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COURTING UNCLE SAM

Washington Diplomatist Thinks U. S. an Important Factor in the Far East.

Russia in Particular Said To Be Anxious to Gain Support of the Americans.

New York, Feb. 7.—The United States is more of an actor in international politics which are now in progress.

"Your country thus has a commanding position in the big fight that is going on, and by shrewd diplomacy ought to be able to obtain almost any concession in the east desired."

These declarations were made to the Washington correspondent of the Herald last night by one of the ablest members of the diplomatic corps in Washington.

He said further: "The contest on the one hand is between Russia, Germany and France to secure a distinct declaration that the United States will not concern itself about opening up any more new ports by foreign countries, and England and Japan on the other hand to induce the United States to join them in a protest against a policy which will give any nation or nations superior rights in any of the Chinese ports."

The action of Russia in raising a question in this claim to the embassy and transferring to this post, the Caspian direct from China is, in my mind, very significant. He will come prepared to explain in detail the exact state of affairs in China and with instructions not only to sound the United States as to its position in the matter, but to make advances looking to an understanding which will give this country almost anything that may be desired in a commercial way in return for moral support in favor of the schemes of Russia.

San Francisco, Feb. 7.—Official of the Pacific Mail Steamship Company, who said that within the past few days there has been an astonishing increase in the shipments of supplies to the Orient.

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SPAIN STILL DECLINES

Not Willing to Accept Mediation of the United States.

New York, Feb. 7.—The fact that Minister Woodford has not cabled to the department of state the substance of Spain's reply to the last note of the state department.

Minister De Loma stated that he was without information regarding the latest Spanish note.

He therefore assumed that there was no foundation for the sensational reports sent out about it.

As understood here, Spain's last note is a continuation of correspondence begun last fall and is in direct reply to the note sent by Secretary Sherman about five weeks ago, which is devoted to preventing filibustering, the purpose being to prove that this country has fulfilled all of its international obligations.

It is supposed that Spain continues her argument in support of her former position to the effect that but for the aid given the insurgents by filibustering expeditions from this country the war would have been ended long ago.

This, however, is only surmise and the authorities will make no statement on the subject until Spain's note has been received.

SKAGWAY MURDERS

The Murderer of Deputy Marshal Rowan and McGrath Taken to Sitka.

The Gambling Element Said To Have Arranged for His Escape.

The steamers Tees and Willapa, which arrived from Skagway last night, brought further details of the double murder in one of the saloons of that town.

John Fay, or as he was usually called, Ed. Fay, has been taken to Sitka to be tried, it is said, for his crime.

Some passengers who came down say he will never be tried, as it is fully understood he was to be allowed every opportunity to escape.

On the afternoon of the day United States Marshal McKinnis, while the latter was in Sitka, and McGrath were shot.

After this meeting many street corners were being held, at which the gamblers, who are led by a ruffian named "Soapy" Smith, who, it is said, aspires to the position of marshal, made open basis of what they would do if the citizens meted out any punishment to the murderer.

"There are 200 of us," said this ruffian, repeatedly, "and if you lynch Fay you will have to kill us first."

The prisoner was ultimately placed on the steamer Wolcott, but whether he will come to trial or will be permitted to escape is doubtful.

TWO FISHERMEN DROWNED

Vancouver, B. C., Feb. 7.—(Special)—The steamer Caplano, which has just arrived from the halibut fishing grounds, reports the drowning of two fishermen.

Col. Longhead, of Ontario; and M. Driscoll, of Ireland.

LIVED ON THEIR OWN BLOOD

Two Prospectors Lost in the Woods Open Their Veins.

London, Feb. 5.—A special dispatch from Victoria, B. C., announces that Victor Lane and David Hooke, who were on a prospecting tour at Mount Malcolm, after wandering in the bush for a week without water or food, opened each other's veins and sucked each other's blood.

They sustained life in this manner for a few days, and then became delirious. Lane was found dying, but Hooke has not yet been found.

Mr. F. C. Helbig, a prominent druggist of Lynchville, Va., says: "One of our citizens was cured of rheumatism of two years' standing by one bottle of Chamberlain's Pain Balm. This liniment is famous for its cures of rheumatism; thousands have been delighted with the prompt relief which it affords."

For sale by Henderson Bros. wholesale agents, Victoria and Vancouver.

Beware of Cocaine.

Thos. Hery, analytical chemist, Toronto, says: "I have made an examination of Dr. Chase's Catarrh Cure for cocaine and any of its compounds. From samples purchased in the open market, and find none present." Dr. Chase's Catarrh Cure is a cure—not a drug. Price 25 cents; blower included.

U. S. CUSTOMS LAWS

Full Text of the Regulations Issued by the Washington Government for Alaska Commerce.

Trade by the Way of Dyea and Skagway—Laws Regarding the River Route.

(From the San Francisco Examiner.)

Washington, Feb. 2.—The secretary of the treasury to-day issued the regulations governing the entry and transportation of merchandise destined for the Klondike region.

First—Imported merchandise arriving at Juneau, Dyea and Skagway, or any other customs port in Alaska, for transportation to the Klondike region, unless immediately entered under warehouse, transportation and exportation entry, will be taken possession of by the chief customs officer at the port and stored at the expense of the owners.

Second—Such merchandise may, after proper entry has been made, proceed under a warehouse, transportation and exportation entry, without payment of duty, in charge of a customs officer, the cost of whose transportation and maintenance must be paid by the importer, or upon the filing of a bond by the importer, with satisfactory securities for its due exportation.

Third—A manifest and duplicate copy of the entry, containing a description of the merchandise, with the numbers and marks of the packages, shall be presented to the collector at the sub-port at which entry is made, and manifest and entry, after being duly certified, shall accompany the merchandise on its route through United States territory and shall be delivered, with the duplicate copy of entry, to the deputy collector at the frontier, for verification by comparison with the merchandise covered thereby.

Fourth—A deputy collector shall be stationed at the frontier line on the route used for such transportation, and it shall be his duty to identify merchandise by comparison with the description thereof contained in the entry and certified manifest.

Fifth—If the merchandise corresponds with the description and shall pass into British territory, the deputy collector at the frontier shall so certify in the manifest, which shall then be transmitted by him to the collector at the port of entry, and he shall also give the owner a certificate stating that the conditions on the bond have been fulfilled, or, if the conditions have not been fulfilled, the collector at the port of entry, the deputy collector shall deduct the duty on the missing goods from the amount so deposited, and shall give his voucher for the balance remaining due to the owner of the goods.

Sixth—All imported animals or merchandise abandoned or sold on the route through United States territory shall be seized by the customs officers and forfeited to the government, unless duty shall be paid thereon.

Eighth—Whenever the collector at the port of entry shall receive from his deputy at the frontier a report that the conditions of the bond have been fulfilled, he shall cancel such bond, and whenever he shall receive a certified statement of the exportation above provided for and a voucher for the duty remaining due, or the owner shall pay over such duties, or so much of the same as shall have been found due to the owner of the goods or the person duly designated by the instrument of the owner.

Ninth—Articles carried by passengers on the above routes, which are in use and which consist of wearing apparel and personal effects, necessary for the present comfort and convenience of such passengers, are exempt from duty.

Tenth—Any person engaged in an attempt to evade the United States revenue laws under these regulations will be arrested, and on conviction will be subject to the extreme penalty of the law in such cases provided, and any merchandise introduced into the United States in violation of the revenue laws will be confiscated by the government.

The River Route.

Washington, Feb. 2.—A synopsis of the regulations for the navigation of the river, Porcupine and Stikine rivers follows:

Paragraph 1 provides that the transfer of passengers from United States or foreign ports to a vessel destined by way of the mouth of the Yukon or Porcupine rivers to any American or foreign port, shall be permitted only at the port of St. Michaels.

Second—Officers of customs at St. Michaels shall board any vessel bound to the United States within four leagues of the coast and demand the manifest.

Third—Vessels entitled to engage in the coasting trade of the United States may operate in Alaskan waters.

Entry and Clearance at St. Michaels.

American vessels—After a vessel has entered at St. Michaels such vessel may then proceed to its destination, transfer its cargo and passengers to another American vessel or to a British vessel if destined for British Columbia.

Foreign vessels—If passengers or cargo are destined from a foreign port to a place on either river, the vessel carrying such shall enter at St. Michaels, and may there transfer its passengers and cargo to an American vessel if destined to a place in Alaska, or to an American or British vessel if destined to a port in British Columbia.

In accordance with the treaty of 1871 the navigation of rivers in the Alaskan territory is held to be open only to subjects of Great Britain and the United States. Vessels descending the Yukon shall come to, at Circle City, or some other port hereafter designated, and report in compliance with the navigation laws of the United States.

An American vessel, after complying with the law will be allowed to proceed and enter at St. Michaels and transfer cargo to another American vessel if destined to an American port, or to a foreign vessel if destined to a foreign port. A British vessel may enter at St. Michaels and be privileged to transfer cargo as provided for American vessels.

It is provided that the collector of customs for Alaska shall, under the direction of the secretary of the treasury, station deputy collectors and inspectors of Customs at such places on the Yukon and Porcupine rivers and tributaries as he may deem necessary for the enforcement of the laws of the United States.

British vessels plying on these rivers will be allowed to touch at places in Alaska for the purpose of coal and supplies or when in distress, under the supervision of a customs officer. Such officer may issue permits for the temporary landing of passengers, but any failure of such passengers to return to the vessel will subject the vessel to the penalty provided by law. No merchandise shall be landed without the permission of customs officers, after compliance with all the laws relating thereto, under penalty of the forfeiture of such merchandise.

No intoxicating liquors shall be sold or used on vessels plying on Alaskan waters under the heavy penalties prescribed by the laws relating to Alaska.

Canadian Regulations.

Washington, Feb. 2.—Secretary Gage to-day received a copy of the Canadian customs regulations signed by Commissioner McDougall for the carriage of foreign goods through Canada from Juneau to Circle City and other points.

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The full text follows:

First—Imported goods in transit, as above described, shall be reported at the Canadian customs house, Lake Tagish, and may be entered for exportation there on the usual form "in transit" in duplicate.

Second—The goods may then be delivered without payment of duty, to be carried to their destination out of Canada, if any transportation company that has duly executed a bond in the form prescribed by the minister of customs for the use of such companies, and for general compliance with the customs laws and regulations governing such traffic. A duplicate of entry "in transit" duly signed and marked with the proper customs stamp, shall accompany each shipment of goods conveyed by bonded carrier, so that the same may be returned to the custom house at Fort Cudahy, with a certificate thereon as to the landing of the goods in the United States, or of their being passed outwards from Canada within six months from the date of entry.

Third—If goods, when entered "in transit" for exportation, are not delivered to the bonded carrier, as provided in the last preceding section, the duty thereon is to be deposited with the customs officer at Lake Tagish, subject to a refund of the same at the port of Fort Cudahy when the goods pass outwards thereat, or upon the certificate of an officer of the United States or of the Canadian customs that said goods have been landed in the United States within six months from the date of their entry. The duty deposited in such case is to be indorsed on the entry and certified by the customs officer in charge, and a duplicate of the entry duly certified and marked with the customs stamp is to be delivered to the person making the deposit of the duty.

Fourth—A report of each entry "in transit" shall be forwarded by mail without delay by the customs officer at the sending port to the collector of customs at Fort Cudahy for the collection of the duty on the goods entered "in transit" and not duly exported.

Fifth—The articles usually classed as traveler's baggage are to be passed free, without entry. The foregoing regulation also applies to goods "in transit" as above via the Stikine river and Dalton trail.

Assistant Secretary Spaulding has been

OTTAWA SAYS NO

Canadian Government Refuses Permission for U. S. Soldiers to Accompany the Relief Expedition.

New U. S. Customs Regulations Regarding Goods Shipped by Dyea and Skagway.

Ottawa, Feb. 7.—The government has advised the Washington authorities that the proposed expedition to be sent to Dawson City by the United States for the relief of miners cannot be accompanied by an armed body. The Canadian government will escort the expedition over Canadian territory with an escort of Army Mounted Police. United States officials can remain in charge of the expedition. It is just probable that the expedition may be abandoned altogether.

The United States customs regulations for goods entering at United States ports for the Yukon have been received here, and it is reported that the system at Dyea and Skagway, against which the Canadians have been complaining, have been abandoned. The new regulations provide that British goods can be transhipped under customs supervision at St. Michaels. The goods can be transhipped on the river if necessary. At Wrangell the goods can be transhipped in port.

The regulations for Dyea and Skagway provide that British goods can be transhipped over the passes by certificate. Where goods arrive at either of these ports the owner of the passes in charge is supplied with a certificate upon his depositing a price equal to the duty on the goods on reaching Canadian territory. If the goods are carried over the passes by a transportation company they can be shipped over the passes in bond.

Ellis Rogers and Edgar A. Willis, of Toronto, are here to-day seeing the government about trade with the Yukon. They had an interview with Sir Richard Cartwright, and other ministers. Rogers and Willis complain of the vexatious customs regulations of the United States, which are hampering Canadian business with the Yukon.

Major Cartwright, of the Toronto School of Infantry, has been appointed assistant adjutant-general of Canada. Major Cartwright is a son of Sir Richard Cartwright. The position of assistant adjutant-general has been vacant since Col. Munro was promoted to the position of adjutant-general.

Mr. Huddart has been interviewing the government regarding his difficulties with his creditors. The reorganization of the Australian service is possible. It is believed that the Canadian Pacific will eventually secure the Australian contract to place the three Empresses on the route, while new vessels will be acquired for the Japan trade.

The V. V. & E. railway company are again applying for a Dominion charter. Norman Maclean is here in the interests of the railway.

YANKEES OUTWITTED

Canadian Government Makes a Move Which Upsets a Nice Little American Plan.

Customs Officers to Redeem at Face Value Certificates of Duty Deposited at the Passes.

Ottawa, Feb. 8.—(Special)—An order-in-council has been passed authorizing Canadian customs officials at the summit of White and Chilkoot passes to redeem at face value certificates of the amount of duty deposited at Skagway or Dyea. This will enable importers to deposit the duty and get it back in full without an interruption in their journey.

HETTY GREEN'S NEW RAILWAY.

Guthrie, O. T., Feb. 7.—It is announced that Mrs. Hetty Green of New York, will build a railroad through Oklahoma. The proposed railway will run from Medford on the Rock Island to Sherman, Tex., where it will connect with E. R. Green's road. There the line will be connected with the Hutchinson & Oklahoma from Hutchinson, Kas., and will give the territory another connection with the gulf. The road, it is said, will be built during 1898.

An ordinary cough or cold may not be thought much of at the time, but neglect may mean in the end a consumption of the lungs. Dr. Chase's Syrup of Wild Cherry will not cure consumption when the lungs are riddled with cavities; but it will stop the cough and will cure consumption in its early stages, and even in its last stages gives such relief as to be a perfect Godsend to those whose lives are nearing a close.

LEW WALLACE'S STUDY.

Crawfordsville, Ind., Feb. 7.—General Lew Wallace, the eminent author, has announced that at his death the city of Crawfordsville will come into possession of his handsome study, which has just been completed at a cost of \$40,000. It will be used as a public library. General Wallace has long contemplated making some such gift to his adopted city. His library building was therefore constructed with the view of donating it to the public for use after his demise. Its collection of rare books, covering almost every subject, will be included in the gift.

OF INTEREST TO MEN.

The attention of the reader is called to an attractive little book lately published by that eminent Expert Physiologist, G. H. Bennett, M. D., 222 Woodward Ave., Detroit, Mich. This book is one of genuine interest and value. It contains the most complete and reliable advice will certainly be of the greatest value to any one desirous of securing perfect health and vigor. It is a rare and valuable book, and will be well worth the cost to any one who reads it. It is a rare and valuable book, and will be well worth the cost to any one who reads it.

Always avoid harsh purgative pills. They first make you sick and then leave you constipated. Carter's Little Liver Pills regulate the bowels and make you well. Dose, one pill.

Royal makes the food pure, wholesome and delicious.

ROYAL BAKING POWDER Absolutely Pure

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RAILWAY BILL IN THE HOUSE

Hon. Mr. Blair Points Out That the Project Will Not Cost Canada a Farthing.

Whole Work To Be Completed Before Land Subsidy is Given—The Prohibition Question.

Ottawa, Feb. 8.—In the House to-day Hon. Mr. Blair introduced the Yukon railway bill. After referring to the terms of the bill, which are the same as already published, he said that the efforts of the government to adjust the terms of the contract so that the Yukon country should itself pay for these undertakings, so that not a dollar of cost not a penny of obligation would be paid or borne by the government of Canada the government was taking advantage of the speculative spirit that was abroad in regard to this country. The whole work is to be completed before the land subsidy is paid. The government made the best terms possible. It was necessary to accept these or give up the idea of the railway.

At a meeting of the legislative committee of the Dominion Alliance here to-day a resolution was passed opposing anything being placed on the plebiscite bill except the mere question of prohibition, and a resolution was passed asking the government not to grant any permits for whisky to go to the Yukon or the routes thereto.

An important conference was held yesterday in the office of the minister of trade and commerce, at which there were present Sir Richard Cartwright, Messrs. Mulock, Sifton and Paterson, Deputy Ministers Parmelee and McDougall, and Elias Rogers and E. A. Watts, the president and secretary respectively of the Toronto board of trade, James Crathern, president, C. F. Smith and R. McKay, of the Montreal board of trade; Norman McLean, Vancouver, and others. The object was to discuss a method of overcoming the inconveniences, to Canadian traders and Canadian miners entering the Yukon country by way of Dyea and Skagway until such time as the winter trail via the Stikine river is ready. The following recommendations were agreed upon and approved by the government: That the government should make arrangements to advance at the Canadian border the amount of money due as a refund to each traveller as shown by the American customs officers' certificate, the person holding such certificate to endorse the same over to the Canadian customs officer, and the said amount to be refunded to the Canadian government's representative on presentation to the American collector at the port of entry, as provided by section 83 of the American regulations issued at Washington on February 2nd.

The ministerial association decided to ignore the request of the Ontario Sabbath observance association to secure pledges from candidates for the local legislature in favor of making Sabbath laws more stringent.

It is reported from Gracedfield, 60 miles north of here, that a young woman has murdered her three illegitimate children.

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NOTICE is hereby given that application will be made to the Parliament of Canada at its next session by the Canadian Loan and Savings Company to carry on business any in the Dominion of Canada and to immediately define and declare its obligations and powers, and to carry out the foregoing by incorporating its holders as a new company.

E. T. MALONE, Registrar of Joint Stock Companies. Dated at Toronto, Dec. 1st, 1897.

NOTICE is hereby given that two months after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described land situate in Canada: Situated in the northwest corner of Sullivan's pre-emption claim at south of Bennett Lake, these north forty chains; these north forty (40) chains; these north forty (40) chains; these east twenty (20) chains; more or less, of the shore of Bennett Lake; these following the lake shore in a southerly direction to the point of commencement and comprising about three hundred (300) acres, more or less.

H. A. MUNN, B. C. Nov. 4th, 1897.

NOTICE is hereby given that thirty days after date we, the undersigned, intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following unoccupied land situate in the district commencing at post marked Sharp Point, Sidney Inlet, Clayoquot district, commencing at post marked A. Drinkwater, Jas. B. Thompson, Paterson, J. W. Russell, R.E. corner of running forty chains north, these forty chains west, these forty chains south, these