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NO. 50.

WAS IT AN ACCIDENT?

Much Speculation as to What Caused the Terrible Explosion on the Battleship Maine.

Startling Report from Key West That There Are Evidences of a Foul Plot.

Divers Said To Have Discovered a Suspicious Hole in the Wrecked Vessel's Hull.

Messages of Condolence from Europe Pouring in Upon the Washington Authorities.

Havana, Feb. 17.—The excitement engendered by the great disaster which overtook the battleship Maine and the awful loss of life resultant therefrom, has not abated since the dreadful occurrence.

Speculation is rife as to what caused the explosion and while there are many rumors to the effect that evidences of a foul plot have been discovered, it is generally believed that the calamity was caused by an accident.

Survivors at Key West.

Key West, Fla., Feb. 17.—The steamer Olivette, with 62 survivors of the Maine disaster on board, arrived here at 10:10 last night, seven and a half hours from Havana. Twenty are wounded; ten seriously, and one fatally. It was a sad scene at the dock as the stretchers were carried to waiting ambulances by artillery men and the sufferers tenderly placed on seats for conveyance to the marine hospital.

Every possible arrangement for the comfort of all who disembarked has been made, and all who could talk praised highly the kindness of the Spanish officials, who furnished wardrobe to the survivors.

A Startling Statement.

Key West, Fla., Feb. 17.—The correspondent of the Associated Press at Key West, who has been reliable quarters, has just received from reliable quarters that Captain Sigbee is under the impression that the warship was blown up by a torpedo.

"The Act of an Enemy."

New York, Feb. 17.—A dispatch to the Journal from Washington dated the 17th says: "Captain Sigbee has telegraphed the naval department, using English cipher, in his opinion the destruction of the Maine was the act of an enemy. He has requested an immediate investigation, and intimated that the reason he sent the survivors back to Key West was that he feared more trouble." The Washington correspondent of the Herald says he stood on the bridge of the Maine with Captain Sigbee a week ago yesterday, and the captain said to him:

"I don't want to be obliged to take any coal aboard for Havana. It would be a risky experiment. Not that I suspect anyone in authority, but there is such an irresponsible rabble here, and it would be an easy matter to get a couple of sticks of dynamite in the coal bunkers without knowing it."

Hole in the Ship's Plates.

Key West, Fla., Feb. 17.—The correspondent here of the Associated Press has just returned on board the Olivette from the scene of the wrecked United States battleship Maine. Divers who have been working about her bottom discovered an eight-inch diameter hole in the plates.

Admiral Mantoro! has summoned Captain Sigbee to appear before Military Judge Ford to make the necessary depositions. Another man-of-war is expected here to-night.

Anxiety in Madrid.

Madrid, Feb. 17.—Premier Sagasta had an important conference with the minister of marine, Rear-Admiral Bermudez, on the subject of the voyage of the first class armored cruiser Viscaya to the United States. It is said at the ministry of marine that a long telegram in cipher has been sent to the Spanish charge d'affaires in Washington, Senor Du Bose, directing him to give instructions to a precise character to the commander of the Viscaya as soon as the vessel reaches the American coast, so he may be prepared to avoid all eventualities.

That Key West Dispatch.

New York, Feb. 17.—The dispatch from Key West, indicating that evidence of the use of a torpedo boat was discovered in the case of the man-of-war Maine disaster, was written and sent by Mr. Waterford, the Associated Press correspondent at Key West, who went to Havana recently and who left the latter city yesterday (Wednesday) 1 o'clock p.m., on the steamer Olivette.

McKinley Keeps Cool.

Washington, D.C., Feb. 17.—The Key West bulletin regarding the finding of a hole in the bottom plates of the Maine, and referring to the work of a torpedo, was sent to the White House by the Associated Press and shown to the president. His only comment was that it was the first he had heard of it. The president does not wish to make any statement concerning the reports which have come regarding the disaster, but permitted the fact to be known that the administration had no advice tending to confirm the Key West report.

The Talk of London.

London, Feb. 17.—As the details of the loss of the Maine are published there is renewed marks of sympathy here. They are not only in the newspapers, but are to be heard on all sides. Many tele-

grams, including the Spanish ambassador, called at the United States embassy, and the first lord of the British admiralty, Hon. Geo. J. Goschen, requested Mr. White, secretary of the United States embassy, to express the admiralty and his own personal sympathy with the United States government and the United States navy.

The provincial morning newspapers make comments similar to those of the London morning papers, while the London afternoon papers again devote much space to the disaster.

The Pall Mall Gazette, alluding to the bravery of the American officers says: "Capt. Sigbee for one behaved with a splendid contempt of danger worthy the best traditions of the American navy."

Based chiefly on two special cables appearing this morning, the Daily Chronicle and morning Post discuss the treachery theory to-day.

A dispatch to the Chronicle from Washington said that Mr. Roosevelt and other bureau chiefs, as well as congress, were absolutely certain that treachery was the cause of the disaster, while the dispatch to the morning Post from New York says: "President McKinley has long been suspicious of some atrocious plot, and is reported to have confidential reports in his possession, which if published, would be an immediate cause of war."

Expressions of Sympathy.

London, Feb. 17.—The United States embassy has received the following telegram from Bagdad:

"To the United States Ambassador: 'Pray accept my most sincere sympathy for the terrible accident which happened to you on the Maine. I deeply deplore the loss which has occurred to your navy and country.'

"(Signed) 'DUKE OF CONNAUGHT.'"

Mr. Henry White, secretary of the United States embassy, replied as follows this morning:

"I beg to express to Your Royal Highness my most cordial thanks for the telegram of sympathy of Your Highness with my country in the loss of the Maine under such appalling circumstances. I am glad to receive your message to my government. The ambassador is in Egypt."

"(Signed) 'HENRY WHITE.'"

Message from Emperor William.

Berlin, Feb. 16.—Immediately after the news of the disaster to the Maine was communicated to Emperor William the Emperor expressed his sympathy, expressing his most heartfelt sympathy at the loss of the Maine and so many brave officers and men.

From the Prince of Wales.

London, Feb. 17.—The Prince and Princess of Wales, who are in the city, sent a message to the United States embassy.

"The Prince and Princess of Wales request the charge d'affaires to convey to the Emperor and Secretary of the Navy an expression of their horror at the terrible accident which happened to the Maine and their profound sympathy with them and the whole American nation at the occurrence."

Spain's Noble Sentiments.

Madrid, Feb. 17.—El Liberal to-day, referring to the loss of the ship Maine, says:

"Such a catastrophe to humanity claims sympathy and the rancours of politicians are silent. Every great calamity brings home to the people, divided though they may be by animosity and rivalry, the fact that they belong to one great family. Our noble hearts are now forever united in sympathy with the United States."

"To-morrow it will return to a defense of its rights against all those for to-day it feels only sincere and loyal compassion for this immense misfortune. Happy indeed, were the Spaniards and the crew of the Maine, who were that they were thus enabled to prove the noble sentiments of all Spaniards and the nation of Spain."

In conclusion, El Liberal says:

"We do not know what may happen to-morrow. We are prepared for any event. But to-day let us, in the sword, which we have been forced to keep drawn, to the left hand; and let us stretch out the right hand, not to those who insult us, but to those who weep."

The Imperial disaster. In the presence of this frightful disaster, let us associate with our expressions of sincere and genuine sorrow, a warm eulogy for the crew of the Alfonso XII."

Will McKinley Stand Firm?

London, Feb. 17.—The St. James Gazette says the conduct of McKinley in the De Lome incident shows he is not seeking a quarrel and is "unwilling to lay his hand to be forced by the firebrands in the senate."

MISS FRANCES WILLARD DEAD

President of the World's and National Woman's Christian Temperance Union, who had been suffering from an attack of influenza.

Remarkable Career of a Remarkable Woman, Who Will Be Mourned the World Over.

New York, Feb. 18.—Miss Frances Willard, president of the World's and National Woman's Christian Temperance Union, who had been suffering from an attack of influenza with gastric complications, died shortly after midnight last night at the Hotel Empire, this city.

At the bedside of Miss Willard at the time of her death were her nieces, Mrs. Baldwin, Mrs. L. M. M. Stevens, vice-president Oliver A. Willard, Miss Anna M. Gordon, who was Miss Willard's secretary, and Dr. Alfred K. Hill.

Miss Willard had been ill about three weeks. She had the best medical care and treatment that could be given, but in spite of all efforts grew worse gradually, until her demise last night.

Frances Elizabeth Willard was born at Chocoma, N. Y., September 28th, 1839, graduated from the Northwestern Female College at Evanston, Ill., in 1859, became professor of natural science there in 1863, and was principal of the Geneva Wesleyan Seminary in 1866-67. The following year she spent in foreign travel, giving part of the time to study in Paris and contributing to periodicals.

In 1871 and up to 1874 she was professor of aesthetics at the Northwestern University, where she developed her system of self-government, which has been adopted by other educators. Miss Willard led the profession in 1874 to identify herself with the W.C.T.U. On the death of her brother, George Willard, in 1870, she succeeded him as editor of the Chicago Evening Post. Since 1882 she has been a member of the executive committee of the prohibition party. In 1888 she accepted the leadership of the White Cross movement, and her own unions, which obtained through her influence enactments in twelve states for the protection of women.

London, Feb. 18.—The afternoon newspapers to-day make sympathetic references to the death of Miss Frances E. Willard, president of the W.C.T.U. of the world, who died last night at New York. All agree that Miss Willard's death will be a serious blow to the societies with which she was connected.

WAR TO THE KNIFE!

The Canadian Pacific Railway Throws Down the Gauntlet to Its American Rivals.

Greatest Bate War on Pares to the Pacific Coast Ever Known Now On.

Montreal, Feb. 18.—The rate dispute between transcontinental railway lines has resulted in an open declaration of war on the part of the Canadian Pacific.

It was announced from the head office today that the rate on routes east to the coast have been cut in two for second class tickets. The second class rate was 80 and the cut rate which will apply in the future is 40.

First class tickets which sell for 70 will in future sell for 40, a reduction of almost 50 per cent.

The Canadian Pacific is confident that on these figures it will get the best of the fight.

The Canadian Pacific railway has thrown down the gauntlet to the American transcontinental lines, and the greatest passenger rate war on business to Pacific coast points ever known is in full swing.

To-morrow people going to Klondike will be able to buy a ticket from Montreal to Vancouver or other points on the Pacific coast for 40 first class, or 30 second class; whereas it cost 70 for first class and 40 for second class before from other parts of Canada and points in New England states.

NEWS FROM DAWSON.

No Dancer of Starvation—Condition of the Trail.

Ottawa, Feb. 18.—Dr. Savage with seven others left Dawson on the 26th of December and arrived at Skagway on January 21st. They met the government courier, Piche, carrying dispatches to Dawson, about five days' journey this side of the place. Dr. Savage thinks that the people at Dawson will pull through all right if provisions are sent down by the first opening of the trail, but the trail is in no good form from Dawson to Selkirk. From Selkirk to Thirty Mile the trail is rough, but on the latter it is good. The Mounted Police treated the party well.

A DEMONSTRATION FEARED.

Precautions Taken to Prevent an Outbreak When the Viceroy Arrives at New York.

New York, Feb. 18.—Every policeman in this city is on duty to-day. It was learned at police headquarters this morning that last night Chief McCallagh caused an order to be sent to all police captains to notify their men to be on duty at the residence of Dawson to Selkirk. From Selkirk to Thirty Mile the trail is rough, but on the latter it is good. The Mounted Police treated the party well.

For sale by Henderson Bros, wholesale agents, Victoria and Vancouver.

...yet inadvertently has not recorded, will lose its objectionable through general uniformity. No then plead confusion of dates, of memory as an excuse for exceptional conditions, that is where claims are located in unhigh and exposed places. It is almost impossible, or unjustly expensive, to perform the assessment on claims located even as September 1st under the provisions, and therefore, the gold commissioner should be empowered to examine for the first assessment, claims located after 1st of October, of affairs would be almost 1. The gold commissioner would have the power to stop the evil of snow locating by giving only whom he honestly believes are to it the extension of time as-

etter from the Kaslo people Mr. said fairly expressed his views, not, however, think they will secure the changes they desire the present session of the legislature. He feels that good will by having the matter brought to the attention of the mining public the newspapers.

s after gold are often dis- Seekers after health take Sarsaparilla and find it meets expectation.

AMERICAN MONTE CARLO.

Feb. 14.—Michael McDonald is ad of a party of Chicago people just purchased Fighting Island, from Detroit and on Canadian the purpose of establishing there American Monte Carlo. It is a scheme, with a capital of \$100,000, behind it. The island, eight, with an area of 2,000 acres, was purchased for \$100,000 by Doble, of Detroit, through O. J. a real estate man of that city. Those who are backing Mike intend chartering a line of boats from Seattle to the island, and Fighting Island. The trip takes four hours, during that time, it is said, will be lost to the passengers opportunity to wager their money.

RTERS' TITTLE VER PILLS.

CURE SICK HEADACHE.

ache and relieve all the troubles of a bilious state of the system, such as nausea, vomiting, diarrhoea, etc. Pain in the Side, &c. While their most successful success has been shown in curing...

...yet CARTER'S LITTLE LIVER PILLS are valuable in Constipation, curing this annoying complaint, which corrects all disorders of the stomach, and the liver and regulate the bowels, which they only cured.

HEADACHE.

...would be almost useless to those who are suffering from this distressing complaint, unless they get good advice. Those who once try them will find the pills valuable in so many ways that they will be willing to do without them, if all sick headache.

ACHE.

...of so many lives that here is where our great boast. Our pills cure all such ailments.

...LITTLE LIVER PILLS are very small and easy to take. One or two pills make the bowels move, and give relief and ease, but by their gentle action they do not irritate the stomach.

...Sold everywhere, or sent by mail. LITTLE LIVER PILLS, 100 CENTS.

...WHOLESALE DRY GOODS AND CLOTHING MANUFACTURERS.

Miners' Outfits A SPECIALTY. VICTORIA, B.C.

NOTICE.

...herby given that 30 days after referred to apply to the Hon. Chief Justice of the Province of British Columbia for a writ of mandamus to cause to cut and remove timber tract of land, situated in Cassiar and more particularly described as follows:—Commencing at a point on the north of To-o-Chi Lake; thence the shore line of the lake south of one and a half miles; thence half mile; thence north following the shore line of the lake for one-half mile; thence east one-half mile of commencement; and contain 1,000 acres.

JAMES MURPHY, D.D., B.C., January 22th, 1898.

...is hereby given that sixty days after we, the undersigned, intend to the Chief Commissioner of Lands for permission to purchase the unoccupied land situated on point, Sidney Inlet, Clayoquot dismembered, at a point marked J. W. Russell, S.E. corner post, forty chains north thence, forty west, thence forty chains south, forty chains east to point of commencement.

J. A. DRINKWATER, JAMES MURPHY, K. PETERSON, T. S. LINSOTT, 1897.

Are Energetic and Strong, above foolish prejudice against for a good book, write and get the information will cost out hundreds of men in the way money; some of whom are now good things for you, if you are and wish to have more information, T. S. LINSOTT, Toronto.

Industrious Men of Character, THE LINSOTT COMPANY, TORONTO.

Royal makes the food pure, wholesome and delicious. ROYAL BAKING POWDER Absolutely Pure. ROYAL BAKING POWDER CO., NEW YORK.

A STRONG PULL FOR CORBIN. Influential Contingent of British Columbia at Ottawa in the Interest of a Boundary Railway.

Mr. Haggart Advocates the Building of a Yukon Railway from Pyramid Harbor.

Ottawa, Feb. 18.—E. V. Bodwell, Victoria; D. C. Corbin, Spokane; Duncan Ross, editor of the Boundary Creek Times, and Richard Armstrong, are in the city in connection with the bill which is now before parliament for a charter for a branch railway from the Spokane Falls & Northern railway company's Kootenay line to Boundary district. The company are not applicants for subsidy, all that they want is a charter.

Mr. Haggart advocated to-day the building of the Yukon road from Pyramid Harbor by the Dalton trail and opposed the Stikine route.

Messrs. Haggart, Fisher, Osler and Hartman were the speakers yesterday on the Yukon bill. Mr. Fisher announced an important modification of the contract. As regards the selection of a sub-section lands one sub-section allowed a 25-acre frontage, which assigned alternate blocks on three miles square to the contractors. This sub-section provided that the contractors might prolong their sections of blocks continuously twelve miles at right angles on each side of their base line. This would give the contractors power to select as many unbroken tracts of 24 miles by three as they wanted. Mr. Fisher announced that this sub-section would be changed so that the government would have alternate blocks on the cross sections as elsewhere.

To-morrow's official gazette will contain the trade returns for the seven months ending January 31st. The volume of trade is \$183,863,431, compared with \$152,170,120, an increase of \$31,693,311 for the current year. For the seven months the imports were \$72,588,730, compared with 105,568,611, an increase of \$7,018,888 over 1897. The exports were \$111,274,699 for the seven months, against \$88,602,098, an increase for the current year of \$24,672,601. The duty collected for seven months was \$11,922,839, compared with \$11,131,488, an increase of \$801,000. For the month of January alone imports show an increase of \$2,400,000 and exports of over \$4,000,000. The duty increased for the past month by \$540,000 over the same month in 1897.

Mr. Hoston introduced a bill to-day to incorporate the Kettle River Valley Railway Company. It was read a first time.

Col. Prior and Senator Macdonald waited on the public works department in regard to Mr. Sorby's harbor improvement scheme. Mr. Coote, the chief engineer, considers the scheme perfectly feasible and the latter intended the improvement point he has ever had placed before him. Probably a bill will be introduced in the house this session.

The marine and fisheries department states that lights will be erected this year at the following places: Cape Mudge, Egg Island, Lama Passages, north of the straits between the Narrows at Vancouver and Brochle Ledge.

Congressman Lewis of Seattle, had a further interview with Mr. Sifton, at which the latter reminded the Washington representative that at the very time he is seeking concessions from Canada, the American congress is engaged in passing legislation detrimental to Canadian interests. Mr. Lewis threw out the suggestion that if the States gave bonding privileges at Wrangel to Canada, the Dominion government might reciprocate by allowing miners' certificates to be issued by the Mounted Police. Mr. Sifton said he would consider the suggestion.

The government has sent out the chief inspector of hulls to British Columbia to arrange for a rigid inspection of steamships.

Ol. Reipath, one of the owners of the Le Roi mine, has received assurance that the government will not impose an export duty. If anything is done, it will apply only to nickel ore.

Mr. Bostock presented the petition of the Columbia & Western railway company, signed by Mr. Heinze as president, for a Dominion charter.

Yonge Street Fire Hall, Toronto, March 16th, 1898.

Gentlemen:—I have used Dr. Cassell's Kidney-Liver Pills for biliousness, constipation, and have proved them to be the best I have ever used—will use nothing else as long as they are obtainable.—Remaining yours respectfully, E. C. SWEETMAN.

You hardly realize that it is millions who are suffering from Liver Pills, they are very small; no bad effects, no troubles from torpid liver are relieved by their use.