

ENTER'S Nic-Electric Health Chains

Made in Stettin, Germany. The aid of medicine:

ANY MONEY IN ADVANCE. It perfectly willing to send it to your office or into any store and if the express agent the price of the chain is returned to you if you do not wish to buy it. In Canada, we have already sold 100,000 chains.

McClure College Ave., Montreal, Canada

Pure Indian 100 One pound has the strength of two pounds of other teas. Sole Local Agents.

EAT PURE LIVER OIL

REPORTED TO THE STREET COMMITTEE AND COUNCIL ADJOURNED AT 9:15.

season Slow-Why is it that Brother J. always prefers the long-term plan.

LONG METERS, LONG BILLS, SO LONG.

HIS LEGS AND HIS BUSINESS.

Of late years especially, the writer's nephews have particularly gone out all those persons who work in a standing position, who earn their money, as a rule, by their legs.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

As I have said, I should vastly prefer to be a driver of an omnibus rather than a conductor. Why? Because I can't handle one way in these matters, and so it comes to pass that a large proportion of my fellow laborers must have good legs if they are to do their job.

\$1.50 PER ANNUM \$1.50

VOL. 17.

SPAIN'S CASE

The Red Book Issued by the Spanish Government on the Cuban Controversy.

Negotiations in the Crisis—Foreign Replies Are Favorable to the Dons

No News Received From Sampson or Schley Regarding Cervera's Squadron.

Conditions at Havana Hourly Growing More Serious and an Outbreak Feared.

New York, May 25.—A dispatch to the Evening World from Jupiter, Fla., says that Lieutenant Davis of the battleship Oregon came ashore there last night.

The Oregon's Race. "Our race," said Davis, "was a most exciting one, and especially after we left Bahia, for we knew then the possibility of interception. Captain Clarke, however, kept the little fleet in constant readiness, and had we run into a Spanish fleet we would have been ready from. As it is, we are all happy. Our race from San Francisco is now ended, and we shall have a chance to take part with the fleets now looking for the Spaniards."

No Excitement. London, May 25.—A Barcelona dispatch to the Chronicle, dated Sunday, reports: A steamer took 1,000 soldiers to Cadix yesterday. There was no excitement. The troops are bound either for the Canaries and Cuba or for the Philippines, though the sending of reinforcements to the Philippines probably has been postponed indefinitely.

Activity in Cuban Waters. On Board the Associated Press Dispatch Boat Dandy, Montego Bay, Jamaica, May 24.—The waters south of Cuba have suddenly become the theater of great naval activity. Commodore Schley, who left Key West Thursday with the battleships Massachusetts and Texas, the armed cruiser Brooklyn and the armed yacht Scorpion, is believed to be cruising off Cienfuegos and Santiago de Cuba.

When the admiral left Key West last Friday morning Admiral Sampson was still there. It was the opinion of naval officers that he would sail for Cienfuegos by the eastern route; the two fleets thus completing the circle of Cuba.

The battleship Iowa followed Commodore Schley on Friday, but was overtaken by the torpedo boat Dupont with secret instructions. The battleship immediately increased her speed to the limit, and was guarding the entrance to the passage between the Isle of Pines and Cuba. The Dupont rushed on toward Cienfuegos.

British warships are now in the vicinity of Jamaica. The Spanish 1,200-ton passenger steamer Panama Company is here. She is afraid to venture out. The numerous rumors as to the sighting of the phantom Spanish fleet in this vicinity are quite unsubstantiated.

Situation in Havana. New York, May 25.—A dispatch to the Herald from Havana says that efforts are being made by the authorities to provide an adequate supply of food for the residents of the city.

Very scarce since importations from the United States ceased. Sweet potatoes, yams and other roots and vegetables are being planted in large quantities in the immediate neighborhood. Owing to recent rains it is the hope and belief that the crops gathered from this source will be sufficient for the necessities of Havana.

The Norwegian steamer Uto reached Sagua last Friday and will load sugar for New York. The Norwegian steamer Brabber, which left Sagua last Friday, took off forty-seven passengers, forty-two of whom were foreigners, most of them Americans.

Three American warships were taking soundings off Bahia Honda yesterday, and on Sunday they were seen off there exchanging soundings.

All classes here have noted with pleasure the honor granted by Queen Victoria to Sir Alex. Gollan, the British Consul in Havana, making him a Knight Commander of St. Michael and St. George.

The Insular Parliament reassembled yesterday and the Autonomist Government again presented itself in the parliament. President Galvez delivered a magnificent speech explaining the platform of the government.

Senor Arzaga, director of the communications on this island, has just died very suddenly.

New Mines at San Juan. New York, May 25.—A dispatch to the Herald from St. Thomas, D. W. I., says: Private advices which have reached the United States Consul Hanna from Porto Rico show that new mines are being laid in the harbor of San Juan.

Torpedoes are being placed in the exact spots occupied by our vessels during the bombardment. An unusually heavy mine place where the battleship Iowa lay, being laid in the harbor of San Juan.

Consul Hanna is very energetic and popular here.

Government of Occupied Territory. New York, May 25.—A special to the Herald from Washington City says: Major-General Merritt, who is to go to the Philippines Islands as military governor, is expected to govern them under martial law until Congress decides what shall be finally done with them.

There is very little doubt that they will be permanently held by the United States. In view of the jealousy existing among European nations, many senators and representatives think it will be more difficult to relinquish control of the Philippines than to hold them.

In view of this belief some consideration is already being given the problem of devising a civil government for the islands when the war is ended. The extension of the territorial system of the United States to the Philippines is the question, as it would be a great many years before the inhabitants are fit for self-government.

The propositions that seem to meet the most favor is to have the government of the island administered by a board of three commissioners, to be composed of two civilians and one officer of the United States army, as in the District of Columbia. When the number of the American troops in the island increases sufficiently, a very limited form of popular government might be introduced, to be expanded in the future.

Taxif taxes are to be collected by military authority and are to be turned into a fund for the United States. As the war progresses, the same system of collecting taxes is to be applied to such Spanish territory as may be occupied, thus compelling conquered territory to aid in defraying the expenses of the war.

Until such time as Congress shall take action formally annexing the Philippines or any other conquered Spanish territory to the United States, all goods coming from such territory will be taxed just the same as goods from other countries.

Text of the Proclamation. Washington City, May 25.—The text of President's proclamation is as follows: By the President of the United States, a proclamation: Whereas, an act of Congress was approved on the 25th day of April, entitled "an act to provide for the return of the 'guardian angel,' as they call Clara Barton. These people are dying daily in large numbers. Rafael Fernandez, Donostia, Iruya, abandoned the island with his family, has placed Montero Gijona and Dolez, his auto-mechanic, to supply the very critical situation, and they are now all men to leave the island. These men have been the supposed representatives of the Cuban people in the United States, and although loved and respected before, they are now hated and despised.

The general opinion is that the existing condition of affairs cannot last long without an uprising of the lower classes, as the government compels the people to supply first, exhausting the food supply rapidly. If the people had a chance to leave fully 75 per cent of the population of Havana would have already left the island. Many families are trying to get to the coast, as they have been told that the blockading American ships will take them off.

San Francisco, May 27.—Officers of the United States steamer Alert say that vigorous measures had to be taken by the cruiser to secure coal on her recent trip from South America. At Acapulco, a Mexican town, of which half of the inhabitants are Spanish, the captain applied to a steamship company for coal. It was told that he could have coal at the rate of \$20 per ton in gold, provided he took it in himself, as the company could not deliver. The captain accordingly took possession of a lighter and sent the ship's marine guard to protect the coal passers. When they arrived at Acapulco, the captain ordered natives, who attempted to prevent the coal leaving the dock. The marines cleared the wharf and then stretched a rope across the wharf, and the natives who attempted to cross the rope were shot. After that 150 tons of coal were landed on the ship, the further movement of the coal to secure coal, but without success.

The Baltimore's Injuries. London, May 27.—The stories circulated at Madrid and elsewhere regarding the Baltimore are evidently groundless. The dispatch received at the Spanish legation in Manila, which reported the alleged disablement of the Baltimore during the battle of Manila, when a Spanish shell struck her and exploded in her hold, slightly injuring eight men on board.

THE TERROR NERSED. Captured off Martinique After Completion of Repairs. Madrid, May 26.—Confirmation has been obtained here of the dispatch from the island of Martinique, French West Indies, of the capture of the Spanish torpedo boat Terrores from France after repairing there.

London, May 26.—The Berlin correspondent of the Daily News says the United States has resumed confidential pourparlers for the purchase of the Lessen Antilles.

TROOPS FAST POURING IN. San Francisco, May 26.—During the next few days several thousand soldiers will arrive in this city. Next to arrive will be the troop of cavalry from Utah, which should reach here some time today. The Eighteenth and Twenty-fifth regiments of infantry, 1,224 men, left New Orleans, Tuesday and are expected in San Francisco Sunday. Following the regulars may come 700 recruits from Atlanta. The First regiment of Montana volunteers, comprising 1,030 men, left Friday or Saturday. Other troops on the way are Company A, of the Spanish privateers and six officers of the United States engineering corps from Chicago, both of which companies started westward Tuesday.

FORCES AT SAN FRANCISCO. San Francisco, May 26.—The strength of the force now at Camp Richmond, including command officers and enlisted men by commands is as follows: Seventh California regiment, 1,023; Tenth Pennsylvania regiment, 640; First battalion Wyoming, 338; Batteries A and B, Utah, 250; First Colorado regiment, 1,048; First Nebraska regiment, 1,022; Twentieth Kansas regiment, 1,014; Thirtieth Minnesota regiment, 1,030; First battalion Idaho, 860; total, 7,010.

in a week. This force will probably be augmented by 5,000 additional troops. This is an approximate estimate on the strength of the cavalry from Utah, the Eighteenth and Twenty-third regiments, United States infantry and the Dakota infantry, which should arrive by Sunday. This will be the nucleus of the 40,000 to be mobilized here, and from this will be taken the expeditionary forces that will form the second column of Manila.

CALIFORNIA READY AGAIN. San Francisco, May 26.—California will be the first state to furnish a complete regiment under the president's second call for troops. It is believed that the call was issued and is ready to repeat the first exploit. General Warfield, commanding the second brigade of California volunteers, has been ordered to report to the Hawaiian Islands in an open letter to the republic.

STRANGE SHIP ASHORE. St. John, Nfld., May 26.—An unknown steamer is ashore 30 miles south of this port, and likely to be a total wreck. The steamer is painted a lead color and has a yellow smokestack. She looks like a war ship.

VICTORIA B. C. MONDAY, MAY 30, 1898.

NO. 25.

FROM THE CAPITAL

Mr. Blair Announces That the Government Will Oppose Certain Yukon Railway Schemes.

An Address of Condolence on the Death of Mr. Gladstone—Latest Trade Returns.

Ottawa, May 26.—Mr. Blair stated today that the government had decided to oppose all Yukon railway bills crossing the international boundary. This means that the bill to incorporate the Alaska and Northwestern company, which is reported to be one of Hamilton Smith's schemes, will not be allowed to pass. The same result will happen to Hamilton Smith's bill, which has passed the Senate and is expected to reach the Commons to-day.

Sir Charles Tupper, sails on the Californian for England next Saturday. Morning sessions will not commence on Monday next. This was charged at the request of the Opposition.

Sir Wilfrid Laurier moved an address of condolence on the death of Mr. Gladstone.

Sir Charles Tupper seconded the motion in a few words, and Mr. Costigan followed.

Official returns of foreign trade for the twelve months ending 30th April, show the total trade to be \$240,533,000, against \$196,827,000, an increase of \$43,706,000, or 22 per cent.

Sir Richard Cartwright stated yesterday that regulations in connection with silver-lead smelting were passed in July, 1897. No amount has yet been received for the regulation for the reason that the government has received no returns from smelters. It is not contemplated to make any changes in these regulations, some being of a dangerous character. Mr. Blair said he would endeavor to re-open the matter, but a majority of the register will be required for the introduction of prohibition or whether the majority of votes cast would induce the government to introduce a measure. He said the temperance people had never asked him to answer those questions. The plebiscite bill passed by the House of Commons on the 27th of last month, and the Sons of England Incorporation bill, on a vote of 85 to 44, reached committee stage last night.

The government in the Montreal harbor commissioners \$2,000,000 to enable them to complete the harbor works. The Senate congratulated the Speaker on his victory of night-schools over the unionists.

The bill to incorporate the Pacific railway, Hamilton Smith's company, passed the Senate.

Ottawa, May 27.—Mr. Maxwell leaves for the coast to-night.

Referring to the Pacific cable question, Sir Richard Cartwright admitted the importance of the enterprise, but said that the people of Canada are far less directly interested in it than the American colonies and imperial authorities. Having contributed heavily to imperial projects by the construction of the C. P. R., Canada should not be asked to contribute beyond a reasonable share. The government had not yet abandoned hope that negotiations would be carried to a successful issue.

Mr. Sifton stated that 8,563 foreigners from the European continent settled in Canada last year. The number of British settlers was 10,741.

The Royal Society have elected T. C. Keefer, the well known engineer, president, and Prof. Clark, Toronto, vice-president.

IMPRESSIVE SCENES. Great Throughs View Gladstone's Remains at Westminster Abbey.

London, May 26.—Impressive scenes have been witnessed at Westminster Abbey to-day at the funeral of the late Sir Charles Tupper. The morning when the arrivals commenced of those anxious to view the remains of Mr. Gladstone. There were lighted candles in each corner about a large gilt cross at the head of the casket. By 10 o'clock, it is computed, 100 persons a minute were passing the body. By 11 o'clock the body had already taken a last glance at the remains of the great statesman.

THE SURRY BREEDERS' PLATE. London, May 26.—At the third day's racing to-day at the Epsom spring meeting, W. Larnach, owner of Jeddah, was again successful, his Hampton Rose filly winning the Great Surrey Breeders' foal plate.

The Great Surrey Breeders' foal plate is for 1,200 sovereigns, nominator of the winner to receive 300 sovereigns, and the owner and nominator of the second horse fifty sovereigns each out of the purse, which was for two-year-olds, six horses ran. Lord Brassey, b. c. Boniface was second and Miss Foote third.

THEO. DAVIES DEAD. Was the Guardian of Princess Kaiulana of Hawaii.

Vancouver, May 26.—A private cablegram received here this morning from London announces the death of Princess Kaiulana, daughter of the deposed queen of Hawaii, at the residence of her father, Mr. Davies was always an ardent royalist, but gave up his dream of the restoration of the monarchy just before he left Vancouver for Honolulu, and died in the Hawaiian Islands in an open letter to the republic.

STRANGE SHIP ASHORE. St. John, Nfld., May 26.—An unknown steamer is ashore 30 miles south of this port, and likely to be a total wreck. The steamer is painted a lead color and has a yellow smokestack. She looks like a war ship.

ROYAL BAKING POWDER Absolutely Pure

A PERILOUS JOURNEY

Thrilling Trip of an Associated Press Steamer—Fruitless Search for News.

Through Fog and Rain—Coal and Water Used Up—Danger of Capture Imminent.

Montego Bay, Jamaica, May 26.—After a long journey of almost 1,000 miles, through a blinding rain and sea which almost ceaselessly swept the deck from stem to stern, the Associated Press boat Dandy steamed into Montego Bay short of fuel and destitute of water and with scarcely an hour to spare.

The water tank was wrenched open by the ceaseless strain of a choppy sea and had been drained of its contents in 48 hours before land was sighted. The tank was empty, emptied by an unexpectedly long and hard cruise, were almost cleared to the planking, when a rift in the fog revealed the story of Jamaica to the anxious captain and crew.

Another three hours would have left the sturdy little 100-ton steamer helplessly adrift on the sea, for she has no masts to aid her in such an emergency. When port was reached, however, it was found that the damage to the tank could be quickly repaired.

The Dandy sailed from Key West early last Friday in pursuit of Commodore Schley, who had left almost 24 hours before. It was believed at Key West that Cienfuegos was her destination; but without definite information the direct course to speak the blockading squadron of Havana.

The run to the beleaguered city was pleasant, but the quest was fruitless, for not one of Commodore Watson's ships had seen a spar of the flying squadron.

Captain Murphy, who had been sent to look for the prospect of an unscouted cruise to Cienfuegos, where obtaining the coasts of the island would make her escape from the Spanish snipers easier than at Cienfuegos doubtful.

Early Saturday morning the sighting of a battleship set all eyes straining to the northward at the unpleasant possibility of meeting a Spanish man-of-war.

It added to the satisfaction when it was found the ship was the United States battleship Iowa, for she had left Key West after Commodore Schley's departure and was evidently on her way to rendezvous with the fleet.

Shortly after noon the United States torpedo boat Dupont, which had been left at Key West with Rear Admiral Sampson, came racing from the northward and delivered a message to the Iowa.

Without the loss of a moment the formidable little craft pushed on toward Cienfuegos and the battleship, with increasing speed headed for the waters between Cape San Antonio and the Isle of Pines.

When, at midnight, the entrance to the passage was reached, she veered off with the evident intention of patrolling between the cape and the island, and there was no doubt for the Dandy to do but to go on alone.

Sunday night the weather roughened and before Monday the danger of being driven ashore was so nearly realized so seriously. Water in the forward tank had already been exhausted, and the engine was so nearly broken that the chief engineer found the after tank dry, the prospect ahead of the Dandy was not the brightest.

Drifted driving against a heavy sea had eaten up her coal almost twice as rapidly as had been anticipated, and with little fuel and water the chance after Schley was abandoned and the race for safety begun.

Montego bay was the nearest friendly port and for that port the boat headed. The tank of drinking water was almost empty and the small supply of mineral water on board was dealt out sparingly among 15 thirty men.

The weather grew decidedly worse and by Monday morning the Dandy was plunging through a blinding tropical rain, with squalls which alternated with dense mists and rendered the lookout almost useless.

Captain Murphy had counted on reaching the coast of Jamaica about 4 p.m. Saturday, and the chief engineer, who had been using sea water in the boilers since Sunday, announced that the Dandy had just two more hours' running in her and that some of her wooden work would have to be burned to make oat.

The captain went over his reckoning and every man constituted himself a lookout, for the prospect of helplessly drifting in that tumbling sea was not welcome.

It was almost 5 o'clock when the fog lifted for an instant and showed the London steamer, but two minutes later the Dandy swung her anchor in the quiet waters of Montego harbor and ere the morning she was rapidly fitting into sea-going shape in thirty men.

L. F. Farley conducts a large mercantile business in the city. He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.

He has been successful in his business. He has been successful in his business. He has been successful in his business.