Preparing For the Fray

Significant Preparations in Japan When the Tosa Maru Left Yokohama.

Japanese Govt. Decides to Rush Completion of Strategical Line As National Movement.

Newspapers Urge Despatch of Troops To Korea and That Japan Make War.

(From Tuesday's Daily.)

The steamer Tosa Maru, which reached port yesterday from the Far East, brought news that things were extremely warlike in Japan when she sailed, and her ship's company were surprised that war had not been commenced ere this. A summary of the situation at the time of her departure as given by the Japan Advertiser, says: "At no stage in the history of the Russo-Japanese negotiations has the prospect appeared more warlike than it does at present. Premonitory symptoms are multiplying themselves. Preparatory steps, some denied, some not denied, are very much in evidence, and the imminence of war is generally regarded now as quite certain as its inevitability. It has been suggested that a winter campaign is not dreaded by either side, but such an event would threaten the success of Russia's operations much more than it could hamper those of Japan."

The Tosa Maru brought news of continued activity in Japanese government executive circles, especially the navy. After docking the warships, recoating their bottoms with a special preparation, arrangement was made for the charter of Nippon Yusen Kaisha steamers as transports, and significant conferences are being held by cabinet ministers, privy council and heads of departments. The press was unanimous in declaring that the period of hesitation was past, and that the world would agree that Japan was not the aggressor in any action which the delay and aggression of Russia had forced upon her.

A significant feature of the situation is the direction of the Japanese government's gratitude toward Korea. An extraordinary meeting of the cabinet, privy council and some elder statesmen was held on December 28th to discuss, not peace or war, but ways and means. Owing to the premature dissolution of the Diet, the proposed measures for government completion of the strategical railway between Seoul and Fusen, which promise connected with Japan by cable, if not been impossible for the government to get funds for that purpose.

It was decided at this meeting, at which Marquis Ito, who is said to dominate foreign policy, took a leading part, that it was imperative to push completion of this road, and special funds of the state are to be utilized until such time as the next Diet can vote the necessary money in the ordinary way.

An imperial ordinance empowering the issue of five million dollars debentures from special funds to construct this road under government supervision was to be issued. This movement has the general endorsation of the country.

This action, together with intimations that arrangements were made for realizing a vast sum for other warlike contingencies, strengthened the belief that Korea will be the first object of Japanese attention in the event of Russian obstinacy.

Some newspapers tell of a treaty between Japan and Russia of 1898 guaranteeing the integrity of Korea, and state that, as Russia menaced that integrity by proposing to establish military bases in Korea, Russia deliberately declared that treaty abrogated. Consequently Japan was at liberty to take steps to ensure the integrity of Korea, an object for which the Anglo-Japanese alliance was made, and in which the United States was agreed.

Therefore, the papers urged that if Russia refused to withdraw from Korea Japan's immediate action should be to pour troops into Korea in order to uphold that country's sovereignty. It was pointed out that this would mean war with Russia.

Assuming that Korea would be the concentrating base for the Japanese forces, and that the land operations (as seems likely) would mainly take place along the northern boundaries of the peninsula, in Shinking territory, Japan's lines of communication and supply will be much more effective than Russia's. It would require a much greater and so hampered navy than Russia has to cut them off, while the nearest Russian branch railway, supposing the invading Japanese were in sufficient as to let it alone, would be quite inadequate to compete with Japan's sea communications.

A number of war correspondents gathered at Tokio after made visits to Korea and Manchuria, amongst them being Martin J. Egan, of the Associated Press, formerly of Victoria, and Bennett Burleigh, of the London Telegraph. As the Advertiser, of Yokohama, puts it, where the carcase is, there will the vultures be gathered together, and already the war correspondents are assembling at convenient places between Chemulpo, Seoul and Wiju.

As to the outcome of the whole affair, it is not likely that the immediate success of either nation will materially effect it. The mere fighting itself, with the subsequent diplomatic interventions, will probably trend toward the partition of China and its environs. Russia will retain Manchuria, and it will be for Japan to seize, during the hostilities, as much as she can of the Yalu watershed north of Korea, which peninsula, of course, is presumably to fall into Japan's hands. Japan may also establish her claim to part of Fukien, lying over against Formosa. If England, as recent events seem to promise, takes charge of Thibet, it will be for her diplomats to see that clear communication is established between that province and Burmah to the eastern sea. Her sphere of influence in the Yang-tse seems no more desirable than a connecting strip running to the north of, and through parts of, the French spheres in the south. It looks as if, when the scramble ensues, England should, being cut off by the French from Hongkong, establish firm connection between her western possessions and her Yang-tse path to the sea.

Also Sent Flowers.—Amongst those who so kindly sent flowers to the funeral of the late Capt. Livingstone Thompson the following names were inadvertently omitted: Mrs. and Miss Pooley, Mrs. Luxton, Mrs. and Misses Bass, the Provincial Land Surveyor's Association, Miss Grace Pinder, Miss Marjorie Pinder, The Young Men's Liberal-Conservative Club, Dr. and Mrs. O. M. Jones.

What shrunk your woolens?
Why did holes wear so soon?
You used common soap.

SUNLIGHT SOAP REDUCES EXPENSE

Ask for the Octagon Bar.

Provincial Legislature

Debate on Provincial Elections Act Occupies Most of Yesterday.

Estimates Submitted to the House for the Fiscal Year.

Protection of Vancouver Island Deer Causes Considerable Discussion.

(From Tuesday's Daily.)

Mr. Speaker took the chair at 2 o'clock p. m.

Prayers were read by the Rev. Dr. Campbell.

MOTIONS.

The following bills were introduced, read a first time and placed on the orders for second reading at next sitting of the House.

The Hon. Mr. Wilson, "An Act to amend the 'Health Act.'"

The Hon. Mr. McBride, "An Act to amend the 'Public Schools Act.'"

Mr. Cameron, "The Society for the Prevention of Cruelty to Animals Incorporation Act amendment Act, 1904."

Mr. Bowser, "An Act to amend the 'Counties Definition Act.'"

Mr. Oliver, "An Act to amend the 'Poison Act.'"

Mr. Evans moved that an order of the House be granted for a return of all lands sold in the E. & N. Railway Belt by the E. & N. Railway Company; also, a return of all lands which were originally in the E. & N. Railway grant which are at present paying taxes to the provincial government, excluding lands in municipalities.

On the motion of Mr. Evans, private bill (No. 52) intituled "An Act to incorporate the Alberni and Cowichan Railway Company," was introduced, read a first time and referred to the railway committee.

The Hon. Mr. Tatlow presented a petition from the Vancouver Land and Improvement Company opposing private bill introduced by Vancouver City, re False Creek lands.

Laid on the table.

QUESTIONS.

Mr. Paterson asked the Hon. the Minister of Agriculture the following questions:

1. What amount has been paid for traveling expenses of the Deputy Minister of Agriculture since 1900, inclusive?

2. What amount has been paid to, and for traveling expenses of, creamery for farmers' institutes throughout the province since 1900, inclusive?

3. What amount has been paid for the purpose of assisting in the importation of stock?

4. How many creamery companies have received assistance from the government, and to what amount?

The Hon. Mr. Tatlow replied as follows:

1. $2,810.45 for the fiscal years ending 30th June, 1900, 1901, 1902 and 1903.

2. $3,435.55 for the same period.

3. $700.

4. Four creamery companies have received loans, under the Dairy Associations Act, from the government, amounting to $6,200, of which amount $600 was repaid by the Cowichan Creamery Association.

PROVINCIAL ELECTIONS ACT.

The House went into adjourned committee of the whole on the Provincial Elections Act, Mr. Paterson in the chair.

The bill was taken up at section 302, on the amendment of Mr. Macdonald (Rossland), introducing a number of exceptions and modifications, which, if accepted, would have had the effect of nullifying the bill.

Mr. Oliver moved the committee rise and report progress.

Hon. Mr. Wilson was of opinion that an amendment such as that was out of order, as it ought to have been brought in only after due notice. The question was fairly and very fully discussed on Friday afternoon. He thought that for the committee to rise and report progress at this stage that this amendment might be printed, was to interfere in a serious manner with the business of the House. He objected to the committee rising at this stage.

Mr. John Oliver also spoke.

Hon. Mr. Wilson replied effectively to Mr. Oliver's sneers regarding the Fernie-ballot box matter, and said the people of Vancouver had answered it in no uncertain way. The leader of the opposition had exhausted all his powers to prove his case in that matter, and had failed utterly.

Mr. Frame Williams complained bitterly regarding the acoustic qualities of the assembly hall; it was impossible to hear what was going on at the throne end.

Capt. Wells charged the Attorney-General with an arbitrary style of doing business. He hoped the amendment would be printed before the House went on with its consideration.

Mr. W. W. B. McInnes moved that the committee rise and report progress in order that the amendment be printed.

The motion was lost 19 to 15.

The Premier thought the opposition did not want to work this afternoon. Their was absolutely no desire to treat the opposition arbitrarily. He, himself, had, when in opposition, had occasion to indite hon. gentlemen on the right of the Speaker, and he understood the position thoroughly; but he could assure the opposition that the intentions of the government were perfectly fair and above board in this as in all other matters.

Several members of the opposition then rose to points of order because the chairman had handed the amendment to the clerk of the House to read. The amendment had meanwhile been typewritten, and the appearance of those copies appeased the rising wrath of the opposition.

Mr. Drury recapitulated at great length the opposition version of the Fernie ballot box dispute. He charged the government with unfair play, and of having defeated the will of the electors of Fernie in that election. He thought that if the government's majority been larger the hon. member for Fernie would not have been assisted, as Mr. Drury alleged he was, by the government.

The amendment proposing the addition of certain words to section 302 was then put to the committee.

Mr. Wells spoke at some length on the representation of Fernie. He had, he said, a particular interest in that constituency. He then went on to review the history of the Conservative party since the formation of the Dominion of Canada. The name Liberal had been invented as a deodorizer to kill the smell raised by the Tories. (Laughter.) The Liberal party now controlled the Dominion and also this province. (Laughter.) He then criticized the government's policy respecting the Fernie question.

The amendment was again put, and lost, 14 to 22.

Section 302 then passed unamended. The committee then passed to the last clause. The section (302) over which so much discussion arose, is as follows:

The following acts are hereby repealed, namely: Chapter 67 of the revised statutes, 1897; chapters 18, 19 and 38 of the statutes of 1898; chapter 25 of the statutes of 1899; chapter 8 of the Statues of 1900; chapters 21 and 22 of the Statutes of 1901; and chapter 21 of the Statutes of 1902.

Mr. Hawthornthwaite speaking to Mr. Parker William's amendment, dealing with candidates deposit, said he felt the

(Continued on Page Seven.)

CAPTAIN ROBERTS WAS NOT NOTIFIED

Chief Engineer Did Not Tell Him of the Extremity the Clallam Until There were Four Feet of Water in the Engine Room.

Capt. Roberts Tells His Story of the Wreck--Sensational Evidence Given by an Oiler---The Enquiry by the Coroner.

(From Wednesday's Daily.)

Some of the blame for the Clallam horror is being shifted to Chief Engineer S. De Launay as a result of the enquiry being held by the United States inspectors at Seattle. The investigation being held there has disclosed:

First—That Chief Engineer De Launay allowed the water to attain a depth of between three and four feet in the hold of the vessel before he notified Capt. Roberts.

Second—A strong intimation, in effect, on the part of the marine inspectors that De Launay should have reported the matter to Capt. Roberts at least an hour earlier than he did.

Third—Illiteracy by doing so it would have given Capt. Roberts an opportunity to run the steamer upon the Dungeness shoals, saving many lives and perhaps the vessel as well.

Fourth—That the Clallam had a powerful pump equipment, the combined capacity of which exceeded 400 tons of water an hour; that Chief De Launay was unable to tell the capacity of his pumps; that they were allowed to choke and were soon rendered of no service.

Fifth—That the Clallam took four or five feet of water in about half an hour and that it was nine or ten hours later before she foundered.

Continuing, the Seattle Post-Intelligencer says:

Had Chief Engineer Scott De Launay exercised reasonable discretion, and promptly reported the condition of the Clallam to Capt. Roberts, her commander, the latter might have saved the fifty-four lives lost in the terrible disaster of January 3. So much seems certain, from the testimony adduced during the investigation begun yesterday before United States Marine Inspectors Whitney and Turner. The testimony unmistakably points to the conclusion that, according to well-established navigation regulations, as old almost as the history of steamboating, De Launay should have made a report of the condition of the ship, especially down in the engine room, fully an hour earlier than he did.

A timely report would have given Capt. Roberts an opportunity to run into the shoal water off the beaches about Dungeness long before the life boats were lowered, thus giving every one on board the vessel an opportunity to land safely and perhaps to save the vessel as well.

Five witnesses testified yesterday. They were Capt. Roberts, Chief Engineer De Launay, J. W. Doney, first officer and pilot; L. Meyers, quartermaster, and William Cox, former assistant engineer of the Clallam, and who superintended the installing of her pumps and other machinery.

Capt. Roberts related the sad story of the disaster in a straightforward manner. He displayed no bitterness towards anyone. He told of the sailing of the Clallam from this port and then of her at and departure from Port Townsend. When the vessel began to jump after rounding Point Wilson, he got up, having lain down for a rest, as was his custom on leaving Port Townsend. Not long thereafter the chief engineer spoke to him through the tube, simply informing him that the vessel had stove in one of her ports. Next came a report of one of the deadlights being stove in, followed still later by a notification from the chief engineer in person. Capt. Roberts insisted that he did not know the others had gone over. He had hopes until the following day for the second boat, in which his wife went.

To Mr. McPhillips—He saw two boats get from 200 to 500 yards from the steamer, going head on to the sea. It did not occur to him that these might be the boats which swamped. His impression was that they were all right. He thought the steamer was not more than two or three miles from Trial Island. The engines had stopped. He did not see much of the captain. The only time he saw him was when he came down as they were bailing, and Mrs. Jameson entered all up before the steamer turned over. The subsequent lowering of the boats created much excitement. He could not say if anyone was in charge of the work of putting passengers into the boats, nor could he remember any men in places to handle the oars. He told of a woman who clung to his hand as she sat on the thwart, and a man in the boat tore her away. It was five minutes after 3 o'clock when the call was given for life-preservers. It was fifteen or twenty minutes after when the last boats were lowered. The sea did not appear calmer when the tug Holyoke came. It seemed worse. The sea had gone down when we were saved.

To Mr. McPhillips—He was a passenger in the third boat. It did not was put on the bilge up to the time of the circulating pump connection, and still no report to the master of the steamer.

De Launay was questioned closely as to his opinion of the source of the water, but he testified that he had no knowledge where the principal leak was. He did not know where the water was coming from.

None of the witnesses could enlighten the inspectors on this point, which has been one of the most perplexing questions in connection with the disaster.

L. Meyer, quartermaster, and William Cox testified briefly. The latter installed the pumps for their manufacturer, and declared them to be first-class in every respect. In his opinion no vessel of the Clallam's size had more powerful pumps.

THE INQUEST.

Samuel E. Bolton, a passenger, who lost his wife in the disaster, gave evidence yesterday morning to the coroner's inquest being held by Dr. Hart. He said the weather became rough quickly after leaving Port Townsend. The first time he knew of the danger was when he noticed excitement amongst the crew, and said a man, whom he took to be the chief engineer, hurried to the top deck. He saw land to the right then, which he was told was Trial Island. Then the call came for life-preservers. He got some. He heard a call for all hands to go on deck, and then heard a man whom he took to be the captain, order the boats lowered. There was a rush to the boats. He heard members of the crew shouting that these boats were for the women and children. He tried to get his wife to the upper deck. He could not, but got her in the second. He saw men piling into the third boat and got himself. He sat in the bow. As the boat was being lowered he heard someone say: "Look at the first boat; it's turned over already." He heard someone say: "I guess we ought to go to the rescue of those people." Then he felt himself in the water. All the passengers were spilled out. The boat had, he learned afterwards, been caught in the fall. He caught a wire rope hanging from the steamer. A man caught him by the feet and climbed up, crutching the rope by which he held. They moved up to the window. When he got on deck he was told that the second boat had capsized. He then saw two boats some distance from the steamer, one from 200 to 500 yards ahead of the steamer. They appeared to be all right with the oars working. He heard some say they should not have been launched. None were forced to go into them. He went below to assist in shifting the cargo and then bailed. The captain prevented passengers from going to the hurricane deck. When the Sea Lion came all were clinging to the ship's rail. The captain told them not to shout, but to leave the shouting to the officers. The passengers did shout. Those on the Sea Lion shouted, and asked if they could lower the lifeboats. Those on the Clallam replied that they had not got any. When the Sea Lion came the steamer was sinking. He went to the deck of the steamer and when it broke came to a inner and was picked up from the water. There were no women and children on board after the boats were lowered. When he got into the third boat he did not know the others had gone over. He had hopes until the following day for the second boat, in which his wife went.

To Mr. Leavitt—He saw two boats get from 200 to 500 yards from the steamer, going head on to the sea. It did not occur to him that these might be the boats which swamped. His impression was that they were all right. He thought the steamer was not more than two or three miles from Trial Island. The engines had stopped. He did not see much of the captain. The only time he saw him was when he came down as they were bailing, and Mrs. Jameson entered all up before the steamer turned over. The subsequent lowering of the boats created much excitement. He could not say if anyone was in charge of the work of putting passengers into the boats, nor could he remember any men in places to handle the oars. He told of a woman who clung to his hand as she sat on the thwart, and a man in the boat tore her away. It was five minutes after 3 o'clock when the call was given for life-preservers. It was fifteen or twenty minutes after when the last boats were lowered. The sea did not appear calmer when the tug Holyoke came. It seemed worse. The sea had gone down when we were saved.

To Mr. McPhillips—He was a passenger in the third boat. It did not get away. He did not know who was in command of the launching of the boat. The boat was level with the saloon deck when he embarked. It was lowered evenly to near the water, and he could not remember how it tipped. It had been unhooked from the tackle. The first thing he knew was when he was in the water. He was sitting in the bow watching the other boats and looking around. He saw others spilled into the water. Immediately after he felt himself in the sea. The weather had got bad quickly after leaving Port Townsend, and people were sea sick. He could not remember anything about the equipment of the boat. He did not remember any women being in that boat. When he saw people upset from the first, boat he heard men in his boat say: "I guess we ought to go and save those people." The boats were lowered quickly. The second was down before the first boat was capsized. Those in the third boat did not know if the boats had turned over when they got into that boat. If the people in the second and third boats had known those boats had gone over, he thought they would not have embarked in the subsequent boats. When he climbed back on board he saw the boats heading to the sea from 200 to 500 yards from the vessel seemingly riding all right with the oars going. This was fifteen minutes after he climbed on board again. His wife was in the second boat. He thought his wife was all right. In spite of what people said about the boats capsizing he had seen nothing to show that the boats had met with mishap, and had hopes that his wife would be all right. He felt so until Monday. When he was in the third boat, someone said: "Look, that first boat's upset already." He looked and saw people from that boat in the water. He thought the second boat was all right then. He saw his wife sitting in the second boat as it made across the stern. When he saw it in the distance he was not sure it was the second boat, but thought it did. At that time the crew were urging him to go and help to shift the cargo. He did so.

When the Holyoke came the passengers did not meet to decide on any concerted action to have the captain put them on the tug, as far as he knew. He was continuing bailing. The steamer was almost gone when the Sea Lion came up from astern. The survivors were all clinging to the bow then.

E. E. Blackwood, local agent of the Alaska Steamship Company, and also of the Puget Sound Steamship Company, owners of the lost Clallam, said the steamer had been operated between Victoria and Seattle since July 4th last. He received no unusual advices regarding the sailing of the steamer on the date. It had been customary for some time for him to go to the top of the Driard to see if the steamer was coming. She could be seen an hour before she got in from there. On the day in question he anticipated a storm, having noticed the fall in the barometer. It was remarked in the office that the steamer would have a rough trip. He sent his clerk to the top of the Driard to see if the steamer was coming, as people were asking regarding what time the steamer would be in. She usually arrived at 3.30 p. m. When he looked she was not in sight. At 3.40 p.m. he went himself to the top of the Driard, and saw the Clallam in her usual course, and about an hour's run from Victoria. She did not appear to be moving. The storm was bad then. He noticed the sun shining through the clouds and some of the windows flashing, which indicated that she was rolling. He was going to telephone to his clerk to come and he would go to Clover Point. He looked for the watch and saw it was 3.45. He ran to the nearest hack stand and asked to be driven quickly to Clover Point. He had made up his mind if the steamer was not moving when he arrived he thought of sending a tug, which, if not needed, could be sent back. A heavy squall came up the Straits, and he sheltered for a moment. With glasses borrowed from Mr. W. G. Henley, he made out the steamer rolling heavily. He made up his mind then to send assistance. Some of those standing by said they did not think it necessary. He drove to the Colonist hotel to telephone for a steamer. He left the hack stand at 3.50. He arrived at Clover Point at 4.05. Before the squall passed it was 4.15. He reached the Colonist hotel to telephone at 4.20 p.m. His first effort was to get the tug Lorne, which telephoned to the agents and learned that the Lorne was at Cape Flattery. He telephoned to J. H. Greer, who operates the Albion, and was told she was at Port Townsend. He then tried to get the Sadie, but she was at Ladysmith. Then he tried to get a steamer from the C. P. R.

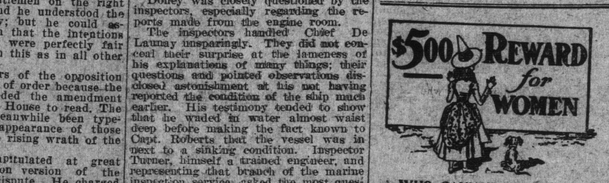
Mr. Vincent that no steamer had steam up and it would take four or five hours before a steamer could be got out. He then telephoned to his clerk to see Capt. Gaudin about the Quadra. He was told that the B. C. Marine Railway Co. wanted to speak to him. He spoke to Mr. Bullen, who said he had been down the Clallam was adrift in the Straits and wanted assistance. That was what he wanted and he arranged with Mr. Bullen to send the Maude over. This was at 4.30. He felt pleased that the assistance was secured and went to Clover Point again. There was no dickering about the price of the Maude in question. Mr. H. F. Bullen had said the Maude worked under Lloyds' rules, and the price of salvage would be settled by arbitration. Witness said he could not discuss the price then. Replying to a juryman, he said he could not say whether the Maude would have been compelled to go to the Clallam in view of the arrangement of her owners with Lloyds' if the steamer had been insured by that company.

It was about dark when he returned to Clover Point. He made out the Clallam. She was drifting, with the jib up. He waited for some time for the Maude to come out from Esquimalt. Ultimately, when he felt nothing more could be done there, he went to the office. When he reached the office he was greatly surprised to find that the Maude was unable to weather the storm, and nothing had been done. It was 5.20 when he returned to the office. It was afterward explained to him that the Maude did not have her ballast tanks in and could not weather the gale. This floored him, as nothing had been accomplished. He was racking his mind, worrying under pressure and following out suggestions. He acted on one to intercept the Charmer at Sidney and was told that the Charmer had passed fifteen minutes before. He then arranged with Capt. Sears, of the Iroquois, to go out. He said he would be ready in five minutes. He had wired to the Seattle manager that the Maude could not go, and the next boat available would be the Charmer on her arrival from Vancouver. The manager replied: "Sending tugs from Port Townsend." Then shortly afterward the Port Townsend agent telephoned—he having heard of the trouble through the local office of the Puget Sound Tugboat Company—asking if a tug was to be sent from Port Townsend. Witness replied that he had suggested to the manager the advisability of sending a tug from Port Townsend.

He went to meet the Charmer on her arrival to see if he could get Capt. Troup to send the Charmer and to ask if the Charmer had seen her. She had not. The Charmer had a rough trip; broken some windows and flooded her mail room. The general opinion was then that the Clallam had got under the lee of some island and was safe. Telegrams came before the Charmer arrived announcing that tugs had started from Port Townsend.

What Capt. Troup had said in regard to the Charmer was that if he thought he could do any good he would gladly go, but he did not think he could be of any assistance. Witness had told him that he did not wish to spare assistance. Like everybody else, Captain Troup did not realize the seriousness of the situation. No one did. The Charmer came in about 7.30 p.m. If the Charmer had gone she could not have picked up the Clallam as soon as the Holyoke did. Witness had exhausted all other means in his power to get the best

(Continued on Page Six.)



WHO CANNOT BE CURED.

Backed up by over a third of a century of remarkable and uniform cures, a record such as no other remedy for the diseases and weaknesses peculiar to women ever attained, the proprietors and makers of Dr. Pierce's Favorite Prescription now feel fully warranted in offering to pay $500 in legal money of the United States for any case of Leucorrhea, Female Weakness, Prolapsus, or Falling of Womb, which they cannot cure. All they ask is a fair and reasonable trial of their means of cure.

"I was a great sufferer for six years and doctored all the time with a number of physicians but did not receive any benefit," writes Mrs. George Sogden, of 61 Bonda Street, Saginaw (South), Michigan. "I had given up all hope of ever getting better. Thought I would write to you. When I received your letter telling me what to do I commenced to take your 'Favorite Prescription' and follow your advice. I have taken ten bottles in all, also five vials of the 'Pleasant Pellets.' Am now regular, after having missed two years and suffered with pain in the head and back. I was so nervous, could not eat or sleep. Now I can thank you for my recovery."

Don't hesitate to write to Dr. R. V. Pierce, chief consulting physician to the Invalids' Hotel and Surgical Institute, at Buffalo, N.Y., if you want good medical advice from a fully qualified physician as to your personal good health. Such letters are always answered free of charge and confidentially.

A medicine which has outsold all others for women in the past third of a century and being recommended by all those who have used it, is a good remedy to tie to. Dr. Pierce's Favorite Prescription is purely vegetable and does not contain a particle of alcohol to destroy the blood corpuscles and weaken the system. Do not permit the dealer to insult your intelligence by suggesting some other compound which he recommends as "just as good," because he makes it himself.

The People's Own Railway

Last Six Months Operation of Intercolonial Shows Small Increase.

Order-in-Council Passed Creating the New Railroad Commission.

Another Government Graft About to Be Instituted For the Faithful.

From Our Own Correspondent.

Ottawa, Jan. 18.—The earnings of the Intercolonial railway for the six months up to the 1st of January, show a net improvement over last year amounting to $105,294. In the passenger department earnings were $1,168,188, as against $1,086,081 in the corresponding period of 1902. The number of passengers was 1,307,249, as against 1,268,797; of freight there were carried 1,363,521 tons as against 1,395,720 in 1902, but in spite of this decreased tonnage the freight business yielded $19,192 more than last year. Freight receipts totalled $2,075,900; carriage of mails yielded earnings of $143,551, as against $139,530 in 1902.

There was a short meeting of the cabinet today at which an order-in-council was passed creating the railway commission, as already announced: Hon. A. G. Blair, chairman; Hon. M. E. Bernier and Prof. Mills.

Still another government commission is promised. This time it is for the purpose of investigating into the fisheries of the Northwest. It is said that certain foreign fish companies are depleting the great lakes of the Territories and Manitoba of fish.

Hon. Mr. Emmerson, minister of railways, leaves here on Wednesday for Moncton; Mr. Turgeon, M.P., will accompany him. The minister will wait over at Bathurst, where an address will be presented to him.

A delegation from the Dominion Billposters' Association waited upon the minister of customs today and asked for uniformity in rulings. The deputation had no objection whatever to the anti-poster law of last session.

Two handsome moose heads were shipped to England today to be placed in the regimental headquarters of the Cameron Highlanders as an evidence of the good will which existed between this famous regiment and the Canadians in South Africa.

R. L. Borden arrived in Ottawa this morning, and was warmly welcomed by local Conservatives.

Claims amounting to an aggregate of $30,000 have been entered against the government for losses of express and mail packages which were in the post office building at the time of the fire. The express packages were saturated with water and no effort whatever was made to protect them by the salvage corps.

It is stated here tonight that Mr. Belcourt, K.C., for Ottawa will succeed Hon. Mr. Brodeur as speaker of the Commons.

CANADIAN NEWS NOTES.

Toronto, Jan. 16.—Toronto is in the grip of another heavy snow storm accompanied by interrupting and delaying railway services.

B. O. Lott has been nominated for the Commons by West Hastings Liberals.

Brandon, Jan. 16.—The Conservatives have decided to postpone nominations for the Commons owing to the postponement of the elections.

Toronto, Jan. 16.—J. F. Noyes, of Hamilton, found frozen to death in the snow near Toronto Junction, was evidently intoxicated and had fallen asleep in the snow.

Mount Brydges, Jan. 16.—Ex-Reeve Robert Lucas of Caradoc was nominated by West Middlesex Liberals yesterday for the House of Commons.

Belleville, Jan. 16.—West Hastings Liberals yesterday nominated Byron Ostatt, of Anson, as candidate for House of Commons.

Cookstown, Jan. 16.—Houghton Lennox, M. P., was yesterday nominated by South Simcoe Conservatives for the House of Commons.

ANOTHER BODY FOUND.

A report was received by Sergt. Detective Palmer last night from Saanichton to the effect that a body, believed to be that of a victim of the Clallam disaster, has drifted on the beach at that point. The provincial police will send a vehicle to the scene today to bring the body to the city.

FOOL-KILLER'S OLIENTS.

Thawing Dynamite on Stove Has the Usual Results.

Phillips, Wis., Jan. 16.—Wm. Niemaier was instantly killed and three others fatally injured by the explosion of dynamite in one of the camps of the J. R. Davis Lumber Company near this city today. Niemaier had placed six sticks of dynamite on a board on a stove to thaw it out.

Was Unable to do any Work for Four or Five Months.

Was Weak and Miserable.

Thought She Would Die.

Doctor Could Do No Good.

Milburn's Heart and Nerve Pills

Effected a Complete Cure in the Case of MRS. CAROLINE HUTT, Morrisburg, Ont.

She says: "It affords me great pleasure to speak about what your Heart and Nerve Pills have done for me. About a year ago I was taken ill with heart trouble and got so bad that I was unable to do any work for four or five months. I got so weak and miserable that my friends thought I was going to die. The doctor attended me for some time but I continued to grow worse. At last I decided to try Milburn's Heart and Nerve Pills, and after taking two boxes they made me well and strong again. I cannot praise them too highly to those suffering from nervous weakness and heart troubles."

Milburn's Heart and Nerve Pills are 50 cents per box, or 3 for $1.25 at all dealers, or

THE T. MILBURN CO., Limited TORONTO, ONT.

Want Guards For Big Safe

Federal Finance Minister Objected to Removal of Dominion Police.

Two Writs for Vacancies Issued And Eight Yet to Follow

Siftonian Henchman From the Yukon to Be Land Commissioner.

From Our Own Correspondent.

Ottawa, Jan. 19.—The apportionment of quarters in the west block, vacated by the department of militia, is not yet completed, but several rooms have been allotted. Two have been set apart to the uses of the commissioner of Dominion police. Interesting gossip is going on in regard to Colonel Sherwood's removal. It is said he desires to have the entire Dominion police headquarters removed from the east to the west block, where they could be nicely and conveniently accommodated. But to this arrangement, it appears, the minister of finance would not listen. The guard room of the mounted police is immediately under the principal offices of the finance department, and the minister raised a decided objection to the police being removed from the immediate vicinity of the big safe.

W. G. Parmelee, deputy minister of trade and commerce, will leave on Thursday for Halifax, where he will take the steamer for the British West Indian islands.

Writs for Westmoreland and Rouville were issued today. Nominations in each riding takes place next Saturday, January 30th, and polling, if any, on Saturday, February 6th. These two constituencies are represented respectively by Minister of Railways Emmerson, and Minister of Inland Revenue Brodeur. An effort was made by the ministers to secure the issue of the writs for the other eight vacancies simultaneously with the two named, but this has not been found possible owing to the fact that the voters' lists are not ready. The writ for the writ in Rouville had to be issued by March 1st and Turgeon, M. P.'s, as Brodeur could not issue it, having accepted an office of emolument under the crown.

W. W. Cory, formerly a henchman of Hon. Mr. Sifton's in the Yukon, and at one time Liberal organizer in Manitoba, will succeed Mr. Turriff as Dominion lands commissioner.

Mr. Brodeur, M. P. for Rouville, was this morning, at Rideau Hall, sworn in privy councillor of Canada, and took the oath of office as minister of inland revenue. This afternoon he attended his first meeting of the cabinet.

Hon. W. S. Fielding, who has been working under high pressure for some time past, having had a couple of departments to look after, left yesterday for New York for a rest. He will go as far south as Washington.

Professor James W. Robertson, Dominion dairy commissioner, has returned to Ottawa from England, where he has been for the past few months on leave.

A proclamation issued today calls into existence the railway commission. The commission will be ready for business next month, meanwhile minor appointments connected with it will be put through in the meantime. It is stated that Hansard reporters in the department of railways will become secretary of the commission, and that he will be succeeded in the railway department by George Blair, son of the late minister.

An order-in-council has been passed summoning parliament for March 19th. It was found impossible to have all bye-elections ready for the opening of meeting earlier. The writs for the bye-elections will likely be issued at once.

RANCHER'S SUDDEN DEATH.

St. Thomas, Jan. 19.—(Special)—William R. Stewart, of McLeod, Alberta, an extensive rancher, has been visiting at Ridgetown and Guelph. Stewart entered the C. P. R. telegraph office to send a telegram to Galt, when he fell over and was dead in a few minutes. He was a son of the late Alderman John Stewart of Guelph.

If you are losing appetite, lying awake nights, take Hood's Sarsaparilla—it's just the tonic you need.

CONVICT CONFESSES.

Boston, Jan. 16.—The Globe tomorrow will say: "A confession made by J. W. Blondin, who was convicted of the murder of Albert Burgin, alias Harvey, and sentenced to life imprisonment in the state prison at Charlestown, has reached the state police.

From The Colonist of 1859.

Saturday, Jan. 15, 1859.

On Tuesday last Mr. McKay informed the House of Assembly that the bill for the registration of real estate was in the hands of "competent lawyers." . . . . Hitherto land has been bought, sold and mortgaged over and over again, yet no record has been kept; every purchaser has been his own registrar. Fraudulent conveyances may have been made; and buyers are still exposed to imposition. And all because there is no registrar's office in a ten-year-old colony!

As the immediate supervision of British Columbia now devolves on Lieut.-Governor Moody, we hope to hear among his first acts will be found a repeal of those odious regulations relative to ditch and quartz mining. The exclusive right to supply a particular locality, is a regulation which should be repealed, as the Sar Juan monopoly is a serious evil in a mining community.

New Appointments.—George W. Heater, sheriff of Vancouver Island; Charles Brew, chief gold commissioner of British Columbia; C. J. R. Bedford, magistrate, Langley, B. C.; Charles L. Simpson and Edward Coker, engineers of Victoria fire department.

The following gentlemen compose the grand jury: Seim Franklin, foreman; J. T. Pidwell, J. D. Cushson, T. H. McCann, Robt. Lang, M. S. Myers, H. B. Ella, James Duncan, C. B. Young, Thos. Cooper, James Reid, George Deans, Thos. Bridges, C. A. Bayley.

The steamer Santa Cruz arrived on Wednesday with twenty passengers. Ballore's express brought down about $8,000 in dust. We learn that the miners have the greatest confidence in the mines, and are fully satisfied that the coming season will enable British Columbia to prove herself one of the greatest gold-producing countries in the world.

C. York has lately erected and now opened a large hotel on government street, called the Metropolitan. N. More & Co. are putting up a large 2-story building on Yates street, above Curtis & Co.'s drug store.

The Island Queen arrived at the new town of Langley on Sunday last, direct from San Francisco with a full cargo of merchandise consigned to Hunteon & Co., who have lately erected the first house of the new city.

Judge John T. Hodge of Newport, Ky., has offered to serve as county judge of Campbell county without compensation, and will turn over the salary to the family of Judge Elect John P. Newman, who died a few days ago, before he was to have taken office. Mr. Hodge was Newman's competitor in the election last November.

Victoriais the "Real Thing"

So Declares Edgar Wallace the London Daily Mail's Famous Correspondent.

"Little Johny-Head-in-the-Air" City of the Dominion of Canada.

Victoria, B.C.

West of here is East, east of here is also east, except when you talk of going to Manitoba, and then you speak of going back to the West.

When you sail toward the setting sun you are sailing to the East, by which we people of Victoria mean China, Japan and the Manchurian evacuation. When silver sails and shimmering prows glide downward through the islands we go eastward also. Silver sails being some what out of date, the C.P.R. runs a fast little steamboat, and the fare is two dollars fifty. I do not know the name of the young gentleman who takes the tickets and keeps a watchful eye on the light baggage.

But this I know: he reads the Fortnightly Review and the Monthly, and occasionally indulges in a Contemporary. He had the fiscal problem at his finger ends, quoted Sir Edward Grey and Lord Goschen, reviewed the reviews with a thoroughness that would have delighted the soul of Mr. Stead, gave his opinion on free trade with corresponding freedom, and eulogized Mr. Chamberlain in language that would not have been inapt had it been applied by a rapt and ecstatic devotee of a fancy religion to its newest self-created prophet.

Do not be surprised at this sort of thing if you ever come to Canada. You will never quite understand the meaning of "intelligent interest" till you have toured this Dominion, and then your understanding will be so blended with wonder that you need not be blamed if, on your first visit, you are unconvinced. Victoria itself does not impress you with being greatly interested in the fiscal question.

THE COLONIAL MAYFAIR.

I have an idea that Victoria—and particularly that Victoria which lives on its income—thinks an imperialism that runs concurrently with so sordid a factor as trade is rather vulgar. For Victoria is somewhat in the clouds, the little Johnny Head-in-the-Air City of Canada. Ottawa fancies herself somewhat out of the common in social goods. Toronto, well dressed and pretty, opines, in the coarse but expressive language of New York, that she is some shucks. Victoria, hospitable and generous as it is in its entertainment of the Right Sort of Person, is exclusiveness itself. Money cannot gain the entrance, one ostentation charm a way, into the inner circles of its exclusive society. Not that Victoria is snobbish, in spite of the fact that it is a naval and military station—and there is no inner breeding more snobbishly than an admiral's garden parties—or that its exclusiveness is flaunted. Only you feel in Victoria you have got up against the finest coterie of the fine that it exists within the bounds of the Empire.

THE REAL ATKINS.

First of all, Victoria has little or no twang, and there is a con