

THE NEW MINISTER

Hon. Mr. Sifton Sworn in as Minister of Interior by Deputy Governor Strong.

One of the Terms of Settlement of the Mautoba Question.

Fisheries Commissioners Decide to send Joint Report to the Government.

Ottawa, Nov. 17.—(Special).—Hon. Clifford Sifton was sworn in Minister of the Interior and member of the Privy Council by Sir Henry Strong, Chief Justice of Canada, who is county governor, at 10 o'clock this morning in the Premier's office. Hon. M. Sifton took charge of his department immediately afterwards. He leaves by the afternoon train for Winnipeg. It is not believed here that he will have any opposition in Brandon.

(By Associated Press.) International Fisheries Commissioners Wakeham says the report of the American commissioner and himself will be a joint one, they being agreed on their conclusions. The report will be ready by the end of the year.

Commander Spain, of the fisheries protection fleet, has returned to Ottawa. He says the season on the coast will be below the average. Ninety American vessels took out licenses this year, as against forty-five last year. The clause in this year's licenses prohibiting one licensed American vessel to sell supplies to another vessel in Canadian waters is responsible for the decrease.

Hon. Mr. Davies leaves for British Columbia next Monday. He expects Mr. Tarte will wait in the province until he arrives.

Hon. Mr. Davies is perfecting plans for a Hudson Bay expedition next spring. A vessel of the Newfoundland sailing fleet will be chartered. The city council by a vote of 13 to 8 decided to adopt a curfew bill by-law for the capital. Children under 14 when unaccompanied by their parents or guardians must be off the streets by 9 p.m.

The premier has promised that all the morning newspapers shall receive the terms of the school settlement simultaneously. Hon. Clifford Sifton, late attorney-general of Manitoba, arrived here last night and was met by Premier Laurier. The train was sharp on time and the premier was not able to reach the depot before Mr. Sifton had started for the hotel. A meeting of the cabinet was held after Mr. Sifton's arrival, when political matters in the West were talked over. The new minister of the interior will only remain here for two or three days when he returns to Brandon. Mr. Sifton does not wish to say anything about the school settlement as it will be officially announced in a day or two. Some of the extremists, who are followers of the archbishop have accepted the settlement. The proviso that it is intended to make the schools satisfactory to the minority, is that the districts having an average attendance of twenty-five Catholic children shall be entitled to have a teacher of their own denomination, who must be fully qualified according to the provincial school standard. In districts where the children speak French wholly, they are to have teachers speaking both English and French so that they will learn English as readily as possible. The readers used in such schools will be bilingual, so that the children will grow up from the first accustomed to English.

COASTERS DELAYED. Walla Walla has a Rough Experience on Her Trip South.

San Francisco, Nov. 17.—Somewhere along the coast several small steamers and sailing craft are struggling toward San Francisco. Heavy head winds are holding the fleet back and some anxiety is expressed for the Alice Blanchard from Portland and the Costa Rica from Victoria. The Walla Walla from Victoria, Seattle and Tacoma came into port at 9:30 this morning, twenty-six hours behind time. The Walla Walla had a rough experience, but one of her officers explained that her captain "put her head into the wind and let her ride out the gale."

As soon as the boat left Cape Flattery the wind began to blow with hurricane force and it continued to blow throughout the entire voyage. Seas ran very high and rain poured down in torrents, filling the decks, the seepers not being able to carry off the surplus water. The storm overtook the British ship Snagler, from Melbourne, that arrived last night, and about 300 miles the ship was struck by the hurricane.

"To My Life's End." Old age brings on many aches and pains which must be looked after if health is to be maintained. This depends more than anything else on the kidneys. "I am 55 years old," writes A. Duffin, farmer, Aultsville, Ont., "and have had kidney trouble five years. My son advised Chase's Kidney-Liver Pills, and obtained immediate relief. I shall use them to my life's end." You will find Chase's Pills equally effective for that lame back.

MCKINLEY'S CABINET.

Mark Hanna Can Have Anything He Wants—Does He Want It?

Cleveland, O., Nov. 17.—National Republican Committeeman Henry C. Payne, chairman of the Chicago headquarters, arrived in the city from New York on Saturday, and with Gen. W. M. Osborne, of the New York headquarters, held a long conference with M. A. Hanna. It is stated that among other subjects discussed was that of formulating plans in connection with the future organization of the Republican party. At the conclusion of the conference Gen. Osborne was asked: "Has Major McKinley commenced considering cabinet possibilities?"

"I guess that is about the only thing agitating his mind nowadays. He realizes that he has a hard task on his hands." "Would ex-President Harrison be acceptable to the McKinleyites for the secretary of state portfolio?" "Most certainly, but I do not believe he would accept it. His law partner has given it out that Mr. Harrison would not be in a position to accept the honor."

"All kinds of rumors are in the air about the secretary of the treasury. It goes without saying that Mr. Hanna can have anything he wants. The point is: Does he want anything?" "It will take Mr. McKinley until a week before his inauguration before he will have decided on the complete make-up of his cabinet."

MUST RENOUNCE DEMOCRACY.

Populists Like Bryan, But Not the Company That He Keeps.

New York, Nov. 16.—A special to the World from Raleigh, N.C., Senator Butler's paper, says editorially: "Speaking now for the People's party of North Carolina, and we believe for the nation, we take the liberty of serving notice on Mr. Bryan that if he desires to head the reform forces of the People's party in the fight, he must do so under some other name than that of 'Democracy.' The name has become a reproach and stench among the people, and it will not be supported."

Just closed the People's party joined forces with the Democrats and the Democrats again played the people false, grossly and brutally false. We are done with them now and forever, and also with any man who seeks to lead the people hereafter under any standard that may bear the name or have the smirch of the word Democrat on it."

MANITOBA SCHOOLS.

The Globe Discusses the Settlement of the Question.

Toronto, Nov. 18.—The Globe says editorially: "Let us hope the settlement of the school question may mark the inauguration of a new method of dealing with religious questions, a method that will unite the people of this country in the bonds of common citizenship and that will reflect itself in the relations of the children who attend our public schools. In any case the re-establishment of the separate schools in Manitoba was out of the question and the idea of Premier Laurier and his colleagues was simply to recognize that limitation and strive to make a settlement that was fairest to the minority and best calculated to advance their interests and those of the province. The rest must be left to the humanity, liberality and justice of the people of Manitoba. In the meantime it will be a source of congratulation to us all, that the question which has troubled the country so long is now settled. Under the administration of Laurier, a matter which has been dragged for six years has been disposed of in less than that many months, and to his tact and courage it must be admitted, the result is in a large measure due."

ANOTHER BOUNDARY DISPUTE.

Commissioners to Determine Boundary Between Manitoba and Minnesota.

Washington, Nov. 18.—It is quite probable provision will be made at the coming session of Congress for a boundary commission to determine the divisible line between Minnesota and Manitoba. Representative Heatwold reported from the foreign affairs committee last night a resolution providing for such a commission. The dispute is over the tract known as "Hunters Island," and hinges whether the main channel of Rainy Lake river runs north or south of the island. It has been suggested that the Alaska boundary dispute be coupled with that of Minnesota, and an amendment offered to the Heatwold resolution providing that the same commission determine the Alaska boundary. Objection is made to this by the Minnesota men, who say it will not be difficult to determine the ownership of Hunters Island, while the dispute over Alaska might take a commission a long time to decide.

KILLED BY COCAINE.

London Dentist Applies It To An Ucerated Tooth.

London, Nov. 18.—The management of the Hotel Cecil continue making a great mystery over the sudden death of Mrs. Alma Merritt, wife of George W. Merritt, who died at the hotel on Saturday night under circumstances which led to the circulation of the report that she had committed suicide. Mr. Merritt said to-day: "The reports published are entirely wrong. My wife had been suffering from an ulcerated tooth. A dentist furnished her cocaine, which indirectly caused her death as it induced epilepsy, which was chronic with her."

A FREE SHIP BILL

Proposed by the U. S. Commissioner of Navigation in His Annual Report.

Washington, Nov. 16.—The report of the commissioner of navigation for 1896, after referring to the necessity of passing a free ship bill, states: "Our maritime rank on the Pacific is now threatened by a new rival—Japan, which, under liberal and progressive laws, has just established a trans-pacific steamship line to the United States, and with the co-operation of American capital is preparing to extend this service. In 1880 the tonnage of American vessels entering the United States from ports of Asia and Oceania was 283,395, and of foreign vessels 442,251 tons. In 1895 the American tonnage entering was 308,461 tons, the foreign tonnage 637,206 tons."

"The large and profitable carrying trade once conducted between Asiatic and European ports by American vessels which seldom entered American ports has almost entirely passed away. We have already seen the American flag, the commissioner says, almost wholly disappear from the mid-Atlantic, save as borne by the mail steamers of American lines, and the figures presented tend to show that the carrying trade of the Pacific is slipping from us."

Before it is altogether lost Commissioner Chamberlain suggests that Congress inquire into the conditions of trans-Pacific transportation. For the control of this trade the United States has obvious natural advantages. Within the last five years Japan's seagoing steel steamers have increased from three of 27,701 tons to fifty-three of 106,205 tons. The number of American steel and iron ships on the Pacific coast is forty-three of 68,825 tons.

The report recommends an immediate extension of the act of 1892 under which steamships New York and Paris were admitted to American register and the steamships St. Louis and St. Paul were built in the United States. Under existing law it is impossible to establish a mail service even approximating to our Atlantic mail service.

The report opposes at length the proposition to impose 10 per cent. additional discriminating duties on all cargoes brought into the United States by foreign vessels. It points out that for over eighty years the United States has followed the policy of reciprocity in this respect. Every other maritime nation of considerable rank has adopted and now pursues the same policy. Our total imports for 1895 were valued at \$731,969,985, of which \$590,335,302 were brought in by foreign vessels. The discriminating duty bill would put an additional charge of \$59,000,000 on our international exchanges, based on the figures for 1895, an amount approximately equal to our entire ocean freight bills on imports and exports.

In 1895 we imported \$95,000,000 of coffee, of which \$80,000,000 came from Brazil. At least nine-tenths of this \$80,000,000 of coffee imported into the country, besides bringing our tax on this came in foreign vessels. For the extra sum, Mr. Chamberlain says, which under the discriminating duty the Americans would be required to pay for Brazilian coffee, alone, there could be established steamship lines, including the same five steamers, equal to the St. Louis and St. Paul, or a much larger number of the class required for South American, Asiatic and the African trade.

The report notes articles from our treaties with the thirty-five principal nations in the world, all of which it is contended, must be abrogated at the expense of a disturbance of our trade relations with the world if the policy of discriminating duties is to be adopted by the United States.

The report also favors the enactment of omnibus bills relating to navigation and to American seamen. In the form favorably reported by the senate committee on commerce at last session, rather than in the form in which these bills passed the house of representatives.

It renews the argument for the repeal of compulsory pilotage on coastwise sailing vessels, and points out that congress has spent over \$27,000,000 in the improvement of twenty-seven harbors at which compulsory pilotage is still exacted from domestic sailing vessels. By the abolition of useless registry bonds merchant ship owners have been saved \$30,000,000 annually and American lake ship owners about \$15,000,000 in Canadian charges imposed for years in contravention of the policy of reciprocity.

Windsor Salt. Preserved "Test for Table and Dairy" No adulteration. Never cakes.

BAST OF THE ROCKIES.

Lieut.-Governor of Quebec is not at Outs With his Ministers.

Winnipeg, Nov. 16.—There was no train from the West this morning. The line in the mountains west of Banff is blocked with snow, there having been a fall of seven feet during the past three days. The officials say a through train will arrive about the usual time to-morrow. Hon. T. B. Reed, of Maine, is a passenger on the delayed train.

A Calgary dispatch says: "Snow has been falling all day yesterday and still continues. Over a foot has fallen already. The wind is not high, but if it rises trains will be blocked." The committee appointed by the C.P.R. telegraph operators to act with the superintendents of the C.P.R. in the matter of drawing up a schedule, governing the hours of labor, wages, etc., concluded their work to-day, and so far as the Western division is concerned the trouble which led to the strike have been amicably settled. The new schedule will be put into operation at once.

A breach of promise suit occupied the attention of Nov. 16th, the court today, Mrs. Walton charging Dr. Stephenson with breach of promise. The defendant is an Iceland doctor practicing in Winnipeg. In 1893 the parties first met when the defendant moved to her home. The defendant attended plaintiff professionally. It was at this time the promise of marriage was made, but the doctor has since then taken up with another woman, hence the suit.

Application has been made to quash the Winnipeg by-law relating to the inspection of dairies. London, Ont., Nov. 16.—A snow storm which here all Sunday. The street railway system was temporarily blocked until seven o'clock this morning. The steam railroads were not affected.

Quebec, Nov. 16.—T. Berthelme, proprietor of La Presse, Montreal, and J. D. Rolland, paper manufacturer, have been appointed legislative councillors. Quebec, Nov. 16.—Montreal correspondent of the Mail says: "The report that a difference of opinion exists between Lieut.-Governor Chapeau and the ministers of the Flyn government is utterly devoid of truth. The relations between the Lieut.-Governor and his ministers are of the most cordial nature. Unfortunately His Honor has been so ill for several days that he has been unable to meet the ministers at the legislative building. It is hoped His Honor will be fully restored to health so as to enable him to open the Quebec legislature on Tuesday."

CHINESE RAILWAYS.

American Capital to be Invested in the Flowery Kingdom.

Chicago, Nov. 15.—The Tribune says: One million dollars has been subscribed and are being raised for the formation in Chicago within two weeks of a gigantic commercial enterprise to be known as the English-American-Chinese Railway Construction Company, which is to enter the field of Chinese trade as the rival of the American Trading Company. The object of the company is to eventually obtain control of the American trade in the Flowery Kingdom. Twenty-three miles of railway equipped with the most improved appliances and rolling stock will be ready to start for any reason. The line will be put in by Americans, and they will also supply the equipment of the road. Two Englishmen are directing the formation of the syndicate from opposite sides of the globe. One of them, John E. Grant, is now in Chicago concluding the deal, and the other, Louis Spitzel, is in China. The former is a railroad promoter, and the latter the head of the firm of Louis Spitzel & Co., London and Shanghai.

NEWFOUNDLAND BANKERS.

Attorney-General Will Revive the Cases Against the Directors.

St. Johns, N. F., Nov. 17.—The attorney-general proposes reviving the cases against the bank directors at the coming term of the Supreme court on Nov. 30. On this occasion he will proceed by affidavits made direct to the court ignoring the grand jury altogether. The proceeding is unique in the colonies and will cause much legal maneuvering.

HONORS CONFERRED.

On Officers Who Are Taking Part in the Nile Expedition.

London, Nov. 18.—The Gazette announces that the following honors have been conferred for services in the Nile expedition: Sir H. Kitchener, the Sir of the expedition, Knight Commander of the Bath. Six officers of the expedition are made Companions of the Bath, and four officers are made Companions of the Distinguished Service Order, while three or four other promotions have been gazetted, varying from major to major-general.

TAKEN BY SURPRISE.

The news comes from well informed sources that the subscribers of the Family Herald and Weekly Star, of Montreal, are receiving their wonderful premium plate entitled "The Orphan's Prayer." Great indeed is the surprise and great is the admiration this picture is creating. The Reverend Edward Everett Hale, of Boston, the eminent divine, is first among the enthusiastic admirers, and his taste is beyond question. Artists, connoisseurs and other judges of acknowledged power are loud in their praises of "Orphan's Prayer," all joining in heartfelt thankfulness to the publishers of the Family Herald and Weekly Star for venturing to place in the homes of the people so grand a picture at so trifling a cost. We understand the Family Herald for a full year and "The Orphan's Prayer" are secured for one dollar, a sum that seems little or nothing when one looks at the value received for it.

BOUNDARY TREATY.

To be Signed at Washington by the British and Venezuelan Ambassadors.

Oxford and Cambridge Men Secure Most of the Civil Service Places. British Guiana to Disestablish Both Anglican and Presbyterian Churches.

London, Nov. 17.—It is understood that the next step in the Venezuelan affair will be that Venezuela will empower plenipotentiary to settle and sign with the British plenipotentiary a treaty referring the matter to arbitration. It is suggested that the treaty be signed in Washington.

Oxford men won fifty-six and Cambridge men twenty-six out of ninety-four Indian and Home civil service places open to public competition in England. One result of making it easier for university men to enter the public service is a falling off in the number of candidates for the university honors examination. Civil service candidates give up their last year to cramming for the special examination, instead of attending their college work, contenting themselves with pass honors.

British Guiana intends soon to disestablish the church. At present it has two established religions, the Anglican and the Scottish Presbyterian, while the government also helps the Methodists and the Roman Catholics. The colonists think that \$100,000 a year is too high to pay for what they receive. The legislature has extended the present system for eighteen months only instead of the usual seven years.

RIVERS OVERFLOW.

All the Overland Railways are Suffering Much From High Water.

Farmers Along the Banks of the Washington Rivers Lose Homes and Stock.

Seattle, Nov. 17.—The railroad situation in the city yesterday as a result of the general storm was about as bad as it could be. Traffic was practically blocked in every direction, principally from floods, and it was hard to get anything like a prognostication of what the immediate future had in store, from any source. If the saying that misery loves company holds good under all conditions, certainly no one of the main railroads had any reason for complaint. They were all in it, all were miserably all blocked. Long lines were the order and a brotney reeling and attitudinizing pervaded the railroad offices. Brother railroader was commencing and concluding with brother in every one of the railroad offices. At the Union Hotel there was a big crowd of travellers collected each asking the other if the trains were going to move; words and questions poured into the ticket windows but they got little consolation. The best that could be said in reply to their queries was, "We don't know."

And the best that was done was not much. The Northern Pacific ran only specials to Kent during the morning. The Great Northern sent out a special, it might be called, only as far as Stanwood, on the Stillaguamish. The Seattle & International only sent out the Snoqualmie branch train at 4 o'clock.

The Canadian Pacific could do nothing better through connections could be established on the coast line to Whatcom.

Such was the situation and all caused by the heavy rains that have been falling for several days. There was but one gleam of hope through all the darkening clouds, an apparent break in the storm with indications of better weather and less rain, in which case the situation would soon clear itself.

Portland, Nov. 17.—The storm which abated for some time Sunday night began again yesterday morning, and during most of the day a heavy wet snow fell over the entire northwest. In some localities two or three inches of snow covers the ground, but at some points in the valley of western Oregon and Washington it has melted rapidly, causing all streams to overflow their banks. Damage has been done telegraph wires and railroads.

Mount Vernon, Nov. 16.—Slaght river is ten inches higher than ever before in the history of this country. The dykes below here are nearly all washed away. Avon is under water. Men were working all day and all night making dykes to keep the town here from being over- flowed. Beaver and Olympia marshes are inundated. No trains arrived today, the track being under water from here to Stanwood. The Great Northern railroad bridge is in a precarious condition. West Mount Vernon is flooded. Families are fleeing to the hills to escape the water. Many head of stock drowned and farmers will suffer untold losses.

The Chinook wind and thaw of the last few days have brought the melted snows down from the mountains in such volume that it has been with the greatest difficulty that the town has been saved from a most disastrous flood. The town is completely cut off from railroad communication with the south, as from Fir the Great Northern track is under water and for two miles the bank is washed away, which it will require five or six days to repair. The highest point is now believed to have been reached, and as the colder weather has set in it is hoped that the next few hours will find the river falling. No casualties have yet been reported.

Snohomish, Nov. 16.—The river is still rising rapidly. It is probably near its highest point, provided there is no more rain. It is now about twenty-one feet above regular water mark at high tide. The county wagon bridge, at the foot of Avenue D, is in an unsafe condition. The stern wheel steamer Florence Henry spent all day yesterday on the big marsh sticking up, masts and stock. Some twenty-five families were brought either to Snohomish or Everett and are stopping with friends. Considerable stock was also saved in this way, but the greater portion of the stock that was not driven to the highlands will be lost.

The Henry is out to-day on the upper part of the marsh and will bring in several families who could not be reached yesterday. The river is some two or three feet higher than it was seven years ago when the old Seattle, Lake Shore and Eastern bridge was washed out at this point. It was a very fortunate thing that the company had a crew on the bridge nearly all summer, as it is barely able to stand the strain as it is. The bridges are kept quite free from jams by the excellent system of sheer booms which were put in after the big jam at the Great Northern bridge two years ago.

A report reached here yesterday that a rancher living between this city and Monroe had been upset while crossing the river in a canoe with his wife and three children. The report has it that all were drowned, but did not give any names. A logger in the employ of Mosher & McDonald at Cherry Valley fell from a boom Saturday and never came to the surface. There has probably been no great loss of life if the farmers have remained in the upper stories of their farm houses.

About half the marsh farmers have their homes and barns built on the highlands, and while their farm lands are covered the water is not so deep. Several steamers of the Alaska salmon fishing fleet arrived at the mouth of the river last night from the north. It was the intention to winter the steamers in the river, but they were unable to come in on account of high water. Yesterday several houses were whirled away, holding together until they crashed into the bridge, only to go to pieces there.

Everett, Nov. 16.—The river at Snohomish is now six miles wide. The Seattle & International railway bridge is so much damaged by driftwood that no trains can cross until it is repaired. The center pier of the wagon bridge, the one upon which the bridge swings, is also damaged to the extent that teams are not allowed to cross.

The present rise has so far exceeded the Snohomish by nearly two feet. It has broken over the dykes and is making a short cut across the open country to the mill and At Lower both the Great Northern and the Monte Cristo roads are washed out. Many log booms have been broken and the logs are being swept into the Sound.

Tacoma, Nov. 16.—Three inches of snow covers the hills around Tacoma and the scene presented is due usual to the Sound in November. The wire between here and Seattle were down till noon to-day, and besides disturbing to some extent the electric light and telephone wires of the city, the storm has caused a temporary cessation of travel over the Northern Pacific between this city and Seattle. The temporary bridge over the White river on the Seattle line was endangered all day to-day by driftwood, which is piled high against the structure. The river has been rising rapidly for the past twenty-four hours and it was feared that the bridge would be swept away last night. The early morning train to Seattle, which connects with the overland from the East, got through Sunday morning, but it was decided by the company to stop trains on the line till the White river bridge is strengthened.

The greatest damage to the Northern Pacific on this side of the mountain is on the Portland branch. Nearly one hundred feet of filled embankment in the Coville valley near Olegua was swept away.

Between Scappoose and Portland the line is in continual trouble. All of the small rivers between Tacoma and Portland are badly swollen by the rains. It is feared that more trouble is in store for the company, especially if the Coville river continues to rise, as seems probable. Superintendent McCabe of Northern Pacific spent all day Sunday on the line to Portland, personally directing the efforts of the large force of men, who have been working all day in order to keep the line open.

New Whatcom, Nov. 16.—The late floods have cut this city off from rail connections with the outside world. The steamer this morning brought the only mail in three days. No Canadian Pacific overland for four days. The Seattle-Vancouver trains, north and south, have been abandoned since Friday. The Great Northern ran a local to Mount Vernon and back. The Nookack river is overflowing and doing great damage to adjacent farms. A large force of men are guarding railroad and county bridges.

Rev. D. MacRae, of St. Paul's Presbyterian church, and Mrs. MacRae, left last evening for Ontario, where a six months' vacation will be spent.

You can hardly realize that it is medicine when talking Carter's Little Liver Pills; they are very small; no bad effects; all troubles from torpid liver are relieved by their use.