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acting wisely in d gas mains shall street before the led with. Would o a step further, unsightly poles eet removed, and and electric cound, as they are ities in the East? **River Steamers** Change Hands

White Pass Co. Said Ito Have Purchased C. P. R. Steamers.

Castle Rock Sights Wreckage Off the Coast-South Pa-

Off the Coast—South Pacific Deflicts—

The report published a few evenings are the CP. R. Had purchased the White Pass & Yukon railway and the Canadian Development Go.'s steamers, are seen of the Canadian Development Go.'s steamers, are the Ogiving. McCommel and Hamilin, which are still at Wrangel; the Daws on the ways at Vancouver, which, although completed, fliss never been the White Pass company to take all the Silvage Company, head for the Company and the Silvage Company, head for the Silvage Company, head for the Company and the Silvage Company, head for the Company and the CP. The ship were not down at a from 80,000 to 40, to the White Pass company fifteen steamers on the Yukon, and would to a great extent do away with the necessity of running scows on the river. It is also reported that Mr. Alex. Watson, of this city, has been engaged to draw the plans for the new hulls and superintend the construction of them. He has been the most successful builder of river steam-ers on the Coast for many years.

REPORTS MORE WRECKAGE.

Bark Castle Rock Reports More Evidences of Disaster-A Long Drift.

The British ship Castle Rock, Capt. Jones, which arrived at 10:30 o'clock say what vessel it went on. As yet the yesterday, being towed in from Carmanah, where as told yesterday she was reported Thursday night, did not remain reported Thursday night, did not remain long in the Royal Roads. Her charter to carry ore has fallen through, and the arce being held by the Imperial Bank. to carry ore has fallen through, and the vessel is to load wheat at Tacoma, for which port she sailed at noon yesterday. Contrary to the expectation of many, in view of the long passage of the vessel, there was not a spar out of place, and not a sail torn. The weather being contrary was alone to blame for the delayed passage and the chance for the

speculators.

Capt. Jones was not a bit surprised to hear that his vessel was on the overdue market; in fact he had expected that, and found pastime in surmising how high the rate would reach. He left Hongkong late in October, at the time of the northeast monscopes and was a of the northeast monsoons, and was a long while in getting through the China Sea. In mid-November the heavy typhoons which caused such great damage and so much loss of life at Hongkong and in Indo-China, were encountered, but no damage was done the vessel. Up to reaching 150 W, the wind was

necessarily slow. Gale followed gate, and as the vessel could not carry enough canvas to go to windward, she often drifted back instead of making progress. Over half of her passage was therefore spent in getting out of the stormy China waters, and the run across the ocean, after she had cleared the China Sea, was not such a long one.

Capt. Jones brings news of more wreckage off the coast. When the Castle Rock was about 50 miles off Cape Beale, he sighted the topmast and crosstrees of some sailing vessel, which looked as if it had come from a vessel of medium size, and had evidently been in the water for some time. There was quite a lot of tackle and gear attached to the floating wreckage, and from the appearance, Capt. Jones gathered that it had come from some American sailing ship, although he could not say with formally a Nova Scotie wassel on the control of toward in the toward in the stately was the formally a Nova Scotie wassel in the outer wharf about 6 this morning. She will carry two passengers, who are bound to Cape Nome over the Katmai route. J. and D. Prinnell, the two None-bound travellers, intend to go to the Behring straits from Nome on their arrival at the Arctic diggings, having claims in a new district, struck at the close of last season. The Cottage City will take a few package of freight from here.

Bark Undaunted, which arrived from yesterday to Comox, to load a cargo of coal for San Francisco. Another vessel which passed up yesterday to Comox, to load a cargo of coal for San Francisco. She went up to Vancouver to load lumber.

Bark Prince, the Norwegian vessel now being repaired at Esquimalt, was formally a Nova Scotie wassel and is formally a Nova Scotie wassel and it for the formal formally a Nova Scotie wassel and it formally a Nova

ing report: "The director of the interior has informed the authorities that a raft composed of half of a lower mast, cut through, and attached to which were some planks, drove ashore at Nakety Bay. Upon examination it was found that the spars were of pine. One of the spars had attached to it a chafing plate, and was about the size of a topgallant mast, and had apparently snapped near the cap. The spars are yellow-painted. The raft had washed ashore on the 13th November, and it was judged to have come from some shipwrecked vessel."

ish. To state with any positiveness that it is either is more than can be done, in view of the scant information as yet to hand. True, salmon bearing all the marks of that found on the Oregon coast was loaded on the Ardnamurchan, but similar marks of one or other of the three brands found were on other vessels. three brands found were on other vessels of the fleet. A director of the Vancouver Packing Co. in Victoria states that it is impossible to fix the vessel from the fact of salmon packed by that company having been found, for a great amount of their salmon was sold to shippers here and at Vancouver, and loaded on different vessels. The company did not ship it themselves, and cannot, therefore, vessel feared to have been lost has not been fixed, but the supposition from most sides favors the belief that she This vessel

MARINE NOTES

The Chilian bark Bertha, which arrived at Valparaiso on December 1, from this port, with lumber, reported having encountered a heavy gale on November 2, when the easy gale of the control November 3, when the seas swept over the vessel and the water got into the hold. To save the vessel part of the cargo was jettisoned.

Ship Glory of the Seas arrived at San Francisco on Thursday from Comox, with a cargo of coal. British Ship Sierra Miranda Sailed from Hongkong on November 27, for the Royal Roads. She is, now out 60 days, and unless delayed by adverse winds, as was the Castle Rock, can be looked for any time now.
Steamer Tees reached Union yesterday afternoon from the North. She wil Up to reaching 150 W. the wind was continually adverse, and progress was necessarily slow. Gale followed gale, and as the vessel could not carry enough as the vessel could not carry enough askin ports from the outer wharf about

Consumption, measles, small-pox, have had a large share in the work of destruction. The adoption of clothing, with all primitive people undoubtedly induces a great deal of lung disease. This may at first appear incredible, but it has been clearly proved. There is a right way and a wrong way in everything; and clothing, which is a great protection if rightly used, is only a source of discomfort and danger to the creature that is unaccustomed to it. The poor ignorant savage does not appreciate it, and would much rather be without clothes. When he does adopt clothes, he frequently casts them aside just when they might be of the greatest service in protecting the body from cold. Lying down to sleen at November, and it was judged to have come from some shipwrecked vessel."
The question suggests itself that the raft belonged to the capsized vessel sighted by the Defiance.

THE STRANDED POLITALLOCH.

Representative of Salvage Company

Representative of Salvage Company

Juneau

Cases in stock at any one time.

R. P. Rithet & Co., Ld.

Many Subjects of Interest Discussed at the Meeting

Last Week.

In Session

Cities Are to be Asked to Make Bid for the Summer

Dawson
White Horse
Skagway

Hotel keepers and others in these cities will kindly note that

CALEDONIAN LIQUEUR WHISKY

direct, either in BOND or DUTY PAID, should travelling salesmen not wish

to book orders through the firms they represent. Never less than 1,000

THAT THE PROPERTY OF THE PROPE

Kirby, the freight agent of the Dominion Express Co. at Vancouver, was called upon to address the meeting. This gentleman in a short address showed that, whilst the Great Northern Express Co. charged \$4 per hundred from Coast points in the neighboring states to points in the Northwest, the Dominion Express Co. charged \$2.40 from similar points in British Columbia to Winnipeg. Mr. Kirby also instanced a case in which a car of fruit sent by freight from Oregon to Winnipeg, which took nine days to reach its destination, the charges amounted to \$2.55 per hundred; whereas, as he said before, his company were taking fruit in any quantity from British Columbia points at \$2.40. He had also promised the transportation committee appointed by the Central Farmers' Institute various concessions, amongst others a reduction of three and perhaps five

ly note that

Victoria, B. C.

Columbia points at \$2.40. He had assorptomised the transportation commissed the transportation concessions, amongst others a reduction of three and perhaps five pounds on standard weights of fruit crates. On the conclusion of his address the war. His appreciation of the pounds on standard weights of fruit crates. On the company he represented to the Bortish fair-minded allowances for the difficulty of the task presented to the British fair-minded allowances for the difficulty of the task presented to the British fair-minded allowances for the difficulty of the task presented to the British fair-minded allowances for the difficulty of the task presented to the British fair-minded allowances for the difficulty of the task presented to the British fair-minded allowances for the difficulty of the task presented to the British fair-minded allowances for the difficulty of the task presented to the British fair-minded allowances for the difficulty of the Boers and his fair-minded allowances for the difficulty of the Boers and his fair-minded allowances for the difficulty of the Boers and his fair-minded allowances for the difficulty of the Boers and his fair-minded allowances for the difficulty of the task presented to the British fair-minded allowances for the difficulty of the task presented to the British fair-minded allowances for the difficulty of the Boers and his fair-minded allowances for the difficulty of the Boers and his fair-minded allowances for the difficulty of the Boers and his fair-minded allowances for the difficulty of the Boers and his fair-minded allowances for the difficulty of the Boers and his fair-minded allowances for the difficulty of the Form task presented to the British fair-minded allowances for the difficulty of the Form task presented to the British fair-minded allowances for the difficulty of the Form task present low the enemy to advance to point-blank range before opening fire, and then open a well aimed musketry fire, while the English volleys went whistling over their heads. The press also does not seem to have sufficiently appreciated the fact that the Boers were mounted, whilst the English were on foot, a matter of considerable importance in these ter of considerable importance in these ter of considerable importance in these hot countries. Given the same or even slightly superior forces, no Continental army would have played its part better than the English, and I even doubt whether, in regard to practical equipment and technical smartness and efficiency the Continent would have done ciency the Continent would have done

strategems, like the Sioux Indian in old days. The English, who, in their haracter and in their tactics only know the word "straight," continually fell victims to the Boers' cunning. Near every position which the Boers occupied some device was prepared to draw the Linglish into a trap. . . . The whole position at Magersfontein was prepared in the spirit of stratagem. In those places where an attack was most to be expected no earthworks were thrown up, so that nothing might hinder the advance to certain destruction. These stratagems increased the difficulties of gaining information. One read in the papers that the English scouting beggared description, and one promptly condemned the worthlessness or their military education. These attacks on the English army I must, as an eye-witness, repudiate. The scouting partials who were a day with enough to eat. More than 200 children have been absent from school for a full week."

Travel was practically suspended throughout the Yukon. The road-houses along the way were filled with mushers, both in and outward bound, who could not travel in the extreme weather. The canadian Development Company was the only concern operating horses on the trail, its stages leaving regularly. The mail teams also were making good time.

During the cold snap four houses on Fourth avenue were completely destroyed by fire, and but little of the effects were saved. The buildings were small affairs, and the loss is not large. A correspondent, wiring on-January 17, than clothing. But during the cold season garments are necessary. The chief article of a man's wardrobe is a girdle of plaited of a man's wardrobe is a girdle of plaited and approved of, if the finances of the lass we bast; sometimes the hair of an an are so that the plain of an any sometimes the hair of an any considered a charm. Women at times wear an apron of emus' feathers, a man's girdle serves to carry his digging stick, his axe or his boomerang. Hats arrived for the appointment of a littorether dispensed with, but the head may be decorated with teeth, fish-bones, feathers, and coracted with the feathers of an emu, a cockatio, or the tail of a doz. The younger men are particularly fond of ornaments for the neck, made of mother-of-pearl, teeth of straw, builds, crabs' claws, bits of reed or and women cover themselves with the skins of kangaroos, wearing them like sacks. In the south during the cold season men modesty in their eyes are not connected. There is a story of a girl who was presented by a hady with a petiticoat. This she wore and displayed with some pride to her own and d the start for inter time. There were designed in proceeding using the control of army I must, as an eye-witness, repudlate. The scouting patrols who were sent out had to search many square miles of barren land to find out about

Coldest Day

Thermometer Went Down to Nearly Seventy Below Ten Days Ago.

Heavy Storms for a Time Stopped Trains Demoralizing

the men were nearly frozen to death. The steamer was finally compelled to turn back to Juneau, where it was found that two of the sailors would undoubtedly lose their hands, and they were sent to the hospital.

The steamer City of Topeka is, it is

expected, en route down. The Tees passed a tow twice after dark, which her officers took to be the disabled vessel, although, as the darkness and thick mist attnough, as the darkness and thick mist caused by the storm—a peculiarity of the northern storms, which has been noticeable more than ever this winter, thick mists obscuring everything when a high wind was raging—obscured the towing vessel too much, there could be no certainty. The tow was passed once about twenty miles south of turner and excite ment and technical smartness and efficiency the Continent would have done as well. The fact is the Boer is an enemy of quite exceptional a character, such as never has been met before, or is likely to be met again. Mounted sharpshooters, armed with the very best if weapons, acclimized, fanatical, and of weapons, acclimatized, fanatical, and of weapons, acclimatized, fanatical, and rible opponents, and cannot be dealt with off hand as if they were hordes of savages. One must not forget that the Boers have the keenest eyes imaginable and that they understand better than any one else how to get the fullest advantages which go far towards compensating defective leading and the weakening of moral due to being always on the defensive. Furthermore the Boer artillery possessed, if not many, at any rate excellent guns of the, newest types—as a matter of fact, much better than the English ones—and they understood quite well how to handle them. Even if the leadership of the Boers left much to be desired, each individual possessed such inborn talent to select the right spot for himself that this defect was not much with off hand as if they were hordes of savages. One must not forget that the Boers have the keenest eyes imaginable and that they understand better than any one else how to get the fullest advantage of cover. All these are advantages which go far towards compensating defective leading and the weakening of moral due to being always on the defensive. Furthermore the Boer artillery possessed, if not many, at any rate excellent guns of the newest types—as a matter of fact, much better than the English ones—and they understood quite well how to handle them. Even if the leadership of the Boers left much to be desired, each individual possessed such inborn talent to select the right spot for himself that this defect was not much noticed in the defensive. In any case, their generalship should not be condemned en bloc; one ought to recognize that in small detachments they manoeuvred quite brilliantly. The Boers would have had much greater successes if they had

in consequence of the cold spell, the order is mall detachments they manoeuvred quite brilliantly. The Boers would have had much greater successes if they had not abandoned all idea of taking the offensive. They could not be brought to that, for that they lacked ourage, and to that lack of courage hey owe their destruction.

The fact is, the offensive is much more difficult; it requires precise orders, a single control, punctual co-operation, and plenty besides. For all this the Boers lack the internal organization, the discipline, and, in the case of officers, the training.

The Boer is a man of ambushes and strategems, like the Sioux Indian in old days. The English, who, in their har-

effects were saved. The buildings were-small affairs, and the loss is not large. A correspondent, wiring on-January 17, says: "In the past 48 hours there have