Whale Oil For Glasgow

Otter Brings Large Shipment From Whaling Station at Sechart.

New Oriental Line to Be Purchased — Oanfa Arrives—Lumber for North.

(From Friday's Daily.)

Steamer Otter, Capt. Brown, reached port yesterday morning with a cargo of whale oil from the whaling station of the Pacific Steam Whaling Company at Sechart in Barkley Sound. The Otter docked at the ocean docks and landed 372 barrels and 102 drums of whale oil, 142 tons of oil in all, valued at about $17,000 for shipment to Glasgow by the Blue Funnel liner Oanfa, now due from the United Kingdom via the Orient. On the steamer Queen City, about due, there is a large shipment of fertilizer and a further shipment of whale oil which is to be sent to San Francisco by the steamer Queen, sailing from the ocean dock on Monday. The shipments will be continued. The steamer Amur, which left last night for Skagway carrying a large consignment of lumber from Sayward's mill for the White Pass and Yukon railway, on her return from Skagway is to carry a full cargo of barrels secured from Seattle, to the West Coast whalers. The demand for barrels is very great, at least 150 a day being required. So much is the need for a constant supply of barrels that the whaling company has decided to establish a cooperage in Victoria for the supply of the necessary barrels.

The steamer Orion, which came to Victoria on Sunday night to be cleaned and painted on her return to the whaling station towed in a whale taken on the up trip, and while the Otter was at the station discharging the cargo taken up and loading her return cargo of oil three other whales were brought in and cut up. The whaling crew, which numbers eighty all told, is kept busy and the shipments of oil, fertilizer, etc., are expected to be much larger during the coming months. With the demands of the whaling station for coal, barrels, and general supplies, and the increasing demands of Clayoquot with its new lumbering industries, as well as the other interests on the Vancouver Island coast it seems that it will soon be necessary to have a larger steamer for the trade.

OANFA AND BARRACOUTA.

Two Steamers in Yesterday From the Orient, One for Vancouver.

Yesterday the steamer Oanfa of the China Mutual line and the steamer Barracouta of the Pacific Mail S. S. Co., arrived from Japan, the former with general cargo from the U. K. and the Orient, the latter with a cargo of Japanese cement. The steamer Oanfa has a large amount of general freight, including supplies for the shipbuilders at Esquimalt and miscellaneous merchandise for local merchants. The steamer is not bringing the machinery for the new Princes liner, as previously reported. The Barracouta, which was seized by the Japanese in October last when the peace commissioners were at Portsmouth, Me., was chartered after being released by the Japanese to bring 5,000 barrels of Japanese cement for Gardiner Johnson & Co., of Vancouver. The steamer reached William Head quarantine station yesterday morning and her crew was fumigated at the station before the vessel was permitted to proceed to Vancouver. The Oanfa reached the quarantine station late last night and will be docked at the ocean docks this morning soon after daylight. After discharging her cargo for this port, the Oanfa will load the shipment of whale oil brought from the Sechart whaling station yesterday by the steamer Otter.

TOOK LUMBER NORTH.

Amur Takes Part of 250,000 Feet to Be Shipped by Local Mills.

Steamer Amur, Capt. McLeod, which sailed last night for Skagway, carried a small compliment of passengers, but a good cargo. The C. P. R steamer took the first shipment of 250,000 feet of dressed lumber being shipped by the Sayward mills of this city to White Horse for repair work to be done during the winter to the river steamers of the White Pass and Yukon route now laid up at White Horse. The Amur loaded 20,000 feet of lumber of this order at the local mills in the upper harbor and took 5,000 feet of lumber from Lemon & Gonnason's mills consigned to White Horse for building purposes. The steamer also had a small amount of general merchandise. There will be heavy shipments of lumber for the next four trips from the Victoria mills.

TERRIBLE PAINS ACROSS BACK

SUFFERED EIGHT MONTHS WITH KIDNEY TROUBLE. WOULD HAVE TO STAY IN BED FOR THREE DAYS AT A TIME

Doan's Kidney Pills CURED HIM

Mr. Thomas Fitzgerald, Hazeldean, Ont., writes us as follows: "I was a great sufferer from kidney trouble for eight months. I had terrible pains across the small of my back. I would have to stay in bed for three days at a time and could not do any work. I tried several remedies but of no avail, and also plasters but they were of no use.

One day a neighbor of mine advised me to try Doan's Kidney Pills. I was so much discouraged I told him I was tired of trying remedies, but he urged me to try one box so I purchased one, and before I was through using it, I found a change for the better so I got five boxes more, and I have had no trouble with my kidneys since. I would not be without Doan's Pills in my house."

It is really not difficult to cure kidney trouble in its first stages. All you have to do is to give Doan's Kidney Pills a trial. They are a never-failing cure for all forms of kidney trouble. They quickly relieve the congested, overworked kidneys, and gradually bring them back to health.

Doan's Kidney Pills 50 cents per box or three boxes for $1.25, all dealers or The Doan Kidney Pill Co., Toronto, Ont.

MIOWERA LATE.

Delayed at Vancouver on Account of Late Mails.

R. M. S. Miowera, Capt. Hemming, will not sail for the Antipodes until this afternoon, having been delayed owing to the tardy arrival of the British mails. The steamer will leave Vancouver this morning and is expected here about noon. About thirty passengers are booked for the Miowera and a cargo of 1,700 tons of general freight, the greater part of which is British Columbia lumber for Suva and Sydney. The passengers booked are: J. Milne, F. Billings and wife, Mrs. N. Hart, Mr. Kemp and family, L. McFarland, E. Best, P. Brown, A. Watson, W. K. Best, Marie White, L. Raynham and wife, P. G. Sutherland and wife, Dr. W. J. Greig, G. W. Thomas, Dr. Chipperfield, G. Phillips, wife and child, A. Fraser, wife and child, W. Haile, G. G. Summers, W. Sims and J. Doolan.

The next of the Australian liners to arrive here will be the Moana, which sailed from Brisbane on December 27 and is due here January 17. According to advices the Moana has about 70 passengers and but a small amount of freight. The new turbine steamer Maheno of the Union Steamship Company of Australia will make at least two trips to Victoria during the coming season. At present she is running between Australia and New Zealand. She is scheduled to arrive here on her first trip on April 10.

NEW 'FRISCO LINER

Will Be Built at New York at a Cost of $700,000.

The new Pacific Coast liner which is to be added to the line between Victoria and Sound ports and San Francisco is to be constructed at New York, the Pacific Coast firms having tendered too high. The contract for the construction of the steel steamer has been awarded by the Pacific Coast Steamship Company to the New York Shipbuilding Company on a bid slightly lower than $700,000. Estimates of cost ran from $750,000 to $800,000.

Bids submitted by the Pacific Coast builders ranged from $800,000 up, and though the company was anxious to award the contract to a firm on this coast, the additional expense, amounting to $100,000, meant a tax of more than 14 per cent. for Pacific Coast loyalty, and the company finally determined to accept Atlantic Coast offers.

This means the new steamer will be delivered within fourteen months. The New York Shipbuilding Company agrees to have the liner built within twelve months and will be able to send her around the Horn within sixty days thereafter. The company has the privilege of loading the steamer and can pay expenses on the trip.

FIVE ORIENTAL LINERS.

Chicago, Milwaukee & St. Paul System to Buy Fleet.

It is reported from St. Paul that the Chicago, Milwaukee & St. Paul railway, now building to the Pacific coast, has sent a prominent steamship man forwerly in the employ of the Mallory Steamship line, to Liverpool to purchase, equipped and ready for service, five ships of a minimum tonnage capacity of 9,000 tons, for use on the Pacific ocean. The St. Paul officials refuse to confirm the report.

The Milwaukee road will spend over $4,000,000 in getting its initial fleet on the Pacific ocean, says a St. Paul despatch. The company has had agents in the Orient for two years, and has already made arrangements for the establishment of docks under its lease at Yokohama and Shanghai.

The general report is to the effect that the main docks of the system on this side of the ocean are to be at Tacoma, though this is likely to be modified according to the advantages that may or may not be gained from the Seattle city council.

VALENCIA COMING.

Will Replace the City of Puebla—Big Salvage Suit May Arise.

Steamer Valencia of the P. C. S. S. Co., Capt. Camm, left San Francisco yesterday morning for Victoria, replacing the disabled steamer City of Puebla on the San Francisco-Victoria line. The Valencia is due here tomorrow. The Valencia, which had been used on the Cape Nome run in summer, was tied up at San Francisco. It is probable that a law suit will arise as a result of the salvage claims against the steamer City of Puebla. It is stated at San Francisco the amount of salvage probably will be the largest ever claimed on this coast. Already preparations are being made to facilitate the handling of the claims that will be presented. An announcement was made yesterday that the consignees of cargo must furnish an indemnity bond to cover their proportion of the salvage claims.

A mishap occurred when the Chehalis and her tow were near the Golden Gate which will largely reduce the salvage money of the Chehalis. Her tow line broke and the tug Relief, which had been following in the wake of the steamer, quickly came up and passing a line to the Puebla, brought her over the bar and into the bay of San Francisco.

BONES FOR BALLAST.

Skeletons in the Gravel Carried by Many Ships From Capetown.

Speaking of peculiar ballast which ships occasionally carry, Captain McBurnie, of the British ship Eskasoni, which is now at Portland, says he was at Cape Town one year when the enterprising citizens decided to build a large floating drydock. An old cemetery was condemned and a contract let for removing it. The contractor took the job at a low figure and naturally wanted to get through with it just as cheaply and quickly as possible. He went to a number of the sea captains who were in port and made arrangements to supply ballast for their ships from material excavated from the cemetery. As ballast at Cape Town is hard to procure and the contractor made them a liberal offer and his terms were soon accepted. So every vessel which left there for the next month carried sand, gravel and human skeletons.

Bones from that graveyard were soon distributed all over the world. Many were taken to New York on a number of the square-riggeers. When the stevedores were removing them from the hold they fancied that the officers of the ships had been killing their crews and burying the corpses in the ships to hide their crimes. It is said that it required a great deal of explaining on the part of the skippers to square themselves with the authorities.

"CAPITAL WILL COME."

Optimistic Outlook for Mining Conditions in Similkameen Valley.

Under the caption "Capital Will Come," the Similkameen Star in its issue of Saturday last prints the following:

"D. M. French and J. Tway arrived in town last Saturday by stage from Nicola and left on Monday for Copper and Kennedy mountains. Mr. rench has mineral properties in this district which he is desirous of developing. For that purpose he has secured the services of an expert and one who represents eastern capital to inspect and report upon them. Mr. Tway is pleased with the mineral outlook of this section and will carry away with him a lot of samples for assay. While here, as a sort of side issue, he will investigate chances in real estate with a view to erecting a large building ou it for spring business which promises to be brisk. Mr. Tway goes from here to Granite creek to examine mineral and other ground. He is very much impressed with the possibilities of this district and will return again when he has more time at his disposal. Mr. French expects to resume his citizenship of Princeton after about four years' absence, his present hurried trip precluding a visit with many old tilicums hereabouts. He expects to return in two weeks."

Ask your dealer for Amherst Solid Leather Shoes.

EVERY SPECIMEN WAS A PICTURE

London Times Enthusiastic Over British Columbia's Fruit Display.

Respecting the British Columbia fruit exhibit the London Times in its issue of December 5th said:

There was a private view of choice British Columbian apples at the Horticultural hall yesterday. Fruit growing is a new enterprise in that colony. Lord Aberdeen was the first, perhaps, to observe that both soil and climate favored the industry of fruit raising, or, at least, to act upon the observation. At the present time a community of growers is forming the neighborhood of his ranch at Okanagan. The insect plagues which work such mischief in California and Oregon have been excluded hitherto. It was not to be hoped that any transatlantic country could escape "scale," but even this is quite unimportant so far. None of the others give trouble, and the codlin moth, most dreaded of all, is actually unknown. This immunity gives British Columbia an enormous advantage. The expense and risk of insecticides are avoided. There is no necessity to "spray" the trees. The venture was successful from the first, 3,000 tons were exported by rail to Manitoba, Alberta, Saskatchewan especially. But the yield is growing so fast—600,000 trees have been planted in the last 12 months—that a larger market is requirted, and the colonists seek it in Great Britain. They claim that their produce is superior in quality to Californian, more like the sweet native apples and pears which are too expensive for the multitude nowadays; and it can be sold cheaper than the American already. The display at the Horticultural hall was very attractive. Colonists have a fancy for red varieties of apples, and they think that the British public shares the preference. However that may be, the long rows of boxes and trays, filled with crimson fruit, made a pretty spectacle, and every specimen was a picture, though we are assured that most of them had been taken "as they came," packed for shipment—excellently packed, too, for amongst other evidences of its intelligent interest, the government has issued instructions on the art of packing. The varieties most largely represented were ribstone pippin, Newtown pippin, Blenheim orange, and the American favorites Esopus spitzburg, king of Tomkins county, and Jonathan; but in future special attention will be paid to Cox's orange pippin, which is certainly the finest of all apples. The few pears shown looked admirable.

THE PRINTERS' STRIKE.

No Material Change in the Situation in the East.

Philadelphia, Jan. 4.—The status of the printers' strike was not materially changed today. The typothetae report that their firms had put fourteen additional men to work and that but five had gone out, making a gain for the typothetae shops of nine. George McDade, of the typothetae, gave out an official statement covering the period since the beginning of the trouble, several months ago. "There are 35 offices affected," McDade said, "and the full complement of these offices is 737. Today there are working, 504 men which shows there are 233 men out. Any firms not connected with the typothetae that may grant demands will do so only provisionally. The shops connected with the typothetae are standing firm and will continue to stand firm.

"The attempts to involve the pressmen and other branches of the trade have been unsuccessful."

At the head of the typographical union it was claimed that three new firms had signed. The names of the shops alleged to have signed were not given out.

Both Sides Claim Gains

New York, N. Y., Jan. 4.—The third day of the strike of the printers against the typothetae for the eight-hour work day and the closed shop ended tonight with gains claimed by both sides. Harper & Brothers, who employ about 100 men were on the undecided list of the typothetae, today granted the demands of the union. Several hours later it was announced by President McCormick of the Typographical Union Number 6, that Albert Drummond, a firm which had signed an agreement to resist, finally agreed to the union demands. On behalf of the typothetae, it was reported that A. H. Kellogg, the Rodd Ellectrocy Company and the Zeese-Wilkinson Company three of the firms on the undecided list had signed the agreement to resist the union's demands.

Agreement Postponed

Boston, Mass, Jan. 4.—Aside from scattered strikes at half a dozen points involving not more than fifty or sixty men in each place the movement for an eight-hour day for printers is not felt in New England. There are small strikes at Portland, Providence, Worcester, Holyoke, Springfield and Lowell, but they have had no serious effect.

In this city by an agreement between the typographical union and the typothetae, the demand for the eight-hour day is withheld until February first, but if a strike should come then it is believed that fewer than 150 would be involved as the majority of shops are non-union.

Almost Succumbs On Dawson Trail

Trying Experience of a Yukoner Who Barely Escaped Freezing to Death.

Hot Springs in Klondike—Police Patrol With Mail for Whalers.

A Dawson special dated December 24 says:

A. A. Gordon, keeper of the Miner's hotel at Forty-mile, barely escaped perishing on the trail between Dawson and Forty-mile a few days ago. He was en route from Dawson to Forty-mile with Billy Eddy, the hunter from Coal Creek. Gordon and Eddy left here in the teeth of a gale with the temperature 18 below.

The river was drifted with deep snows and the trail had not yet been well defined since travel began over the ice. In attempting to make headway against the blizzard, the men face one of the most trying undertakings. Eddy, who is a young, robust man inured to outdoor travel by reason of his constant work as a hunter, withstood the cold much better than Gordon. Ten miles below Dawson Gordon began to grow numb. Had he been alone doubtless he soon would have fallen into the lethargic sleep that seems so sweet to the man perishing from cold. A few minutes of this deadening state may be accompanied by halcyon dreams of summer days and scenes of ineffable joy, but unless roused the victim soon is in the icy grip of death.

Young Eddy proved the right man in the crucial place. He urged his comrade on out of the way of the blast, and they took shelter under the small trees of the river bank. There within the friendly shelter Eddy made a fire of driftwood, and with the help of the artificial heat kept his fellow-musher alive through the night. The next morning the blizzard continued, but Gordon was warmer. The men were traveling with two horses. They took one and pushed forward to the Sixteen-mile roadhouse. Gordon was nearly frozen to death again when the roadhouse was made, but soon revived, and was himself again after receiving the comforts of the friendly hostelry.

Eddy returned for the horse which had been left behind.

Off for the Arctic

On December 20 the police patrol, consisting of Sergeant Fitzgerald, Corporal Mapley, Constables Walker and Forrest started on the long mush to Fort McPherson and Herschel Island. Fitzgerald and Walker will remain there. Mapley and Forrest will return to Dawson this winter. They will be accompanied on the round trip by two Indian or halfbreed guides.

The party will go via Mayo Landing, on the upper Stewart, and Lansing creek. From the head of Lansing they will go over the divide and down the Wind and the Peel.

Forrest is from McQueesten, and is one of the best mushers ever on the police force.

They took out the mail to the imprisoned whaling fleet caught in the ice.

Hot Springs in Yukon

Hot springs exist in the Birch Creek diggings, back of Circle City, which are declared to be among the finest mineral springs ever discovered on the continent. Several of the mushers on the overland trail between Dawson and Fairbanks have been calling at the springs, and bathing and drinking the waters.

The pilgrims declare that the waters have a great rejuvenating and curative virtue and are fully as good as the noted hot springs of Green River, sixty miles from Seattle.

Although little opened, the springs now have a flow of two inches. The water is of a sulphurous nature, like that of the Green River and many other springs on the continent.

New Bank Manager

C. M. Gibbs is to be transferred to Dawson to take charge of the Dawson branch of the Canadian Bank of Commerce as manager. Mr. Gibbs will succeed D. O. Cameron, the present manager, whose term of service in Dawson has expired. Mr. Cameron will be transferred to another important station in the service.

Mr. Gibbs will arrive in Dawson from Neepawa some time early in the new year, and will then begin to familiarize himself with his new duties. Mr. Cameron will remain in Dawson for several months, perhaps until next June, assisting Mr. Gibbs in becoming acquainted with the peculiarities of the work there.

Trail Defined

The new winter trail between Dawson and Forty-mile has been defined by Eli Vereau, the pathfinder and musher, right down the middle of the frozen Yukon. This seems to the uninitiated a bold course to steer when winds often sweep along the river, but Eli knows that the middle of the river is not subject to the sidling effects that are produced by the water falling later in the winter.

Strike Union Flag

T. D. Pattulo, who has been consul at Dawson for years for the United Kingdom of Norway and Sweden, has just received instructions to strike and return the union flag which has flown over his office for years through Arctic storm and sunshine in the heart of the old Klondike. He accordingly ran down the emblem of the once existing unity of the peoples of the Scandinavian peninsula and will pack the tattered and frawed old token in a box and ship it to the Swedish consul-general at Ottawa. Mr. Pattulo is notified at the same time that he has been made consul at Dawson for Sweden and that a new flag will be sent him soon representing his new nation.

SHOULD REGULATE HERRING FISHING

Opinion of P. Herman of Essington—A Busy Season for Northern Residents.

Mr. P. Herman of Port Essington came down to the lower coast a few days ago, bringing his family with him to spend the holidays. They expect to return home the beginning of next week.

Mr. Herman has lived at Port Essington and in the vicinity for several years, and has been closely connected with its growth and development. For several years he was interested in a large cannery, but lately has been paying his attention mostly to a large general store. Mr. Herman is very enthusiastic regarding the country where he lives, and looks for some wonderful development to take place there in the next few years. He says that the resources of that country, especially along the Skeena River, have hardly been touched as yet, and that mining, farming and the fishing industry are even now being carried on with much profit.

New Canneries Being Built

In conversation with a Vancouver Province representative Mr. Herman said:

"We expect some lively times up in our country the coming year. This is especially true of the fishing industry along the Skeena River. All the canneries are preparing to run full-handed, and the prospects are very flattering for a big catch. Last year several of the canneries had to be shut down. The new cannery being built by Malcolm, Cannon & Co. is nearly completed and when in operation will have a capacity of 15,000 cases. The northern waters ar full of fish of all kinds, salmon, halibut and herring being plentiful. Now that we have such good steamboat connection with Vancouver there is no reason why the northern fisheries should not be exploited more. It only takes 48 hours to make the trip from the Skeena to Vancouver.

How Indians Catch Herring

"Herrings are to be found in large numbers in the northern waters. There are millions of them in the inland waters during some months of the year, and they are in my estimation equal to the herring which are caught at Nanaimo. While I am talking about the herring there is something which I think should be known and which should be stopped. This is the wanton destruction of the herring eggs by the Indians up there. During the spawning season the Indians take boughs of trees, and after stringing lines on them they submerge the boughs in the water. After the boughs have been in the water a short time they are drawn up, and great bunches of herring ova are found clinging to them. These eggs are dried and placed in boxes which hold about two bushels each. These dried herring eggs are considered quite a delicacy by the Indians and are sent inland for miles to the different tribes. Nearly all the general stores up there which cater to the Indian trade handle these dried eggs, and an immense number of them are sold. In one season I bought 150 of these boxes from the Bella Bella Indians. These boxes retail for about $4.50 each. If the herring are of any commercial value, then this destruction of the eggs ought to be stopped immediately.

Overfishing for Salmon

"Although the fisheries commission has not visited the Skeena River yet, there are few complaints regarding the present regulations. There is, however, a feeling among some that something ought to be done to prevent overfishing by the ever-increasing number of canneries. Many fear that there will be trouble on the Skeena such as was experienced on the Fraser a short time ago. Not only a shortage of men with the consequent increase of wages, but a scarcity of fish.

"Much interest is being taken in the agricultural lands along the Skeena. The reserve on these lands was removed a short time ago, and already there are quite a number of setlers who have located along the Kitsumgalum valley. This is about fifty miles from the coast, up the Skeena. From reports of responsible men who have been on the ground there is a large area of good agricultural land in this valley. This land is excellent for fruit-raising, and gives good returns. This has been demonstrated by several settlers who took up land there years ago and are raising some of the finest fruit ever grown in British Columbia. With the coming spring it is expected that many will settle in this country and take advantage of the opportunity offered to select homes in a fertile valley an dalong the line of the Grand Trunk Pacific Railway. The land is not too wet, and in the winter the snow is between two and three feet deep.

Placer Mining Quiet

"At present there is very little doing in the mining proposition along the Skeena. Along the Lorne Creek the Dry Hill Hydraulic Mining Company has been operating the past year and cleaned up about $18,000 which is pretty good considering that old ground has been worked over. The last four weeks $6,000 was cleaned up. Prospects are better for next year and everything is in first-class shape, and the water will be turned on as soon as the ice thaws in the spring.

"The climate there compares very favorably with that of Vancouver. There is very little difference between the two. It is barely possible that it is a little bit colder up there, but it is a good place to live.

"There is a great need of a good map of that country especially one which shows the land which has been taken and that which is still open to settlement. Such a map would be of great help to the prospective settler and in fact to all who are interested in the country.

Should Kill Beaver

"A few days ago I read an article in the papers which criticized the government for the order in council which was passed and which allowed northern Indians to catch beavers during the next two years. I am of the opinion, and in fact nearly all of the northern residents share the same view, that the government has acted wisely and done its duty toward these Indians. The beavers are the property of the Indians, and are of no possible benefit to the white men. The Indians make their living by catching the beaver. It is pretty hard work for the Indians to make a living in that country, and if it was not for what they make in catching the beavers they would have a hard time."

EXHIBITION OF SMOKE ABATEMENT APPLIANCES.

It is, perhaps, a fortunate coincidence that the Exhibition of Smoke-Abatement Appliances, which was open on Tuesday last, at the new hall of the Royal Horticultural society, Vincent square, Westminster, should have taken place while a yellow fog of greater or less density enveloped the whole of the Metropolis; although, perhaps, there is a certain amount of iron in the situation. The gloom which has recently hung over us will, no doubt, encourage makers of smoke-preventing apparatus to renewed efforts; while it ought to induce all but those who are confirmed in apathy, and those who are hopelessly sceptical, to take more interest in the subject. This, we suppose, is the object of the conference, for the prevention of smoke is well understood. It is the cost of it that stands in the way of application. The opening meeting of the conference on smoke-abatement was held on Tuesday, and was to have been presided over by the Duke of Fife, but, owing to his absence, Sir W. B. Richmond took the chair. The presidential address, which was to have been delivered by Sir Oliver Lodge, F.R.S., was read by the chairman, as the president was, unfortunately not able to attend. The address referred to the proposal that smoke and fog should be precipitated b yelectrification of the air, but pointed out that the right way to deal with town fog was not to produce it; and in this direction the use of gas fires in place of our burning coal was strongly advocated. Sir Oliver Lodge also treated on the subject of smoke consumption in boiler furnaces, and the bearing that gas and oil-engines have on the lessing of the smoke nuisance. A paper entitled "Is London Fog Inevitable?" by Dr. W. N. Shaw, was also read at the meeting. At the exhibition now open, the leading feature is, as we should naturally expect, a goodly array of gas fires and cooking stoves. The leading manufacturers in this line appear to be represented; and though the exhibition, on the whole, is not a large one, the collection of appliances is interesting. Novelties are almost entirely absent, though we noticed a combination of hot-water boiler with a gas cooking-stove which we had not seen before. This is an exhibit by Mr. J. Nutting, of Balham, S.W., in which a series of V-shaped copper boilers form the grid on which pots and pans are placed; the water heated in these bars circulates through a tank placed some distance above the stove. The arrangement is very simple and compact. The same firm also exhibits a patent boiler-feed regulator. There are several exhibits of smoke-consuming boiler furnaces and mechanical stokers, but, though excellent in their way, they are too well known to require special mention. Messrs. Sanders, Renders & Co. exhibit one of their „Ados" CO2 recorders; but as we intend describing this instrument in detail in the near future, we will not allude to it further at present. The exhibition closes today.—Engineering.

THOUSAND MILES NEW EXTENSION

Great Northern Railway Has Four Lines Under Construction or Survey.

The Wall Street Journal of New York says:

"The Great Northern has under construction or survey four important new extensions aggregating 1,000 miles in length. In addition it has just completed or has nearing completion 500 miles of small extensions and spurs. The programme for this year will be considerably larger. It will be finally decided on early this year.

"The important new extensions on Great Northern are:

"Pasco to Portland, 230 miles, under survey and partially under grading. Settlers are now going into territory adjacent to it. Northern Pacific is building the line jointly with Great Northern.

"Sioux City to Omaha, 120 miles, about completed. The intention was to have it in operation by Christmas, but bad weather delayed the work a few weeks. The north and south ends have been laid, and the entire line will be in operation before the end of winter. Later on this line may be turned over to Burlington. It will give the Twin Cities a chance to get into the Denver markets.

"Billings to Great Falls, 230 to 250 miles, now being surveyed under the direction of Walter Hill, youngest son of J. J. Hill.

"Midway to Vancouver, now under construction, 400 miles.

Similar Extensions

"Three of the less important extensions are into the wheat fields of North Dakota as follows: Munich to Searles, Starkweather to Hansborough, York to Thorn, about 225 miles in all. The rest would make a total of about 500 miles.

"Great Northern has ordered between 3,000 to 4,000 new box cars and seventy-five locomotives. Its power and equipment have been well-balanced. The new equipment is expected to meet the needs of the system for some time to come.

"One reason why Great Northern has been able to keep the car shortage in check better than most Western roads is that it can hold its equipment on its own lines to within 500 of all its cars. It never allows more than 3,000 to 3,500 cars off its lines. This it could not do were it sandwitched in between other systems as Burlington is.

"Louis W. Hill, first vice president of Great Northern, says: 'Generally the car shortage is felt on the Eastern roads while we can keep clear of it, but we felt it, too, quite severely at times. We have more new large box cars than any body else, and the average capacity of our box car is greater and the car itself is in better shape than on any other road. We are not buying the cars with steel underframe, because we think the wooden car is better.

Not for Steel Frames

"Leakage and rust are objections to the steel underframe, and we have no interest in any steel car works such as would make it an inducement to us to buy that class of equipment.

"We have handled about 40,000,000 bushels of grain already, leaving about 60,000,000 bushels still to go out. We have been carrying 500 to 700 cars a day. This will be reduced shortly to 200 or 300 cars daily.

"The blizzard we got early in the season set us back. We have not entirely recovered from it yet in some places.

"'Although the things that go to make up train haul cost are higher than they were a year ago, the train haul cost is slightly lower. This is brought about by still more careful loading and handling. We never reach the last link in this respect.

"'Irrigation is now the most important development in our country. Among the irrigation projects on our lines is one at Williston, on the western border of North Dakota; the Yellowstone project and others across Montana to the Rocky mountains, and again in Washington. There is probably more acreage of this kind tributary to Billings, on Northern Pacific and Burlington, than in any other spot where irrigation work has been authorized by the government. Billings ought to be a great city. In the matter of similar acreage adjoining it Lewiston probably comes next.'"

ST. ANN'S UNSEATED MEMBER.

Mr. Gallery Consults Sir Wilfrid on Subject of an Appeal.

Ottawa, Jan. 4.—Dan Galley of Montreal is here today to consult Premier Laurier regarding an appeal from his disqualification in St. Ann's. The prime minister only will consent to an appeal and Kennedy mountains. Mr. French has take his seat in parliament next session, as otherwise it would be a matter of public scandal.

Ball at Mount Sicker.—On Wednesday next, January 10th, at Mount Sicker, Miners' Union No. 215, western federaion will give a grand ball and supper. A large number of invitations for the event have been issued.

Standard Oil On The Griddle

Reform Governor of Missouri Commences Suits Against Octopus.

Commission Takes Evidence in New York and Calls a Rockefeller.

New York, Jan. 5.—Taking of testimony in two suits brought by the state of Missouri to oust the Standard Oil Company of Indiana, the Waters-Pierce Oil Company and the Republic Oil Company from that state and to prevent the carrying out of an alleged pooling agreement among the companies mentioned, was begun here today before Frederick W. Sanborn, a special commissioner appointed by Governor Folk. Herbert S. Hadley, attorney-general of Missouri, conducted the case for that state, and attempted to show that the Waters-Pierce and Republic companies in reality were subsidiary concerns of the Standard Oil Company, the Indiana branch of which conducts the Standard's business in the West.

During today's sitting there were many lively tilts among opposing counsel, one resulting in a demand by the attorneys for the defendant companies that the testimony be taken down verbatim longhand by the commissioner. Attorney-General Hadley agreed to this, saying he could remain as anyone else. This tedious

Manner of Recording the Testimony

permitted of the Examination of but two witnesses today. One of these was E. T. Bedford, a director of the Standard Oil Company, who refused to answer any questions involving the Standard Oil Company's affairs. He said he took this attitude on the advice of counsel and had no other reason for doing so.

The other witness was A. V. Jocket, a former bookkeeper for the Standard Oil Company, who said he was transferred to the Waters-Pierce company's office at Oklahoma City without resigning his place with the Standard. He said he had been instructed to say the Waters-Pierce company was an independent concern, but declared that Waters-Pierce barrels were filled with oil from Standard barrels.

Attorney-General Hadley said he would report recalcitrant witnesses to the supreme court and allow that tribunal to deal with them. The hearing will proceed tomorrow.

Rockefeller's Nephew a Witness

William G. Rockefeller, nephew of John D. Rockefeller of the Standard Oil Company, was one of the witnesses who attended the hearing today before Frederick W. Sanborn, a special commissioner appointed by Governor Folk of Missouri to take evidence in two suits brought by the state of Missouri against the Standard Oil Company and companies alleged to be allied with it. Other witnesses who expected to testify today are John D. Archbold, and H. H. Rogers, vice presidents and directors of the Standard Oil Company.

The hearing was in the office of Henry Woolman, and E. T. Bedford, a director of the Standard Oil Company, was the first witness. Herbert Shadley, attorney-general of Missouri, conducted the case of that state. The evidence was taken for use in two suits which have been brought by the state of Missouri. In one of these suits the state seeks to bar the Standard Oil Company of Indiana, a branch of the Standard Oil Company, which transacts its business west of the Ohio River, from doing business in Missouri.

To Exclude the Octopus

This action also aims to exclude the Waters Pierce Oil Company and the Republic Oil Company from doing business in Missouri. In the other action the state aims to prevent the three companies named from carrying out the terms of an alleged pooling agreement by which it is charged that the business of their competitors is crushed. It is alleged by the prosecution that the three corporations are federated for the purpose of preventing competition and of controlling prices in violation of the Missouri anti-trust law. The penalty of such violation is forfeiture of charter or licence to do business in the state.

It is charged that the corporations have districted the western states, each controling the business of its territory but all being in reality branches of the one trust. All the witnesses were taken to a private room and sworn in behind closed doors, the newspapermen being excluded. The hearing proceeded very slowly owing to the fact that the testimony was taken down in longhand by the commissioner. This was done at the request of one of the Standard Oil lawyers.

A USEFUL ALMANAC.

The Weather Forecast and Diary Calendars Are the Strong Features of Dr. Chase's Almanac.

There is always a welcome in the million homes of Canada for Dr. Chase's Calendar Almanac, of which the 1906 edition has just been mailed. This year this popular almanac appears in a new and attractive cover and one of the most interesting features is the Diary Contest, in which prizes amounting to $200.00 are offered for the best record of events kept in this almanac.

Probably the most useful part of this book, especially for farmers, is the weather forecast, which during the past year has proven wonderfully satisfactory, as is evidenced by letters received similar to this one from the great West:

McDonald Hills, Sask., Nov. 24, 1905.

Edmanson, Bates & Co., Toronto:

Gentlemen—I have been so well satisfied with the correctness of the weather predictions given in Dr. Chase's Almanac during the year 1905 that I shall be obliged to you if you will forward me a copy of the 1906 edition. Yours faithfully,

William Lewis.

All almanacs to be entered for the Diary Contest for 1905 must be received not later than January 15, 1906. Whether you have been keeping a diary during 1905 or not, be sure to secure an almanac and enter the contest for 1906. A copy of Dr. Chase's Calendar Almanac will be sent free to anyone sending his name and address to Edmanson, Bates & Co., Toronto, and mentioning this paper.

More Evidence By Miss Cam

Mr. Eberts, for Council o Instruction Completes Examination.

Drawing Enquiry Resum terday Before Com sioner Lampman.

(Fom Saturday's Daily.

The commission appointed tigate the South Park school troubles resumed its sessions after an adjournment over the On resuming his cross-examin Miss Agnes Deans Cameron, cipal of the school, D. M. Ebe again took up the matter of davits.

In reply to questions by M witness stated that none of t who had been asked to make had refused to do so. All of t had been spoken to were aux their testimony should be take regard to the boy Briggs he been requested to make an affi no one to the knowledge of wi prepared one. The reason thi davit had been made by the because she was absent fro during the early part of the it was only those who were t were questioned on the subje 14 out of the class of 29 had davits or declarations, several had been drawn up by the witn others were drawn up under gestion of the justice of peac majority of the declarations copied from a form drawn u ness., the writing of some she recognize. All the pupils who tending the High school with ception made a declaration, not been spoken to, before th to the South Park school at quest of the witness on the da clarations were made. It was usual custom to allow the pupil the books home, but she had some of them to do so.

Closely Questioned

Mr. Eberts read from one o culars to show that the pupils to be allowed to take the boo Witness stated that she had explained why the pupils had lowed to take the books home. ter by Muirhead was written i fice of the South Park school presence of witness, but with ception of telling him the nu days during which he had school she had not given him struction as to what should be Witness was very much surpris Muirhead informed her how mu ing he had done, which was 80 and 100 lines in the seven p der dispute. The boy had told the presence of other teachers, was then requested to put it ing.

Mr. Eberts in referring to book of the school pointed Briggs was only absent from t for the first week of the term. Beginning on August 21st, affidavits were made on Septem Witness did not remember ing Boyd and did not say that not spoken to Briggs. She Mr. Robinson that Boyd wou his office and do the exercis sired, and Mr. Robinson had he did not want Boyd aroun fice. A few days later, howe ness saw Mr. Robinson convers Mr. Deane, third assistant at t Park school in the corridor of t and later Mr. Deane had told Mr. Robinson wanted Briggs s to go to his office. She thoug his right to ask the boys to office, but did not show much to her as principal of the sch boys did not go to his office, were not present at the after sion, and witness was told by ents of the boys that they to be interfered by any o their counsel was present.

Matter of Affidavits

Witness did not ask Miss make an affidavit. Witness sure whether she had omitte his name on the list which to Mr. Paul, or if Mr. Paul ted to send her; but she did down with the other pupils High school. Witness then Mr. Clay telling him what er pupils had done, and aske Clay desired the same privil had never spoken to Mr. Cla subject of the affidavits.

In reply to Mr. Eberts, wit ed that she did not know until

NO ONE WHO HAS EVER SEE HEARD THE HELP CHOKING OF A CONSUMPTIVE

CAN THINK LIGH OF A COUGH

A single dose of Dr. Wood's Pine Syrup will convince you th stop the cough, sooth the throat, you on the road to recovery.

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is rich in the lung-healing virtu Norway pine tree, skilfully comb Wild Cherry Bark and the soot expectorant properties of other herbs and barks. It is a pleasant effectual medicine for Coughs a Hoarseness, Sore Throat, Pain in t Asthma, Bronchitis, Croup, W Cough, Quinsy and all trouble Throat and Lungs.

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HAS NO EQUAL

"I had a very bad cold which s my lungs. I tried many reme could get no relief. On the ad friend I procured a bottle of Dr Norway Pine Syrup. Before th was half finished I had not the trace of a cough, and in my op Wood's Norway Pine Syrup has as a cure for coughs, colds, or any of the throat and lungs.

J. J. McINNIS, Woodb