the Intercolonial to Montreal. The provision which compelled the Dominion to pay 2 1/2 per cent. on the cost of improved terminals of tracks, whereas the Grand Trunk will have to pay but one-half per cent., will be modified.

Senator Templeman arrived to-day. He immediately left for North Lanesark to take part in the provincial campaign.

BACK FROM SKAGWAY. Port Townsend, Feb. 25.—The steamer Pioneer, with the bark Colorado, has returned from Skagway. The Pioneer's officers report that both Dyea and Skagway are lively, but law-abiding. Captain Nielsen says that while thousands of people are landing at Dyea, the population does not appear to be materially increased, as the majority after loading their gear depart into Alaska in the afternoon, leaving little delay. Both Chillikoot and Waita were reported in good condition. On the way down the Pioneer passed twenty-four vessels en route to Alaska, crowded with passengers and freight.

The Pioneer experienced the worst weather that has prevailed in the North Pacific for many years, continuous high winds and blinding snow storms prevailing.

WENT UP IN SMOKE. Louisville, Ky., Feb. 25.—The picking, drying and steaming warehouse of the National Tobacco Company was destroyed by fire yesterday morning at 10 o'clock.

AN ANTI-CIGARETTE BILL. Frankfort, Ky., Feb. 25.—The house has passed the anti-cigarette bill. The bill is designed to prohibit the sale or use of cigarettes or cigarette material, or even to require the payment of a tax upon possession. It now goes to the senate.

A PASSENGER TRAIN. Jack Dalton, to Place a Pack Train of Horses on the Dalton Trail.

Among the passengers who called northward on the steamer Cottage City was Jack Dalton, the discoverer of the Dalton trail. He has some baggage aboard, and Dalton's post on a short business visit, made chiefly to take stock and look after the needs of his business.

Jack Dalton proposes to establish an immense pack trail on the Dalton trail, which he gives his name, during the coming summer. He will take up his passengers and freight direct from Chillikoot at least six stations on that route, where provisions, outfits and other supplies will be sold.

BOARD OF TRADE. Railways, Navigation and Duty on Lumber Bills Discussed by the Council.

At a meeting of the council of the board of trade held yesterday afternoon the various bills were discussed.

The council placed itself on record as being opposed to charters for railways which would tend to carry the ores of the mining districts to American smelters, advocating that instead, charters be given to railways terminating on the navigable waters of the interior. They particularly opposed the charter which Mr. Corbin is applying for and which they claim will divert the business of the country to the north.

The committee also reported on the extension of the Pacific railway to a resort some port in Northern British Columbia, a long railway. The council adopted the proposition and telegraphed the result to Hon. Mr. Blair, and the secretary was also instructed to forward the resolution to the provincial government.

The various questions in respect to the navigation of the Saline were referred to the board's committee on harbors and navigation.

The board passed a resolution, which was telegraphed to Sir Wilfrid Laurier, asking that the government make the duty on sugar equal to the duty imposed by the United States.

Honest Help Free! An 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 to help the unfortunate to regain their health and happiness. Perfect secrecy assured. Address, with stamp, Rev. A. W. M. MacFarlane, Frankton, Ontario.

### ROYAL

THE MAIN DISASTER

Reports Igniting the Belief That the Week Was Planned.

Washington, Feb. 23.—The arrival of the mail to-day in Washington from Key West, bringing several private letters from naval officers lately attached to the Maine, caused a wave of excitement to run over the departments and the capital, for there were all sorts of rumors as to the contents of these letters, though very few of these rumors had any sound basis.

The only feature, so far as could be discerned, of great importance as throwing any light on the cause of the explosion contained in the letters, was the statement that the two after boilers in the boiler spaces were all of the right boilers of the Maine that were under terminal at the time of the explosion. This fact had a negative value, for it disposed of the theory that an exploding boiler had caused the wreck. The experts all say that by no possibility could the after boiler explosion have wrecked the fore part of the Maine and left the rest almost unharmed.

Much interest was shown in a despatch received shortly before 8 o'clock from Admiral Sigsbee, advising the reconstruction of Capt. Sampson of the court of inquiry, as to the raising of the wreck. The views of naval officers were that Capt. Sampson and his assistants were giving this advice, not as a court-martial, but as officers in a position to speak as to the best methods to be adopted for wrecking the Maine.

Evidently the president of the court of inquiry is fearful of the effect upon the public of ill-considered attempts to account for the destruction of the Maine, for this afternoon he telegraphed Secretary Long, doubtless having in mind certain provisions of this morning's message, as follows: "Any reported interview with divers untrue. Every precaution has been taken. Officers always present."

A formal order was sent out this afternoon for Lieut. Commander Waitright to take the station at Havana and look after the government's interests while the work of recovering the Maine progresses.

It has been suggested that the main cause of the explosion was the wreckage of the boiler of the Maine, which was the most important part of the ship. The wreckage was found in the harbor of Havana, and it was found that the boiler had been damaged in a way which would have caused the explosion.

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