MICA AXLE GREASE

It's easy to haul a big load up a big hill if you grease the wagon wheels with

MICA Axle Grease

Get a box and learn why it's the best grease ever put on an axle. Sold everywhere.

FRUIT TREES,
Ornamental Trees,
ROSES, HOLLIES, BULBS
General Nursery Stock.
OAKLAND NURSERIES
NELSON, Victoria, B.C.

Farm For Sale--Cheap.

acres of land on the Koksilah River, from Cowichan Station, E. & N. Ry., acres under fence, 50 acres improved, s, barn, orchard, &c.; good fishing and nment road; first-class water power. This property will be sold at about alf value, as the owner has to leave Scotland. Apply A. W. More & Co., ra, B. C., or address D. Stewart, chan Station, Vancouver Island, B. C.

PATENTS PROMPTLY SECURED
T RICH QUICKLY. Write to-day for a opy of our big Book on Patents. We have ive experience in the intricate patent of 50 foreign countries. Send sketch, model oto for free advice. MARION & MARION, Experts. Temple Building, Montreal.

HOME WORK FOR FAMILIES.
We want the services of a number of families to do knitting for us at home, whole or spare time. We furnish $20 machine and supply the yarn free, and pay for the work as sent in.
Distance no hindrance. $7 to $10 per week made according to time devoted to the work.
Write at once. Name References.
Co-Operative Knitting Co., Toronto.

Companies Act, 1897.

Notice is hereby given that Robert Hall, the City of Victoria, B. C., has been pointed the Attorney for the "Arctic Express Company" in place of Francis Pattenbury.
Dated the 26th day of October, 1898.
S. Y. WOOTTON,
Registrar of Joint Stock Companies.

NOTICE.

Rectification of Crown Grant.

Whereas, on the 3rd day of February, a Crown grant was issued to one William Ross Dick, for Lot 4, being a subdivision of Section 42, Lake District, the said grantee was therein erroneously described as William Ross:
Notice is therefore hereby given, in advance of Section 86 of the "Land Act," that it is the intention to cancel the defective Crown grant, and to issue a corrected one in its stead three months from the date hereof, unless good cause shown to the contrary.
C. A. SEMLIN,
Chief Commissioner of Lands & Works.
Lands and Works Department,
Victoria, B.C., 3rd Nov., 1898.

In the Matter of the "Tramway Company Incorporation Act."

NOTICE is hereby given that we, the undersigned, desire to form a company under the name of the "Atlin & Surprise Lake Tramway Company, Limited," for the purpose of building, equipping and operating a single or double track or steel tramway, beginning at a point on Surprise Lake, in the District of Cassiar, in the Province of British Columbia, near where the waters of Pine Creek join those of Surprise Lake; thence along the valley of said Pine Creek to the most convenient point, near where the said Pine Creek joins Surprise Lake in the said District of Cassiar; and also for the purpose of building, constructing, equipping and operating a telephone or telegraph line or lines in connection with the said tramway, and with power to build, construct, equip and operate branch lines.
T. H. WORSNOP.
FRED. J. WHITE.
LYMAN P. DUFF.

NOTICE

Notice is hereby given that thirty days after date I intend to apply to the Honorable the Chief Commissioner of Lands and Works for special license to cut and carry away timber from the following described lands: Commencing at a stake marked "P. Connelly, northwest corner, thence three-fourths of a mile; thence east 80 chains; thence north three-fourths of a mile; thence west two miles to point of commencement, and containing about one hundred and sixty (960) acres. This land is situated on the bank of Pine Creek, Atlin, Cassiar Mining District.
JOHN CONNELLY.
Atlin, Bennett, B.C., Nov. 2nd, 1898.

NOTICE.

Notice is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia, at the next session thereof, for an act to incorporate a company with power to construct, equip, operate and maintain a railway of standard or any other gauge from a point at or near the International Boundary line on the headwaters of Taku Inlet, by the most feasible route to Atlin City or some other point on the shores of Atlin Lake in British Columbia, with power to construct, operate and maintain branch lines to points at the south end of Taku Arm of Taku Lake in British Columbia, or to points at the south end of Bennett Lake in British Columbia, with power to construct, operate and maintain other branches and all necessary roads, ways, bridges, ferries and to build, own and maintain wharves and docks in connection therewith, and to build, equip, own and maintain steam and other vessels and to and to operate the same on any navigable waters connecting with the said railway line, and with power to build, own, operate and maintain telephone and telegraph lines in connection with the said railway works and to generate electricity for the supply of light, heat and power, and with power to expropriate lands for the purposes of the company and to receive lands, bonuses, privileges and other aids from any government, municipal corporation or other persons or bodies, and to levy and collect tolls from all parties using and on all freight passing over any such roads, railway, ferries, wharves, vessels and with power to make traffic and other arrangements with railway, steamboat or other companies, and for all other ancillary or incidental rights, powers and privileges in that behalf.
Dated at Victoria, B.C., this 23rd day of November, A.D., 1898.
ROBERT CASSIDY,
Solicitor for the Applicants.

$1.50 PER ANNUM $1.50

Victoria Times.

Twice-a-Week.

VOL. 17. VICTORIA, B. C., FRIDAY, DECEMBER 2, 1898. NO. 35.

200 LIVES WERE LOST

Horrifying Record of the Great Storm's Work on the Atlantic Coast.

150 DEAD IN PORTLAND DISASTER

Fifty-Six Vessels Totally Wrecked and Forty-Nine Ashore—The Storm King Still Unappeased.

List of the Victims of the Portland Disaster—Many Were From Towns in New Brunswick.

Boston, Mass., Nov. 29.—A special to the Herald from North Truro says that the steamer Portland, of the Boston & Portland Steamship Company, plying between Boston and Portland, was totally wrecked at 10 o'clock Sunday morning off Highland Light, and that the entire crew and passengers perished within a short distance of land.

A large quantity of wreckage, including trunks and other material, has come ashore, and at dark last night thirty-four bodies had been recovered from the surf by the life-saving crew at the Highhead station.

One of the bodies was that of a woman.

News of the disaster was brought to the Herald through the agency of a special train, as communication with Boston by wire from points on Cape Cod is impossible on account of the havoc wrought by the storm.

The Portland carried sixty-five passengers and a crew of fifteen.

Boston, Mass., Nov. 29.—From reports that have come by wire, mail and messenger to the Associated Press from New England points up to 10 o'clock this morning, it was difficult to even estimate the total loss of life and shipping along this coast as a result of the recent storm.

The list of disasters seems to grow every hour, and from despatches thus far received it appears that at least thirty schooners have been wrecked at different points from Eastport, Maine, to New Haven, Conn.

Eighty-six schooners have been driven ashore; fourteen barges, loaded or empty, are aground, besides a large number of smaller craft. This list does not include the thirty vessels either wholly or partially wrecked in Boston harbor; nor the half-a-dozen or more craft which are reported missing, including the Boston & Portland steamer Portland; nor the big Wilson line freighter Ohio, which is ashore on Spectacle island, in this harbor; the steamer John J. Hill, which is ashore at Atlantic; the steamer Fairfax, of the Merchants' & Miners' Transportation Company, on Sow and Pigs ledge, off Cutty Bank; or the small steamer George A. Chaffee, which foundered at Rockport, Mass. When these are added the aggregate list exceeds 170 craft.

It is known that about 40 persons perished in and about Boston harbor.

Reports from other places, in some cases, state that the crew of this or that vessel escaped. Many, however, state that the fate of the crew is unknown, as survivors have turned up at life-saving stations and in-coming vessels have brought sailors from wrecks.

Perhaps a score would cover those of whom nothing is known, not including the sixty-five or more who were on board the steamer Portland.

Everything possible is being done in and about Boston to save the shipping that has met with disaster and render as comfortable as possible all the survivors.

Transportation, which was generally blocked throughout New England, is being opened up slowly. All roads running from Boston were fairly cleared this forenoon. In the remote districts, however, highway and other means of transportation will be blocked for some time.

Pilot Boat Missing.

Boston, Mass., Nov. 29.—Anxiety is felt for the safety of the pilot boat Varuna, as she is known to have been in the bay during the blizzard. At 1 o'clock Saturday morning she was seen passing out by Miner's Light, and at a late hour last night no tidings of her had been received.

Schooner's Crew Rescued.

Philadelphia, Pa., Nov. 29.—The British steamer Mackinaw, Capt. Stone, which passed in at the Delaware breakwater at 9 o'clock this morning, signalled that she had the crew of a wrecked schooner on board, but did not give the name of the schooner. The Mackinaw sailed from London November 17 for this port. It is probable that she has on board the crew of one of the schooners which were wrecked off the New England coast in the storm of Saturday night and Sunday. The Mackinaw will reach this city late this afternoon.

Passenger Steamer Missing.

Boston, Mass., Nov. 29.—The officials of the Portland Steamship Company in this city stated this morning that no tidings of the missing steamer Portland had been received. There is still slight hope that the Portland may have been blown to Provincetown or some other Cape Cod port, where wire communication is still interrupted. Agent Williams says that the revenue cutter Dallas, which started yesterday to look for the missing boat, had not reported up to 9 o'clock this morning, and that no word of the steamer had been received at Portland. The missing steamer sailed from here on Sunday night. She carried sixty-five passengers and a crew of fifteen.

A Cargo Steamer Damaged.

New York, Nov. 29.—The British cargo steamer County, which sailed from here Saturday morning for London, just before the beginning of the storm, has suffered considerably by it, as she passed in at Sandy Hook at 8:35 this morning, returning. The marine observer there reported he could see that her bridge was damaged and several of her boats were gone.

Boston, Mass., Nov. 30.—News of the loss of the Boston & Portland Steam Packet Co.'s steamer Portland off Cape Cod and the death of more than 150 persons, comprising the passengers and crew of the steamer, and news from hitherto unheard from ports on Cape Cod showing that at least a score and a half of vessels were wrecked along that shore with the loss of 12 lives, has come as a direct climax to the previous reports of disasters resulting from Saturday night's storm.

There are still other places to be heard from on both sides of the Cape, which have not been reached by train on account of washouts, and which are cut off from other means of communication by broken wires, blocked highways and shattered bridges.

Up to this morning, while the total loss of life cannot be estimated with any degree of accuracy, it is known that more than 200 persons perished.

An attempt to estimate the financial losses sustained by the shipping interests is difficult, but it appears that the bulk of the damage was done between Cape Ann, where a score or more of vessels were lost, and Cuttyhunk, where the steamer Warwick is on the rocks.

From present reports it is known that 56 vessels have been totally wrecked, while 49 are ashore with hardly a chance of being saved.

The Portland's Victims.

Boston, Mass., Nov. 30.—The following is as nearly a complete list of the passengers of the steamer Portland as it is possible to get at the present time: —Fred. Sherwood, Portland; Chas. H. Thompson, Mrs. Thompson and child, Woodsford; Me.; M. L. Sewell, Portland; Wm. B. Chase, Worcester; Master Philip Chase, Worcester; Arthur F. Herson and Mrs. Herson, Portland; Miss Ella Swift, Portland; Harry Smith, East Boston; Mrs. C. N. Mitchell, North Boston; Miss J. C. Heritt, North Boston; Mrs. J. A. Carroll, Lowell; Mrs. J. C. Edmonds, East Boston; Mrs. Anna Rounds, Portland; Geo. B. Kenniston, jr., Booth Bay Harbor, Me.; Percy Jackson, wife and child, and Geo. Cole, South Portland; Miss Ross, Portland; Miss Edna McCrillis, Boston; Mrs. Theo. Allen, Miss Allen, Isaiah Frye, Ruth Frye, Miss Maude Sykes, all of Portland; W. L. Bemis and wife, Auburn, Me.; Mrs. C. O. Chickering, Wrymouth; Mrs. Aug. Wheeler, South Wrymouth; Mrs. Hattie A. Lord, East Deering; Mrs. E. Dennis, Portland; Miss Morang, Portland; Wm. Mosher, German, Me.; Mrs. Houston, child, and Mrs. Houston's sister, names not obtainable; Miss Cole, of Springfield, Mass.; C. F. Wilson, Bethel, Me.; Geo. Crosier, St. John, N. B.; Miss Edna Clark, Westbrook; Miss Eva Clark, Westbrook; Albert Clark, Somerville; John Doherty, Boston; Miss Kelly, Boston; Scott Proctor, South Portland; Mrs. David Rounds and daughter, Merton Small, Woodford; Miss Alice Tucker, Lowell; Miss Annie Tetrow, Manchester, N. H.; Mrs. Weyler, South Wrymouth; H. D. Young, Boston; Geo. Bolney, Portland; Jas. Buckminster, Providence; Wm. Hanson, Gotham, Me.; Miss R. N. Heald, Cumberland Mills; Miss Madge Ingraham, Woodford; H. Pratt, Miss May Pratt, Miss Jennie McMullen, Portland; Mrs. M. Kenny, South Portland; P. Sylvester, Portland; Fred. Steven, Woodford; Mrs. Jas. Welsh, Mrs. Dukeshire, Louis P. Underwood, Miss Sophie R. Heath, Portland; Miss E. L. Plympton, Charles River, Mass.; Miss Burns, Chas. Wiggin, Portland; Mr. and Mrs. Julian A. Hogg, Samle; Mrs. E. L. Baker, Miss Emma Cobb, Fred. Stevens, Miss Eva Totten, Portland; Wm. Beadsworth, Ligonia, Me.; Miss Balena Langthorne, Portland; Frank Wilson, St. John, N. B.; Orin Hopper and his son Carl, Portland; Jas. W. Flower, St. John, N. B.; Dudley Freeman, Portland; John J. Murphy and Timothy Kirby, Marlborough; B. Osborne Catchell, Boston; Mrs. M. Safford, Portland; Jerry Daly, W. J. Kohn, S. Kohn, Mrs. Horace Pratt, of Portland; Theo. Pavenal, Lowell; D. W. McGillivray, Roxbury, Mass. Total, 95.

Five More Bodies Recovered.

Orleans, Mass., Nov. 30.—Five bodies have been recovered here from the Portland. The vessel was wrecked just north of Cape Cod. The wreckage and a great many bodies are drifting south, possibly as far as Nantucket.

Heavy Storm at Boston.

Boston, Mass., Nov. 30.—Another heavy northeast snowstorm began here this morning. It will greatly impede work at points where vessels are wrecked.

New York Again Storm Bound.

New York, Nov. 30.—This vicinity is again storm bound. While the rain storm which began last night and is followed to-day by snow is not as severe as the blow of Saturday, it has had the effect of continuing the blockade of railroads, and is causing much delay to traffic.

Tale of Ruin and Death.

Boston, Mass., Nov. 29.—All day places which were nearest the storm centre on Sunday got word to the outside world, and as the tale unfolded it was such as New England never heard before. It is from Cape Cod that the most terrible accounts of ruin and death are coming, and of these the loss of the Portland, with nearly 100 souls, overshadowed all. Miles and miles of coastline are piled high with wreckage, most of which is ground so fine by the waves that identification of craft is impossible. It will be many hours before all places are heard from. Wires there are none, and railroads cannot break out the snowdrifts. To-night the only means of reaching Cape Cod is by steamer across Massachusetts Bay, a very disagreeable voyage, as the sea is yet boisterous. Word from Provincetown, however, tells of nearly 30 total wrecks, with the number of lives lost unknown.

The best summing up in that section is told by Captain Hard, jr., of the revenue cutter Dexter. He says the sight in Vineyard Haven is one of desolation. Hulls are piled up on the shores and those vessels which are afloat seem mere shells. He reports additions to the wreck list in two schooners sunk off Mememsha light and two big ones sunk abreast of Presque isle. The fate of the crews is unknown.

The financial loss in the various branches of business is simply beyond computation at this time and attempts to reach a conclusion on the basis of the seemingly meagre statements is impossible.

A report reaches here to-night from the southern end of Cape Cod that the steamer Gate City has been wrecked on Peak Hill bar.

Cape Cod Sea-Swept.

Provincetown, Mass., Nov. 29.—The tip end of Cape Cod received a visitation from the terrible storm which swept over the Cape Saturday night and Sunday, and it was much more severe than any in the recollection of inhabitants. Probably never before have the waves swept over this natural bar, which projects out into the Atlantic ocean, with any more force. While the storm continued, the town was simply at sea, and the only way streets could be traversed was in boats. All shipping was damaged, and the loss in this harbor alone is estimated at $50,000.

All the warehouses except the new one owned by the New York, New Haven & Hartford Company, are dashed to pieces. Over 30 vessels are ashore, but no loss of life is reported at this port.

A large four-masted schooner is ashore off Race Point and is going to pieces. The fate of the crew is unknown. Houses have been wrecked at various points along the coast, and all wires are down.

After nearly 60 hours of complete isolation on account of the terrible storm Saturday night and Sunday, news of the situation at this town is started for the outside world by the only method of communication possible at present—one of the Gloucester Fish Company's steamers.

Twenty-seven vessels were driven ashore and totally wrecked. From the majority of these the crews were saved, although several lives were lost. Four or five of these wrecks were coasters, and the rest were fishermen. During the storm the beach was strewn with wreckage, streets were flooded, and wharves drifted out to sea. Four ice houses and a lobster factory situated on the beach point were destroyed.

Cunard Liner in Trouble.

Queenstown, Nov. 29.—The Cunard liner Catalonia, from Boston November 17 for Liverpool, reports having encountered extremely bad weather on the passage. On Sunday the cargo shifted and one of the boilers took to leaking so badly that it became useless for the remainder of the voyage. After the vessel got her heavy list the cargo was trimmed so that she partly righted up.

Wrecked Off Seal Island.

Gloucester, Mass., Nov. 29.—The schooner Hiram Lowell has arrived here with 23 persons, the crew and passengers of the British schooner Narcissus, from Boston for Shelburne and Liverpool, N.S., wrecked off Seal island.

Schooner's Crew Rescued.

New York, Nov. 29.—Pilot Baesler, who arrived in port to-day, reports that this morning while cruising in a pilot boat he fell in with the British steamer Falka, which had on board Capt. Pettit and seven men of the crew of the coastwise schooner D. K. Baker, bound from Charleston, S.C., for New York, which they abandoned in a sinking condition. The schooner had encountered the recent hurricane, during which the vessel was disabled, and became a hopeless wreck.

Bodies Washed Ashore.

Halifax, Nov. 29.—Bodies are being washed ashore at Herring Cove, six miles west of Halifax harbor. No doubt they come from a wreck of some kind, probably that of a small vessel.

The steamer Blanche M. Thornborne, from Halifax for Shelburne, is on the rocks in Liverpool harbor, full of water.

A barge which broke away from her tow off Cape La Havre on Sunday is still missing. The barge had a crew of 10 or 12 men on board.

A Big Ship Ashore.

New York, Nov. 30.—A despatch has been received here from St. John, N. B., stating that the British steamer Scottish King, 2,148 tons, from Antwerp, Nov. 14, for Boston, is ashore at Seal Cove, and is standing upright with ten feet of water in her hold. The crew was saved.

Two Bodies Identified.

Orleans, Mass., Nov. 30.—The bodies of Geo. W. Delaney, of Boston, and Mrs. Mitchell, of North Easton, have been identified among those washed ashore here.

Two Montrealers Missing.

Montreal, Nov. 30.—A. Gosselin, assistant city clerk, is believed to have gone down on the steamer Portland. He was to have sailed from Boston or New York on Saturday night for Portland, and has not been heard from since. It is believed he took passage on the Portland. He was accompanied by another Montrealer, a young man named P. Riche.

BEAUHARNOIS BYE ELECTION.

Montreal, Nov. 29.—The provincial bye-election for Beauharnois will be held December 19. Wilfrid Mercier is the Liberal candidate and Arthur Plante the Conservative.

ARMY REORGANIZATION.

Washington, Nov. 29.—There is renewed talk of the reorganization of the regular army at the present session of congress. The general impression seems to be that the new army should consist of 100,000 men, and that number no doubt will be recommended in the draft of the bill being prepared by the war department.

KOOTENAY DISASTER

Steamer Ainsworth Founders on Kootenay Lake--Nine Nives Were Lost.

NO PARTICULARS ARE OBTAINABLE

Craft Went Down About Five Miles From Balfour - She Ran Between Kaslo and Nelson.

Was Commanded by John Campbell—Tied Up for Some Time and Considered in an Unsafe Condition.

Revelstoke, B.C., Nov. 30.—The steamer Ainsworth, plying between Kaslo and Nelson and other Kootenay Lake points, was swamped last night about five miles south of Balfour.

Nine men were drowned, including the engineer, fireman, first officer, steward and three passengers.

No particulars are obtainable at this time.

The Ainsworth was a small sternwheel steamer, built by Bremmer, Watson & Jervaus at Ainsworth in 1890. Her first master was Capt. Delany, who operated her between Ainsworth and Nelson, disposing of her in 1892 to Capt. August Mentencau, John Paterson and John Campbell.

The ill-fated craft was recently owned by Angus Campbell and commanded by his brother, John Campbell. She was 100 feet long.

The Ainsworth had been tied up for some time and was considered by many to be an unsafe craft. To them news of her loss does not come as a surprise.

The Story From Nelson.

Nelson, B. C., Nov. 30.—The Ainsworth, a small steamer plying between Nelson and Bonner's Ferry, was wrecked last night during a storm on Kootenay lake, six of her crew and three passengers being drowned.

The Ainsworth left Nelson last evening on her regular trip, and when about six miles south of Pilot Bay, and about two and a half miles from shore, during a heavy sea, she was struck by a squall and commenced taking in water.

The captain headed her for the shore, but she heeled over on her side, filling immediately.

The passengers drowned were Charles Campbell, a merchant of Kuskanook, and two Italians of Kuskanook.

Capt. Lean, First Engineer Kane and J. Donnelly, a deck hand, reached shore in the lifeboat. The balance of the crew, whose names are as follows, were drowned:—Perry, mate; Jas. McNeill fireman; John Gurn, stewart; Jos. Davis, deckhand; C. Hume, cook, and the second engineer, whose name cannot be learned at present. The Ainsworth was owned by Braden Bros., of the Pilot Bay smelter.

STRIKE OF NATURAL GAS.

Santa Barbara, Cal., Nov. 29.—While boring for oil at Summerland Beach a marvellous flow of natural gas has been struck, throwing sand and rock a number of feet into the air. It is pronounced the biggest strike ever made in the west.

SITUATION IN FRANCE.

Paris, Nov. 29.—The Figaro to-day publishes an interview with Premier Dupuy, during the course of which he is quoted as saying:—"For twenty-eight years we have lived under a contradiction. The army and the democracy subsist side by side. The maintenance of the traditions of the army is a menace to liberty, yet they assure the safety of the country, and its most sacred duties. In spite of everything I am confident that the vitality of the country will triumph over the present storm, as it has in all the crises it has undergone."

COUNT ESTERHAZY COMING.

Paris, Nov. 29.—A despatch from Brussels to the Journal confirms the report that Major Count Esterhazy has sailed for America. This despatch asserts that he embarked at Rotterdam.

SIXTY PIGS POISONED.

London, Nov. 29.—Sixty pigs belonging to Alfred Stewart, a Dorchester farmer, died yesterday, suddenly and simultaneously, an hour after being fed. It is suspected they were deliberately poisoned. They were valued at $700.

CZAR TO THE SULTAN.

Constantinople, Nov. 29.—The Czar, replying to the Sultan's telegram of Nov. 26, in which the latter urged the Czar to abandon his intention of sending Prince George of Greece to Crete as high commissioner of the powers, declares that the friendly sentiments of Russia towards Turkey are unchanged, and that while Prince George is going to Crete as commissioner of the four powers the Sultan's rights of sovereignty will be safeguarded.

HAMILTON MAN SUICIDES.

Hamilton, Nov. 30.—Hilliard Alway, aged 22, son of Dr. Alway, committed suicide by shooting himself in the head. He was formerly an inmate of the insane asylum.

ASSASSINS' PLOT DISCOVERED.

Buda Pest, Nov. 30.—A plot to assassinate Prince Ferdinand of Bulgaria has been discovered. It is said that numerous arrests have been made.

Their gentle action and good effect on the system really make them a perfect little pill. They please those who use them. Carter's Little Liver Pills may well be termed "Perfection."

SIX KILLED, TEN INJURED.

Disastrous River Accident Occurs Near Stockton, California.

Stockton, Cal., Nov. 27.—The most disastrous river accident in the history of Stockton occurred this morning at 5:20 o'clock near Fourteen-Mile Slough, when one of the boilers of the river steamer T. C. Walker, which left San Francisco at 6 o'clock last night, was blown out, killing six and dangerously wounding ten persons, while probably fifteen or twenty others were more or less hurt. The T. C. Walker is owned by the California Navigation & Improvement company, and ran between San Francisco and Stockton.

The dead are: John Tulan, captain of the T. C. Walker; W. A. Blunt, agent in charge of the shipping of sugar beets from the Moss tract of the Crockett factory; Watson Henry, of Stockton, engineer of the T. C. Walker; Mrs. Watson Henry, wife of the chief engineer; Jerry Daily, fireman; Ferdinand Law, of Seattle, a passenger.

The wounded include: George P. Smith, a native of Massachusetts, deckhand, burned about the face and body; James Corcoran, deck-hand, will probably die; Jack Holberg, known as Jack Sperry, watchman, bruised on head and scalded over entire upper part of body; Coratti Domineci, deck-hand, scalded about hands and face, and back injured; John Burns, deck-hand, slightly burned about head; G. Foppianno, of San Francisco, passenger, injured in the face and breast; Edward Paul Jones, stevedore, scalded about face and hands; Martin McCaffey, of San Francisco, deck-hand, burned about the head and body; Louis Brizzolana, of San Francisco, wine merchant, badly injured; John Figoni, of Stockton, deck-hand, head cut and back hurt.

NAPANEE BANK ROBBERY.

Interest in the Case as Great as Ever—Safe Makers Examined.

Napanee, Nov. 28.—The court sat until quite late on Saturday night, continuing the evidence in Ponton's case. Interest in the case in town is as keen as ever, and it is difficult to find anybody here who will admit the chance of Ponton being guilty.

Miss Sarah French, cousin of the prisoner, Robert Mackie, a new witness, said Mackie was at her mother's house in Toronto when Ponton was arrested, and stayed there some time after that. She had once asked him what kept him so quiet, and he had remarked it was something the same as Ponton was accused of. She had gone to Belleville on June last and stopped at Mackie's house, being there when he was arrested. Several days after the arrest she had suddenly come across Mrs. Mackie in the woodshed. She was digging there, and found a bottle with paper money in it. This last statement produced quite a sensation in court, but after all does not bear on the guilt of Ponton, which is the point causing such intense popular interest.

Mr. Young, of Taylor's safe works, gave expert evidence at this morning's session, and said it was impossible to open the combination without the numbers or a clue to the numbers. The combination give by Pare would not open the Dominion bank safe, as he demonstrated by trial. The witness gave evidence in reference to the condition of the safe after the robbery.

Daniel Cox, general foreman of Taylor's safe works, gave it as his opinion that the combination could not be worked without a knowledge of the numbers.

George Wilkes, a Pinkerton detective, told of the finding in Ponton's private room of a slip of paper containing impressions of the key of the bank's private compartment in the safe.

CANADIAN BRIEFS.

Toronto, Nov. 28.—The rumor is revived that Hon. A. S. Hardy will be knighted New Year's day.

It is also reported that E. F. Clarke, M.P., will again contest for the mayoralty.

Toronto, Nov. 28.—Hon. Geo. E. Foster addressed a large meeting of Young Conservatives here to-night.

Quebec, Nov. 28.—John Laird, sr., the veteran underwriter and magistrate and at one time an alderman, is dead.

Winnipeg, Nov. 28.—The funeral of the late S. W. Farrell, who was struck by a street car on Saturday, will take place to-morrow afternoon to St. John's cemetery. Deceased was a former resident of Toronto.

Peterboro, Nov. 28.—The six-year-old daughter of John Kenneally was cut to pieces to-day while endeavoring to cross the street railway tracks.

Montreal, Nov. 28.—Jos. Atkinson, managing editor of the Herald, had a narrow escape from death on Saturday morning. Mr. Atkinson was looking down the shaft from the news room and was struck on the head by a descending elevator. He will recover.

Montreal, Nov. 28.—The opening of McGill's new mining building, the gift of W. C. McDonald, is fixed for December 20.

At a meeting of the board of governors of McGill a resolution was adopted affiliating Vancouver College with the university.

Montreal, Nov. 28.—The C. P. R. Co.'s statement for October, 1898, is: Gross earnings, $2,688,730; working expenses, $1,432,855; profits, $1,255,845. In October, 1897, the net profits were $1,414,738. For the ten months ending October 31, 1898, the figures are as follows: Gross earnings, $20,943,363; working expenses, $12,827,611; net profits, $8,115,751. For the ten months ending October 31, 1897, there was net profit of $8,060,589.

Quebec, Nov. 28.—It is stated that a powerful English syndicate is preparing to go into the wood pulp business in the Saguenay district, and has approached the local government, offering to make terms hundred and fifty tons of pulp a day provided the free use of water powers is accorded. The company proposes to erect its principal mill at Alma island on the Grand Discharge.

Winnipeg, Nov. 28.—The date of Winnipeg's great curling bonspiel was changed to-night to February 8 instead of February 13, as formerly.

Robert Jaffray, of Toronto, left tonight for the Kootenay district.

THE FOUNDATION OF HEALTH.

Medical journals endorse and physicians prescribe Abbey's Effervescent Salt. The daily use of this standard English preparation will keep you in good health. All druggists at 60 cents a large bottle. Trial size 25 cents.

ROYAL BAKING POWDER
Absolutely Pure
Made from pure grape cream of tartar

M'KINLEY IS FAVORABLE

President of the United States Anxious to See the Consummation of a Treaty With Canada.

Thought Some Opposition Will Be Met With From Republican Senators—Arguments That May Be Used.

Toronto, Nov. 30.—The Globe's correspondent at Washington says considerable difficulty will be encountered by President McKinley in securing the adhesion of prominent Republican senators to a reasonable reciprocity schedule, but those behind the scenes think he will succeed. He will appeal with force to his record as a consistent protectionist; also he can use the expansion lever to great advantage.

The most convincing argument of all, however, says the correspondent, and the one most frequently used, is that of necessity the world's politics require a close co-operation and cordial understanding between the British empire and the American republic.

A full and satisfactory settlement of outstanding difficulties will be the best way of serving notice upon other powers that henceforth the Anglo-Saxon race is to be reckoned with as a unit on all matters in which co-operation will be of mutual advantage. To foreign powers failure in the present negotiations would look like abandonment of an American entente, and Republican senators who take an attitude such as must inevitably lead to a breakdown need not look for much favor at the hands of President McKinley.

The correspondent says Canadians have made free lumber essential to any treaty framed, and he hints at being doubtful if the Canadian commissioners would sign a treaty on any other point if this is not yielded.

Cards have been issued by the British ambassador and Lady Pauncefote for an evening reception on December 12. This, it is said, will be the most elaborate of many entertainments given in honor of the commissioners in Washington.

FROM THE CAPITAL.

Appeal From Fawcett's Decision—B. C. Appointments Made.

Ottawa, Nov. 29.—(Special)—The first appeal from the Yukon gold commissioner taken to the minister of the interior was heard to-day in the railway committee room of the house of commons. There were present, besides Hon. Mr. Sifton, Messrs. Mills and Scott. Andrew Donnelly staked a claim on Dominion creek on June 13th. This claim was staked previously by Swanson Blade, the stakes which Blade had erected having in the meantime been partially obliterated. Donnelly recorded his claim as number 34 below Upper Discovery, and later on Blade recorded the same claim as number 17 above Lower Discovery, so that the fact that the claims were identical was not discovered by the gold commissioner for some time afterwards. Donnelly erected a cabin on his claim and commenced excavation. Blade subsequently assigned his right to the location to Ludlie Elliott, who in turn assigned it to a Mr. Nelson. The gold commissioner decided in favor of Donnelly, and Nelson appeals. G. H. Blake appeared for Donnelly, and Mr. Sinclair, of Ottawa, for Nelson.

Finlay Sinclair, of Rossland, has been appointed sub-collector of customs at Cascade City. The services of John Dawson, sub-collector at Nakusp, are dispensed with, and H. McCutcheon, of Rossland, is appointed in his place.

A deputation of wholesale tea importers are here to-day conferring with the minister of customs and officials of his department, with the object of securing further restrictions upon the importation of adulterated tea.

JOINT HIGH COMMISSION.

The Behring Sea Question Has Not Yet Been Disposed Of.

Washington, Nov. 29.—The Anglo-American commission had expected to resume the consideration of the reciprocity discussion, but as the Behring Sea question had not been disposed of, the consideration of this branch of the work was continued. While considerable progress has been made, a final agreement on the sealing is another factor which the Canadians consider quite as important as the value of the present fleet.

Questions relating to the Great Lakes were taken up by a special committee this afternoon. These include controversies over the number of warships which are to be maintained or built on the lakes, fishing rights, navigation and wrecking privileges, and various questions arising out of the treaty of 1817. This branch of the work was partially considered at Quebec and was taken up to-day for the first time since the commission met here.

Sir James Winter, premier of Newfoundland, who is here as a member of the commission, says that all reports to the effect that Newfoundland is acting directly with the United States and independent of Canada on the fisheries question are unwarranted. This statement was brought ought by published despatches from St. Johns, stating that Newfoundland was about to make her own treaty with the United States, and this met with such protest from the Canadian members of the commission that the success of the entire treaty was endangered. Both Canadian and Newfoundland members declare that no such condition has arisen, and that there is the fullest co-operation between them in the work now going on.

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