TO ALASKA PORTS

Prospectors in Their Hundreds Thronging Northward—The Islander Crowded.

An Extra Steamer To Be Placed in Service to Carry the Overflow—Those Going Up.

So great has been the demand for space for freight and passenger accommodation for the next trip of the steamer Islander that the C.P.N. Co. have decided to place another steamer on the northern route to follow that vessel immediately after she sails, carrying her overflow. It will in all probability be the steamer Princess Louise, now running on the New Westminster route. The rush for tickets for passage has been so great that long since every available berth and bunk has been reserved, and now tickets are being sold for cots and improvised bunks. The Islander will have in all about four hundred passengers. The list is as follows:

Washington, Switzer, Millichamp and party of three, Playtan, Sharpe, Johnston, Fair, Virtue, Watt, Swanson, Burgess, Gillett, Burnett, McMann, Brook, R. A. Cowell, H. B. Carter, G. W. Squire, A. A. Travis, A. Corford, Geo. Gowland, C. C. Cody, H. R. Hoffman, Coveny, C. F. Smith, G. W. Treat, A. Egloff, R. B. McCollum, C. S. Marsh, O. Marsh, N. A. Brudick, Blush, Hyman, Gregory and party of three, J. E. Anderson, Leepale, Fishback, Gibson, Watt, Beardsley, R. C. McDonald and wife, J. Rose, A. Rose, J. Caldecott, A. Gammon, W. H. Watson, Jno. Day, Richardson, Sabine, Gc-Ginnis, C. A. Fox, F. M. Williams, R. McNeill, Mrs. Day, M.D.; W. Betch and wife, Henry Saunderson, Vancouver party of six, W. M. Stansbury and wife, H. P. Schultz, M. G. Brown, W. J. Sullivan, A. C. Hanny, Vancouver party of twenty, E. H. Turner, H. Beeton, Jno. Lyons, R. M. Morrissey and party, W. Shields, McGregor, Heathwell, C. W. Wilmot, A. Bellinger, A. Mahle, L. McLean, F. Wooller, W. McMahon, W. Steinberger, J. Hyland, J. A. Fanbom, R. Hyland, W. J. Hammond, G. S. Campbell, F. S. Campbell, McDougall, J. Hartman, T. Gawey, Z. M. Stuckie, J. S. Gunn, R. Buckle, J. Mullen, A. J. Kirk, W. Kurtz, D. Eager, D. McLean, W. D. McLean, J. F. Dellaney, J. Rollin, H. Milway, McKay, W. Morrison, A. Keohan, P. J. Wills, C. F. Hansen, W. S. Montgomery, J. J. Larsen, N. Hansen, S. G. Edwards, G. Sullivan, J. Sheldon, H. Hood, W. Hood, E. A. Wellburn, Jno. Albut, J. M. Falls, O. F. Damelson, O F. Bensenger, L. Rudolf, W. Genanhews, B. Ireson, J. Graham, J. Finnigan, Jno. Handle, O. O'Connor, T. Kay, G. J. Axt, A. S. Hood, J. W. Roth, W. W. Ruble, J. H. Cowan, H. Broome, Dr. Pierrenoth, T. Wright, Jno. Peters, Folger, W. Proutt, M. Proutt, F. Doyle, A. Renwick, S. E. Sloan, L. F. Lebefrom, J. McDonald, J. B. Marquette, L. Farland, H. Lamotte, H. A. Dicks, A. Reedman, J. Appleton, C. F. Shaw, W. A. Hubert, Jno. Gray, N. A. Bennie, J. McCar, G. Plush, W. Wheeler, Mrs. Wheeler, J. Powell, Mrs. Powell, A. Johnston, A. Deschamp, Geo. Johnston, H. Berry, J. C. Nicoll, J. Winkle, R. T. Veitch, P. A. Scollery, W. C. Dillingham, C. M. Gordon, W. L. Mason, G. F. Pope, J. McNeil, T. McNeil, A. J. Lindsay, W. C. Pidge, M. M. Burnett, J. Phillips, G. Lonngan, J. McDonald, Coppel and party of four, Ryder, Forbes, Balantyne, McRae, Moore and party of six, Dutrish, Cunningham, Towsley, Brown, Sinet, McLaughlin, Brown, Anderson, Lister, Conner, Winnipeg party of ten, Moore, sr.; Greene, Guommuns, J. L. Booth, Venn, O'Neill, D. Menzies, W. Hayhurst, J. Ogden, Minneapolis party of thirty, T. J. Field, C. Booth, Nanaimo party of twenty-eight, S. C. Hansen, E. W. Dunmott, J. S. Perry, J. D. Perry, Jno, H. Hoove, Jno. Sehr, and a Vancouver party of thirty-eight.

Already 600 tons of freight, consisting of provisions, outfits, etc., has been piled into the sheds on Turner, Beeton & Co.'s wharf, from which the Islander will start, and still it comes. The Islander will take about 400 tons, leaving the remainder for the steamer which follows her.

HIDDEN TREASURE.

Tradition of Buried Wealth on St. Mary's Island, Balsam Lake.

The following is from the pen of that veteran journalist, Mr. Phillips, Thompson:

"Some twenty years ago, in the course of a fishing expedition to Balsam Lake, north of Lindsay, I heard a rather noteworthy local legend which may, perhaps, be worthy of a place in your collection of folk lore. A small party of us camped for a day or two upon a large island in the lake known variously as St. Mary's Island, Laidlaw's Island or the Haunted Island. We noticed near the camping ground a number of excavations, and our guide, a French Canadian named Phillipe Drolet, informed us that the holes had been made by persons digging for hidden treasures, and told us the popularly received tradition to the following effect. It seems that at some indefinite period in the past a band of outlaws or freebooters of some description, who infested the locality, had become possessed of a considerable store of ill-gotten gains, by the practice of their profession, and, according to the orthodox custom in such cases, concealed it in the ground. In order effectually to prevent its removal by anyone who might become possessed of the secret they pursued a plan frequently adopted in such cases by the historic buccanneers of the Spanish Main of immolating a human victim and burying his corpse with the treasure, that his ghost might keep watch over it and scare away prospectors.

"After the country got settled the story of the buried treasure became widely circulated and numbers of people had sufficient faith in it to search for the spot. The aid of clairvoyants and fortune tellers was frequently invoked for the purpose. A man named Jeremiah Murphy from Lindsay discovered a crystal while prospecting which he gave to a daughter of James Humphrey, then living near the shore of Balsam Lake, who was supposed to possess the gift of clairvoyance, and with the aid of the crystal gave several persons directions where to dig for the treasure but without success. Drolet stated that the last attempt had been made eight years previously by Robert and Charles Drake, who obtained a tip from Abraham Brown, a tavern-keeper at Rosedale, in that neighborhood. Brown, who formerly lived at Lindsay, had quite a reputation in my boyhood days as a mesmerist, able to recover stolen and lost property by the information received from subjects whom he had thrown into the trance state. The Drake's under Brown's direction, proceeded to dig on Mary Island, and actually succeeded in reaching the pot containing the buried treasure. No sooner had they reached it however, than the pot began to move, which so terrified the treasure seekers, that they fled hastily from the spot, and never renewed the attempt. All this we learned from the guide, the only part of the story for which I can vouch being the numerous excavations on the island, which testified to the popular acceptance of the legend.

"It is rather curious to find the familiar piratical tradition of the burying of treasure and supplying it with a ghostly guardian thus cropping up in the Canadian backwoods. The practice is alluded to in Walter Scott's 'Rokeby,' the reference to it being explained in the following footnote: 'If time did not permit the buccaneers to ravish away their plunder in their usual debaucheries they were wont to hide it with many superstitious solemnities in the desert islands and quays which they frequented, and where much treasure, whose lawless owners perished without reclaiming it, is still supposed to be concealed. The most cruel of mankind are often the most superstitious, and these pirates are said to have had recourse to a horrid ritual in order to seek an unearthly guardian to their treasures. They killed a negro or Spaniard, and buried him with the treasure, believing that his spirit would haunt the spot and terrify away all intruders.'

"Can any of your readers throw any further light on the St. Mary's Island tradition or trace the belief in a buried treasure to any tangible foundation?"

Catarrh of Ten Years' Standing Cured by Dr. Chase.

I suffered from catarrh for ten years and was treated by some of the best physicians in Canada. I was recommended by Mr. C. Thompson, druggist, Tilsonburg, to try Dr. Chase's Catarrh Cure, and can state positively it cured my catarrh and Catarrhal Sore Throat.

Yours respectfully,
ANNA A. HOWEY,
J. D. Phillips, J.P. Eden, Ont.
Witness.

C.P.R. IMPROVEMENTS

The Canadian Pacific railway contemplates making many improvements on the Western section of the system during the present year, says the Montreal Star. Mr. William Whyte, manager of the Western lines, has been in the city for some time consulting with the heads of the railway and has left for the West. He will remain at his headquarters in Winnipeg for a few days and then proceed to the Pacific coast.

Speaking about the improvements referred to, Mr. Whyte said: "Our company intend to spend a large amount of money this year, bettering the condition of our roadbed and the various structures that go to make up our railway system. Over the Kaministiquia river we now have a wooden truss bridge; this we intend to replace with a solid structure in the form of arches through which the water will flow. We will also complete the line between Fort William and the city with heavy rails. This means relaying one hundred miles of track and when finished we will be able to handle any heavy class of freight with the largest engines. It is necessary to have these heavy rails in order that they may stand the strain of the enormous driving power of our new locomotives. We are now having 13 of these engines built at the Baldwin and Consolidation Works. These are larger than the big ones used on the mountain section. These will haul one-third more cars than our present ones, and in consequence fewer trains will be required and fewer orders, greatly facilitating the speed of our service. On the Pacific division we will also make many improvements to the roadbed.

"Some new station buildings are to be erected. At Moose Jaw we will put up a splendid depot, able to accommodate our business there. There will be a dining room, with offices for the superintendent and despatchers. All our mountain hotels will be enlarged and a magnificent station constructed at Vancouver. As promised by Mr. Shaughnessy, our vice-president, last year during his visit to the Northwest, a new station will be built in Carberry, of modern design. New freight and station buildings will also be erected at Altona, Winckler and Sintalnta."

Having been asked what the C.P.R. proposed to do in reference to a fast service to accommodate Yukon travel, Mr. Whyte stated:

"I think that the class of travel going to Yukon does not require a fast service for the present; it is more second class business. The fast service will not be brought into use before the summer, when tourists and others desiring to cross the continent will appreciate such an innovation. The new time card recently announced reduces west-bound time between Montreal and the Pacific coast by four hours and east-bound time by five hours. This change was made owing to the action of the Grand Trunk railway desiring to direct business via the States and refusing to allow us privileges accorded in the past. We are sure Canadians do not care to see their business going through a foreign channel. It is not to their interest that it should."

After spending some days in Winnipeg Mr. Whyte goes to the coast, where the enterprise of the C.P.R. is well to the fore, and where excellent arrangements are about completed for the service to Yukon. Four boats are now being built in Toronto for the Stikine river route, and will be brought across the continent, and put together on the coast.

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

DR. PRICE'S CREAM BAKING POWDER

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

FOUND DEAD IN BED.

P. Mackenzie, who arrived fro mSeattle on Saturday on his way north, was found dead this afternoon in his room at the Australian Hotel. The gas was turned on full, death having been caused by asphyxiation. It is believed that it was accidental, he having probably turned out the gas, and without knowing it turned the key back again. Very little is known about Mackenzie. He arrived on Saturday morning, engaged a room, paying for it in advance. This morning he went to bed about 1 o'clock. Late this afternoon the clerk walking through the hall, noticed a strong smell of gas. He knocked at the door of Mackenzie's room and getting no answer opened it with his pass key. He found Mackenzie dead, the unfortunate man having evidently passed away in his sleep. Coroner Crompton was summoned and will hold an inquest.

THE TOPEKA SAILS

She Carries Another Contingent of Two Hundred Prospectors to Alaskan Ports.

A Large Crowd of Alaska Bound Passengers on the City of Puebla.

Steamer City of Topeka sailed from the outer wharf yesterday afternoon carrying 200 more prospectors to the north country, besides many dogs and all the freight that could be stowed. There was much chagrin among her passengers hailing from the other side of the line when the steamer sailed, having intended to secure mining licenses here. The customs house being closed they had to sail without licenses. Among the passengers from Victoria were Rev. Father Althoff and three sisters from the convent of St. Anne.

Steamer City of Puebla, which arrived on Saturday evening, brought a large number of passengers northward, a large proportion of them being en route to Klondike. She had in all 349 passengers, 118 of whom were booked to Alaskan points. There were 59 passengers booked to Victoria, but they were reinforced by many of the Klondikers who debarked here to outfit. The Puebla brought 164 tons of freight for Victoria. The steamer sailed for San Francisco last night. She had few passengers, travel at present being almost wholly in this direction.

The coasting steamers during the last few days have been carrying unusually large cargoes and crowds of passengers. The Charmer from Vancouver yesterday brought, besides a large number of passengers, about 250 dogs to go north on the Islander. The Charmer was very late in arriving, having been delayed at Vancouver loading freight. The City of Kingston on her trip from the Sound this morning brought 115 passengers and an extra large cargo of general merchandise.

The new revenue cutter McCulloch, said to be the finest ever built for the service of the United States government, has just started for San Francisco from the Atlantic coast. At San Francisco the McCulloch will outfit for Behring Sea and join the rest of the American revenue fleet, which will then comprise the McCulloch, Bear, Corwin, Grant and Perry.

Steamer Alki will come off the Esquimalt marine ways to-morrow and at once proceed to the Sound to resume her service on the Alaskan route. Her hull has been thoroughly repaired and many other repairs have been made under the supervision of Captain Clift, of the Seattle board of underwriters, and D. Cartmel, Lloyd's agent.

COLUMBIA ARRIVES

The Northern Pacific Liner Has a Very Stormy Passage From Yokahama.

The R. M. S. Empress of India Damaged by Storms on Her East Trip.

After battling with heavy gales, the Northern Pacific liner Columbia arrived on Saturday evening. She left Yokohama on January 23rd, and on the first day out encountered terrible gales, which continued until about six days ago. The Columbia had only two first-class passengers, Mrs. Armsbury and Rev. Mr. Green. There were 60 Chinese and 23 Japanese passengers.

The Columbia brings the news that the Empress of India had a very rough trip on her last voyage to Yokohama from this port. She arrived two days before the departure of the Columbia, two days behind her scheduled time; an unusual occurrence for one of the Empresses.

The vessel left Victoria one day late, on the 4th inst. but would doubtless have been able to make up her time on the voyage had she not encountered exceptionally heavy weather—the worst, according to one of her officers, that he has ever experienced on the Pacific. One day only 105 knots were made; such was the violence of the head seas and wind. The Empress has not come scatheless out of the ordeal, the forward part of her upper works, bridge, etc., having been considerably knocked about.

The Northern Pacific liner also reports the arrival on the Orient of the Nippon Yusen Kaisha Company, the Tamba Maru, 5,757 tons, which has just been built in Scotland. She brought out a set of machinery for the iron foundry to be established at Bakun by the Japanese government.

Regarding the situation in the Orient, the officers of the Columbia say all is quiet at present. The Germans are still occupying Kiao-Chau Bay, on the Shantung peninsula, but they have much trouble with the guerilla bands of Chinese, who make occasional raids on their pickets. The Russian fleet is still at Port Arthur, and on January 15th it was reported that 20,000 Russian soldiers had been ordered there from Vladivostock.

Nothing was seen during the voyage of the steamers Amur and Pakshan, nearly due from the Orient to go on the Alaskan route, nor of the long overdue steamer Pelican, which left Port Townsend for Tientsin four months ago, and has been posted as lost.

TO OUR CUSTOMERS.

Chamberlain's Cough Remedy is the best cough syrup we have ever used ourselves or is our families. W. H. King, Isaac P. King and many others in this vicinity have also pronounced it the best. All we want is for people to try it and they will be convinced. Upon honor, there it no better that we have ever tried, and we have used many kinds. R. A. Blake & Son, General Merchants, Big Tunnel, Va.

Sold by Henderson Bros., wholesale agents, Victoria and Vancouver.

OF INTEREST TO MEN.

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

WELL SATISFIED.

Party of Miners From San Jose Who Saved Money By Coming to Victoria.

The fact that Victoria is the best and cheapest place at which to outfit is becoming pretty generally known throughout the United States, particularly in California. This morning the steamer City of Kingston brought over 115 passengers, a large majority miners, bound for the Yukon country. The California and Mainland steamers also brought large contingents.

Among the parties going north to-morrow is one from San Jose, the members being Captain F. M. Pierpont, H. Broome, T. W. Wright, J. M. Cowan and W. W. Ruble. They are at the Dominion, and have been looked after during their stay by Captain Thomas Wastie. They express much satisfaction at the treatment they have received from the Victoria merchants, and having obtained prices in Seattle, find that they have saved considerable by coming here. A large number of men are coming north from San Jose, and if they follow the advice of Captain Pierpont and party, they will outfit here.

FOUNDERED IN LYNN CANAL

The Clara Nevada's Boilers Explode and She Goes Down With All on Board.

About Forty Persons Supposed To Have Met Their Death in Sight of Land.

George Beck and Wife of Seward City Witnesses of the Catastrophy.

The steamer Islander arrived from the north this morning, bringing news of the greatest marine disaster that has yet occurred in Alaskan waters; a disaster by which at least forty men, passengers and crew of the Seattle steamer Clara Nevada, have found graves at the bottom of Lynn Canal.

The ill-fated steamer left Skagway on February 5th with twenty-five passengers and a crew of about fifteen. She was to arrive at Juneau, 90 miles from her starting point, the following day, but although she had several passengers to land at Juneau the Clara Nevada did not appear. The sad news was conveyed to Juneau by Captain Thomas Latham, of the steamer Coleman, which arrived at Juneau on Thursday last, that the old government cutter had foundered with all on board at Seward City, about half way between Skagway and Juneau, within sight of land. His crew say that the beach around Seward City is littered with wreckage, which they took to be that of the Clara Nevada. All of it is charred, as if the steamer had burnt before foundering.

Capt. Latham examined the wreckage, which consisted of skylights, parts of deck houses, ring buoys, a part of a sewing machine and pieces of plank, one piece bearing the gilt letter A on one end and the letter N on the other. The wreckage had yellow trimming, and taking into consideration the fact that the Clara Nevada had been newly painted with yellow trimmings, Capt. Latham is of the opinion that these are the remains of that steamer.

Then came verification of the fatality from eye-witnesses of the foundering. George Beck and his wife, of Seward City, who sent word to Juneau that on the evening of Saturday, February 5th, they were standing on the beach in front of their cabin, when they saw a small steamer, which from the description they gave must have been the lost steamer, battling with a heavy head wind. They stood watching the steamer bobbing up and down on the waves, when suddenly there came a bright flash and the steamer burst into flame. It remained in view a few seconds and disappeared. A few hours after the disappearance of the Clara Nevada wreckage, burnt and charred, began to drift in. It is thought at Juneau that the Clara Nevada was running for Berner's Bay, on which Seward City is situated, for shelter when the disaster occurred.

Passengers who arrived on the Islander who went northward on the Clara Nevada are of the opinion that the loss of the steamer was caused by the explosion of her boilers. They give as their reason that while the Clara Nevada was bound northward at the beginning of this month, her boilers were continually giving trouble and the engineers were ever busy making repairs to them. Once, they say, during the voyage, the steamer took fire, but it was extinguished before any serious damage resulted.

When the Islander left Juneau on Thurdsay last the steamer Rustler had left for Berners Bay to look after any possible survivors.

The Clara Nevada was returning from her initial trip to Alaskan ports in the Klondike trade when she foundered. She was scheduled to sail from Seattle on her second trip northward on Saturday last, and many passengers were ticketed to sail on her.

Captain Lewis, who was in command of the Clara Nevada, has been rather unfortunate. Some years ago he lost the steamer San Vincente off Pigeon Point, California, by fire. Last year he was in command of the steamer Eugenie, which attempted to make the trip to St. Michaels in company with the steamer Bristol, but which was unable to go further than Alert Bay.

FOUGHT CATARRH FOR FIFTY YEARS

Eighty Years of Age When Victory Came—Dr. Agnew's Catarrhal Powder the One Remedy.

George Lewis, of Shamokin, Pa., says: "I was troubled with catarrh for fifty years. I am eighty years old. I used a great many catarrh remedies, but Dr. Agnew's Catarrhal Powder was the one remedy that gave me immediate relief and cured me of the disease." At Ottawa, D. M. Northrop, a prominent member of the civil service, used this medicine and tells of its benefits in the case of catarrh and cold in the head. It relieves in ten minutes.

Windsor Salt
Purest and Best for Table and Dairy
No adulteration. Never cakes.

A PRINCELY OFFER

Made to the Provincial Mineralogist, Mr. W. A. Carlyle, for His Services.

Interviewed at Vancouver—Favors Amendments to the Mineral Act.

It was reported yesterday in the city that Mr. W. A. Carlyle, provincial mineralogist, had accepted the position of mining engineer and mine manager to the British America Corporation, of which Hon. C. H. Mackintosh is the resident director, says the NewsAdvertiser. It was further stated that Mr. Carlyle had an offer of $25,000 a year from Mackenzie & Mann, the Stikine River railway contractors, to go to the Yukon in their behalf. This princely salary, the pay of a British minister, it was still further reported, Mr. Carlyle had refused, because, although he had not at that time signed any papers with the British America Corporation, he considered himself as bound to give his services to the great English company. At the Hotel Vancouver the mattter was the theme of conversation and many were the compliments paid to Mr. Carlyle.

The provincial mineralogist himself was reticent on the matter, when approached at the Hotel Vancouver by a reporter last night. He did not deny, neither would he confirm the statement made regarding the reported offer of Messrs. Mackenzie and Mann. From what he said, however, it appeared quite true. As to the British America Corporation Mr. Carlyle remarked that he had till Monday to finally make up his mind as to whether he would accept the responsible position he has been urged to take.

In the course of further conversation the provincial mineralogist stated that he had been very busy of late with his annual report for the department of mines, which is to go to press in a day or two. The reports of the department have been greatly changed for the better since Mr. Carlyle came to British Columbia, and he stated that the forthcoming volume would contain more information and statistics than ever before. It will be awaited with great interest, particularly as it is likely to be the last report that Mr. Carlyle will prepare in his capacity as provincial mineralogist.

It is well known that Mr. Carlyle desires to see the Mineral Act amended in important ways, particularly as affecting the location of claims and subsequent assessment work. The amendments that he desires are heartily endorsed in Kootenay by many mining men. Indeed, a number of prominent mining men in the Slocan region have just sent him a letter to this effect. This letter is worthy of publication. The writers are mostly resident around Kaslo, and start by saying that they heartily endorse Mr. Carlyle's ideas. Then they discuss these ideas as follows:

"In regard to the proposed legislation, affecting the location of mineral claims in British Columbia and the subsequent assessment work thereon, namely, that the first assessment work must be done within 90 days of the location of any mineral claim, and that this assessment work shall hold only until the end of the year in which the location is recorded, and subsequently all claims shall expire on the 1st of January of each year unless the assessment required by law has been performed; we consider that the proposed amendments would have a most beneficial effect on the mining interests of this province.

"It would be proper to allow the locator to record, but it should not be made compulsory that he should record at any fixed time within the 90 days allowed for the first assessment; whether the amount of assessment to be done should be the usual amount of $100 per claim, or a lesser amount, is a point for discussion. But, considering that by far the majority of mineral claims are staked in the later half of the year, the first assessment might reasonably be reduced to one-half the amount now required. Such legislation would, undoubtedly reduce to a large extent the practice of re-location of claims by virtually the same owners, which, although never intended by law, has become a common practice that is most detrimental both to the honest investor and the prospector, as it permits individuals to appropriate, for speculative purposes, large tracts of ground, sometimes as much as 30 to 40 claims, which they are at liberty to hold from year to year by the payment of $2.75 per 52 acres of ground.

It is obvious that men holding a large number of claims in this way are kept busy throughout the season re-locating, and they have no time to prospect the claims they stake. Are they entitled to ask the investor, who has developed a value in an adjoining property, a top notch price for ground so acquired?

"We believe it is not right that such a condition should exist. Were the proposed legislation made law, the act would entirely prevent any further continuance of such a practice; as there are few places in British Columbia where the locator can locate every three months in the year at a cost of less than that of the usual assessment work.

"If all assessments were due the first of each year, that obnoxious act which works the absolute forfeiture of all rights in a mineral claim, upon which assessment work, although it may have been done, yet inadvertantly, has not been recorded, will lose its objectionable features through general uniformity. No man could then plead confusion of dates, or lapse of memory as an excuse.

Under exceptional conditions, that is to say, where claims are located in unusually high and exposed places it might be almost impossible, or unjustifiably expensive, to perform the assessment work on claims located even as early as September 1st, under such circumstances, and, therefore, the gold commissioner should be empowered to extend the time for the first assessment. To claims, located after 1st of October, this condition of affairs would be almost universal. The gold commissioner would then have the power to stop that evil practice of snow locating by giving only to those whom he honestly believes are entitled to it the extension of time asked for."

This letter from the Kaslo people Mr. Carlyle said fairly expressed his views. He does not, however, think they will be able to secure the changes they desire during the present session of the legislature, but he feels that much good will be done by having the matter brought to the attention of the mining public through the newspapers.

Seekers after gold are often disappointed. Seekers after health take Hood's Sarsaparilla and find it meets every expectation.

AN AMERICAN MONTE CARLO.

Chicago, Feb. 14.—Michael McDonald is at the head of a party of Chicago people who have just purchased Fighting Island, eight miles from Detroit and on Canadian soil, for the purpose of establishing there a regular American Monte Carlo. It is a gigantic scheme, with a capitalization of $2,000,000 behind it. The island, eight miles long, with an area of 2,500 acres, sold for between $1,500,000 and $2,000,000 by George Doble, of Detroit, through O. K. Kinney, a real estate man of that city and Chicago. Those who are backing Mike McDonald intend chartering a line of boats and running them regularly between Chicago and Fighting Island. The trip takes about 48 hours, during that time, it is said, no chance will be lost to give the passengers an opportunity to wager their money.

CARTER'S LITTLE LIVER PILLS.

CURE
Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK
Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD
ache they would be almost priceless to those who suffer from this distressing complaint, but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE
is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

CARTER'S LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

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J. PIERCY & CO.,
WHOLESALE DRY GOODS AND CLOTHING MANUFACTURERS.
Miners' Outfits
A SPECIALTY.
VICTORIA, B.C.

NOTICE.

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

JAMES MUIRHEAD.

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

NOTICE is hereby given that sixty 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 situated on Sharp Point, Sidney Inlet, Clayoquot district, commencing at a post marked J. A. Drinkwater, Jas. B. Thompson, K. Peterson, J. W. Russell, S.E. corner post running forty chains north, thence forty chains west, thence forty chains south, thence forty chains east to point of commencement.

J. A. DRINKWATER.
JAS. B. THOMSON.
K. PETERSON.
J. W. RUSSELL.

Clayoquot, B. C., 20th Nov., 1897.

DR. CHASE'S OINTMENT

For all
Itching, Torturing, Distressing, Disfiguring Skin Diseases,
there is nothing gives such quick relief and promotes such rapid healing as this wonderful Ointment.

GEO. LEE, MANSFIELD, ONT., says he was troubled with Eczema on the hands so bad that he could not work. He had doctors treating him, and tried all the remedies he heard of, but of no avail. At night the itching was so severe he could not sleep. Dr. Chase's Ointment being recommended to him he tried it, and one box completely cured him. He wouldn't begrudge $50 for the benefit he received.

Price, 60 cents. Sold by all dealers, or Edmanson, Bates & Co., Toronto, Ont.

If You Are Energetic and Strong,

If you are above foolish prejudice against canvassing for a good book, write and get my proposition. The information will cost nothing.

I have put hundreds of men in the way of making money; some of whom are now rich.

I can do good things for you, if you are honorable and will work hard.

T. S. LINSCOTT, Toronto.

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