Interesting News From

The North.

Against the Steamer

Cleveland.

After a rough passage from Skagway,

from which port she sailed on the 13th

Only five passengers came down on the Danube: Messrs. J. W. Beall, J. A. De Beck, S. Paulson and George M.

Belden, from Dawson and W. H. Laing from Lake Bennett. The three first-

named left Dawson on January 4th, so

that they bring no news from the "city." They went in last August, and have secured several claims of a sufficiently pro-

mising nature to warrant them in go-ing back again at an early date. They

do not bring more wealth with them than will suffice for their needs and the

purchase of supplies to take with them on the return trip. They confirm the reported richness of Henderson Greek,

the the big nugget find in Skookum Gulch. The danger of starution at

Dawson they say never existed, and the new arrivals laugh at the idea of the

United States "relief" expedition. George M. Belden is one of the men

who attempted to reach the Yukon metropolis via St. Michaels, going up there by the Cleveland last summer. He was

one of the syndicate which purchased the little river steamer from the Greek mission for \$10,000, and made the at-

tempt to reach Dawson, but getting only

dog sled to Dawson, and thence to the

coast, remaining long enough in Dawson to secure several claims. One of the syndicate having bought the interest of

the other members, the boat bought from the mission is being fitted up anew, and

leaving for the Sound, and it was only possible to learn from him the fact that

he intends to enter suit against the own-

7th, and encountered near Crater

Lake a terrific storm, which developed with such fury that the party, for their

short time afterwards by a party of men journeying over the trail, frozen to death, but with that devotion for her offspring which is characteristic of the

mother, the papoose had been carefully

wrepped up and was comparatively well when found. The finders brought the

The other version is still more har-howing in its details. According to it

the men deliberately abandoned the squaws and made their way to a place

of safety, when the women crawled to a point where the storm was not so keenly felt. The mother, realizing that

the child would die unless it reached some place where warmth could be found, took off her own clothing, wrapped the child in it, and placing it in the arms of the other woman begged her to make for some place of safety. In this attempt the other woman succeeded, and the following day the furn of the term

States marshal for Alaska and marshal of Skagway. A jail is being provided and strenuous efforts are being made to break the ring rule of "Soapy" Smith

and his gang, who are spoken of as being "tough" beyond description. It is said that "Soapy" cleared \$40,000 last fall by his "shell game" on the trail, and so far, in spite of elections and appointments, he has "run" Skagway to suit himself

Another piece of news received by the

Danube is that two men, names not known, were detected robbing a cache at

Circle City, where the boat stuck in e ice. Mr. Belden made his way by

Nevada Seen by the Steamer Thistle.

Number of Those Lost Greater Than Was Supposed—Rustler's Ineffectual Search.

Steamer Thistle, which arrived this morning from Skagway, on her way down passed the wreck of the ill-fated Clara Nevada, lying in four fathoms with some broken spars marking the spot. The wreck is on the western point of Eldred rock and was visited by the steamer Rustler, of Juneau.

After finding the wreck the Rustler went across to Sullivan making a circuit of the island, then to the mouth of Eddicot river, down the mainland to Point Whidby to the Lynn Sisters and finally across to Barlow islands, covering in all 200 miles in its search for any 200 miles in its search for any survivors of the steamer, but not a sign of life was seen, and heavy snows have fallen since the wreck which would have covered up any of the dead cast ashore by the

The Rustler steamed sixty-three miles of the mainland close enough to distinguish objects with a glass but could see no one or discover any signals of distress. Wreckage was strewn along the mainland and not a vestage of wreckage was seen on the west coast nor on Sullivan island, in the centre of the channel. On the night of the disaster the wind was blowing a hurricane from the north down Chilkat inlet which would account for the wreckage being found on the main-land. No small boats could live in the sea on the night of the wreck; according to the direction of the wind the boats would have been smashed to pieces on the rocky shores of the mainland which are said to be perpendicular for twelve miles. One life boat was attached to the wreck-

On examining the wreck it was found the smoke stack had gone and a large hole, black and charred in the middle of the hull told the tale of the boiler explo-

From news brought down by the This tle the number of those who met death in the sad catastrophe was greater than at first thought. She carried a crew of 28, and latest reports from Skagway say 25 passengers embarked there. One of these was E. W. Sapartos, of New York, one of Skagway's most prominent ci zens, who was heavily interested in the new wagon road and other improvements on White Pass trail. His brother accompanied the search party on the Rustler. Others who are now known to Nustier. Others who are now known to have embarked at Skagway on the Clara Nevada were Messrs. Benicke and Noyes of Juneau, A. J. Selang of New York, Frank Whitney of Cripple Creek, A. Novies of Dyea, — A. Ross and wife.

Varying estimates have come down of the number of passengers who left Skag-

way on the Clara Nevada. One estimate places the number at thirty-five. The warfinger at the Skagway dock says she did not carry more than eight or ten In a letter written from Skagway, W. F. Saportas, whose brother was a vic-

tim of the disaster says:
"There were at least thirty-five passengers on the Clara Nevada, and two of them were from Dawson. No one knows their names. You probably have heard by this time of the death of my brother E. W. Saportas, on the Nevada. The only passengers I knew by name were as follows: E. W. Saportas, New York city: Al Noves.

"On her up trip the Nevada was laid up one day at Fort Simpson to have her up one day at Fort Simpson to have her boilers fixed, then another day at Juneau for the some purpose. At Juneau the captain wanted to quit her. What a blessing if he had. Now as to the owners, if they were on this coast to-night, and that inspector the rope would be their finish. It is not the first time these some men have sent out unseaworthy boats. The inspector who passed the Clara Nevada has no excuse. Even her firemen could not pass the boilers without being scalded, but the people who came down on her never heard any of these tales."

Just before the Thistle left Juneau the steamer Coleman reported a steamer about the size of the Wolcott ashore at Battery Point about twelve miles south of Skagway, near the sandspit light. This steamer is not the Wolcott but is supposed to be a tramp vessel. A small sail boat passed the wreck last Sunday morning and reported at Skagway. They

Wrangel. The schooner is loaded with lumber and did not sink. There were the island while Capt. Barlow and his brother, both of Lopez island, rowed twenty-five miles to Fort Wrangel. Arrangements were made with the seven men aboard, and five remained rangements were made with the tug Dispatch to tow the Port Admiral to Wrangel last Wednesday. The lumber will there be sold. Little hope is entertained that the hulk of the Admiral can be rebuilt

LAW INTELLIGENCE

The sale of Charles Spratt's tug Czar to the Klondike & Columbia Gold-fields Co. was not allowed to go through smoothly as the Dunsmuirs claim the tug was under charter to them for the period of a year, and that they had an option of purchase for \$20,000. When the new owners put their men on board they were promptly ejected and then the Klondike people had a special constable sworn in and put in charge of the tug at Boscowitz wharf. The Dunsmuirs then issued a writ of replevin and put up a bond for \$2000 and are replevin and put up. a bond for \$40,000 and are once more in possession. The case will now have to

Awarded Highest Honors-World's Fair. Gold Medal, Midwinter Fair.



A Pure Grape Cream of Tartar Powder. 40 YEARS THE STANDARD.

TWO YOUNG MEN DROWNED Harold Scott and Fred Smedley Meet Death in the Waters of the Gulf.

A very brief telegram received to-day, The Charred Remains of the Clara from Chemainus conveyed to the friends in Victoria of Harold Wilfrid Scott and Frederick Smedley, the news of the death by drowning of these two young men. When or how the sad accident occurred was not stated in the dispatch, but it is probable that it was during the big blow on Saturday afternoon, Harold Scott was an Englishman of means, who was engaged in farming with his brothers on Salt Spring island. Smedley was employed by them. Both were young men, Scott being but 26 and Smedley five years younger. Scott was very fond of sport, spending a great deal of time fishing and hunting. It is just possible that they were out duck hunting, when they met with their death. The bodies were recovered.

THE AMUR ARRIVES.

The Latest Addition to the Alaskan Fleet to be Fitted Up at Once.

The steamer Amur from Borneo has just come to town. She called at Honolulu on her way to this port to re-adjust her coal cargo, from whence she sailed on February 8th, arriving in port yesterday. Quite a crowd awaited her at Porter's wharf, it being expected that she was to bring the first contingent of Japanese said to be coming from the Hawaiian Island to go to the Klondike, but the crowd saw none of the swarthy sons of the Mikado, for she had neither Japanese nor white passengers. The Amur will be fitted up at once for the Alaskan trade by her new owners, the Klondike Mining, Trading & Transportation Company, and commence ser-ice under their flag about the end of

The Amur was, before coming to Victoria, running between Australia and the South Sea Islands, engaged in the fruit and frozen meat trade. She is a vessel of about 1,000 tons, schooner-rigged, built in London in 1890. She is the same type of vessel as the Danube, if anything, larger than that vessel.

The Steamers Pakshan, Queen, Alki and Farallon Carry Another Thousand Klondikers Northward.

Crowds of Victorians Visit the Steamers During Their Stay in Port-Soldiers for Skagway.

That the rush to the gold ribbed val-leys of the Klondike is on in earnest anyone who happened to be in the vicinity of the outer wharf yesterday will testify. From the first glimpse of daylight until the ships' bells announced the midnight hour throngs of Victorians crowded the wharves watching the various sights incident to the arrival and de parture of the multitudes of Klondikers. The excitement was at its height shortly before noon, when the big W. & A. liner Pakshan left on her first trip north-The wharves were black with ward. oxen and a number of dogs. At Vancouver 150 more passengers, 65 head of horses, 250 dogs and another 400 tops of general freight, besides a large quantity of supplies for Mackenzies Mann will be loaded. And at Nanaimo, the next point And at Nanaimo, the next point of call, she will also receive a number of

passengers.

Among the large parties who went up on the Pakshan were the Canada Development party, who are taking up 100 tons of machinery and lumber, 28 head of horses, and 3 oxen, besides a large supply of feed and provisions. The machinery is to be used in the construction of a sawmill at Teslin lake. The party which will debark at Wrangel, is made up as follows: H. L. Donnelly, F. Case, A. H. Nickel, Joe. Wilson, W. C. Bowman, W. C. H. Crogan, C. S. Chennery, F. G. Hild-ridge, C. Kavanagh, H. Renner, Chas. Jordan, Wm. Whitty, F. L. David, J. Gardiner, J. Gilles, J. Pardoe, H. Stew-

sulposed to be a tramp vessel. A small sail boat passed the wreek last Sunday morning and reported at Skagway. They saw no indication of life on shore.

In a blinding snowstorm, on the morning of February 9, the schooner Port Admiral went ashore on Kashevarot is land, twenty-five miles south of Fort taken up. The party which, will com-mence their work of dredging for gold on the Hootalinqua, is made up as follows: Percy D. Whitehead, W. W. Windward, Mrs. Windward, Percy Stout, Mrs. Stout, A. N. Johnson, Mrs. Johnson, C. Herbert Bachem, Mrs. Bachem, W. H. Herbert Bachem, Mrs. Blainey Stevens, Gilmour, Henry Finch, Blainey Stevens, Charles Nickett, Dr. A. J. Richter, Hy. Newbert, Patrick Macguinn, Lorne N. Finch, Frank Holt and Ernest M. John-

Capt. Worsnop was a passenger to Lake Bennett, where he takes charge of one of the Lake Bennett and Klondike Transportation Co.'s steamers. J. E. and Mrs. Macrae will make the round trip in the interest of Dodwell, Carlill & Co The other passengers, who are for the most part subjects of Uncle Sam who

most part subjects of Uncle Sam who have outfitted here follow: Wm. Orr, Robt. Tate, Thos. Tate, Thos. Woodson, A. Shipley, C. Eylesworth, L. Johnston, W. E. Moyan, J. C. Connor, R. Harrison, Rd. Welch, Wm. Angood, Jno. Noble, Geo, Lenfield, Chas. Francis, F. H. Ware, J. F. Ware, Dr. Smith Hozier, G. B. Stewart, G. Cruickshanks, A. A. Bannister, J. W. Johnson, M. Brown, Geo. Olsen, A. Bell, J. Riley, C. Reed, J. Reda, Joesph Fleckinger, Ed. Brunnie, BaWm. Kaneder, Chas. Taspar, Herm Bagger, Wm. Winner, A. G. Whitfield, Salmon, R. Whitfield, A. Haddon, W. J. Berry, H. A. Durr, Ed. Durr, R. Henderson, M. McIver, P. Ressler, Jno. Noble, P. J. Hunter, B. Hunter, L. Olsen, J. S. Platt and M. Larson.

The steamers Queen and Alki lay at the

The steamers Queen andAlki lay at the outer wharf all day yesterday and until early this afternoon. The long delay being caused by the fact that passengers declined to sail until mining certificates were secured. During their stay in port crowds of spectators inspected the vessels. Both left early this afternoon, the Queen with 550 passengers, including a detachment of 108 American infantrymen from Vancouver barracks, under com-mand of Captain Eastman, who go to Skagway to see that law and order is maintained in that city. She had a num-ber of dogs on board and much freight, including a big consignment of meat for Skagway butchers.
The Alki took up another two hundred prospective miners, 35 dogs and 13 head of horses. The steamer Farallon, which arrived from the Sound about noon, will

sail late this afternoon with still another

large contingent.

free ingress into the city. Men and medicines are judged by what they do. The great cures by Hood's Sarsaparilla give it a good name

undesirable class of citizens be allowed

THE DANUBE ARRIVES A Reduction of Over Fifty Per Cent. in

The passenger rate war is now on in dead earnest. The local agents of all the transcontinental lines to-day received word that a cut had been made in east as well as west bound rates. The cut is over fifty percent, and rallroad men believe that there will be still more cutting. Even as they stand to-day the rates are so low that it is almost as cheap to travel as to stay at home. The rates to New York, Montreal and most other Canadian points are \$40 first class and \$30 second class, and to Chicago \$31.50 and \$26.50. These are the lowest rates that have ever plevalled and will, no doubt, be the means of doubling the westward rush. Even with the big steamers already here and those that are coming, it is doubtful whether all who wish to go to Alaska this summer, for pleasure and business, will be able to secure accommodations.

Instead of any adjustment being reached. Her Five Passengers Bring Some Suit for Damages To Be Instituted

from which port she sailed on the 18th inst., the C.P.N. steamer Danube arrived at 9 o'clock this morning. The only calls made on the trip were at Juneau, discharging cargo for the Treadwell mine, and at Union for coal. At Juneau the Danube waited a day and a half; Union was left at about two o'clock this morning. When the Danube left Skagway the weather was cold; hard frost with bitter winds prevailing, and about two feet of snow covered the ground.

Only five passengers came down on Only five passengers came down on the canadian Pacific will change its policy; as its independent attitude was assumed. as its independent attitude was assumed after what it claims was proof that the western lines had been secretly cutting rates, and it was to meet this underhanded cutting that it assumed to create an independent tariff.

Crowds of Intending Yukoners Make Things Lively in Hotels and Stores.

From All Parts of the Continent the Outfitters Flock to Victoria.

One hundred and fifteen passengers by the Kingston this morning added to the throngs already gathered in the hotels and boarding houses of the city, and all talking "outfitting." Again the proprietors and managers of the various hostelries are put to it to find recommodation, but are comfortably housing the new ar-

will ply on the Yukon this year as a rivals.

passenger steamer. Mr. Belden, immediately upon his arrival by the Danube, got aboard the Kingston, just then pany, is staying with another big conpany, is staying with another big contingent of men who are going to work in the Upper Yukon valley. This is the ers of the Cleveland for damages sus-tained by him consequent upon their failure to fulfil the contract to convey brings with him, strong, hardy Norsemen, him to Dawson, placing the amount at \$10,000. Mr. Belden hails from New York, and as soon as he has set the neare the ideal material for miners.

The Queen's register shows a score of cessary legal machinery at work with a others bound for the north, all outfitting view of obtaining satisfaction for the here.

loss of time and inconvenience he has been put to, he will return to the Atlantic coast, where he expects to interest capital in the exploitation of some of his claims. The delay in the receipt At the Oriental is a party of Californians, hailing from Hanford, headed by Mr. John W. Lewis, a miner of 25 years' experience. All outfitters. They have been in Tacoma, obtained prices there and are satisfied that in Victoria they of mail at Dawson is, according to the passengers on the Danube, the cause of many coming out to the coast. They say no mail has been received since that passengers on the Danube, the cause of many coming out to the coast. They say no mail has been received since that no mail has been received since that the dangers of the paralyzed in many instances.

La Passengers on the Danube bring pridings illustrative at once of the dangers of the trail and of the indifference of the trail and trail and the trail and of the trail and of the indifference of some of the Indian "braves" to the sufferings of their squaws. The story, of which there are two versions, is as fellows: According to the men on the Danube s party of Indians, five men and two squares one of the latter was a survey. per Yukon, confident rich finds will re-ward them without having to journey

to Dawson. At the Occidental another large party two squaws, one of the latter carrying' ered from all parts of the States, are put-a papoose, started from Linderman on ting in a few days to secure ther outilts. Some of them go up to join parties, the advance guards of which have already the custom, being behind. At some point on the journey the rope broke, leaving the two squaws with the paposes behind the men, careless or oblivious of their companions fate proceeding on their way. The poor women such that Victoria was not only the best place from which to start and at which to outfit, but also the most comfortable stopping place while they are completing the necessary arrangements incidental to the numbed to the cold. preceded them, and from whom the pre-sent arrivals obtained the information preceded

livious of their companions tate proceeding on their way. The poor women succumbed to the cold and were found a New Orlenas, northward bound at the head of a party, all outfitting here. Mr. Scott speaks very highly of the treat-ment accorded by Victoria merchants. His party will take as complete an outfit as is to be obtained in the city, "and that," says he, "I know is as complete as is to be obtained anywhere on the top little one into Dyes, where it was doing of earth.

At the Dominion the register shows the usual cosmopolitan gathering of intended northerners. From California, Arizona, Illinois, Wisconsin, and all parts of the States, the crowds gather in the Dominion, all outfitting here. One arrival at this house is particularly worthy of men-tion, Mr. R. B. Spencer, late of the Northern Pacific railway service, who knows about as much of Seattle as any man, in company with his friend Mr. E. S. Loughborough, is purchasing his sup-plies for the northern trip in the city. Mr. Spencer prefers not to be interviewed but the important fact that he is buying the following day, the fury of the storm haing abated, the mother was found stark naked, cold in death. She had taken off every rag of clothing to save her in Victoria is too valuable as evidence of

At the Wilson is a large party under the leadership of Hon. A. T. Con from Skagway news is received that dike Quinlan, who for twelve years was lead of the detective force of Minnea-loolis, Minn., has been appointed United D. F. Sperry, of Oldforge, N.Y., former-Mike Quinlan, who for twelve years was head of the detective force of Mineapolis, Minn., has been appointed United ly a guide in the Adirondacks. They are to meet another contingent sent by the same company now in Vancouver. They have not yet decided upon where they will outfit, but probably at Victoria. prices and quality of goods shown being such, says Mr. Sperry, as will likely induce them to purchase all their sup

> MINERS SECURE LICENSES. Steamers Queen and Alki Make Long Stay in Port to Allow Passengers to Get Licenses.

known, were detected tooling. Sheep Camp, and one of them, while cry-Sheep Camp, and one of them, while crying to escape, turned and fired at his pursuers who, in order to avoid his fire, dropped to the ground. Thinking, apparently, that he had killed them the figitive turned the revolver on himself and sent a bullet through his brain. The other man was taken back to Dyea, where he was paraded through the streets with a placard upon him setting forth the fact that he was a thief. He was afterwards lodged in jail. The Americans, notwithstanding the misrepresentations of some of their less scrupulous journals, are beginning to realize that "the Klondike is in Canada," for some thousands of them, passengers on the steamers Queen, Alki, and Farallon, would not take passage except under the condition that the steamers should remain at Victoria long enough to allow them to secure the necessary "free miner's license" from the collector of customs. The steameship companies were obliged to grant the request of the passengers, and the steamer Queen, which usually makes a brief stay here, remained in port about thirty hours. The Alki, another vessel of the Pacific Coast Steamship Company, which rarely touches at this port, called in yesterday morning and remained until this afternoon, her call here being made solely to allow passengers to secure licenses. This morning the Farallon called on her way northward, and soon the streets in front of the custom house were filled, each man jingling his ten dollar gold piece, which he was to exchange for a license. The clerk who issued the licenses was so hard pressed that assistance was called in, and besides Collector Milne and Appraiser Marchant, both of whom were industriously writing licenses, several extra clerks were hard at work. The number of licenses issued this morning (the actual number, could, set be ascertained), is estimated at from 300 to 400. scrupulous journals, are beginning to realize was afterwards lodged in jail.
Complaints are being made at Skagway in regard to the number of men arriving there by every boat without any means of subsistence. It is said that the Islander had no less than forty of this class on her last trip and that sixty arrived by the Queen. The suggestion arrived by the Queen. The suggestion is made that the steamship companies should be compelled to take those who arrive in what is practically a destitute condition, back again to the port from which they sailed, an epidemic of law-lessnes and crime being dreaded if this underlying the allowed

STEWART RIVER

New York, was seen during the day at Wilson Hotel. Having removed some of the traces of the tough times he has been experiencing in the north country during the past few months, Mr. Beall gave a Times reporter some information in regard to the much talked of Stewart river, which is new and interesting. As is generally known, the Stewart enters the Yukon about 68 miles above Dawson, and is a large and dangerous stream. Its mouth is divided into six openings, and at the point of contact with the Yukon the river is about a mile wide. At the lower, or western mouth, the one nearest to Daw son, there is an encampment of some 400 or 500 people, having gone up there during the various rushes which have taken place, and settled down at that

the first place of arrival.

Mr. Beall says, reports to the contrary notwithstanding, the Stewart is trary notwithstanding, the Stewart is practically an unknown river, the only men having succeeded in geting up any distance being two dentists, a doctor, a preacher, a "tenderfoot" and three prospectors. Of this number five only reached McQuestion creek, 125 miles from the mouth of the river, and the other three turned back long before that. The Steware is said to be a very peculiar and treacherous stream; the current is exceptionally strong and it needs very skilful navigation, indeed on the part of anyone who attempts the trip down.
Mr. Beall, in company with five other
men, started on the trip down on December 3rd with 18 inches of snow on the ground and the thermometer registering 72 degrees below zero. They took about 800 pounds of provisions, tents, blankets, stove, tools and other necessaries, hauling the whole lot on three sleds, which they dragged them-selves. Averaging about seven miles a day, the first sign of life they struck was a cabin wherein the doctor previously spoken of was encamped, having with him a man who had been nearly killed by the falling of a tree, and who was suffering from broken ribs and a fractur-The two men had commenced to sink a shaft in a gulch where they were encamped, and when the unfortu nate accident happened had succeeded in getting down a depth of thirteen feet thout having struck even a color. Mr. Beall and party continued the sinking of the shaft and at fifteen feet commenced to find colors. They continued to a depth of twenty-six feet receiving encouragement all the time from the colors they were obtaining when they struck a large boulder, which, as they had no giant powder, defied all their efforts. forts. Losing heart, the party decided to continue on their way up the river, and travelled 14 days, prospecting the bars as they went along. Provisions running short, they made an attempt to

were with the trip of more than usual seventy, even in those regions of hardship. The storms finally became so sesnip. The storms finally became so severe that it was impossible to withstand them, and shelter was sought by the party in a deserted Indian cabin which afforded them sufficient shelter to break the fury of the cold winds. Here they remained for two days, and, continuing their journey, they found the intense cold had caused the ice to drop, and for cold had caused the ice to drop, and for the remainder of their journey to the mouth of the river they were wading in from four to ten inches of water. Once, two of the men, in the lead, breaking a trail, fell through the ice, and were rescued only with great difficulty. Nine and a half days were occupied in makin-35 miles, six men drawing 350 pounds on the three sleds. Mr. Beall says they found the bars on the Stewart very rich in flour gold, very heavy and easily sayed but is the stewart very heavy and easily rich in flour gold, very heavy and easily saved, but in the various gulches and streams they prospected nothing was obtained except light flake gold, which it is almost impossible to save except with quicksilver. He says most emphatically that whatever gold there is in Stewart river he is willing to part with his interest without any consideration whatever. Anyone who wants it, he adds, is welcome to it, for after having walked 600 miles from Dawson to the coast he would prefer to make that trip ten times over prefer to make that trip ten times over rather than go fifty miles up the Stewart river. One man whom Mr. Beall met on his trip claimed to have ascended the Stewart 260 miles three years ago, and he states that at that distance vegetation ceases and there is nothing but a vast field of snow and ice on every hand. Steamboat bar and Porcupine bar, both now completely worked out, have yielded together something like \$80,000 in gold, and Mr. Beall says he knows personally of one rich bar which make good returns, but the gulches would not yield sufficient to pay any man for the trip.

It is said in Dawson that the Alaska Commercial Co. propose to run boats up the Stewart this summer with provisions, and if this be done and passage can be secured it is possible that Lake Creek, about 90 miles from the mouth of the river may be reached, otherwise the chances of Stewart river being prospected are the most remote being prospected are the most remote being prospected are the most remote. As an example of the condition of affairs As an example of the condition of affairs existing in the country, which Mr. Beall says is very much over-done, he mentions the instance of a man who having decided to go into winter quarters on a creek about 18 miles long, put up his tent and lighted a fire about 11 o'clock in the morning. The idea gaining ground that he had struck something, Mr. Beall says the whole of the creek was staked off be-

the whole of the creek was staked off be fore 6 o'clock that evening by men who are ever on the lookout for new finds.

Mr. Beall confirms all the reports of the richness of Skookum gulch and gives the following statement as to the estimation in which the various creeks are held in the interior: El Dorado, Skookum, Hun-ker, Henderson, Bonanza, Dominion and Sulphur in the order named, and he is of opinion that Skookum is fully as rich as El Dorado.

OF INTEREST TO MEN. The attention of the reader is called to an attractive little book lately published by that eminent Expert Physician, G. H. Bobertz, M.D. 252 Woodward Ave., Detroit, Mich. This book is one of genuine interest to every man and its plain and honest advice will certainly be of the greatest value to any one desirous of securing perfect health and vigor. A request for a free and sealed copy will be compiled with, if addressed as above and the Victoria, B.C., Times mentioned.

Free Trial To Any Honest Man

The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer.

HEALTH AND ENERGY ASSURED. HAPPY MARRIAGE, GOOD TEMPER, LONG LIFE.

In all the world to-day—in all the history of the world—no doctor nor institution has areated and restored so many men as has the famed ERIE MEDICAL CO. of Buffalo, N. Y.

This is due to the fact that the company controls some inventions and discoveries which have no equal in the whole realm of medical science.



So much deception has been practiced in advertising that this grand old company now for the first time makes this startling offer:—

They will send their costly and magically effective appliance and a whole month's course of restorative remedies, positively on trial without expense to any honest and reliable man!

Not a dollar need be advanced—not a penny paid—till results are known to and acknowledged by the patient.

The Eric Medical Company's appliance and remedies have been talked about and written about all over the world, till every man has heard of them.

of them.

They rest: 3 or create strength, vigor, healthy tissue and new life.

They quickly stop drains on the system that say They quickly stop drains on the system that say the energy.

They cure nervousness, despondency and all the effects of evil habits, excesses, overwork, etc. They give full strength, development and tone to every portion and organ of the body.

Failure is impossible and age is no barrier.

This "Tria: without Expense" offer is limited by the company to a short time, and application must be made at once.

No C. O. D. scheme, no bogus philanthropy ner deception, no exposure—a clean business proposition by a company of high financial and professional standing.

Write to the ERIE MEDICAL COMPANY, BUFFALO, N Y., and refer to seeing the account of these offer in this paper.

Certificate of the Registration of an Extra Provincial Company.

"COMPANIES ACT, 1879." "Dragon Creek Mining Company

Registered the 3rd day of Jan. A.D., 1898. I hereby certify that I have this day registered the Dragon Creek Mining Company, as an extra-provincial company under the "Companies Act, 1897," to carry out or effect all or any of the objects hereinafter set forth, to which the legislative authority of the legislature of British Columbia extends. bia extends.

The head office of the company is situate in the city of Tacoma, State of Washing-The amount of the capital of the company is ten thousand dollars, divided into one hundred shares of one hundred dollars

each. The head office of the company in this running short, they made an attempt to locate a cache of moose meat, said to be in the vicinity of the point they had reached, but were unsuccessful, and in danger of starvation were compelled to return.

The time of existence of the company's mine, near Stanley, B. G., and Gust Lange, the president and general manager of the company. The time of existence of the company is

The story of their return journey is harrowing. The continuous snow storms, the intense cold and the difficulty of making their way, hampered as they were with their stock of provisions, method or methods, of gold, allver and other made in the mining, by any other method or methods, of gold, allver and other made in the mining. method or methods of gold, silver and other metals and minerals in the State of Washington and British Columbia, and wherever else said corporation may elect to pursue such business; to locate, acquire, hold, lease, mortgage, sell and convey mining claims and properties, water claims, water ways, dam and mill sites and real estate of every description; to errect equip and ways, dam and mill sites and real estate of every description; to erect, equip and operate lumber mills, stamp mills, concentrators, reduction and smelting works; to build and operate water fiumes, tram and railways and wagon roads; to buy, sell and deal in goods, wares and merchandles; gold, silver and other metals and minerals; to borrow money, issue notes, mortgage and hypothecate securities, and to do and and hypothecate securities, and to do and perform all acts and things whatsoever incident to or convenient in and about the conduct of its corporate business.

Given under my hand and seal of office at Victoria, province of British Columbia, this 3rd day of January, one thousand eight hundred and ninty-eight.

(L. S.). S. Y. WOOTTON, Registrar of Joint Stock Companies.

NOTICE.

Notice is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a special license to cut and remove timber from off a tract of land, situate in Cassiar District; and more particularly described as follows:—Commencing at a point on the west side of Tagish Lake, about a quarter of a mile north of the mouth of the river which flows out of Too-Chi Lake; thence following the shore line of the lake south a distance of one and a half miles; thence west one-half mile; thence north following the sinustites of the shore line (and distant therefrom one-half mile) a distance of one and a half miles; thence east one-half mile to place of commencement; and comprising about 1,000 acres.

Victoria, B.C., January 12th, 1898.

If You Are Energetic and Strong,

If you are above foollsh prejudice against canvassing for a good book, write and get my proposition. The information will cost nothing I have put hundreds of men in the way of making money; some of whom are now rich.
I can do good things fer you, if you are honorable and will work hard.
T. S. LINSCOTT, Toronto.

WANTED. Industrious Men of Gharacter. THE LINSCOTT COMPANY,

NOTICEIS hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a special license to cut and remove timber from off a tract of land, situate in Cassiar district, and more particularly described as follows: Commencing at a point on the east side of Tagish Lake, about one-half mile above the Atlinto river; thence following the shore line of the lake in a southerly direction one and a half miles; thence east one-half mile; thence in a northerly direction following the sinuosites of the shore line of the lake (and distant therefrom one-half mile; thence in a northerly direction following the sinuosites of the shore line of the lake (and distant therefrom one-half mile) a distance of one and a half miles; thence west half a mile to place of commendment; and comprising about 1,000 acre

DUNCAN MeBEATH

Victoria, B. C., Jan. 12th, 1898.

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VOL. 16. OVERLAND TO

Delegations From Canadi Trade Urge Construc Wagon Road.

Sir Wilfrid Laurier Pron Survey Will Be Mad Various Route

Ottawa, Feb. 24.- Man

ions, supported by easter trade, waited on Messrs. ton and Cartwright to-day for a wagon road by Edm Yukon, Sir Wilfrid Lauri to get the routes surveyed a should be no antagonism overland route and the Among those present were: for the Winnipeg board of Andrews, to the Winnipeg Rogers, president of the T of trade; Ross, president of board of trade; Jamieson, O Rutherford, Douglas, Richar and Col. McGillan of Win Jamieson explained the purder Mr. Bole said desire to of a Canadian Saska Dewan to the Yukon not present to oppose any of found there was an unaning amore the boards of trade the have cheap ingress and egican dian territory. It may will have by careful comput one million dollars in the The C.P.R. has promised freight rates to get in Cana articles of produce cannot The bards of trade on the control of the doing no more than of thirty-two million do

will get by the coast remillion. He asked, therefo government give prompt er to routes from the interior from Winnipeg, read resolut Quebec and Montreal board favor of the request. Mr. been in the east and found pinion in favor of their re cople are now outfitting a Parties who go in should to establish a settlement. were honest and they looked ly for success. The gain to come to us exclusively fro taken out, the trade is wort to us. He read resolutions for route board of trade urging ent to open up a wagon rewford Ross, president ourd of trade, was fully

uestion is as to the most ime. Already 500 people y the Peace river and Mac from Edmouton. Thousands the United States were anxithe Edmouton route for specific he Edmonton route for specific only question they ask oute practicable? These parties wish to go t quarters of the Pelly river, a 1,000 miles from Edmonton. can be handled for 10 cents can be handled for 10 cents the wagon road, for this dista miles. As far as the rout there is plenty of fodder for Beef is worth large money in Beef will drive itself to mark parties are ready to start an tle through. For this purn must be open. As to the coonly say, the greater expe greater benefit. A pack the much, but a wagon road won

much, but a wagon road wor Sir Richard Cartwright as would cost for this work, whether bridges would have or a pack train.

Mr. Oliver suggested cutting feet wide through the woods.

Mr. Davis (Saskatchewan)
favor of the Prince Albert
Mackenzie river.

Sir Wilfrid Laurier assure
tation that attention had a
given to this attention had a

given to this important subject to this important subject to this important subject to the subje necessary to have some know sources before expending p One objection was the que der, but if this is obtainable is easily solved. There s antagonism between the lar routes, and the governme forget the former. One point was the possibility of discovery Yukon in the Rocky Mount the northern rivers. If the country permit, a rail or would be built. Mr. Ogilvie estimates the in Yukon 100 miles of war which could be dredged for

application now before the partment cover 3,000 miles. art river has been applied f An important change has An important change nate in the Canadian customs researchly promulgated requiring purchased in Canada and the Yukon must be carried bottoms, otherwise full durcharged at the frontier por ber of companies as for ber of companies, as for Alaska Commercial Compa chasing supplies in Canada sending them to Dawson by Michael's. As it is unlikely will be any British vessel tween Dawson will be any British vessel tween Dawson and St. M year, it has been consider purchasers of Canadian goo route that they should be o pay duty on such supplies, council has accordingly lawhich provides that during tage goods purchased in the upon being properly certified the Yukon district free even foreign bottoms, whether from the United States or in Cana S. F. Perry, M.P. for V.P. L.L. died here at 3:30 the took ill on reaching of the took ill on reaching of the session and never the session and the session as the session and the session a

session and ne