

The Colonist.

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W. H. ELLIS, MANAGER.

TERMS: THE DAILY COLONIST. Published Every Day except Monday.

For year, postage free to any part of Canada. For year, postage free to any part of the Dominion or the United States. For six months. For three months. Subscriptions in all cases are payable strictly in advance.

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VANCOUVER.

Branch Office of THE COLONIST, 609 Hastings Street, A. GOODMAN, Agent.

A STEAMER EVERY DAY.

Our friends on Puget Sound have for weeks been sounding the many variations on the hackneyed theme that the item of duty is the one and only superior advantage possessed by Victoria as a Klondyke outfitting point. Did any of the residents of these neighboring, if not neighboring, cities ever venture to make comparisons in the entirely independent matter of transportation facilities—so important a consideration in this connection?

If they have done so, they have been careful not to publish the result to their own discomfort. For while practically all the steamers that will carry the gold-seekers from Seattle and Tacoma will also be at the command of those outfitting here—calling on both upward and downward trips—quite as large and efficient a fleet will be operated from Victoria direct, making this port its southern terminus—these vessels, as the Puget Sound craft are not, being owned at home.

The management of the Victoria outer docks anticipate that from mid-February until the rush of the spring is over, one steamer a day at the most conservative estimate, will leave Victoria for the North. It is certain that no other city on the Coast will be able to offer this frequency of communication. San Francisco will not attempt it; neither Seattle nor Tacoma could secure it if they would.

McKINLEY'S EMBARRASSMENT.

President McKinley appears to be in a sort of political cul de sac. He is represented as drifting, but his position is more that of a man who cannot advance, is afraid to retreat, and finds all avenues of escape closed against him. He has reached the logical conclusion of the illogical campaign which placed him in the Presidential chair.

To correctly appreciate McKinley's ability to deal with a crisis of any kind, it is necessary to take account of his previous career. He became conspicuous during the Harrison regime, as the chairman of the committee on Ways and Means, by virtue of which position he was able to give his name to the tariff introduced in the early part of that administration.

Very little of the tariff was Mr. McKinley's own work—even less than is usually the case in respect to the chairman of this committee when legislation of this kind is framed. His relation to the tariff which bears his name was somewhat that of counsel holding a brief for a client.

After his term in congress, Mr. McKinley was made governor of Ohio, in which capacity he was a conspicuous failure. He was the prey of all manner of jobbers. Essentially a weak man, he was powerless in the hands by which he was controlled. It was during this part of his career that he made the great business failure which placed him at the command of Mark Hanna and his associates.

On the great issue of the last campaign—that of silver—Mr. McKinley was all things to all people, and ended by being nothing to anybody. Quite naturally he took a decided stand in favor of higher duties, but this was clearly more because his name had been connected with the high tariff measure than for any other reason. At no time during the campaign did he give any reason for the increasing of the tariff other than that it was necessary to obtain more revenue.

The Dingley tariff is an effort ostensibly for that purpose, but really in the interest of those who contributed so lib-

erally to the campaign fund of 1896. As a means of supplying the treasury with the money needed to prevent borrowing, it has simply continued the lamentable series of deficits begun under the McKinley tariff, but concealed by adroit bookkeeping.

The above is not the career of a man who can be trusted to devise a scheme to relieve his country of the embarrassment resulting from a generation of time-serving legislation. Around him on every side rises the tide of popular indignation; he cannot hope to stay its advance or avoid the destruction which threatens, and which unhappily involves the welfare of the country as well as the future of the greatest charlatan that ever presided over its destinies.

The Puget Sound press correspondents are pouring out the vials of their wrath through columns of dispatches directed against Consul Abraham E. Smith—and all because he did so un-American a thing as to tell the truth in regard to Victoria as a Klondyke outfitting point. Incidentally the press men of these indignant cities quote in their telegrams what Mr. Smith said in advancing Victoria's claims, and Victoria thereby obtains at the hands of her bitter rivals considerable valuable advertising that she would not have secured had they stopped to consider what they were about. The Seattle and Tacoma correspondents are therefore entitled to a Victoria vote of thanks.

SHIPMENTS of salted, smoked or dried salmon continue to take a prominent place in the consignments received by Northbound steamers at this port, and it is anticipated that a large trade will be developed this year in preparing the king of western fishes for this new market. The salmon has done its part well in promoting British Columbia property in the past; it is still an important factor among provincial resources and of the food supply.

It has taken San Francisco a long time to awaken to realization of the fact that the far northern trade is slipping through her fingers. Now that she sees clearly the standing of the case, however, she is working with characteristic enterprise and skill. Her monster celebration of the discovery of gold in California is but an ingenious bait to induce the intending Klondyke to make his sailing from the Golden Gate.

AN Anglo-Japanese daily newspaper of Yokohama devotes three paragraphs to a local marine disaster involving the loss of sixty lives or more. A column and a half of space is given in the same issue to a police court case of simple assault, and two columns to a hockey match. Given these facts, will some High School boy or girl please write an intelligent composition upon "News Values in Japanese Journalism."

MR. G. A. ESTERBROOK has come over from Seattle, his home, to outfit in Victoria and start from this city for the Yukon gold fields. He does so for substantial business reasons, as he explains elsewhere in this issue—not that he loves Seattle less but his own pocket-book more.

THERE is but one really familiar feature in the present municipal campaign—Maurice Humber is a candidate in the North Ward.

THE CANADIAN PRESS.

OPPOSITION PLANS. It has leaked out that at a secret gathering of a few at the Capital, who claim to be the Liberal party of British Columbia, a decision was reached to place Mr. E. V. Taylor, barrister of that city, in the field as a candidate for the suffrage of the electors of Victoria and to be the recognized leader of the so-called Liberal party of that city as well as of the Province, with a view, at some future period, of making him Premier of British Columbia. As his colleague or the main-candidate Mr. E. P. Davis, Q. C. of this city, was elected. It is understood that that gentleman has accepted the position, it having been offered him by the chief writer of that wing of the opposition party, Senator Templeman during his visit to this city a few days ago—Vancouver World.

OR COURSE YOU WILL.

Yukon or no Yukon we expect to see great development in East Kootenay next summer.—East Kootenay Miner.

BY WAY OF VARIETY.

"She says their summer in Europe was a perfect dream." "I guess it was. You see, as a matter of fact, they stayed one New Jersey farm all the time."

"What do you consider the saddest music in the world, Mr. Cardinal Beck?" "Wind blowing through the mouth of an empty bottle."

Guest (in cheap restaurant)—Here, waiter, this meal is simply vile, won't you pay for it. When is the proprietor? Waiter—He's out at lunch, sir.

"Once a friend of mine and I agreed that it would be helpful for each of us to tell the other his faults. Now I have done it. There is one thing in particular that I like Mr. Tactful for. He is so frank, you know. He always tells me of my faults without the least hesitation. That was the agreement I caused him to make."

IT'S SIMPLY BUSINESS.

Mr. G. A. Esterbrook of Seattle Tells Why He Outfits in Victoria.

And Produces Figures in Convincing Array to Support His Position.

"Victoria is all right as an outfitting point for the north. A steamer can save fully 20 cents on Seattle prices, on clothing alone, by purchasing here, in addition to the Canadian duty on goods purchased in the States. It is also the best point on the Sound to start out from that way of the north."

Mr. G. A. Esterbrook, of Seattle, who is a guest at the Queen's Hotel, made the above statement to the Colonist last evening, and substantiated it by facts. He says he was duped right and left in Seattle, both as regards his outfit and passage to Skagway, and he wants no more of that sort.

According to Mr. Esterbrook, he arranged his passage about three weeks ago, for \$25 to Skagway, but when he went last night to the company's office he was told that they had done away with second class rates and he would now have to pay \$40. As to the five horses he intended to take, he was given the vague reply that they would be sent up as soon as possible "on a barge."

When I asked him to show me the bill, he was raising the passage rate on me \$15," said Mr. Esterbrook, "he said with a smile: 'Well, you see, we have got to put on that extra charge because of the next turning passengers away daily. We have already refused transportation for 500 horses, and are continuing out attention to the public good.'"

The rest of Mr. Esterbrook's story will prove interesting and valuable reading to prospective emigrants. He stated that after inquiring at another steamship company about rates and the transportation of his horses, "I determined to try the Victoria route, and I found Seattle I carefully priced many things needed for an outfit. Arriving in Victoria yesterday I was surprised to find that almost everything was cheaper here. Why, on \$40 worth of certain lines of clothing, I was able to purchase in Seattle for \$100. The price of groceries I found pretty much the same, but in Seattle I saved the freight from Seattle to this port."

"Now as regards the transportation rates from this port, and I think this gain publicity, I say that Seattle cannot begin to compete with you. Here is the estimate they gave me in Seattle: Transportation, two horses.....\$70.00 Transportation, one horse.....50.00 Transportation, two men to Skagway 80.00 Total from Seattle.....\$190.00

Incidentally the C. P. N. Co. here in Victoria prices: Transportation, two horses.....\$50.00 Transportation, one horse.....30.00 Transportation, two men to Skagway.....50.00 Total from Victoria.....\$130.00

"Now all we will have to pay for freight on our horses and wagon from Seattle to this port will not amount to \$20; so you see I am saving \$90 on transportation alone. Another important matter, which I should assure my horses will be shipped immediately."

In conclusion Mr. Esterbrook in very plain terms said that he felt no confidence in dealing with both steamship men and outfitters here which he had not felt in Seattle.

"Although I am an American," he said, "I am looking out for the main chance, and I am not in the habit of getting duped more than once. I have seen many men here in Seattle who are going North, and I am making my grievances public in order that the publication of this may be of advantage to others."

Mr. Esterbrook will take only a team of horses with him on the Danube, he will have three more horses shipped from this port shortly. He is going into the freighting business at Skagway.

THE GREAT LE ROI.

New Ore Body Unexpectedly Discovered—The Mackintosh Syndicate's Option.

The Le Roi mine is prolific in surprises. In sinking the shaft from the 100 to the 200-foot level the workmen unexpectedly came into a four-foot ore body which assays from \$40 to \$60 per ton. To preserve a uniformity of assay the ore was broken up into slightly different from the dip of the vein, the shaft had been sunk a few feet off the ore body. In going from the 200 to the 300-foot level, therefore, it was not expected that ore would be encountered. Whether this recently struck ore body is a new body or a continuation of the ore in the vein above having slipped, officers of the mine are not prepared to say.

The possibilities of the mine seem to be being calculated by the Le Roi syndicate. It was calculated that the 700-foot level would be reached within 60 days. The delay of the syndicate in the delay of the work somewhat. Captain Hall had expressed an intention to retire from active mining if the pending sale of the Le Roi mine had been completed. He had required a competency. The Rossland Miner reports that he had property worth \$40,000, \$25,000 in cash, and \$20,000 life insurance. "What trifies the Le Roi mine is the death," said Mr. R. Galusha yesterday. "It had been planned that Captain Hall should bring down the first carload of ore from the mine to the smelter at Northport, and the date set was the first of his death. Something interfered, and he remained at home. That afternoon he was killed."

EIGHTEEN DAYS FROM DAWSON.

A Victorian Makes the Fastest Trip on Record from the Golden City to the Coast.

The latest arrival from Dawson City is Mr. James Macaulay of this city, who reached Victoria yesterday. He and Inspector Strickland of the Northwest Mounted Police were passengers by the Albatross from Dawson City to Departure Bay, where they took the train yesterday morning for Victoria. Mr. Macaulay and Dick Butler, the latter a claim owner on Bonanza creek, left Dawson City on December 12 and were only 18 days on the trip. The latter is the quickest trip on record as far as known.

Mr. Macaulay says that the story about the finding of the mother lode told by W. J. Jones is not correct, for although leaving Dawson City later than Jones, Mr. Macaulay heard not a word, however, and I gladly recommend it.

A STEAMER EVERY DAY.

How Victoria is Prepared to Handle the Spring Volume of Northern Trade.

In the Matter of Transportation Facilities This City's Are Surpassed by None.

Although San Francisco is still an active competitor for the trade of the far North, via St. Michael's and the mighty Yukon—"the rich man's route"—it is to British Columbia and Puget Sound that the great body of intending Klondykers is looking, now that the preparations for the exodus northward have commenced. To estimate the number of people who will follow the Upper Yukon is a matter of impossibility—the indications as summarized by railway, steamship and other transportation companies are that 250,000 will be under rather than above the mark, speaking of the population to be added to the Yukon country during the first six months of the present year. They are already coming—from Europe, from Australia, from South Africa, from the Orient, and from the Atlantic seaboard; literally from the ends of the earth.

Soon the vanguard of the approaching army may be looked for; very soon the crowded steamers with their massed cargoes of rugged men and their mining impediments will testify that the long talked-of "rush" has become a thing of the present.

Already the local shippers are busy upon river boats, barges and smaller craft intended to play their part in the general transportation scheme. Already the projectors of wagon roads and railway enterprises at the several passes announce themselves ready for business. Already the northern schedule for the steamboat lines are appearing, and thus early in the day it becomes apparent that in connection with the matter of communication Victoria is to be prominent among the cities bidding for the trade created by the "rush." Fully thirty steamers on regular time cards are to connect this city with the Stickeen, St. Michael's, and the other Yukon ports, and for Victorians it is certainly most gratifying to note that this city is to be the terminus of at least one-third of the Northern liners, with during the busy season one or two arrivals and departures every day.

Taking the home steamers first into consideration, the C. P. N. Co. with their brief experience of last season to guide them, will have all their available craft in service, with a total tonnage of 2,217 tons, and a passenger capacity of 900 and a united freight carrying capacity of 2,500 tons at a low estimate. These steamers are all owned in and operated from Victoria—the Danube, Islander, Tees, Princess Louise and when necessary, the Wilkes. The C. P. N. Co. is maintaining this city their southern terminus or their only British Columbia port of call. This is certainly an immense fleet, but an immense fleet will be required to handle the volume of prospective Klondyke trade, and for Victorians it is certainly most gratifying to note that this city is to be the terminus of at least one-third of the Northern liners, with during the busy season one or two arrivals and departures every day.

Another strong Victoria company, destined to play its important part in the transportation trade of the spring, is the E. & N. railway company, whose City of Nanaimo, Bristol and Joan will be under the management of the experienced shipping firm of E. C. Davidge & Co. The City of Nanaimo is to initiate the service between here and the usual Northern Coast ports—Wrangell, Juneau, Dyes and Skagway on the 20th of the present month. The Bristol and the Joan being added as the requirements of trade demand, and each of all of the steamers named being thoroughly adapted to the character of the traffic catered for.

In addition to its steam fleet this company has placed in service the expeditious ship Richard III., well known everywhere on the Pacific coast, to be employed exclusively in the handling of cargo between Victoria and the North.

Nor are Vancouver's interests overlooked by the Klondyke trade. The C. P. R., or the no less enterprising Union S. S. Co. The former has purchased for the service the largest vessels which will be employed by any company—the one to run from Vancouver and Victoria to Seattle, and the other to connect with the company's river steamers; the other to handle the business offering via the Stickeen or the passes. The steamers are the Tartar, of 4,425 tons, and rated 1,000 Al in Lloyd's, and the Athenian, 3,883 tons, BT. Each has a passenger capacity of over 1,000, and can carry a ton of freight to every passenger. The Union Steamship Company will not touch the St. Michael's trade, but will operate the Dutch, Capilano and C. quitlam as in the past months, making Vancouver the headquarters port in their trade with the Stickeen and Lynn Canal ports, and completing each trip with a side run over to Victoria.

The Klondyke Mining, Trading and Transport Corporation having its head offices in this city, and its Klondyke offices already given evidence of the practical nature of its plans by demonstrating conclusively the superiority of the Stickeen and Teslin lake trail for both winter and summer travel. This corporation will carry its Klondyke mail in the first-class passenger steamer Amur, a vessel of 907 tons and Lloyd's highest rating, having accommodation for 500 passengers and 1,600 tons of freight. It is equipped with electric light and refrigerating plants, and is in every way very well fitted to the trade to be cared for.

Of the "callers"—making their headquarters on the Sound, but visiting Victoria in the outward and inward runs—the firm in the management of the competing companies is the Pacific Coast, City of Topeka, Cottage City, Victorian, Alki and Willamette, all save the two latter calling here. The Queen replaces the Corona about the end of the present

month, while the Cottage City and Victorian enter the field some time between February and middle April.

The next important American corporation brought into close touch with Victoria is the Puget Sound & Alaska Co., whose City of Seattle, operated in conjunction with the Rosalie, has during the winter won considerable popularity. This will no doubt be increased when she is joined by another fast steamer, possibly her sister, the City of Kingston, being generally understood that she too is to thread the intricate channels of the north during the approaching spring and summer.

Of the independent steamers to ply to the North from British Columbia or the Sound more than one is particularly interesting. Barbara Boscowitz, the Farrallon, and her elegant companion, now building in San Francisco, the Portland, the Starr, the Geo. W. Elder, and the 202 ton tug Resolute—the latter quite a busy vessel during recent weeks. Can San Francisco show anything like as large and important a Northern fleet?

HEALING BY PRAYER.

The Interesting Experiences of a Minister Now Visiting Vancouver.

VANCOUVER, Jan. 12.—Rev. W. E. Christmas, who has lately been attracting much attention in Winnipeg and other Manitoba cities by his preaching and power of divine healing, has arrived on the coast. Mr. Christmas states that his work is chiefly evangelistic, but with the command given to Christ's disciples when their Master was on earth, and which command has never been repealed, he, by the divine power of God, healed the sick also. This work is strictly in accordance with such New Testament teachings as found in Luke ix: 1-6, also in Mark iii, 13, 14 and 15.

Mr. Christmas, who is now working in connection with Rev. M. Baxter, of the Christian Herald, was ordained some 20 years back in the Reformed Episcopal church and since under license of the same church has twice travelled round the world as an Evangelist, preaching and healing the sick. While at Fort William the mayor of the city was one of the chief supporters of Mr. Christmas, and occupied the chair at his meetings, and at Brandon Dr. Flemming was a most frequent occupant and supporter of the platform. Mr. Christmas carries with him many letters of testimony from those who have been restored to health by his intercessions on their behalf.

Severe Headache Cured. DEAR SIR:—Being troubled with a severe headache, I was advised by a friend to take Lax-Liver Pills. I only used half a box and have not since suffered from the complaint. I am a perfect cure. MRS. JOHN TOMLINSON, Hamilton, Ont.

Official Mining Maps at THE COLONIST. LONDON, Ont.

THE KLODYKE

Great THROUGH WINTER ROUTE From VICTORIA TO DAWSON CITY

Under the Direction of the Klondyke Mining, Trading and Transport Corporation, Limited, of London Capital, £250,000.

HON. SIR CHARLES TUPPER, BART, CHAIRMAN, LONDON, ENG. HON. E. DEWDNEY, CHAIRMAN VICTORIA LOCAL BOARD. J. T. BETHUNE, CHAIRMAN VICTORIA LOCAL BOARD. C. H. LUGRIN, LONDON DIRECTOR. C. ASHWORTH, LONDON DIRECTOR.

The expedition, which will be accompanied by eighty teams of horses, sleighs, and three trains of dogs, will be in charge of Hon. Edgar Dewdney ex-Minister of the Interior of Canada and ex-Lieutenant-Governor of British Columbia and will be accompanied by Mr. Caldwell Ashworth, of London, a Director of the Corporation.

The expedition will proceed to Fort Wrangell on its own X 100 A screw ocean steamer "Amur," or by some other suitable vessel, leaving Victoria about the 15th February.

At Wrangell it is proposed to transfer to the Stickeen River and continue the journey on the ice via Stickeen River and the villages of Glenora and Telegraph Creek, thence by snow road to Teslin Lake.

At Teslin Lake boats and scows will be built to convey the party and their outfit to Dawson City as soon as the Hootalinqua opens; that is, the expedition will follow the ice down that fine navigable stream, thereby avoiding the dangerous White Horse rapids, and arrive at Dawson City at the earliest possible date thereafter in the spring.

The plan of the Corporation is to provide shelter and good substantial food for the parties accompanying the Expedition from the day they leave Victoria until they reach the destination. While waiting at Teslin Lake for the ice to break up they will have the opportunity of prospecting the very promising ground in that vicinity. The price of the ticket covers transportation, food, shelter and the free carriage of 400 pounds baggage.

Early in January an advance party with horses will be sent up the Stickeen River to build shelter and establish supply depots.

After the Coast Range on the Stickeen River has been passed the expedition will go through a country where the snowfall is generally light and along the greater portion of which a white population has been living for some years.

The Corporation will establish trading posts at Teslin Lake, Dawson City and other Yukon points and will furnish supplies to purchasers at reasonable prices.

The price of a ticket covering the accommodations above mentioned is \$500, one-half of which must be paid to the Bank of Montreal at Victoria at the time of signing the contract for transportation, the balance to be paid before the sailing of the steamer from Victoria.

As the number of persons by this route will be limited, applications should be made at once, and an application ticket, each applicant must with his application forward a Post Office order for \$30.00 payable to the Bank of Montreal at Victoria.

The Corporation reserves the right to select members of the expedition and will return all payments made to unsuccessful applicants.

SPECIAL RATES ON EXCESS BAGGAGE.

The provisions included in the 400 pounds of personal baggage can be purchased from the Corporation before leaving Victoria.

The Corporation will, at a later date, be prepared to transport passengers in their own ocean and river boats to the Stickeen, Yukon and Teslin Lake waters.

The Corporation is agent for Strickland & Co's, specially constructed Klondyke Peterborough canoes.

ADDRESS

30 Broad St., VICTORIA, B.C.

This corporation must not be confused with a company of nearly the same name, having its headquarters in Spokane.

COLUMBIA FLOURING MILLS CO.

Enderby and Vernon. Brande

HUNGARIAN, PREMIER, XX SUPERFINE AND XXX SPECIAL

R. P. RITHEAT & CO., Victoria Agents.

EVENTS OF VANCOUVER.

Fires of a Year—Purchasers of the Orphan Boy—A Quiet Election.

VANCOUVER, Jan. 12.—(Special)—The report of the fire department shows 64 alarms during 1897, twenty-seven of which proved to be fires. The loss was very small, amounting to but \$2,816, and this was almost entirely covered by insurance.

The inland revenue returns for December were \$18,000; the duty collected, \$10,328; imports, \$36,755; exports, \$245,740.

The names of the numerous letters appearing in the press regarding the Orphan Boy mine, and its recent purchase at sheriff sale, it will be somewhat interesting to note some of the names of the syndicate which purchased it, including Dr. Wilson, Dr. Weid, J. R. Seymour, J. O. Benwell, Jas. Thompson, Dr. Lefevre, Jno. Cowan, Mr. Webster, Geo. Weeks, Mr. Colson, A. Boak, and fourteen others.

The Grand company played to another packed house last night, and the opera house plans show that Manager Jameson will be fully as successful here as in Victoria with these performers.

Election matters are very quiet here and the ward meetings are without interest. There will not be a heavy vote polled, it is thought, to-morrow.

Telegraphers Happy.

TORONTO, Jan. 12.—(Special)—There is much satisfaction among the C. P. R. telegraphers over the adjustment of the difficulties at Montreal by which a strike has been averted. While the terms are not made public, it is understood that both sides gave way a little.

Montreal Stock Exchange.

MONTREAL, Jan. 12.—(Special)—Mayor R. Wilson Smith to-day purchased a seat on the Montreal stock exchange for \$5,500, an advance of \$2,000 over the last sale. He proposes to go into the brokerage business.

Quebec's Lieutenant-Governor.

QUEBEC, Jan. 12.—(Special)—Lieutenant-Governor Chapeau by appointment to-day met Judge Jette, his successor, and arrangements were made for his early transfer to the office and the occupancy of Spencerwood.

Bank President Killed.

BUTTE, Mont., Jan. 12.—P. A. Lardy, president of the state savings bank, was shot and killed yesterday in his office. The crime seems to be the outcome of litigation.

Hacking Cough Cured.

GRANTLEIGH.—My brother was troubled with a very bad hacking cough, but after using three bottles of Norway Pine Syrup he was completely cured. I cannot recommend it too highly.

WAR CLOUD IN

France Making Too Frequent Over Which Great Claims Controversy

At the Proper Time The Eviction Through If Necessary.

LONDON, Jan. 15.—Ten foreboded, the movement French in the Upper Nile coming unpleasantly prominent who imagined that Great undisturbed claims upon the It is immaterial to discuss whereabouts of the French. It suffices that, according to the evidence, they have Bah-el-Ghazal, the most fertile of the Egyptian Soudan, was tinct mandate of their government this is true, and the declared cessive British cabinets meet M. Hanotaux, the French foreign affairs, has brought a rebuff. Thus far, M. Hanotaux have the advantage, but the dangerous.

Fear of war with France was British recovering the wh Egyptian Soudan and driving French expedition which was there, when, in the opinion of a quies of Salisbury, the proper arrived. In the meeting Henry of Orleans is fitting cal with those Great Britain of the government, an attempt to subdue the equatorial part the Negus presented, claiming longed to Abyssinia in prehistory but in reality these provinces with those Great Britain to restore to Egypt. So, per is some truth in the story the tivity of the British is due to tian intelligence department that the French Abyssinian reathe. Thus far, the King preparing reinforcements with intention of following up this carrying out a policy which supported by Russia, the United France and Abyssinia.

FRENCH ARMY ON T

The Zola Accusations Working cal Excitement Through Republic.

LONDON, Jan. 15.—The new which the Dreyfus case has distinct advance. The secretarial era is over and a civil court will have to investigate Zola's charges of persistent dishonesty. Outside of France at believe that Dreyfus is the victim of a malicious conspiracy, the name of Zola has broadened the que the whole French army is now placed on trial. The gravity of tion is enhanced by the fact whole of France is in a state of hysterical excitement. Wile able to analyze the situation, a the suspicion spread that the army is really affected, t quences to the republic might serious.

ALICE IN WONDER

Death of the Popular Writer of Other Good Stories for Children.

LONDON, Jan. 15.—The death of "Alice in Wonderland" (the Rev. C. H. author of "Alice in Wonderland" heard with the greatest all parts of Great Britain. are full of reminiscences of stories, showing how intense love for children and how unit his shyness and dignity "Lewis Carroll" was very as his personal appearance, figure and general vigor con impression that he was much than sixty-five. He never wore coat in his life, and continue long constitutional to the end ceased was staying with his Guildford when he died.

IMPROVING LONDON MO

Two Bills With That Object F Presentation to Parliame

LONDON, Jan. 15.—The scanbauchery in Regent street ally, in this city, has led to the tion of two bills for