URE

relieve all the troubles incid state of the system, such as Drowsiness, Distress after Side, &c. While their most has been shown in curing

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arter's Little Liver Pills are n Constipation, curing and pre ying complaint, while they also r of the stomach, stimulate the the bowels. Even if they only

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be almost priceless to those who distressing complaint; but fortu nately for sufferers does not end here, and those who once try them will find these little pills valu able in many ways that they will not be will ing to do without them. But after all sick head

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many lives that here is where it boast. Our pills cure it while

Liver Pills are very small and easy to take. One or two pills make a dose. vegetable and do not gripe or cause pain. Our pills act gentle action please all who them. Four pills for 25 cents; five for $1. Sold everywhere, or sent by mail.

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mall Doses. Small Price.

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was located several years Brown, of Grand Forks. ex-Governor Chas. H. Mackenzie, had an option on it ...sh, and after putting the bank to close the deal, sudden his mind, and published a which he intimated that the been condemned by his ex... was extraordinary and on him a great deal of adverse among mining men. The now being developed by a ... Brown, the locator and ...er, having the principal in... developments up to date are The shaft now down 100 ... in high-grade ore from the ...uch of the copper being in ...ornite, or copper glance. To ...es the ore body is several ... wide. Mining men who recently have no hesitation ... the biggest copper prospect ...sh Columbia or the North-

WEATHER SYNOPSIS.

...ia Meteorological Office,

January 16 to 22, 1900.

...er has been generally cloudy ...ily mild for this season of ...he rainfall has been chiefly ... region; Victoria records .47 ...minster, 1.38 inches; Kam...loops, No rainfall is reported ...ville.

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COLONIST.

...y and Semi-Weekly issues of ...st may be purchased from the ...gencies:—

ST OF AGENTS.

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...AIN .....ATLIN
...ICKERSON .....ATLIN
...BROS .....CALGARY

(From Wednesday's Daily Edition).

Blizzard in Lynn Canal

Seattle Lost Her Propeller and Had Narrow Escape From Destruction.

Little Steamer Townsend Driven on Sand Spit Near Haines Mission.

Tees Now Safely Home Reports an All-Day Fight Against the Tempest.

The fleet of overdue northern steamers were all heard from yesterday, and with one exception, the little steamer Townsend, they are all safe. The Townsend was wrecked in one of those awful blizzards which has made mariners wary of Lynn canal. The City of Seattle came within an ace of being driven ashore in the same storm, after losing her propeller, being saved by the timely arrival of the Cottage City, while the latter vessel and the Tees, which arrived yesterday passed through experiences which none but the staunchest vessels could survive. The Cottage City arrived at Seattle in the morning, having given Victoria the go-by, the Tees reaching this, her home port, last evening.

All agree that the storm was one of the worst that has been experienced since the development of the northern goldfields has made it necessary for steamers to pass up the Lynn canal during the winter months. The Seattle left Skagway on Saturday, the 13th, and thirty miles out lost her propeller, the storm at the time being furious. After hours of drifting at the mercy of the driving and snow-laden winds she barely passed Bridget point, and brought up at anchor at a perilous place just beyond the point and within 20 to 50 feet of a reef, over which the waters were angrily breaking. Pilot "Laughing" Johnson and four of the crew put off in the midst of the storm and with heroic fortitude rowed to Juneau, and brought the Cottage City to the relief. The disabled steamer was towed to Juneau.

The Cottage City and City of Seattle knocked their bows together while the former was passing a line to the latter, and it is understood one of the plates in the Seattle's steel hull was sprung or slightly punctured or otherwise damaged a little. The Cottage City suffered nothing more than a slight splintering of some of her upper works.

From the statements made by the crew of the Cottage City and others who have watched the case with interest, a fat salvage fee will be expected by the Pacific Coast Steamship company, owners of the Cottage City, from the Washington & Alaska Steamship company, owner of the City of Seattle. What the fee will approximate cannot be stated by anyone, but will be brought out, unless the matter be compromised, in the admiralty court.

The Seattle first ran into the blinding snowstorm this side of Haines' Mission and was compelled to lie to for several hours. She made a fresh start at six in the morning and ten minutes later lost her wheel. She drifted until ten, when three anchors were dropped at Bridget Point.

A boat in charge of Pilot Johnson was then dispatched to Juneau with hope of getting aid. After fourteen hours of hard work during which but one stop was made ashore, and that to build a fire and get warm, the relief boat reached Juneau, and got the Cottage City to go to the rescue. One of the officers of the Cottage City says:

"It was blowing a heavy gale and the snow was thick when we approached the Seattle. We were two hours getting the first line to the ship, and then when we started to pull away the line parted.

"The City of Seattle, when we gave her the first line, was hanging by her port anchor alone, the starboard and kedge anchors having been carried away. When we attempted to pull her out the port anchor was cut away, and that left her without an anchor to cast in the emergency. She began to drift back on the reef, and they put up a sail and stood her off the shore. She was then 200 to 300 yards off shore, and we had to make a number of other difficult attempts to approach and give her a second line, which she took and held to until we towed her to Juneau, arriving there at 9 a.m. Sunday. The Seattle's chain would probably not have held three hours longer.

"We left Juneau for the run to Skagway at 6 a.m. Monday, and were thirty-one hours in a blinding snowstorm and terrific wind.

"Had it not been that we were twenty-four hours ahead of time on arriving at Juneau, there would have been no steamer for the crew to engage, and the Seattle would not have been saved, and the lives of her crew would have been worth but little for me to speculate on. Not another steamer on this run has the weight and other qualifications that were required to rescue the Seattle under such conditions."

Purser Curtis of the Cottage City says: "City of Seattle was only 20 feet from the rocks and had she struck all aboard would have met certain death. There was no opportunity for getting ashore. She could not have held a half day longer at anchor."

F. M. Woodruff, of the Northern commercial company, who started south on the Seattle, said:

"I was still up and in the after cabin when the ship lost her wheel. I thought at the time that the ship had struck a rock, and I somewhat believe so yet. I heard a noise forward and then a jar beneath me and then one astern, and I thought the ship had struck something forward, glided mostly over it and then hit something with her heels. However, it may have been merely jarry of the machinery. It was the impression of all the passengers she had struck a rock. The ship had been patrolling back and forth in the canal for fear of the storm some time before she struck.

"After drifting some distance, she passed the point and swung into the little cove, the anchors catching on the point as she went around. There was a reef only 50 or 60 feet back of us. The shore was so ragged and the wave were running so high and bursting in such spray that we could not have landed there. Above the immediate shore were perpendicular rocks. Had we been forced to take to the boats we could have done nothing but put to sea or followed down the coast looking for a sheltered cove. We had out three anchors.

"Six attempts were made before the first line was passed to us from the Cottage City. The ship would round up in the teeth of the gale, put about and then steam back past us. She did not dare come head on. Once it was planned to send a boat from the Cottage City to the City of Seattle, and the boat was hung from the davits over the water. The ships come so close together side by side that small boat was crushed, and the man had to climb a davit rope like a squirrel to escape.

"The two ships danced for a while head on against one another like two goats and each ship was injured some, the Seattle suffering, her captain told me, injury to a plate. The Cottage City was injured only a little on the upper woodwork.

"After the parting of the first line the Cottage City made a desperate attempt to come up to us again and finally succeeded. The Seattle was enabled after great effort to put up sail and stand away from the rock until the second line was given us. Hopes of being saved from the rocks were almost gone when the last and successful effort was made. The Cottage City had circled around us three or four times.

"The arrival of the Cottage City in sight was a great surprise, and she looked as big and majestic as a great city. At times we could not see her as she towed us going to Juneau, the waves were so high.

"On the way back from Juneau the Cottage City encountered a stiffer and more furious gale than the Seattle felt, and had to patrol for hours back and forth on a short stretch of water. The ship rolled and labored hard, and dishes went flying in all parts of the dining room. The men on the bridge were wet with spray."

The passengers on the Seattle made up a purse of $51 for Pilot Johnson and his four men. A testimonial was signed by the passengers in appreciation of the work of the Seattle's crew.

TOWNSEND'S LOSS.

It was on Tuesday of last week that the Townsend met her fate. She started from Skagway for Haines Mission with 12 passengers, and was at the mercy of the storm most of the time. The breaking of a steam pipe drove the engineers and firemen out of their departments, and the little vessel becoming unmanageable, was driven high and dry on a sand spit near Haines Mission. The passengers were safely landed and made their way to Haines through the storm, many of them suffering from frost bites.

TEE'S EXPERIENCE.

There are few vessels on the Pacific Coast which could pass through the experience which fell to the steamer Tees, which reached port last evening, and come out as she did, unscathed. The Tees left here just two weeks ago to-day, and one the following Tuesday entered Lynn Canal, although she had experienced bad weather from Wrangel Narrows north. In Lynn Canal a terrible blizzard was blowing and Captain Gosse decided to spend the night in William Henry Bay, 45 miles from Skagway, the storm increased during the night and was blowing big guns, carrying clouds of snow with it when daylight broke in the morning. At 8:30, finding that the anchor was dragging, and that there was danger of the steamer being driven on the rocks, Captain Gosse rang to the engineer for full steam ahead, and hoisting his anchors started in the teeth of the stormr. It was a hard fight, lasting all day, but the brave little steamer won out and landed her passengers safely at Skagway. During the trip Captain Gosse and Pilot Steele, who were on the bridge all day, could not discern the shores of Lynn canal, so thick was the snow falling, or, rather, being driven, as a biting wind was blowing down the canal. The officers rubbed each others faces in snow to keep them from freezing frozen. When the schooner reached Skagway she was one mass of ice, and despite the precautions taken, both the officers had been frostbitten. Speaking of the Tees the Skagway Budget said: "The Tees proved herself to be one of the staunchest and most seaworthy boats on the Sound-Alaska run, and Captain Gosse proved himself to be the right man in the right place, and a navigator of far beyond average ability, endurance and courage." The Alaskan said: "Capt. Gosse, master of the vessel, and Capt. Steele, the first officer and pilot, proved themselves heroes in pursuits of peace. Both were on the bridge the entire day, and so blinding was the storm they could not see the shores of the narrow channel save at two places. Capt. Cosse's face was frozen around the jaws. He and the pilot rubbed snow in one another's faces while they stood at duty on the bridge. The lives of thirty passengers besides those of the crew were in their care, and they were responsible for the ship and her cargo of 130 tons."

The passengers presented Capt. Gosse with a purse accompanied by the following address:

Skagway, Jan. 17, 1900.

Dear Captain Gosse:—We, the undersigned passengers of the steamship Tees from Victoria and Vancouver to Skagway, desire to express our satisfaction to you for the manner in which you and your officers brought the steamship Tees safely into the port of Skagway. There is not the slightest doubt to those of us who have already made numerous runs north that the dangers and difficulties were great, as the weather was about as bad as it was possible to be. You will, by accepting the small purse herewith tendered, in some measure enable us to vent our feelings on the matter and show our esteem, but it will in no way remove the obligation to you for the safety of our lives and goods. Wishing you prosperity, and hoping you will be none the worse for your prolonged exposure on the bridge, we beg to remain, etc.

When the Tees left Skagway the trail was in bad condition and there had been no late trains from Bennett, where it was said there were a large number of people waiting to come to the coast. There were but five passengers on the Tees, Messrs. E. M. Lakin, A. H. Fife, A. G. Bago and O. J. Laird and wife. Mr. Laird is chief inspector of the United States customs at Mary Island, Alaska.

On the morning of January 17th the Brannick Hotel, at Skagway, and a paint shop adjoining, were burned down, entailing a loss of $11,000. Although the wires were working to Dawson, nothing further was heard of the fire reported by arrivals on the Farallon to have taken place in that city.

SHELL THROUGH WAR BALLOON

Boers Make One Shot of Hundreds Tell, but Little Damage Results.

The following is from a Ladysmith letter of November 2:

During the day's operations—I am still writing of Friday—our war balloon was hit by one of the enemy's shells. The Boers had expended a deal of ammunition upon it, never neglecting to take a pot shot when they got it on the sky line of the hill behind the hollow from which it was sent up. Now they had their hearts' desire. Lieut.-Col. Sir Henry Rawlinson, of the headquarters staff, was aloft making a reconnoissance when a shrapnel shell went clean through the balloon and burst some distance beyond. Had it exploded whilst traversing the gas bag it would have been good-bye for ever; as it was the balloon sank to the earth without any exhibition of undue haste. The next time it ascended a black patch showed where the damage occurred, and that was all.

It would be difficult to over-estimate the assistance we are deriving from this new implement of modern warfare. Our regular and volunteer cavalry is spared an immense amount of scouting; men and horses are able to spend hours in the shelter of cool ravines where, under ordinary conditions they would have to be out and about watching the enemy's movements.

A Physician is not always at hand. Guard yourself against sudden coughs and colds by keeping a bottle of Pain-Killer in the house. Avoid substitutes, there is but one Pain-Killer, Perry Davis'. 25c. and 50c.

Shawnigan's New Hotel.

A Palatial Summer Resort Structure to Be Provided for the Coming Season.

The Pretty Lake Retreat to Be Made Very Attractive for Visitors.

When the merry month of May, with its new-born flowers, balmy breezes and sweet bird-choruses shall have rolled around, there will have been erected on the shores of charming Shawnigan Lake, as a monument to Victoria enterprise, a magnificent hotel and summer resort for the pleasure of residents of this city and all visitoirs.

The newly formed Shawnigan Lake Hotel Company is to be the benefactor in this instance, and work on the new buildings, which are destined to make Shawnigan Lake famous as a pleasure resort among Pacific Coast attractions is to commence at once.

A Colonist reporter yesterday had an opportunity of inspecting the plans of the new hotel and outbuildings prepared by Architect S. Maclure for the Shawnigan Lake Hotel Company. The plans for the hotel building proper show a spacious structure of more than ordinary beauty, it being an adaptation of the Swiss style of architecture, with spacious apartments on every floor, the exterior being encircled with broad verandahs, affording delightful strolling area for pleasure seekers.

The site of the new hotel and recreation grounds is most picturesque, the locality chosen being just south of the little station of Gilesville. The view from here is a grand one, and the splendid fishing grounds for which Shawnigan Lake is famous are close at hand.

On the basement floor of the main hotel building, which is slightly below the level of the railway track, will be located large billiard and bar rooms, kitchen and servants apartments. Access is given from the billiard and bar rooms to the broad verandah which runs the whole length of the building fronting on the lake.

The ground floor proper contains the main dining room, private dining and tea rooms, smoking den and office apartments.

The main sleeping apartments will be located on the first floor, containing 13 bed rooms and lavatories. This floor is reached by a grand staircase, beautiful in model and finish. The second floor will contain seven additional bed rooms and there will be other accommodation in the spacious attic which is provided for in the plans.

The building is to be constructed of wood, entirely covered with shingles of a decorative design. The foundation for the basement is to be of brick and stone. The finishing of the two lower floors is t be in native woods with panel ceilings. The two upper floors will be plastered. All the floors are to be stained and waxed. A spacious hall room is one of the features of the handsome structure.

On the waterfront, adjoining the hotel, will be erected a large boat house, the foundation of which will be piles driven into the lake.

One of the new improvements in connection with the plans of the Shawnigan Lake Hotel Company is the erection of a bridge connecting the hotel grounds with the peninsula opposite, where a site is now being cleared by a gang of men under Contractor Snider for spacious pleasure and picnic grounds.

The various buildings to be erected were designed by Architect S. Maclure, and it is estimated that the work will cost in the neighborhood of $30,000.

The contract for the hotel and outbuildings will be awarded this afternoon at 4 o'clock.

THE LOCAL NEWS.

The Tyee Mine.—The development company having completed their work and opened up a large body of ore, the Tyee mine at Mount Sicker has shut down until the new company, which Mr. Livingstone is forming in England, takes control.

The Last Rites.—There were many friends in attendance and a profusion of pretty floral offerings at the funeral of the late W. J. Turpel yesterday afternoon, which took place from the residence of deceased's parents, King's road. Rev. Dr. Campbell officiated both at the house and the grave and the following acted as pall-bearers: H. Langley, J. Holland, J. Gilchrist, A. Monteith, H. Rudge and F. D. McDougall.

A Correction.—In the report of the school board meeting yesterday morning, Trustee McCandless was credited with voting to discriminate against the lady teachers in the matter of salaries. Such is not the case. What Trustee McCandless did say was that while he believed male teachers were preferable as principals in mixed schools, yet ladies doing the same work should be paid accordingly.

New Police Commissioners.—The Provincial Gazette, to be published to-morrow, will contain among its other notices, it is understood, the appointment of a new board of police commissioners for the city of Victoria in succession to Messrs. Redfern, Brydon and McMicking, who vacated office with the mayor and board of aldermen for 1899. It is learned, unofficially, that the new board will consist of His Worship the Mayor, ex-officio, and Messrs. John Pierecy and Alderman Alex. Stewart.

Cowichan Agricultural Society.—This prosperous society has decided to vary its programme this year by holding a midsummer show on Dominion Day, or rather, on Monday, July 2. The show will embrace horticulture products, poultry and dogs, and a very attractive and comprehensive prize list has been prepared. The new bicycle track at the show grounds will be in splendid order, and a series of races and athletic sports will be given. This long notice is given, in order that other organizations arranging for summer events may not conflict with the date. The Victoria Kennel Club will co-operate.

Frisco's Coal Famine.—The San Francisco Chronicle thus alludes to the coal famine prevailing in the Bay City: "Now the Dunsmuir coal people are short on coal and a famine prevails in the vicinity. A big card displayed on the office window reads: 'No coal supplied to the trade.' The 'trade' is represented by a double line of coal carts that extends from in front of the office on East street, between Folsom and Harrison, completely around the block. The drays are of all sizes, from ordinary express wagons to big four-horse wagons, and they are drawn up in regular order, with policemen to watch them. In nearly every case the horses have been unhitched and taken away. The steamer Wellington is expected to arrive to-day from Nanaimo with enough coal to relieve the famine. There will be a big rush for it when it is put out."

The collector of customs at Port Townsend has been instructed to notify all concerned, owners and agents of vessels running to foreign ports, that the quarantine rules will be strictly observed in the future—that is, that all vessels coming from foreign ports must have proper bills of health, or suffer the extreme penalty of the law—a fine of $5,000. In the past the penalty has usually been imposed, but nearly always remitted. In the future no such leniency will be observed.

IT IS A MISTAKE

To suppose that the kidneys alone are responsible for all the weak, lame, aching backs. Backache as well as pain under the left shoulder blade frequently comes from the liver or complications of the liver and kidneys which can only be cured by using the great double treatment—Dr. Chase's Kidney-Liver Pills. One pill a dose, 25 cents a box.

QUIET IN JOHANNESBURG.

From the London Times.

We have received from Laffan's Agency the following despatch, received from its correspondent in Pretoria, who gives, under date of December 19, some interesting details as to the situation in Johannesburg:

Since my arrival here I have paid a visit to Johannesburg. As I drove through its silent streets I passed by hundreds of beautiful homes, very few of which are now occupied. The dust-covered steps and neglected lawns gave a forlorn look to this strange city. Gaunt dogs, dirty, neglected and half-starved, but nearly all well bred, eyed one wistfully and seemed to look disconsolate at not recognizing the familiar face of their master. The authorities are rapidly killing the poor brutes off out of sheer mercy. I visited the deserted hospital, which, with room for 400, had then only a dozen patients. But its long lines of beds will be filled very shortly, and then its little medical and nursing staff will be ill able to cope with the work. Perfect law and order reign in the town. There are no fires, no robberies, and no wilful damage to property. Even the small boy neglects the handy stone and respects the windows of the empty houses. The burgomaster told me that he estimated the number of white people in the town at 20,000, while there are 10,000 Kaffirs in the mines. Of the whole population, 13,000 are being fed or rationed by the government. They are generally poor people, the wives and children of men at the front. The banks were compelled to remain open, and many of the stores opened for certain hours daily. Despite the quiet, the chief hotels remained open, and cabs and rickshaws still plied for hire. The morning markets were supplied with an abundance of food, which was sold at any price. Large numbers of Polish Jews were hanging about the poorer quarter of the town, looking in vain for Christian customers.

But the mines were the most interesting feature of Johannesburg. Eight mines were being worked by government orders, five of them under the direct control of government officials. These eight are the Village Main Reef, and the Wemmer, Ferreira, Robinson, Bonanza, Rose Deep, Simmer and Worcester companies. The gold output for September was 426,556 ounces. This was from 66 Rand companies and eight companies outside. The output for October was about 18,000 ounces, during the period subsequent to the declaration of war.

The state mining engineer, Mr. J. H. Munnik, has made his headquarters at the Robinson, and is doing remarkably well. His running expenses are actually less per ton than under the former arrangement. He has opened the Robinson Boundry, and is able to do not only the mining work, but contribute largely to the supplies for the army department. When the mines were first taken over it was found that many important parts of the machinery had been damaged or hidden, but these difficulties were overcome. There are now 10,000 natives and 4,000 whites employed in the mines, and other mines are being opened as fast as men can be organized. Mine managers and others seem to have been under the impression that the stoppage would be only a matter of weeks, and no attempt appears to have been made to make arrangements for the care of the machinery or the underground workings.

Immense quantities of valuable property has been secreted in the mines, personal effects, provisions, pianos, buggies, paintings and the like. Many such things were only discovered just in time when the water had reached to within a few feet of them. There were also discovered quantities of arms and ammunition, and the government claim to have made many important discoveries that will be of use to them in due course. Although the books of many companies were removed prior to the outbreak of war to Capetown and Durban, an enormous quantity of documents has been overhauled by government-appointed experts, who are now preparing a report which is "to create the greatest sensation of modern times." A large number of mines are filling with water, owing to pumping being stopped. As the rainy season is now on, water is making at a great rate, and in a short time the pumps will be drowned out and much damage done. The minister of mines has been holding interviews with the representatives of the companies as to abating pumping. A number of mines declare that French and German shareholders control the majority of the stock, and that they should therefore be permitted to pump. The government are not in favor of having many foreigners in the country, and all the burghers are required to meet the English. The problem is a difficult one. Apart from the labor problem itself, it is debated as to whether the labor that might possibly be devoted to pumping might not be more profitably employed in growing food, inasmuch as it is considered that there is abundance of money in hand, both here and in Europe, for all necessary purposes.

A lazy liver may be only a tired liver, or a starved liver. A stick is all right for the back of a lazy man. But it would be a savage as well as a stupid thing to beat a weary mn or a starving man because he lagged in his work. So in treating the lagging liver it is a great mistake to lash it with drastic drugs. In ninety-nine cases out of a hundred a torpid or sluggish liver is but a symptom of an ill-nourished body, whose organs are weary with overwork. Let your liver alone. Start with the stomach and its allied organs of digestion and nutrition. Put them in proper working order, and see how quickly your liver will become active and energetic. Dr. Pierce's Golden Medical Discovery has made many marvellous cures of "liver trouble" by its wonderful control of the organs of digestion and nutrition. It restores the normal activity of the stomach, increases the secretions of the blood making glands, cleanses the system from poisonous accumulations, and so relieves the liver of the burdens imposed upon it by the defection of other organs.

(From Thursday's Daily Edition).

Tramway Act And Game Law

Principal Topics of Discussion at Short Session of the Legislature.

House May Pronounce on Disallowance—Hunters' Licenses a Delusion.

Just one hour and twenty minutes was the duration of the legislature's sitting yesterday, virtually all measures on the orders that are calculated to provoke debate—and more particularly the government's Coal Mines Regulation bill—being unceremoniously "stood over." Mr. Helmcken did re-introduce the disallowed Tramway Incorporation Act of 1898, exactly as it left the provincial legislature and met its fate at the hands of the Dominion—disclaiming, however, any intention of flying in the face of the authorities, and urging the importance of the legislation (which is primarily to permit mining companies to make profitable connections with near railways), irrespective of the anti-Asiatic clause upon which it was denied the federal sanction. The Chinese-Japanese clause Mr. Helmcken declared to have been again brought forward so that its disallowance might be properly debated by its authors, and also so that the bill might appear exactly as it had previously passed. Consideration of the principle of the bill was adjourned on the motion of the Premier.

The business of the "shortest day this session" included the passage of several minor government measures through their second readings, and the introduction of the bills amending the Bills of Sale Act, Liquor Licenses Act, Companies Act, and Department of Mines Act. During the day monster petitions were received by Hon. Mr. Hume (from Nelson) and by Mr. J. M. Martin (from Rossland) protesting against the repeal of the (so-called) eight-hour law; while Hon. Mr. Hume also received a strongly patriotic petition from thirty picked men of Ymir, headed by provincial constable W .C. Forrester, who ask to be sent to South Africa with British Columbia's mounted contingent, to share in Britain's wedded dangers and glories.

Captain Forrester describes his company as "every one fair riders, crack shots and thoroughly used to the hills"; while the ages of the individual volunteers are found to vary from twenty years (the youngster being editor G. R. Clark, of the Ymir Miner,) to 43 years. The average of height is 5 feet 9 inches, and of chest measurement 39.2 inches; the giant of the company is L. A. Bailey, who stands 6 feet, 3½ inches, weighs 240 pounds, and has a chest measurement of 43½ inches.

Strange as it may seem, Premier Semlin has even yet received no formal acceptance from Ottawa of the provincial offer, although it was to be read between the lines of Sir Wilfrid Laurier's last communication laid before the house that the British Columbia mounted scouts would be gladly taken as soon as the transportation problem could be solved.

PETITIONS.

The house being opened with prayer by Rev. J. F. Vichert, petitions were presented by the following:

Hon. Mr. Hume: From five hundred miners and business men of Nelson and vicinity, praying that the (so-called) eight-hour law be retained and enforced in its entirety.

Mr. Clifford: From E. G. Tilton, D. E. Campbell and others, asking for the incorporation of the Imperial Pacific railway company.

PRIVATE BILLS REPORTED.

In the second report from the private bills committee (Mr. Green, chairman), the preambles were stated to have been proved and the rules complied with in the petitions of the East Kootenay Telephone Company, Vancouver and Lulu Island railway company, Vancouver & Western railway company, North Kootenay Water & Power Company, Rock Bay & Salmon River railway company, Chemainus & North Western railway company, and Kitimaat-Caledonian Company.

A third report from the same committee recommended that the time limited for the reception of private bills be extended for ten days from the 25th of January instant.

This recommendation was adopted by the house.

NEW GOVERNMENT MEASURES.

The following ministerial bills were introduced, received a first reading, and were ordered to be read a second time at the next sitting of the house:

To amend the Bills of Sale Act—Attorney-General.

To amend the Liquor Licenses Regulation Act—Attorney-General;

To amend the Companies' Act Amendment Act—Attorney-General;

To amend the Department of Mines Act—Minister of Mines.

PRIVATE BILLS PRESENTED.

Private bills were also introduced, read a first time, and referred to the respective committees interested, as follows:

To incorporate and empower the Rock Bay & Salmon River Railway Company—Mr. Tisdall;

Vancouver & Lulu Island Railway Company—Mr. Helmcken;

Vancouver & New Western Railway Company—Mr. Helmcken;

Chemainus & North Western Railway Company—Mr. Helmcken;

Kitimaat-Caledonia Company, Limited, —Mr. Clifford;

Crows' Nest Pass Electric Light & Power Company—Col. Baker;

East Kootenay Telephone Company, Limited,—Mr. Wells;

North Kootenay Water, Power & Light Company, Limited,—Mr. Kellie.

RETURNS PRESENTED.

Hon. Mr. Semlin presented the following returns:

A statement of commons established, showing the revenue collected thereon for the fiscal year ended 30th June last;

A statement of the names and places of residence of collectors of revenue paid by commission, the rate of commission allowed, and the date of the authority therefor;

A statement of bonds deposited in the Provincial Secretary's office by civil officers of the province for the due performance of their duties under the Civil Servants' Act.

A QUESTION ANSWERED.

Mr. Helmcken asked the Premier: "1. At what date was the communication referred to in the report of the Minister of Justice (contained in the return relating to the acts passed by the legislature during the session of 1899) on chapter 50, An Act to amend the Placer Mining Act, received? 2. What reply (if any) was made to the recommendation therein contained? 3. When was such despatch forwarded?"

Hon. Mr. Semlin replied: "1. The 12th May, 1899. 2. A copy of the reply will be furnished as soon as it is prepared. 3. The 7th June, 1899."

EVIDENCE ACT.

Hon. Mr. Henderson, in moving the second reading of a bill to amend the Evidence Act, briefly explained the scope of the desired legislation, which was in effect to make the provincial statute correspond to the Dominion law of evidence. At present the effect of the section permitting a witness to decline to answer questions on the ground of possible self-incrimination, was that a witness to be excused was not required to state the grounds of his objection.

Mr. McPhillips pointed out that there were several other matters in connection with the law of evidence that might very well be dealt with at the time this change was receiving consideration. For example, the Attorney-General should take into consideration the desirability of providing that communications between husband and wife should be regarded as priviliged; that corroborations of testimony should not in certain cases be demanded in actions against the legal representatives of deceased persons; or in actions against persons of unsound mind or inmates of hospitals for the insane—all such matters being duly provided for in the Ontario statute.

Hon. Mr. Henderson remarked that the suggestions of the junior member for Victoria appeared to be deserving of careful consideration, which would he hoped be accorded them when the bill reached the committee stage.

The second reading was ordered.

COUNTY COURT VACATION.

With respect to the bill for the amendment of the County Court Act—second reading of which was moved—the Attorney-General explained that it was merely contemplated to provide for an annual vacation in these courts during the month of July, the holidays having heretofore been taken by informal arrangement among the judges. Last year nothing had been done, and the men now asked that a presented of the registrars technically enjoying the vacations as provided for them under the Supreme Court machinery, but, nevertheless, compelled to remain in their offices owing to there being no vacation declared in the county courts—so that their vacation was in the nature of a Barmecidal feast.

The second reading was agreed to.

MORTGAGES AND DEBENTURES.

Hon. Mr. Henderson in moving the second reading of bill No. 8 (to amend the Companies' Act) explained that under the existing law it was provided that mortgages upon debentures should be registered in the office of the provincial secretary, which was not the place that anyone interested would naturally apply to search the records. Other similar documents were always registered at the registry office, and he thought the same should apply to registration of mortgages upon debentures.

Mr. Pooley did not regard the proposed change as desirable, and explained the reason for it having been provided that mortgages upon debentures should not be registered in the land registry office, bu in the office of the provincial secretary—this being chiefly to avoid onerous and unnecessary expense to the interested company. He maintained that equal publicity was secured under the law as it appeared on the statute book as would be given by the suggested amendment—and hoped that the Attorney-General would upon consideration see the wisdom of withdrawing the bill.

In deference to the views expressed by the senior member for Esquimalt,

Hon. Mr. Cotton moved the adjournment of the debate in order that the Attorney-General might give serious consideration to the objections raised. The government had no desire to increase the financial obligation upon the companies interested.

TO AMEND THE GAME LAW.

The second reading of a bill to amend the Game Protection Act was next moved by the Attorney-General, who explained that under section 4 of the act as it now appears on the statute book, considerable difficulty had been experienced in fixing the definition of hides or skins in the "raw" state. Exporters had been able to evade the purpose of the law by the utilization of a pickle, which had no real effect upon the hides for practical or commercial purposes. If the bill now brought before the house became law, it would not only improve the machinery for the enforcement of the existent law, but greatly stimulate and strengthen the important industry of tanning, which he believed had been already established in Victoria—while delaying for an increased number of years the extermination of the game of the province.

Mr. Clifford inquired if this act, as it was proposed to amend it, would not interfere with the exportation of sealskins in the salted state—one of the most important industries of the province.

He was assured that this would not be the result, as the conditions and protection of the act applied only to such animals and birds as were specifically named—seals not being included.

Mr. McPhillips thought that the burden of proof should be placed upon the person found in possession of skins for illegal exportation, as otherwise the intention of the act would be frequently evaded.

Mr. Helmcken supported the bill, which he was pleased to see had the endorsation of Mr. Fannin, the curator of the provincial museum. At the same time he pointed out that there was little advantage in perfecting the game law, if the government were not prepared to see to its enforcement. It was not very satisfactory to the friends of the game birds and animals of British Columbia to find that when flagrant violations of the law had been properly punished, the government would step in and remit the fine, thereby virtually expressing sympathy with the wrong-doer.

Major-General Kinchant hoped to see some measure of protection adopted for the beaver, and more especially for the young of that animal, which were now being indiscriminately slaughtered.

Mr. Turner inquired if due measures had been taken in the act to enable sportsmen visiting the province—a class particularly welcome—to take home with them their trophies.

Mr. Eberts replied that the license which such sportsmen were required by law to secure fully covered the privilege referred to.

This reference brought Mr. Prentice to his feet with a declaration that the license clause in the act was virtually a dead letter. The visiting sportsmen were not compelled to take out licenses; the license fees were but very infrequently collected; instead of killing five mountain sheep they often killed fifteen. Such a section in the law he regarded as farcical unless the government took some measures to enforce it.

The second reading carried.

MUNICIPALITIES BILL.

The bill to amend the Municipalities Act (Hon. Mr. Henderson) was explained as for the purpose of correcting a wrong numbering—a purely clerical correction.

The second reading carried.

AGRICULTURAL REPORTS.

Second reading was also taken without debate or opposition on bill No. 11 (to amend the Farmers' Institutes and Co-operation Act),

Hon. Mr. Cotton explaining that its entire scope and purpose was that reports should be made to the department of agriculture instead of to the Provincial Secretary.

NOTARIES PUBLIC.

Hon. Mr. Henderson moved the second reading of the bill respecting notaries public, explaining that the intention of the measure was to make the jurisdiction of notaries public hereafter appointed general throughout the province, instead of restricted to particular sections.

"This will not affect appointments already made?" inquired Mr. A. W. Smith.

"No," replied the Attorney-General.

The second reading was agreed to.

TRAMWAY INCORPORATION ACT.

In moving for the second reading of this bill,

Mr. Helmcken said that this was the same measure that had met with the approval of the house and passed in 1898, but been disallowed. The idea of its re-introduction was not for the purpose of flying in the fact of the Dominion government, but to place a useful and very necessary piece of legislation on the statute book if possible. It was not at all unlikely that the benefits of the act—the main reason for its existence—had been overlooked by the federal authorities in their consideration of the anti-Asiatic clause to which they had taken exception. This section, it would be noted—had been retained—chiefly in order that the house should have opportunity to express itself with respect to the disallowance, and also so that the bill might come back to the house exactly as it had been passed by the legislature of two years ago.

Hon. Mr. Semlin had not had opportunity to look carefully into the bill, and with the consent of the house adjourned the debate upon the motion for second reading.

Among the "stood over" business of the day were the Attorney-General's Eberts' bills to amend the Placer Mines Act (in their first stage); the Attorney-General's bill to amend the Jurors' Act (also on the orders for first reading); Mr. Helmcken's motion for a committee of inquiry into the federal disallowance of bills passed in 1898; and the Trustee Bill, Supreme Court Bill, and the Coal Mines Regulation (all government measures), for second reading. Mr. Helmcken also asked that the second reading of his trustees' bill stand over, as he noted the Attorney-General had a similar measure on the paper, and it was quite probable that the two might be made one.

LOCAL NEWS.

Wanted a Teacher.—E. D. Wylie, of Reed Island, was in the city yesterday and succeeded in securing a teacher for that flourishing school district.

Duncans' Enterprise.—The city of Duncans, on the E. & N. railway has got the first paper between Victoria and Nanaimo. Messrs. Smith and Greenwood have started the Daily Enterprise, of which Mr. Smith is the editor.

Capt. Dallas.—Staff-Captain Dallas, of Gen. Hart's brigade, reported wounded on January 20 at or near Spearman's Camp, is the son of the late Alexander Grant Dallas, and grandson of the late Sir James Douglas, K. C. B. Capt. Dallas has seen much service in India, and joined Gen. Hart only a few weeks ago.

Wants to Fight.—G. A. Loveland,