to Flee

Itterly Routs Captures

That " Gat " Killed a

Daily Telegraph

m De Aar, Fephe Boers yesterust all shift for range River Col-He and Gen. est horses with

Daily Mail, with Saturday, says: ed yesterday by nd Drabbo eries of des the Boers to of the Ort

ccessfull k of the Orange m and laager Welgeverdon, the Boer camp,

the enemy, takoursuit was con-oon, the Boers Toward evened the enemy be, and cap-ne enemy fled, saddled, and cording to the ers recrossed to er. The Orange

is reported that ent. Piet Folie. Boers in the lling to surren receive a pro-Kitchener.

War Office has atch from Lord Feb. 24.-French rebruary 22, that s sweeping the ers are retreatreanized parties. 000 in front of

etief have been protecting the vill push on, but

nded in action 160,000 round's horses, 70 00 horses, 70 700 cattle, 155,ficers and forty-

say that Major leer of the Canabruary 17. Owen captured n-pom February and a quantity lispersing, after

ade Cape Colony

of the death of vell known. His ian forces dates in 1885, when he es from Ottawa with the second ge of a Colt batm when he met

VISIT. nberg Yesterday

eb. 25.—King Ed-

of the British His Majesty platform until The greetings

for Cronberg. Edward and

ere this morn Friedrichshof farewell to the aburg. The King of his sister, the with his siste is observed

etrayed no a th the Dowag cheom at which

n. Emperor William Hombu in the centre of

LS. ona Statute and nt Unite.

The committees ing towards the to Canadian solouth Africa and Igamated to-day empt be made for fitting me-

IR. Burst an Illinois

he private bank Desplaines, a vil-icago, has closed n is said to have 26,000, of which s. Experim

g the large old-ry Carter's Little comfort. A man One pill a dose.

Debating The Address

Premier Dunsmuir Moves an Address to King Edward VII.

Brilliant Speech by the Talented Young Member for West

een-From Jno Irving for a private bill to incorporate The Chicat & Klahini Railway and Navigation Co. A TEAPOT TEMPEST.

Mr. John Houston, Nelson, rose to a question of privilege. He said the press reporters had requested the use of a soom and that one had been set aside or them by the Provincial Secretary. He had learned that the government had sat on the Provincial Secretary, and he would like the house to sit on the gov-ernment (laughter) for changing the

the government had placed a suitable room at the overlies of the properties. The matter then dropped. The matter then dropped the properties of the properti

(Cheers).
The motion was then carried unanimously and the address ordered to be engrossed and forwarded to His Maj-

esty. THE ADDRESS IN REPLY. Mr. Denis Murphy, West Yale, on rising to move the adoption of the address in reply to the speech from the throne

was received with prolonged applau from all parts of the house. M Murphy said: would like the house to sit on the government (laughter) for changing the press representatives room to a less convenient one, as he understood had been done.

The Hon. the Premier explained that the government had placed a suitable room at the service of the reporters.
Hon. Mr. Prentice said the question had been satisfactorily settled.
The matter then dropped.

ADDRESS TO HIS MAJESTY.
Before the orders of the day were

Insurance Co.

Mr. Helmcken—From the B. C. Southern Railway Co., for a private bill to confirm certain water rights.

Mr. Clifford—From M. King and Jno. Irving for a private bill to incorporate the Queen Charlotte Island Railway Co.

Mr. Clifford—From M. King for a private bill to incorporate the Lake Bennett Railway co.

Mr. Garden—From W. E. Oliver for a private bill to incorporate the Lake Bennett Railway co.

Mr. Garden—From W. E. Oliver for a private bill to incorporate The Coast-Kootenay Railway Company.

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Mr. Green—From Jno Irving for a private bill to incorporate The Coast-Kootenay Railway Company. stance. But, sir, whilst we must ever be on the alert to promote new industries in the province, we must not lose sight of the necessity of bringing those which already exist to the highest state of per-fection. Perhaps in the past, in our anx-icty to develop our mineral resources, we have been but too forgetful of the in-terests of agriculture. we have been but too forgetful of the interests of agriculture. I can speak with all the more freedom on this subject, inasmuch as in the riding which I have the honor to represent in this house, the relative importance of these two great industries, farming and mining, is perhaps more evenly balanced than in any other electoral district of the province. I shall have something to say of the mineral possibilities of West Yale when I come to deal with the railway policy of the government. For the present, let me remind the house that the development of our great mineral wealth will achieve little for the betterment of Britment of our great mineral wealth will achieve little for the betterment of British Columbia as a whole, if the major part of the profits of that development are sent to foreign countries to purchase supplies that should and could be purchased within the confines of cur own

to see a suitable monument in hodor of her memory raised in front of these Fariament buildings. I would also like buildings. I would will have been the buildings. I would will have been the buildings. I would will have been also buildings. I would will have been the bu

Similard Speech by the Telested Young Internal Control West Volc.

The State S

minan mind which was not susceptible of improvement, and it is a fact of which we are all aware, that our educational bill yearly absorbs a large portion of the revenue. If, therefore, the Minister of Education can evolve some scheme whereby the present high efficiency of the schools can be maintained and even improved, whilst the charges on the revenue of the province is reduced, he will deserve the gratitude of the people. There are many other matters in the Speech to which I would like to refer, but I do not intend to take up two much of the time of this house. I cannot, sir, however, resume my seat without briefly referring to the sad accident that occurred at Cumberland a few days ago, referring to the sad accident that oc-curred at Cumberland a few days ago, which resulted in so many bread-winners being snatched away from their families by the cruel hand of death. The sym-pathy of the whole province has gone out to the widows and orphans in their ter-rible bereavement, and knowing the peo-ple of British Columbia as I do, I am convinced that that sympathy will soon assume such tangible form as will pre-clude the posibility of physical privation being added to their sufferings. It is a relief to learn that apparently every prebeing added to their sufferings. It is a relief to learn that apparently every precaution that should have been taken was observed. The mine was examined before the men went to work, so that the fatality seems to have been one of those unfortunate accidents which no exercise on intelligent lines, and I am glad, Sir, that of human foresight could have averted. Apart from this regrettable occurrence, it is pleasing to be assured by the government that our mining industry has shown progressive, healthy expansion during the past year. The proposed revising of the mining laws, and especially ward to the day when British Columbia will be one, if not the greatest, mining would be one, if not the greatest, mining accountry on earth. Our greatest need is capital and then more capital as the member for Rossland has tersely said and Sir, we want that capital invested on intelligent lines, and I am glad, Sir, that in the speech from the throne there is measures which will have a repellant effect upon that commodity. This broad country requires cultivation along similar lines. It is useless to beckon capvising of the mining laws, and especially it is pleasing to be assured by the government that our mining industry has shown progressive, healthy expansion during the past year. The proposed revising of the mining laws, and especially the railway construction to be promoted, will without doubt render that expansion much more marked in the future. On the whole, sir, then I take it, the On the whole, sir, then I take it, the government's programme is one that will commend itself to every one who wishes to see the province take its proper place in the march of progress. It is rumored—I know not with what truth, but since the leader of the opposition is quoted as the authority, I would not presume to doubt it—it is rumored, I say, that as a result of the Vancouver election, the opposition is going out of business. Well, sir, if that is the case, the gentlemen opposite should be much indebted to the government for bringing down a policy that will let them down so easy, insegovernment for bringing down a policy that will let them down so easy, inasmuch as it is conceived in the public interest. I suppose, however, that as long as we have party government, the opposition, like the poor, will be always with us, and possibly that is not without benefit to the country, when its office is properly exercised. I take it, though, sir, that what the province demands from this house is less politics and more business; less striving for party advantage, if I may be permitted to say it, fewer attempts to set class against class, and greater regard for what will promote the interests of the people as a whole. Ours, sir, is a noble heritage. Few countries have been so amply endowed by Providence with natural wealth as British Columbia has been. dence with natural wealth as British Co-lumbia has been. True, the physical difficulties to be encountered here in converting that wealth into commercial profit, are greater than in a great many other parts of the world, but the reward to be obtained is commensurate with the their eloquent and sensible speeches

Chilblain Liniment

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idly and extravagantly spent, which if saved would have assured them a competency in their declining years, would at last have kept the wolf from the door when the shades of night were gathering over their lives. Business men as a rule are succeeding and mining is coming more to the fore each year. Complications have arisen which have hampered the mining industry, but each year sees more shipping mines and a greater out put than the preceeding one and I believe we can confidently look for ward to the day when British Columbia will be one, if not the greatest, mining country on earth. Our greatest need ital with one hand and repulse it with the other and while it continues to flow this way business will be good, wages will continue good, in short we will be will continue good, in short we will be prosperous. Our mining laws have been characterized by conpetent judges, the best in the world, capitalist and prospector, considered, but if the government can still further improve them so much the better nothing is too good for this.

the better nothing is too good for this to the house. It was gratifying to welcome country. the immigration act and will doubtless do so in the future which fact will correct the Oriental evil—those of the Mongolian origin now in the province will be gradually replaced from time to time without creating an industrial revolution by men who will become good citizens. Consumers of the products of our country and useful members of society and who if serious international complications ever arises would prove a source of strength to our country and not Sir, mere cogs in an industrial wheel. The thanks of the country should be due to to the Hon, Premier and Hon. Attorney-General for their trip to Ottawa in the interests of the honorable the member sof the honorable the member from New Westminster, while intended for a criticism of the speech from the throne, were in reality so void of anything that could be construed into severe criticism that they could only be accepted as commendation. Mr. Turner explained that the government had considered the matter of printing school books, but had concluded that the books could be produced much cheaper by the publishing houses.

The government ownership of railways was a very serious question for a province, far too serious to be undertaken without the most careful consideration. The experirect the Oriental evil-those of the Moninterests of the country and in deploring the most careful consideration. The expertence of colonies that have tried the experience of colonies the experience of colonie

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many important matters. He said the timber regulations were calculated to drive out capital and impede the progress of the country.

Mr. Eberts—"What are the defects?"

Mr. Brown declined to go into particulars; he understood that the regulations were bad. He thought the good roads movement should have been given some at-

movement should have been given some at-tention. He believed that about 50 per ridges was wasted. Mr. Wells-Where?

Mr. Brown was proceeding, not noticing Mr. Wells' question—
Mr. Eberts—The chief commissioner of lands and works wants to know where that

happened
Mr. Brown was not prepared to name a specific case. He said it was told him by persons who professed to know and had been referred to in some of the papers. He did not wish to throw personal blame upon the chief commissioner, but he felt that reform and a better system should be adopted in road making. He complaine of the late date at which the house had een called together and feared that sev eral important matters would be delayed in

Mr. Murphy rose to correct Mr. Brown's statement that he (Mr. Murphy) had opposed the construction of the Coast to Kootenay railway. He had always warmly sup-

The government is strictly enforcing British Columbia. He also paid Mr. Dickie a compliment on his businesslike remarks in seconding the address.

The remarks of the honorable the men

the calamity which has befallen the little town of Cumberland. I am sure we all regret the sad home coming of our premier who must have made many sacrifices in order to go east on our behalf and who deserved better news than that which awaited him upon his arrival at the coast.

Mr. Brown, New Westminster, congratulated the mover and seconder on their eloquent and sensible speeches speeches to Kootenay railway was groundless and ence of colonies that have tried the experito Kootenay railway was groundless and

to Kootenay railway was groundless and unfair; on the contrary, had it not been for the action of the honorable gentleman and his friends of the opposition, that road would be built and running to-day. (Applause.) Their opposition had defeated the construction of the road at a time when the province could have borrowed money to build it on the most favorable terms, and delayed it until the present less favorable. to build it on the most favorable terms, and delayed it until the present less favorable condition of the money market. Mr. Turner denied that the province had been overreached in the past in granting aid to railways, and went on to show that although the Shuswap & Okanagan, and other roads, appeared to be an expense, they were really paying back all that had been expended by the province, if not in actual cash from their earnings, at least indirectly in increased revenue created by the increase of population, and the establishment of new industries in the country

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