Estimates Are Passed

An Exceptional Budget Speech With No Controversial Debate.

Appropriations of Prior Government Go Through Unaltered.

Special Consideration in Supplementaries For Terminal City.

From Thursday's Daily.)

Hon. Richard McBride is not yet ready to announce authoritatively the composition of his cabinet. That will come in a few days, however, according to the announcement made in the Premier's behalf by Hon. Capt. Tatlow in the legislature yesterday.

The interrogation which elicited this information was by Mr. Joseph Hunter, almost immediately after the opening of the sitting. He based his question, one of privilege, upon the prospective slate as published in the Colonist, asking if it were true that the gentlemen named were to compose the cabinet—and if the slate was not an entirely correct forecast, was any part of it correct, and if so, what part? He did not think that this was asking too much, and he believed the country would appreciate a candid answer.

On another point, he asked whether or not the President of the Council was sitting in the House as a salaried minister? Until the act of 1899 was passed, the position he occupied had been unrecognized by the constitution. He could hardly believe that Hon. Mr. Tatlow would be so foolish as to expose himself to penalties of $500 a day, but the point might well be answered definitely.

In reply, the President of the Council said that the Premier had as yet no announcement to make respecting the composition of his ministry. This would be disclosed, however, in the course of a few days. As for the second interrogation, he believed the member for Cariboo would share his regret that he was not in receipt of any salary.

Passing to the business of the day, the representative of the government presented the report of the House committee appointed to revise the estimates, this report suggesting that retrenchment might be made in items 2 to 11 inclusive, but leaving the matter to the discretion of the government—the votes being themselves untouched.

The report was upon motion received, and the House thereafter proceeded to to the orders of the day. The third readings were given the Diocese of Kootenay Incorporation bill, the Kootenay Tramway and Development Company bill, the Nicola, Kamloops and Similkameen Company bill, the Police and Prisons Regulation bill; the House was next proceeding to deal with the South African War Land Grant Act amendment bill and the Liquor License Regulation Act Amendment bill, when Mr. Houston objected.

His ground was that having left the revision of legislation remaining on the orders to a select committee, the House would be treating this committee with great disrespect in thus taking the work out of their hands.

Messrs. Neill and Rogers urged that in the matter of the Liquor Act, it was simply justice to put the widows of deceased hotel proprietors on a par with other licensees.

Mr. Hunter, however, held with Mr. Houston, that the House should properly proceed with no more bills, even admittedly non-contentious measures, until the committee empowered to review them had performed its task. The government had voluntarily abrogated its functions to the committee and there could be no excuse for going back upon the course outlined by picking out certain measures to be favored in advance.

Mr. McPhillips held that there could be no fair objection since these were measures inherited from the previous government, which statement was instantly challenged by Col. Prior, who disowned the War Grants bill as now amended as a government measure, the point being admitted well taken by Victoria's junior member.

The objection prevailed, and further consideration of pending bills was deferred until such time as the committee makes its report.

On the motion for supply committee, Hon. Capt. Tatlow presented in lieu of the budget speech, what would otherwise have been in part his criticism of the financial conditions in which the province at present finds itself. He made it very clear that the estimates as offered to the House were the creations of the previous government, which their successors had had no opportunity to fully investigate and could not therefore set the seal of their endorsement upon. He dwelt in detail upon the various estimates of revenue, holding that there had been miscalculation as to timber receipts and returns under Chinese revenue account. He anticipated that the total overdraft on June 30, 1904, would amount to $722,110, exclusive of the overdraft on dyking account ($236,000), the supplementary estimate ($150,000), and deficiency in the former Finance Minister's approximation of revenues ($150,000), a total all told of $1,297,000. The Fraser river bridge balance had also to be provided for.

"While presenting the estimates of our predecessors to the House," said the Hon. Capt. Tatlow, "the government wishes it clearly understood that it disclaims responsibility. It will be perfectly willing that the House make any reductions or changes it sees fit. Nor will the government be bound to adhere in any way to the items placed here, if information obtainable later goes to show reductions possible, advisable in the public interest and the true economy of the province."

He hoped the House would deal with the estimates in the self-sacrificing spirit, in the hope of relieving the province of a portion of the grave financial burden placed upon it at the present time.

There was no budget debate, and the House went at once into committee, with Mr. Hunter as chairman, passing the entire main estimates before rising at 6:30.

On but few votes was their suggestion of debate.

Vote 18—$5,940 for steam boiler inspection—brought forth a protest from the member for Nanaimo city that the working of this act was at present most unsatisfactory; he asked that the vote stand over for fuller information, and this was ordered by the chairman's vote on a tie arising.

Vote 154—$4,000 toward experimenting in clearing bush lands—was also challenged as unnecessary, but carried upon division by 14 to 8.

A long and desultory debate arose on vote 165—$15,000 for Rossland riding—Mr. Curtis making a strenuous effort to add $37,500 thereto. His vigorous speech elicited contributions to the discussion by Messrs. Houston, Paterson, Hawthornthwaite and McInnes.

It was between the Nanaimo City and the North Nanaimo members that the warmest passage of the day occurred. Mr. Hawthornthwaite took occasion to censure the government responsible for the estimates, of which the member for North Nanaimo had been a member, for making inadequate provision for Nanaimo's needs. It had been a conspicuous fact, he urged, that although the past government had been an "Island government," the "Island" outside Victoria had never received due justice. It was to be hoped that under the new administration—a Mainland government, this condition would be reversed.

Mr. McInnes replied urging that the efforts of the past government in framing the estimates had been dictated by a desire to do even justice. He suggested that there might be something in the report that at the next election Mr. Hawthornthwaite will seek a Mainland seat.

The item finally passed without amendment.

On the vote for wharves, in the supplementaries, Mr. Paterson wanted to know where, when, and why the wharves referred to had been built. He thought he knew something of the transactions, but was curious to hear the government explanation.

Mr. Wells could not locate from memory the specific works referred to, but had no doubt but that the bridges were in the constituency of Mr. Paterson.

"I have a very good idea of my own in that connection," said Mr. Paterson.

On the supplementary vote for telegrams, Mr. Hawthornthwaite wanted to know if this vote covered a certain celebrated telegram reading "it's up to you to come and save the government." He did not think that this was legitimately chargeable to the country.

"Oh that's all right," said Mr. Wells. "That was paid for outside."

The only other disputed vote in the main estimates was that of $2,100 for the expenses of the Mining Association committee instrumental in bringing about the settlement of the Fernie strike.

Mr. Hawthornthwaite did not look on this as fairly chargeable to the province. The Federation of Miners had in reality been instrumental in stopping for the time-being the strike at Fernie, and in any event the Premier had had no authority to bind the government to pay this committee's expenses. It was particularly desirable for the Crow's Nest Pass Coal Company to have this difficulty terminated, and Colonel Prior as a heavy stock owner in this company, had been too ready to saddle the costs upon the country instead of paying the bill with his fellow shareholders.

The Nanaimo city member moved for the elimination of the vote.

The motion failed to find a seconder, after Mr. Wells had come to Col. Prior's rescue, accepting full responsibility for the former government for the ex-Premier's offer in this connection.

The supplementaries will be taken up today. It is understood that these include among other new items, $20,000 for the Vancouver general hospital, together with provision for a normal school in Vancouver, and a High school long desired at Chilliwack.

FROM VICTORIA TO BAVARIA

Victorian's Trip Across the Atlantic on Kaiser Wilhelm Second.

The following letter has been received from M. Gutmann, who is now on a visit to his old home in Bavaria:

"The journey from Victoria to New York is sufficiently known to require any comment. I might say, that with the exception of the very poor service to Seattle, which, I trust, has been remedied ere this, the trip is made with all the comforts of a modern hotel. I traveled on the North Coast Limited, which, I am told, is one of the finest trains to the East. I have no reason to doubt this claim, and am confident that very few improvements are possible in its equipment and general service. Having, however, at previous times traveled over the C. P. R., as well as over the different United States lines, I have no hesitation in saything although the other lines may be preferable by reason of passing through more thickly populated country, they can in no way compare with the C. P. R. in respect to scenery. Not having traveled through the States for several years, I noticed vast improvements in every respect from ocean to ocean, more particularly in New York, which is fast being shaped into a Babel of sky scrapers. There seems to be no limit to the magnitude of the undertakings and improvements now under weigh.

I left for Europe on the 28th of April on the first return trip of the North German Lloyds magnificent new vessel, the Kaiser Wilhelm II. The steamers of this line start from Hoboken, opposite New York, where they have just completed probably the finest dock in the world, it being constructed of solid masonry, and covered in its entirety with a warehouse built of steel. This dock is arranged in such a way that all of the docks can be reached at any stage of the tide.

On passing through the saloons of the steamer, I noticed in the most prominent places, life-sized painting of the German Emperor. A passing officer explained to me with a great deal of pride that it was because the steamer bore the name of His Majesty that his pictures were so prominently displayed, and it was also on that account that the company and the builders were particularly anxious that this steamer should be the finest in the world. I am of opinion that the Germans succeeded in building a steamer which so far as saloons, cafes, dining rooms, together with about half a dozen elegant suites of staterooms, are not excelled by any other line. I believe, however, in big about these efforts they have sacrificed too much room, which might have been used to better advantage by building all the cabins a little larger. As it is, the staterooms are entirely too small. I spoke to several passengers who had previously traveled on English lines, and they assured me that they preferred them, as they had more comfortable staterooms, and the steamers ran more smoothly.

We had rather a rough trip. I have often heard it said that people do not succumb to seasickness so quickly on large modern vessels as they are built to avoid vibration as much as possible. If this is the case with other large steamers, the Kaiser Wilhelm II. must be an exception, for I never in my life saw such a sick forlorn crowd as her 2,000 odd passengers presented during the first three days of our voyage. The service and cuisine in the cabins are excellent. I understand, however, that the steerage passengers, although they are charged the high rate of $40, are treated and fed like dogs.

We arrived in Plymouth during the night of the 4th of May, and after landing the English passengers started for Cherbourg. The harbor presented a most interesting appearance, the beautiful scenery being enhanced by an immense fleet of war vessels of every description, decked out in flying colors. The gala appearance of the war ships was in honor of King Edward, who was at that time just preparing to cross the channel after his visit to France. We landed 500 passengers at Cherbourg, and the steamer steamed to Bremen, where we arrived in 20 hours. Owing to low tide all passengers and freight had to be lightered. This was done in a remarkably short time, and within two hours from the time of landing everything had been passed through the customs house, and the passengers were ready to depart for Bremen, which is an hour's ride from the landing place.

THE SOLAR PLEXUS

Is the largest nerve centre in the sympathetic nervous system, is situated just back of the stomach, and supplies nervous energy, the vital force of the human body, to the stomach, heart, lungs, kidneys, liver, etc. By creating nerve force Dr. Chase's Nerve Food directly aids the solar plexus in supplying the power which runs the machinery of digestion and so cures nervous dyspepsia, headache, dizzy spells and bodily weakness.

Are Interested In the Drydock

Chamber of Commerce to Find Out If City Can Get Control.

Matters of Interest Discussed at the Regular Weekly Meeting.

(From Wednesday's Daily.)

Yesterday evening's meeting of the Chamber of Commerce proved a very interesting one—no less than three very important suggestions bearing upon matters affecting the welfare of Victoria being put forward during the course of the evening. The first one was in regard to the status of the dry dock at Esquimalt, a member explaining that as he understood it, the arrangement in respect to the jurisdiction of the dock to which the Dominion government and the Admiralty are parties, ends very shortly, when it might be possible for the city of Victoria to secure control of the dock, reduce the fees and operate as a business enterprise in the interests of the city. The other two suggestions of importance aimed at the forming of a shipping association so as to keep a watchful eye on freight rate matters, and the placing of a steamer on the run to northern British Columbia ports which are now only served by the Union Steamship Company from Vancouver.

President Carter occupied the chair, and there was a bare quorum present.

J. Shannon wrote from Cloverdale, saying the Delta people favored building the railway to Port Kells, which would be much in the interests of Victoria. The letter was referred to the railway committee.

Phil. R. Smith asked that Senator Templeman be asked to explain the scope of the railway commission appointed by the Dominion government. The secretary will write the Senator and the city members, asking for the desired information.

For the home industries committee, A. B. Fraser, jr., reported having arranged to have printed 3,000 circulars framed after suggestions made by the Women's Council.

Mr. Mowat said it was hoped to make arrangements shortly whereby the retail merchants of the city and members of the chamber could pay a visit of inspection to the various manufacturing industries of the city.

On the suggestion of Mr. Morley, it was decided to give the question of the iron and steel industry precedence over all other business at the next regular meeting.

A member next directed attention to the dry dock matter. He said the dry dock was occupied very infrequently, and the terms on which the dock is operated by the Dominion expire in a year or so. The Dominion government would be glad to get the dock off their hands, and the Admiralty intended, he understood, to build a dock on the opposite side of the harbor. It would, however, be a great loss to the city to have the dock pass into the hands of the navy. The Dominion government could no doubt be induced to reduce the dockage fees, and this would mean much business for Victoria He wanted a committee to inquire into the whole matter.

A committee was appointed, consisting of Messrs. Hanna, Morley and Major Nicholles.

Capt. Royds drew attention to the need of a steamer service direct from Victoria to points up the coast, which are now only served by the Union Steamship Company from Vancouver. Much business was lost to Victoria because of the absence of this service. Capt. Royds was requested to look further into the matter and report to the chamber.

A motion by Phil R. Smith to appoint a committee to endeavor to organize the shipping interests carried, and the report of the transportation committee was adopted.

On motion of Major Nicholles, the transportation committee will write the Northern Pacific Railway Company and inquire what bearing the extension of the line to Port Angeles will have upon the future of Victoria.

The chamber then adjourned.

WERE WEDDED AT St. JAMES

Mr. H. C. Hopkins Joined in Holy Bonds To Miss Bessie Nuttal.

(From Thursday's Daily.)

Yesterday afternoon the cosy little church of St. James was the scene of one of the brightest and prettiest weddings of the season, when Mr. C. H. Hopkins was united in marriage to Elizabeth Mary (Bessie) eldest daughter of Mr. Thomas Chancey Nuttall, one of Victoria's oldest and best known residents.

The young bride, who is one of Victoria's prettiest native daughters, looked lovely in a dress of exquisitely embroidered Indian mouslin, with veil and real orange blossoms. She carried a shower bouquet of bride roses and lilies of the valley, and wore a gold chain and pendant, gifts of the groom.

The bridesmaids were the Misses Nellie, Margaret and Gertrude Nuttall, sisters of the bride, who were charmingly attired in white organdie mouslin dresses with Marie Antoinette fischus and black chiffon picture hats. They carried shower bouquets of pink carnations, and wore pearl crescent brooches, gifts of the groom.

The service was choral and the church was beautifully decorated for the occasion by some of the bride's friends.

The presents numbered over 100, many of them costly and handsome, testifying to the esteem in which the young couple are held.

After the ceremony the bridal party returned to the residence of the bride's parents, where an informal reception was held.

Mr. and Mrs. C. H. Hopkins left on the Majestic for Seattle and Sound cities.

REPRESENTATIVES FOR ASSEMBLY

Special Train Leaves Toronto For the West Well Filled.

From Our Own Correspondent.

Toronto, June 2.—A special train with the representatives to the general assembly of the Presbyterian church, left this afternoon, and will arrive at Vancouver Tuesday evening next. The party reaches Banff on Saturday morning, and will rest there. The attendance will be large, as in addition to the regular representatives from 75 to 100 clergymen and elders will be present, whilst many of these, as well as delegates, will be accompanied by their wives.

Entertaining a king is an expensive honor. The recent visit of King Edwad to Dalkeith palace cost the Duke of Buccleuch about $25,000.

TILIKUM REPORTED.

J. C. Voss Arrives at Wellington With His Freak Yacht.

The Indian war canoe Tilikum, which started from Victoria in May two years ago, with Capt. J. C. Voss, and Norman Luxton on board, and which voyaged across the Pacific via the South Sea Islands, Fiji and Samoa, has been reported from Wellington, New Zealand. Luxton left the voyager at Fiji, and after making the voyage to Australia by steamer, abandoned the scheme, and returned to this Coast. Voss continued, and was last reported voyaging along the Australian Coast, where his canoe was damaged while being transported ashore for show purposes, and he recovered damages amounting to $2,000 from the transfer company. The vessel arrived at Wellington on May 4. With Capt. Voss is H. E. Buckridge, an adventurous young man who fought through the South African campaign, and was on board the ship Discovery in her Antarctic voyage. He was brought to Australia by the relief vessel, after leaving the Discovery. The Tilikum is being exhibited at the New Zealand port.

Close of Big Mining Deal

Particulars of Transfer of Boscowitz Interest In Rich Britannia Mines.

One of Most Valuable Gold-Copper Properties In the Northwest.

Negotiations have been in progress, and have been practically completed, for the transfer of the Boscowitz interest in the rich Britannia mines.

These mines, which are situated on Howe Sound, are counted among the largest and most valuable copper-gold propositions in the Northwest. Owing to their great extent and the quantity of low-grade ore in sight, it will require the expenditure of a large amount of capital to develop them properly. The claims are owned by a syndicate of mining men scattered all over the country, although many local men are also interested.

The Boscowitz interest in the mines, which amounts to three-tenths, has been the subject of much speculation. Negotiations have been opened a number of times by different capitalists for Mr. Boscowitz's interest, but the deals have hitherto always fallen through. As Mr. Boscowitz was not prepared to assist extensive development of the property, the disposal of his interests was generally regarded as the initial step toward the mines being opened up as they should.

Mr. Boscowitz stated that his interest had been purchased by Mr. George H. Robinson, a wealthy mine owner of Butte, Montana, who has had the acquiring of the interest in view for some time. Mr. Robinson was for many years connected with Mr. F. Augustus Heinze, the well known copper millionaire. Some idea of Mr. Heinze's estimate of Mr. Robinson's ability may be gained from the fact that the former is said to have paid the latter a salary of $80 a day. A short time ago Mr. Robinson made an extensive inspection of the Britannia mines, and from his present action, was evidently well satisfied with what he saw.

Mr. George H. Robinson, who purchased Mr. Boscowitz's interests in the mines, when asked if he had made the purchase, answered in the affirmative, but stated that the papers had not yet been signed. Regarding plans for the development of the mine, Mr. Robinson stated that as far as he was concerned he intended to secure all the available interests in the property and immediately commence work on a large scale. This would of course be subject to the approval of the other shareholders, but he expected that he would not experience any difficulty in that regard.

He expected that if there was no hitch in the arrangements, the work would be commenced by the middle of July, and by the end of that month he would have about 250 men at work. This force would probably be increased to 500 by the end of the year. It was the intention to ship a large plant there, and improve the road leading up to the mines. He regarded the location of the mine as an ideal one as far as shipping was concerned, and thought that the ore could be handled very economically by means of the aerial tramway that had already been surveyed.

"Where will the ore be treated?" Mr. Robinson was asked.

"Well, for the first year after shipping operations are commenced, I suppose we will have to send it to the Crofton smelter. I think we will have no difficulty in shipping over 500 tons a day there. Later on, probably in about a year, if everything goes all right, the Britannia syndicate will erect its own smelter plant and treat its ores on the spot. The cost? Oh, the smelter plant will mean at least the expenditure of a half-million dollars."

The amount involved in the transaction of the Boscowitz interests in the mine is being kept secret by both of the parties to the deal. It is understood, however, that the three-tenths interest brought in the neighborhood of $100,000.

PASSENGER TRAIN'S DISAPPEARANCE

From Chicago For Kansas City Sunday and Not Seen Since.

Kansas City, Mo., June 2.—The Journal tomorrow will say: The Chicago, Burlington & Quincy passenger train No. 3, from Chicago to Kansas City, due here at 4 o'clock Sunday afternoon, has been lost track of. It is not deemed possible, nor the thought entertained by the railway officials, that the train has run into the flood. Nevertheless, General Agent Harmon, was notified yesterday from the Chicago offices of the extraordinary occurrence, and Supt. Mulhern was urged to exercise every possible effort to locate the missing train and relieve its passengers at all costs. A tug was chartered, and a voyage made down the Missouri river to Birmingham. Nothing was to be seen of the train. Men have been started on horseback to Liberty with orders to keep as close as possible to the track, and to carefully investigate what is known as a great washout two miles east of Birmingham. The possibilities of the train having tumbled into the washout are remote to a degree, because many people are constantly along the railway route, and they would have seen some parts of the wreckage. The water is 35 feet deep, however.

INVITED TO WASHINGTON.

Roosevelt Would Be Glad to Welcome Lord Lyveden's Party.

Toronto, June 3.—The London News' cable says: President Roosevelt, in replying to a letter from Lord Lyveden, extends an invitation to the British parliamentary party to visit Washington and other portions of the United States at the conclusion of the Canadian tour. The President assures them a hearty welcome. The Duc de Richelieu has expressed a desire to join the party.

Tarte, Riley And the Dredge

Attempt Made to Have Work Resumed on Victoria Harbor.

Money Payments Common Talk In Connection With Treadgold Scheme.

From Our Own Correspondent.

Ottawa, June 2.—Messrs. Tarte, Riley and Keefer saw Hon. Mr. Sutherland today in regard to the necessity of further dredging Victoria harbor.

An animated discussion occurred on the Treadgold commission, Mr. Cargrain roundly scoring the government for the manner in which they had dealt with the subject. He said Ross had made a specific promise to his constituents for the fullest inquiry, and yet the government appointed violent partisans and Judge Britton to make the investigation. He was not repeating anything not current in Ottawa when he declared that large sums of money had passed between the concessionaries and gentlemen in high authority. It was due to the government to wash their hands of the matter.

Premier Laurier reproved Mr. Casgrain for taking stock in street rumors, and said if he would formulate charges, a parliamentary investigation would be granted.

Mr. Monk declared that responsible men had stated that the Treadgold concessions had only been obtained by payment of money to persons occupying high and controlling positions.

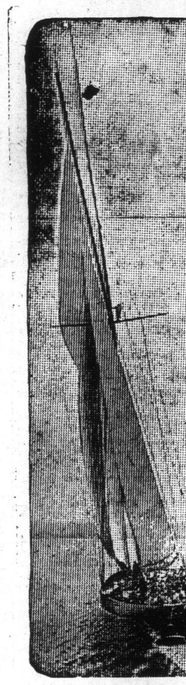
Ho. Mr. Blair said the government did not propose that the commission should go beyond an inquiry whether the government's policy was against hydraulic mining. He believed Judge Britton would not accept the commission. Hardman, of Montreal, had declined.

The members from the Maritime province again talked of the Grand Trunk Pacific.

On the Pacific bill the entire discussion was directed to securing a stipulation in the charter for the utilization of Canadian ports. Two new ones were introduced to the committee—Country Harbor, N. S., by Fraser, and Letang, N.B., by Ganong. It was on clause 13, defining the route, that the debate took place. Since the previous meeting representative of the Grand Trunk had met a number of the Maritime province members and had agreed that the road east should be built from Quebec to Moncton, from which point Intercolonial railway branches to St. John and Halifax. This, however, did not prove satisfactory to other members from the East, and Wade moved an amendment to oblige the company to construct from Quebec east to Moncton and west towards Manitoba simultaneously.

Hon. Mr. Fielding said the bill would not be binding on the company. Whatever was done must be by means of a subsidy bill.

RELIANCE.



Fayal, Azores, June 3.—Sir Thomas Lipton's steam yacht Erin and the challenger, Shamrock III., from Gourock, May 28, arrived here today. Shamrock I. and the tug Cruiser, are expected to arrive here tomorrow.

STORM AT VALPARAISO.

Four Ships Founder and Great Damage Done Generally.

Santiago De Chili, June 3.—A great storm occurred today at Valparaiso. Four vessels foundered in the bay, the esplanade was destroyed and great damage was done to the floating docks. There are some fears regarding the safety of the Pacific Steam Navigation Co.'s steamer Arequipa, which during a lull in the storm, left port and has not since ben heard of.

MISSISSIPPI LEVEE BREAKS.

Six Hundred Square Miles of Farming Lands Under Water.

St. Louis, June 3.—A special to the Post-Dispatch from Keokuk, Ia., says:

Six hundred square miles of rich farming land along the Mississippi, south of here, is under water. The Egyptian levee broke during the night in two places, and there are now more than 20 breaks in it. This levee runs from the Mississippi at Alexandria to the bluffs, and protects the town and shore as far south as Hannibal from overflow of the Des Moines. A strip of country 10 miles wide and 60 miles long is now under water, and the crops, which never looked better, will be a total loss. Much of the land overflowed has not been flooded for 33 years. The loss will reach $1,000,000.

C. P. R. APPOINTMENTS.

Montreal, June 3.—A circular issued at the C. P. R. offices today made the following appointments: D. W. Campbell, general superintendent of the Atlantic steamship service, with office at Montreal; Capt. J. W. Troup, general superintendent for the British Columbia coast steamship service, with office at Victoria; Lincoln Smith, superintendent of the Upper Lakes steamship service, office at Owen Sound; Capt. J. C. Gore, superintendent of the British Columbia lake and river service, office at Nelson.

Catarrh

Invites Consumption

It weakens the delicate lung tissues, deranges the digestive organs, and breaks down the general health.

It often causes headache and dizziness, impairs the taste, smell and hearing, and affects the voice.

Being a constitutional disease it requires a constitutional remedy.

Hood's Sarsaparilla

Radically and permanently cures catarrh of the nose, throat, stomach, bowels, and more delicate organs.

Read the testimonials.

No substitute for Hood's acts like Hood's. Be sure to get Hood's.

"I was troubled with catarrh 20 years. Seeing statements of cures by Hood's Sarsaparilla resolved to try it. Four bottles entirely cured me." WILLIAM SHERMAN, 1030 6th St., Milwaukee, Wis.

Hood's Sarsaparilla promises to cure and keeps the promise.

News From Dawson Camp

A Big Strech of Country Along Hunker Attracting Fresh Attention.

A New Schedule of Fees For Northern Miners Licenses.

A big stretch of country along Hunker, between Hester and Independence creek, has been attracting a stream of stakers the last ten days or two weeks, and still has its fascination for the stampeders. Scores of claims have been staged since the first little stampede began, the latter part of April, and the relocation recorder has been kept hustling to keep up with the procession. Although the greater number came in at the beginning, there is still a day have been applying for grants daily of late. The exploiting of this strip of country is an example of how valuable the once abandoned land may become, after a long interval, in the estimation of the individual miner. It is said that when the ground was first staked in 1898 one man put down a hole on the big flat area, and failing to find anything, left it. All others left their property on his cursory search. Not long ago some new men appeared, and after sinking in the vicinity struck rich pays running from several cents to as high as $14 to the bucket. The locality is on a flat, but the claims run back as far as the eighth and ninth tiers.

The new schedule of fees for miners' licenses, representation and renewals, has gone into effect. Hereafter the miners will not have to pay such heavy sums for the privilege of opening the country and doing the development work which makes and maintains the Yukon. The new fees are $10 for grants; $10 for renewals, and $7.50 for a free miner's license. The orders-in-council in which the new schedule was officially set forth arrived in the mail from the outside last night, and will be posted tomorrow. The change in respect to representation does not become effective until the first of August. On and after that date no cash payments will be accepted in lieu of actual work on a claim for representation. The purpose is to make the holders of grants to property work their claims rather than let them lay idle by paying for the privilege. Speculators will thus be deprived of their holdings unless they do something toward opening the property. The fact that lapsed properties are still much in demand is evidenced at the relocation recorder's window daily. Relocation Recorder Boyes scarcely ever has a dull day. Claims are constantly being renewed in all parts of the camp.

The Sinclair brothers have sold claim No. 14 above upper to William Irwin and Jack Edwards, both Dominionites. All parties concerned were in Dawson last week closing the deal. The purchase included tools, machinery and everything belonging to the claim. The new owners will take charge immediately after the clean-up. This claim has been one of Dominion's good producers for the past four years, and will probably continue to be for the four years to come.

Dawson is to have a new Gamewell fire alarm system, the best system made. The cost of this system and the current expenses of the fire department for the year ending June 30, 1904, will aggregate $54,000. The fact developed in the deliberations of the City Council last evening.

Blind in both eyes as the result of a kick from a horse, J. Richardson, a former policeman, is on his way home to Winnipeg. He is being sent back by the police. Richardson left the force some time ago and worked on Livingstone last winter. He was engaged in harnessing a horse when it kicked him on the forehead between the eyes. The skull was broken and part of his brain hung down over his eyes. The nose was also broken. His sight was ruined for ever.

After watching the Yukon pour past her home for 100 years, an Indian woman died last month at Fort Selkirk. She was the mother of Indian Charley, a well known native of that place. The date of the venerable native's birth was placed at 1806 after careful enquiries at her home. She was known to the oldest crowd of sourdoughs.

IMPROVEMENT AT CHEMAINUS

Two Carloads Machinery for Planing Mills---Deserters Caught.

Special to the Colonist.

Chemainus, June 2.—The Victoria Lumber Company has received two carloads of new machinery for the planing mill which they are now setting up.

Three deserting sailors stole a new Japanese fishing boat, also some clothing, watch and 20 sacks of rice and fled. They were caught at Kuper Island, when they had broken into an Indian home and stolen some provisions.

The smelter at Crofton has closed down on account of a shortage of coke. The American coal and coke has been found much inferior to the local product.

CLOUDBURST IN IDAHO.

Nez Perce, Idaho, June 3.—A terrific cloudburst, accompanied by a heavy storm of wind and hail, occurred at the head of Lawyers canyon about three and a half miles southwest of Nez Perce, yesterday about 5 o'clock. Hail fell to the depth of 20 inches in places along the canyon, and destroyed grain over an area about two miles wide by six miles long. The water rushed down the canyon as a solid wall 12 to 15 feet high, sweeping away the houses of William Sears and C. H. Hoxie. Mrs. Sears escaped to the hill with her 4-year-old boy by wading water waist deep. John Dempsey and his sister Isabella, occupying the Hoxie house, were both drowned, their bodies being found about one-half mile below their home this morning with clothing stripped from them by the fury of the water. The body of Dempsey was about eight feet from the ground in a tree. He leaves a family of five children, the youngest a boy of 14 and a sister of 15, who were at home at the time, but escaped to the hillside.

A Petition For Tourist Hotel

Property Owners Urge Tha Council Submit The Necessary By-law.

Interesting Document Which Shows Attitude of Many Frominent Citizens.

At Monday evening's meeting of the City Council the following petition was presented:

Victoria, B.C., May 23, 1903.

To His Worship the Mayor and Board of Aldermen of the City of Victoria, B.C.

The petition of the undersigned humbly sheweth:—

1. That your petitioners are induced by statements made by Sir Thomas G. Shaughnessy, president of the Canadian Pacific railway company, to believe that such company will, if the grant of land in James Bay is made to them for purposes of a site, erect upon such site a tourist hotel involving an expenditure by the company of over $500,000.

2. Your petitioners understand that a consideration of the construction, maintenance, and operation of such a hotel will be that this council are empowered so to do, and are willing to grant unto the company an exemption for the term of fifteen years from cetrain municipal rates, taxation and assessments, including water rates, to be agreed upon.

Your petitioners understand that power is being sought from the Provincial Legislature to grant unto the company sufficient land for the purposes of the said hotel, and power to make the exemption from taxation and water rates suggested, and your petitioners pray that a by-law may be presented for the assent of the electors of the municipality giving to the company, in the event of arrangements being satisfactorily made, for the immediate construction of the hotel, the grant of the necessary land and exemption from taxation and water rates.

And your petitioners as in duty bound will every pray.

RETAIL MARKETS

The retail markets are practically steady this week. Oats have had a rise of $2 a ton, and hay has had a drop. New Potatoes and asparagus have gone down about 1c. a pound. There are a big consignment of strawberries from Oregon, on the market at 30c. a box. Local strawberries are expected in about the end of the week. It is expected that there will be a rise in flour of 15c. a barrel. This will be due to the heavy shipments of grain that have gone out of Canada to Australia and other colonies.

Wheat, per ton	$36
Corn, whole, per ton	$25
Corn, cracked	$25
Corn, cracked, per ton	$25
Oats, per ton	$30
Oatmeal, per 10 lbs.	45
Rolled oats, B. & K., per lb	4
Rolled oats, B. & K. per 7-lb sack	35
Flour—	
Hungarian	$1.25
Pastry	$1.25
Feed—	
Hay, baled, per ton	$16 to $18
Straw, per bale	75
Middlings, per ton	$26
Bran, per ton	$25
Ground feed, per ton	$26
Vegetables—	
Cabbage, per lb	2 to 3
Cauliflower, per head	15
Onions, per lb	3
Carrots, per lb	1½@ 3
Beet root, per lb	3
Potatoes, per 100 lbs.	60c to 75c
New potatoes, lb	4
Sweet potatoes, per lb.	5
Asparagus, Cal., per lb.	10
Asparagus, Cal., per lb.	10
Green peas, per lb	6
Celery	10 to 15
Rhubarb, per lb.	3
Artichokes, per lb	2
Eggs—	
Fresh Island, per dozen	25
Eastern eggs, per dozen	20
Fresh cream, per pint	30
Cheese—	
California cheese	25
Canadian, per lb	20 to 25
Butter—	
Manitoba, per lb	20 to 25
Best dairy, per lb	20 to 25
Victoria creamery, per lb	30
Cowichan creamery, per lb	30
Fresh Island butter	25 to 30
Fruits—	
Cocoanuts, each	10@15
Lemons, California, per doz.	25
Lemons, small, per doz.	20@25
Island apples, XXX	82
Vernon apples	82
Strawberries, per box	15
California figs (black), 4 lbs	25
California figs (white), 3 lbs	25
California figs, new, crop, 1 lb.	10
Currants, per lb	10 to 12½
Raisins, per lb	12½
Sultanas	17½
California	12½
Loose Muscats	8 to 10
Mixed peel, per lb	15
Jams, Assorted—	
Cross & Blackwell's, 1-lb. jars	25
Local jams, 5-lb. pails	75
Local jams, 2-lb jars	35
Local jams, 1-lb jars	25
Poultry—	
Dressed fowls, each	50 to 75
Wild fowls, per pair	60
Fish—	
Smoked salmon, per lb	15
Spring salmon, per lb	10
Cod, per lb	6
Halibut, per lb	8
Smoked halibut	10
Halibut, frozen	6
Flounders	6
Oolichans, per lb	8
Herrings, per lb	4
Crabs, per dozen	50 to 75
Bloaters	10
Kippers	12½
Salt mackerel, each	15
Salt cod, per lb	10
Salt tongues and sounds, per lb.	20
Salt Holland herring, per keg	$1.50
Salt salmon, each	25
Salmon bellies, per lb	12½
Meats—	
Beef	10 to 18
Mutton, per lb	12½ to 18
Lamb, per lb	12½ to 20
Pork	14 to 18
Lipton's bacon	25
Lipton's ham	22
Hams, American, per lb.	22
Bacon, American, per lb	25
Bacon, rolled	16
Bacon, long clear	18
Lard, per lb.	20

WEEKLY WEATHER SYNOPSIS.

Victoria Meteorological Office, 27th May to 2nd June, 1903.

The weather during the past week has been rather unseasonable, the passage of ocean areas across the upper portion of the province, caused a great deal of fresh to strong southerly and westerly winds on the coast, and during the earlier part of the week showery conditions prevailed in this district and heavier rainfall on the lower Mainland and the Fraser delta. Vegetation is still backward in all portions of the province, the cool nights tending to check growth. On the 30th, a brief spell of warmer weather occurred, the temperature reaching 70 at New Westminster and 84 at Kamloops, but cooler weather followed again. The state of the Fraser river is still anxiously watched, the water is low though gradually rising, and the snow is leaving the mountains very slowly. At the close of the week rain is falling both at Barkerville and Kamloops

During the last two days thunderstorm conditions have prevailed throughout the American plateau region in Oregon and Washington, but the rainfall has been light. East of the Rockies the barometer during the whole week has been low in Alberta, while further eastward in the Territories and Manitoba, an extensive system of high barometric pressure has covered that entire region and within its limits fine summer weather has prevailed in all sections.

At Victoria 20 hours and 42 minutes of bright sunshine were registered; highest temperature 64.4 on the 29th; lowest 44.5 on 1st; rain 0.06 inch.

At New Westminster, highest temperature 70 on 30th; lowest 44 on 27th; rain 0.66 inch.

At Kamloops, highest temperature, 84 on 30th; lowest, 44 on 29th; rain 0.02 inch.

At Barkerville, highest temperature 66 on

At Dawson, highest temperature 64 on 2nd; lowest 34 on 28, 29, 30, 2nd; rain 0.04 inch.

At Port Simpson, highest temperature 58 on 2nd; lowest 36 on 1st; rain 0.68 inch.