BUSINESS WORLD.

Feb. 25.-Bradstreet's toll say: While business of a nature has been quick to reeasing strain in political afced values and withdrawals nt of activity in some lines, e to indicate that the volume to Bradstreets, so far as the h of trade is concerned, are best received this year. With ant exceptions the price situf strength.

and for steel in the West con-Chicago trade has been the in order for 4,000 tons of steel Almost road in Alaska. od reports od reports come from the where trade is reported where trade is reported equal to or ahead of last

Klondike accurately pictures to be fixed on the outfitting e transportation of men and the North.

lumber exports d flour and and rains in California are imagricultural outlook

arge drop in the number of ilures is indicated by reports the total number being only 269 last week. and 258 in nding week of 1897. failures in the Dominion this 45, against 38 last week is week a year ago. clearances in the Dominio were as follows: Montreal ncrease 84.2 per cent.; Tor-88. increase 31.2; Winniper 188. increase ncrease 22.3; Halifax \$5,034,-e 20.7: Hamilton \$592,441, 20.7: Hamilton \$592,441, St. John, N.B., \$496,424,

ial To Any Honest Man

emost Medical Company World in the Cure of Men Makes this Offer.

AND ENERGY ASSURED PY MARRIAGE, GOOD EMPER, LONG LIFE.

rorld to-day—in all the history of the ctor nor institution has treated and many men as has the famed ERIE O. of Buffalo, N. Y. to the fact that the company controls ons and discoveries which have no



eption has been practiced in ad-

THE VICTORIA TIMES, MONDAY, FEBRUARY 28, 1898.

welfare of Canada-of reaching Dawson City from Vancouver or Victoria in thirteen days would by this route be accomplished. Sup-plies could be sent in and passengers as well from May 15 to October 30, nearly six months of the year, while by St. Mielfaels the season lasted only from July 15 to Sep-tember 15. These statements were received by the house with marked evidences of satisfaction. The Treaty Rights.

Mr. Maclean says from the pen of Mr. Foster, and replied to them. He first took up the contention that the subsidy is ex-cessive and made effective answer by point-fif out that the Cassiar Central Railway Company, with a subsidy of 10,240 acres a mile, which has been actively exerting it-self in England, had failed to get money to build the yrad. Without a. Ibberal con-cession the Yukon railway would not be built. Another statement which Mr. Sifton challenged was that over a coast line of five thousand miles no one shall be allowed to lay a rail but Messrs. Mann & Mac-kenzie. Mr. Foster, the minister said, ob-jected because the government had deter-mined to protect the Canadian outfitting and carrying trade. The assertion of the exminister of finance that the company would have exclusive monopoly of the trade into the Yukon country for ten years, he characterized as being devoid of one soli-tary word of truth. For a moment the minister turned to Mr. Osler. Now, Mr. Osler, it will be remem-bered, made the statement that the Yukon concession would, if placed on the London market, bring more than the C.P.R. land grant. Mr. Sifton assumed that the C.P.R. ands are worth \$50,000,000, and he follow-ed this assumption by making the proposi-tion thas Mr. Osler give in ahead of the Yu-The Treaty Rights. Mr. Sifton read from the treaty of 1825 between Great Britain and the United States, which gave British subjects a pro-prietary right to navigate the Stikine and all the rivers on the Alaskan coast "with-out let or hindrance," for all purposes. The Conservative party of Canada, the party with the "instinct of government," were responsible for the Washington treaty, which interfered with the rights we enjoy-ed under the treaty of St. Petersburg by modifying the provision relating to the Stikine river and destroying our propriety right conferred by the treaty of 1825. In-stead the treaty of Washington gave the right of free navigation on the Stikine "for commercial purposes" only, and thus de-stroyed the full rights enjoyed by British subjects. This was done under the guid-ance of the Conservative party in Can-ada.

and a free world soloo, oo, and he proposi-tion that Mr. Osler go in ahead of the Yu-kon Railway Company, which he has a per-fect right to do, and select 3,750,000 acres of land, paying the government therefor Mr. Sifton pointed out that the govern-ment could not take cognizance of Am-erican legislation which had not become law, and that for the government to wait to have a definite arrangement about trans-binment might involve a long delor in \$50,000,000.

or land, paying the government therefor \$50,000,000. As to the extent of the land grant, Mr. Sifton stated that out of the 3,750,000 acres to be transferred to the company there are only 35,714 acres in which they have any possible chance of finding placer gold, a plece of territory less than ten by six miles in extent. This is the effect of the method of selection which has been provided for. Replying to the supposition which has been put forward that the company might find rich ledges, the minister demonstrated the fact which has been proved by experience that it costs more to get gold than the gold is worth, and from this he argued that there is no reason to assume that the com-pany will not spend more money in develop-ment than they will get out of the conces-sion. to have a definite arrangement about trans-shipment might involve a long delay in building the road. The present American regulations touching transshipment were not materially different from those enforced by Canada in the St. Lawrence, which was open to American vessels. In the event of difficulties at Fort Wrangel it would be possible to transship at Fort Simpson to large barges and cross the 150 miles of sea to Wrangel without danger. The Rothschilds' Proposal.

The Rothschilds' Proposal. When the house reassembled after eight o'clock Mr. Sifton digressed for a moment to make a very important statement as to other offers which it had been supposed were put before the government, the effect of which was to show that Messrs. Mann & Mackenzie were the only persons willing to undertake the work on the terms offer ed. He made this definite statement: "No proposition in writing or verbally, direct or indirect, in any way, shape, form or man-ner came to the government from Hamilton Smith and Henry Bradnover, representing or assuming to represent the Rothschilds for the building of any railway." As far themselves introduced until the Mann-Mac-tace contract had been signed. The state-ment of Sir Louis Davies, in answer to Mr. Clarke a few days ago, referred not to Messrs. Smith and Bradnover, but to Mr. H. Maitland Kersey. Mr. Kersey did not state that he represented the Rothschilds, yet his proposition submitted to the govern-ment was accompanied by the names of the kothschilds, as well as those of several It was when Mr. Sifton spoke compara tively that the groundlessness of the criti-cism of the Opposition on the score of the cism of the Opposition on the score of the magnitude of the land grant was exposed. He exhibited to the house a diagram show-ing in black the land monopoly created by the Conservative government between the Red River, Lake Winnipeg and the Rocky Mountains, including and extending beyond the fertile be't and covering an area of 67,000,000 acres reserved from settlement for the benefit of railways. Mr. Osler was one of the bitterest opponents of the Yu-kon project, yet he represents the company that owns this vast land monopoly. The minister reminded the house that Mr. Osler offered no objection when the proposal to build the Edmonton railway was before the called for and the land subsidy was enough to build the road and put a snug sum into to build the road and put a snug sum into the pockets of the promoters.

The Patriotic Side.

state that he represented the Rothschilds, c yet his proposition submitted to the govern-ment was accompanied by the names of the Rothschilds, as well as those of several other leading European financiers. Continuing his discussion of the routes to the Yukon country, he alluded to the criti-y class that the Stikline had been subjected to on the ground that this was an all-from the Northwest Territories. He point-ed out that the Stikline is not only the single presently available route, but that the it is the natural compilment of a route from the Northwest by way of the Feace river walley to the Yukon. The railway will open yup the Cassiar district, and if the expecta-tions of the Yukon and Cassiar countries in are realized, the road will be extended two hundred miles south-westward from Tele-graph creek to Allce Arm, which is an ex-tension of Observatory Inlet, and wholly within Canadian territory. When the rail-way is complete it will be practically the trade of outfitting and tramportation will be secured to Canada, and thousands of miners and prospectors who are setting out so from Seattle for the Yukon will be forced to the pockets of the promoters.
The Patriotte Side.
The Patriotte Side.
The land granted to the C.P.R. was developed and hereased in value by the labor of others. The land granted to the Yukon Railway. I look for great things, be and the construction of this railway. I look for great things, be anse of the fact that 1 think it will promote and erest that months trade. I think it will promote the danger of that are not doubt it will be the contractors may select and reserve from the ends to those who desire to work discover the work to twenty five million doilars. It will remove the danger of that are not doubt it will contain the volt is subject.
Ganda safe to us from a national stand point: it will remove the danger of that is solved in the constructors would be to dispose of that land until the whole failway is completed and accepted by the government. Let the Option the authority of this government. Let the Option of the United States a certain hostile spirit inght be discovered in respirit which accepted by the government. The contraction to this subject. I have sought to give the mose attention to this subject. I have sought to give the house any in formation I could upon it. I look upon it as only one ztep in the development of the administer, and if in any small measure is a only one ztep in the development of the administer, and if in any small measure is a only one tep in the development of the administer, and if in any small measure when that territory passee if the the spirit which had been found the seen in the spirit which had been found the seen in the spirit which had been found the seen in the development of the administer, and if in any small measure is a chay been development of the administer, and if in any small measure is a only one ztep in the development of the administer, and if in any small measure is a chay be the advocated a route from the peak the fully is a point of the administer and it is more the the development of the administer and it

miners and prospectors who are setting out from Seattle for the Yukon will be forced to Provisions of the Contract. Mr. Sifton then turned his attention to the contract with Messrs. Mackenzie & Mann to build the road. He began his discussion of this branch of the subject by reading the terms to show what the agree-ment really is, and that many things im-puted to it are not in it. He emphasized the fact that for the first time in the history of the Dominion the government had secur-ed not only the liability of the company, which may be worth absolutely nothing, but the personal liability of the parties to but otherwise Mr. Sifton had endeavored to make an argument in support of the bill and he did it well. (Hear, hear, hear, He made the best of a bad case, Mr. Haggart, deal in the best of a bad case, Mr. Haggart, deal in the best of a bad case. All the states the best of a bad case. All the states the best of a bad case. All the states the best of a bad case. All the states the best of a bad case. All the states the best of a bad case. All the states the best of a bad case. All the states the best of a bad case. All the states the best of a bad case. All the states the the outer from Pyramid Harbor over the bit of states to the best. He did not be the states to for bonding privileges over the boot of advantage to the united states. It would be to the interests of the fuited States to facilitate, the route from bit the report of f Mr. Hayes, a United states surveys?, who had gone down the fiver, might have been obtained by the other excess that no contract, could have been bis the excess that no contract, will have been bis the excess that an other the the the the the other bis the excess the other the states to be bis the excess the other the states to be bis the excess that no contract, will have been bis the excess the other the the the states to be bis the excess the other the the states to be bis the bis the excess the other the the states to be bis the bis the excess the other the the states to be bis the bis the excess the the other the the states to be bis the bis the excess the the other bis the bis the bis the excess the the other the the states to be bis the bis the excess the the other bis the bis the bis the excess the the other bis the bis the bis the excess the the other bis the bis the bis the excess the the other bis the bis the bis the excess the the other bis the bis the bis the bis the excess the the other bis the bis the bis the bis the excess the the bis the bis the bis the bis the bis the excess the bis Differs From Sir Charles.

Mr. Haggart differed from Sir Charles. Tupper on a very important point. The road from Pyramid Harbor, which passes over miles of territory in custody of the Americans, was, he said, of more advantage to Canada commercially than any other. He also differed, he said, from his leader in believing that there were half a dozen contractors in Canada just as capable as Messrs. Mackenzle & Mann to build the road. Sir Charles Tupper-I never said anything

to the contrary Mr. Haggart accepted the correction, and passed on to discuss the treaty rights in the Stikine river. He maintained that before this contract was entered into a thorough understanding as to customs arrangements at Fort Wrangel should have been reached bealing with the concessions to the con-tractors, Mr. Haggart said he differed from Sir Charles Tupper, who said that it would cost Messrs. Mackenzie & Mann a pound for every pound of gold extracted from the earth

The Liberals cheered as Mr. Haggart was taken to task by his leader, especially as Mr. Haggart had attempted two or three times to repudiate Sir Charles Tupper's views.

r. Haggart went on to state his objec-is. He objected to a monopoly of five usand miles to a few private individuals. Every one who went there had a right to the country. Under this contract prospec-tors would make discoveries and the con-tractors would reap the benefit by getting to the registry office first and registering the load the land. Mr. Fisher's Speech.

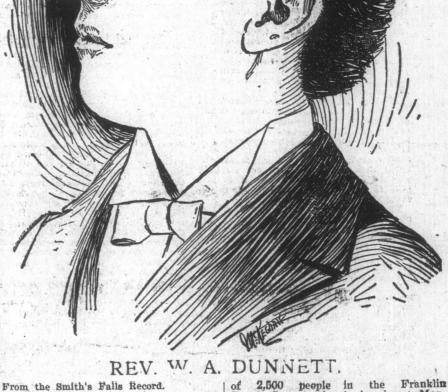
Mr. Fisher, minister of agriculture, who followed, accused Mr. Haggari of not hav-ing read either the contract or the regula-tions, else he would know that prospectors

who make strikes in that contry can elect one of their own number as registrar and register their elaims on the spot. Mr. Fish-er also pointed out that the contractors could not obtain the title to their hand grant until the railway is completed and passed by the concement engineer and accented.

Mr.

A SUCCESSFUL EVANGELIST. Rev. W. A. Dunnett, a Man Whose Good Work Is Widely Known.

He Relates Events in His Career of General Interest -For Years He Suffered from Heart Trouble and Frequently From Collapse-On One Occasion Five Doctors Were in Attendance-He Is Now Freed From His Old Enemy, and Enjoys the Blessing of Good Healfh.



Throughout Canada, from the western boundary of Ontario to the Atlantic boundary of Ontario to the Atlantic ocean, there is no name more widely known in temperance and evangelistic work than that of Rev. W. A. Dunnett. Mr. Dunnett has beeen the Grand Viceasaid to be Councillor of Ontario and Quebec in the had never been at any great length of Royal Templars, and so popular is he time under treatment by any one among the members of the order that in Montreal there is a Royal Temp-lars council named "Dunnett Council" in his honor. For more than ten years Mr. Dunnett has been going from place Mr. Dunnett has been going from place istic services, he was speaking of his trouble to a friend who urged him to try Dr. Williams' Pink Pills, and to place pursuing his good work, sometimes assisting resident ministers, sometry Dr. times conducting a series of gospel temnext day presented him with a dozen boxes. "I took the pills," said Mr. Dundozen perance meetings independently, but al-ways laboring for the good of his fel-lows. While in Smith's Falls a few nett, "and I declare to you I am a we lows. While in Smith's Falls a few months ago in connection with his work he dropped into the Re-cord office for a little visit with the edi-the t, and I declare to you I am a well man to-day. I used to worry a great deal over the pain about my heart, but that is all done now, and I feel like a new man." All this the reverend gentleman tor. During the conversation the Retold in a simple conversational way, and when it was suggested that he let it be cord ventured to remark that his duties entailed an enormous amount of hard known, he rather demurred, because, as he put it, "I am almost afraid to say work. To this Mr. Dunnett assented, but added that in his present physical I am cured, and yet there is no man en-joying better health to-day than I do." At that time, at Mr. Dunnett's recondition he was equal to any amount of hard work. But it was not always so, e said, and then he gave the writer the quest, his statement was only published following little personal history, with permission to make it public. He said locally, but now, writing under the date of Jan. 21st from Fitchburg, Mass., where he has been conducting a very sucthat for the past thirteen years he had been greatly troubled with a pain in the cessful series of evangelistic meetings, he says: "I had held back from writing region of his heart, from which he was unable to get any relief. At times it was a dull heavy pain, at others sharp and severe. Oftentimes it rendered him unfit for his engagements and set all good to be true that the old time pain had gone. I cannot say whether it will unfit for his engagements and at all times it made it difficult to move. His times it made it difficult to move. His trouble was always visible to the public and sometimes when conducting services are in better health than I have been for he would give out and doctors had to years. I, have gained in flesh, hence be called in to attend him. This oc-, in weight. I would prefer not to say curred to him in the Yonge street anything about my appetite; like church, Toronto; the Baptist church, Wodstock, N.B.; the Methodist church, bute my good health to Dr. Wil I attri-Wolstock, N.B.; the Methodist church, Carleton Place, Ont. On another cc-casion while preaching to an audience Pink Pills, and you have my consent to use the fact."

Medical Company's appliance and ave been talked about and written of the world, till every man has heard

to or create strength, vigor, healthy kly stop drains on the system that sap

nervousness, despondency and all

e nervousness, despondency and all of evil habits, excesses, overwork, etc. full strength; development and tone rion and organ of the body. impossible and age is no barrier. 'ini, without Expense'' offer is limited pany to a short time, and application de at once. D. scheme, no bogus philanthropy ner to exposure—a clean business proposi-ompany of high financial and profes-ompany of high financial and profes-

the ERIE MEDICAL COMPANY, N Y ., and refer to seeing the accou

rin this paper.

CURES cures so that you need not sit HMAA suffer and the set of the se . Med Co., 186 Street, FREE laide Ontario.

e of the Registration of an tra Provincial Company.

COMPANIES ACT. 1879.'

on Creek Mining Company."

the 3rd day of Jan. A.D., 1898. certify that I have this day the Dragon Creek Mining Coman extra-provincial company under apanies Act, 1897," to carry out all or any of the objects her forth, to which the legislative orth, to which the legislative au-the legislature of British Colum-

id office of the company is situate ty of Tacoma, State of Washing-

ount of the capital of the company nousand dollars, divided into one shares of one hundred dollars

ad office of the company in this ad once of the company in this is situate at the company's mine, nley, B. C., and Gust Lange, the and general manager of the com-nose address is Stanley, B. C., is ney for the company. ne of existence of the company is

jects for which the company has lished are: blished are: ggs in hydraulic and placer mining and in the mining, by any other r methods, of gold, silver and other nd minerals in the State of Wash-d British Columbia, and wherever corneration mergeloct to construct corporation may elect to pursue iness; to locate, acquire, hold, ortgage, sell and convey mining ad properties, water claims, water im and mill sites and real estate description; to erect, equip and umber mills, stamp mills, concen-reduction and smelting works; to d operate water flumes, tram and and wagon roads; to buy, self in goods, wares and merchandise, er and other metals and minerals; w money, issue notes, mortgage othecate securities, and to do and all acts and things whatsoever incorporation may elect to pursue all acts and things whatsoever convenient in and about the

or convenient in and about, the fits corporate business. ander my hand and seal of office, ta, province of British Columbia, day of January, one thousand dred and ninty-eight. S.). S. Y. WOOTTON, Legistrar of Joint Stock Companies.

ED FOR SALE-The coal rights of s, section 20, Rock Bay, Gabriola For further particulars apply to for further particulars fish mar-essa or John Tollick, fish mar-gon street. f28-w-1m son street.

ian government. Sir Charles Tupper called the attention of the prime minister to Senator Frye's bill in the United States senate, which threaten-ed to withhold the bonding privileges in Al-aska if the privilege of transshipment was not granted to Americans on the Atlantic seaboard, and asked that something be done to prevent such legislation. Seaboard, and asset that solution is the seaboard and asset that solution is the seaboard of t

The Yukon Railway.

council.

THE DOMINION HOUSE

Hon. Mr. Sifton in a Brilliant Speech

He Demonstrates the Thoroughly

National Character of the Great Enterprise.

The Outfitting Trade and Other

The Minister of the Interior Heartily

Congratuiated at the Conclusion

va, Feb. 17.—In the house of com-esterday Mr. Maxwell introduced a increase the per capita tax on Chin-ulgration from \$50 to \$500. Ilrid Laurier informed Mr. McInnes

police in the Yukon would do no n advise people not to proceed into ior with less than six months' sup-there was no authority to employ

Sifton, in reply to Mr. Foster, said 0.000 copies of Mr. Ogilvie's book be distributed free, a certain number ies being given by the department to ember of the house. motion to adjourn the house a row

motion to adjourn the house a row over an answer made yesterday Blair, to a question from Mr. Tay-o read from newspaper reports a t by the Hon. Mr. Harty, the andidate in Kingston, that he had a telegram from Mr. Blair to the t the Kingston Locomotive Works given an opportunity to build motives for the Intercolonial rail-e point lay in the difference be-

be given an opportunity to bind locomotives for the Intercolonial rail-The point lay in the difference be-a telegram saying that a contract een given and the opportunity to for the building of the locomotives. Oster got up and said in his most izing and overbearing manner: "Will mister of railways say now whether m. Wm. Harty was telling, truth or hood? Will he give an honest an-o that straight question?" Blair—The associations of the hon. r (Mr. Foster) with gentiemen has oduced any marked effect in remov-till-breeding and the insolence and nence of his manner. peaker here interfered and thought ir had gone too far. He also repri-

eaker here interfered and thought r had gone too far. He also repri-Mr. Foster for his unseemly Mr. Blair said he would with-preference to ill-breeding. He then hat he telegraphed Mr. Harty in a letter that the Kingston works e given an opportunity of offering or three locomotives. Mr. Harty ded the telegram in precisely this

ter said he was not going to fling on Mr. Blair's family or himself by ting a comparison as to breeding, men in the house could judge be-them. The motion to adjourn was

Washington Action. fr. Prior drew attention to a report that United States was stationing troops at

the United States was stationing toops at Skagway. Sir Wilfrid Laurier said the government had not been notified, but it must be re-membered that although this was disputed territory, the United States had been in possession since 1867, without any protest from Canada. The importance of securing a settlement of the boundary dispute was now occupying the attention of the Canad-ian government.

of His Address.

Advantages Will Be Secured

to Canadians.

Replies to Yukon Rail-

way Critics.

Mr. Sifton resumed his speech on the Yu-kon railway bill at 4:40, and when he sat down at six he had not finished, but the members crowded round him with con-gratulations, and the general verdict on both sides was that the minister of the interior was making a great speech. He went thoroughly into the whole Yukon situation, the condition of the country, menas of access, conduct of the United States authorities, the position of the Stikine river rights and the prospects of the con-Central railway charter is now in existence The agreement in regard to the fixing of rates is exactly the same as the provision of the general railway act, except that pro-vision is made in the contract for an automatic reduction after they are fixed by the governor-general-in-council. Mr. Sitoa stat-ed that the provision that the contractors in selecting their land shall not come with-in 25 yards of the Yukon, Hootalinqua and Lewis rivers was the subject of a protracted river rights and the prospects of the con-

controversy between the government and Messrs. Mann & Mackenzie, because it is well known that there are rich deposits readily available on the Hootalliqua at least. There is a clause which prevents the company from co. discriminating between Mr. Sifton resumed his speech on the mo-tion for the second reading of the bill for the construction of the Yukon Canadian rail-way. In regard to the demand of the Oppoleast. There is a clause which prevents the company from so discriminating between customers that competing lines of gteam-boats will be driven off the route. He laid stress upon the vital point that while Messrs. Mann & Mackenzie have deposited \$250,000 as a guarantee, and entered into a personal bond to build the road by Septem-ber 1, there is not another person in Can-ada who is prepared to put his name to such a contract. Mr. Osler, the men said, would not risk his money in such an enterprise. The con-tractors have undertaken a werk which in-volves an expenditure of \$4,000,000. They are not entitled to select one acre of land until they have ten miles of the road in opeation. That will not be before June 15 at the earliest, and in the meantime any portion of that roats territory can be taken up by the thousands of prospectors sition for a statement of the tolls to be charged on this road, Mr. Siton challenged Sir Charles Tupper to name a single case where since 1878 a bill had fixed the tolls to be charged, or where a minister had stated them to the house. The tolls are fixed by the governor-general-in-Dealing with the position of the Yukon and the act that communication up to date depended on the good will of the United States authorities, he wondered at Sir Charles Tupper after denouncing this government for having any communication

outfit at Victoria.

with the Washington government, asking now in reference to Senator Frye's bill that

hington should be approached with a of preventing such legislation. Charles Tupper-I meant that com-ication should be had through the Brith ambassador. (Loud laughter.) Mr. Siton-I am content to leave the hon. Intleman where he has placed himself. he minister of the interior showed that next fall 40,000 or 50,000 people were left the Mr. Stondard and a store of the store of t

work.

15 at the earliest, and in the meantime any portion of that vast territory can be taken up by the thousands of prospectors who are going in to search for gold. Mr. Sifton pointed out the inexcusable ignor-ance displayed by the late minister of fail-ways and canals in discussing the Kašlo & Slocan railway, which had been mention-ed as a model for the Yukon road. When Mr. Haggart was in charge of the depart-ment he showed by his statements in his speech upon the first reading of the bill that he had never read the report of his own department on the Kaslo & Slocan road, which he said he knew all about. Mr. Haggart said that rails weighed 27 or 30 pounds to the yard. They weighed 45 pounds to the yard. They weighed 45 pounds to the Yard. He said the road was built by the CP.R. It was not. It cost to build the Kaslo & Slocan road in a settled part of British Columbia \$22,800. The minister is satisfied that the Yukon road cannot be built for that amount. It is proposed to hay down 45 pound rails, but if it is not possible to get these up the Stiking in. time, the contractors will be al-lowed to may 28, pound rails, merely to facilitate the early completion of the work. Mr. Sifton adverted again to Mr. Kersey's in the Klondike without supplies, the miners and the general population—a starving multitude—would hold Canadian e few huna es responsible and would overpower hundred police and destroy the y of Canada in that territory. portation into that country was abso necessary to put in the supplies re-to feed and clothe the tens of thousands who were beginning to go in. In Mr. Sifton's belief, there was going to be the greatest rush to the gold fields that this continent had ever seen. Within the next few weeks there would probably be more beening at Dense and Starsman then could at Dyea and Skagway than could

ly get through the passes by next The government felt, therefore, that s incumbent on it to open up a route ch Canadian territory and so divert the trade of that territory into Canadian els. (Cheers.) It was estimated that utifiting trade this year would be ng trade utfitting trade this year would be \$50,000000 of \$75,000,000.

various routes were discussed exhaus-and intelligently by Mr. Sifton, who le advantage of knowing what he was ad the advantage of knowing what he was lescribing. Only two trips a season could be made by way of St. Michaels, and the 4,600 miles of river between there and Daw-son City. The river was very dificult to havigate, as it abounded in shoals, and boats could not get up at all unless proper-y handled by experienced men. The trans-portation companies might deliver their cargoes on the Alaskan side of the Yukon, and we could not count on more than 20,-000 tons of supplies of all kinds reaching Klondike by way of St. Michaels.

The Stikine Route.

The Stikine Route. withdraw. the country and its practicability for ay purposes. The evidence of the able to make a further offer to the govern-ment, which would of necessity involve the the house by Mr. Sifton. The ob-tion by boulders at Five Fingers rapids be removed by an expenditure of five n thousand dollars, and then until No-be lased on a land graat inaccompanied be removed by an expenditure of five n thousand dollars, and then until No-be first they could have continuous navi-mend ation, spend some money in lim-ing the Stikine river. e object-so important to the general

Which may be worth absolutely nothing, but the personal liability of the parties to construct, which in this case is a large amount, in addition to the \$250,000 deposit. He disposed of the idea that any monopoly is given to the company. It has the right to build a road from the Stikine river to Teslin lake, but the parliament of Canada or the legislature of British Columbia is at liberty to grant another charter to any other company. As a matter of fact, the Cassiar Central railway charter is now in existence.

had even a small hand in bringing about is such very desirable results. When Mr. Sifton sat down at 10:20, hav-ing spoken over four hours, the Liberals gave him an ovation lasting several minutes. They cheered again and again, and Mr. Haggart rose to his feet. Still the cheering continued and Mr. Haggart stood until it subsided. Mr. Haggart moved the adjournment of the debate, which car-ried, and the house adjourned. Sir Wilfrid Laurier and Messrs. Fielding, Paterson, D. C. Fraser, Landerkin, Frost and a dozen other members crowded around Mr. Sifton, shaking his hand and congratu-lating him. Never in the history of the house had a Manitoba representative receiv-ed such a triumph. Everybody agreed that ed such a triumph. Everybody agreed that it was a notable speech.

In the Senate.

In the senate, Senator McDonald (British Columbia), asked that Japanese be exclud-ed from working mining claims in Yukon, which drew the sharp reply from the min-ister of justice that Japan was a civilized nation and it would not be polite to place that nation on any different footing to oth-ers.

ers. Senator Almon thought it would be very unfair and unwise to subject to such an in-dignity a nation which had risked its na-tional life to fight for British interests in the coefficient of the subject to such as the second

the east. In reply to Senator Perley Senator Mills said that a permit had been granted to William Chamberlain and others to take liquors into the Yukon country. Senator Perley said Chamberlain was of Oak Lake, Manitoba

A petition for divorce, Robert A. B. Hartt, of Montreal, was presented to the senate and referred to standing committe.

A perturn for divorce, Robert A. B. Hartt, of Montreal, was presented to the sentent and referred to standing committe. Ottawa, Feb. 18.—In the house of com-mons yesterday Mr. Richardson introduced a bill to amend the railway act with re-spect to the shipment of grain, which was read the first time. Several questions were put to the govern-ment and answered. Mr. Sifton informéd granted a lease to dredge a section of the North Saskatchewan river for minerals other than coal, on the terms of the public regulations. The premier told Mr. Chauvin that the question of adopting the measure of last session relating to the judge for the district of Terebonne, who resides in Montreal.

question of adopting the measure of last session relating to the judge for the district of Terrebonne, who resides in Montreal, respecting the amount of his present salary, was under consideration was under consideration.

A New Proposal.

On the orders of the day Sir Charles Tup-per asked to have a proposal from Mr. J. Hamilton Smith, relating to communication with the Yukon, laid on the table. Sir Wil-frid Laurier expressed surprise that the leader of the Opposition was informed of the proposal, because it had only been re-ceived two days ago. He would bring it down. Mr. Sifton adverted again to Mr. Kersey's

down. Mr. Haggart resumed the debate on the second reading of the bill for the construc-tion of a railway from the Stikine river to Teslin lake. He took up Mr. Ogilvie's esti-, mate of the area of the gold-bearing terri-tory, which he placed at a hundred and twenty million square miles.

Mr. Sifton adverted again to Mr. Kersey's offer. That gentleman proposed to build the road from Glenora to Teslin lake for a cash subsidy of \$6,000 a mile. The time for completion, September 1st, not being mentioned, it was intimated to him that the government would not give a cash subsidy. He came back to Uttawa after having completed financial arrangements in Lon-don and on January 21 met Mr. Sifton in the presence of Dr. Borden and Mr. Dobell. The ministers informed him that the gov-ernment was prepared to give a liberal grant; that the road must be in operation by September 1st, and that a cash deposit of \$250.000 must be made. On January 22 he placed in Mr. Sifton's hands a letter stating that he would be prepared to make a definite offer on the Monday following or withdraw. Sir Richard Cartwright suggested that he meant a hundred and twenty thousand, but Mr. Haggart insisted that it was millions, until Col. Prior corrected him, and he then adopted the hundred and twenty thousand square miles. He did not wish to be under-stood, however, as believing that gold would square miles. He did not wish to be under-stood, however, as believing that gold would be found in more than twenty-five per cent. of this area. He proceeded to discuss the character of the Kaslo & Slocan rail-way, and the standard fixed in the contract for the Stikine railway. Commenting on Mr. Sifon's statement that for the purpose of speedy completion the contractors would be allowed to lay rails twenty-eight pounds to the yard in weight at first because of

Which read in part: "We deem it inadviswhich read in part: "We deem it inadvis-able to make a further offer to the govern-ment, which would of necessity involve the guaranteed completion of the line by Sep-temper 1st, and which offer would have to be based on a land graat unaccompanied by any cash subsidy." This disposed of the formert that the government had offers be-fore them which they should have accept-ed.

thuse he advocated a route from the head of the Lynn, Canal on the plea that the United States would freat us well in re-gard to bonding privileges at Pyramid Har-

Foster pointed out the incon of Mr. Haggart's readiness to enter into negotiations with the United States for reinegotiations with the United States for re-ciprocal arrangements by which we would be able to take full advantage of the Lynn Canal route, while he at the same time professed to believe that the United States would treat us in a hostile spirit at the month of the Stikine river. He did pot Munk Mr. Haggart would like to wait for his railway from Pyramid Harbor until re-giprocal arrangements were made. Mr. Fisher remarked on the little disagreements between Mr. Haggart and Sir Charles Tup-per during the course of Mr. Haggart's speech, but dissentions in the Opposition were so frequent that the house had be-come used to them. Difficulties of Transshipment.

Difficulties of Transshipment.

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Difficulties of Transshipment. Mr. Fisher put forward the suggestion that any difficulties in transshipment might be overcome by sending freight in whale-back barges to light draft from Victoria and Vancouved to Wrangel, being towed by oeean steamers, and from Wrangel to Tele-graph creek by river steamers. Dealing with the land grant, Mr. Fisher completely answered the objections raised, and as he proceeded it became evident that he thor-oughly understood the whole question, and that most of the Opposition objections were disposed of by a proper understanding of the terms of the contract. One objec-tion raised by Sir Charles Thpper was, however, of sufficient force to lead to an amendment to one clause, which reads as follows.

Cold

Hay

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Deafness.

Fever.

Breath

compared with the whole of the territory that Mr. Oglivie termed gold-bearing. It measured about an inch square on a map about three feet long and two feet wide. Mr. Osler, who followed Mr. Fisher, said he wanted to bear testimony without re-scrve to the strong action and great work of the minister of the interior (Mr. Sifton) in trying to find from beginning to end what was necessary to do to develop the trade of the Yukon territory. It was credit-able to himself and to the government that he had devoted months to this question and found out what he would accept at once Cures found out what he would accept at once as the best route to attain Canada's ob-ject. He objected to the extent of the land in the Head.

Mr. Bertram, of Centre Toronto, followed, and on motion of Mr. Hughes, the debate was adjourned. The house adjourned at 11:30 p.m.

Overcrowding of Yukon Steamers.

Overcrowding of Yukon Steamers. In the senate Senator Macdonald, of Brit-ish Columbia, proposed a motion that spe-clal instructions should be issued to the Dominion inspector of hulls in British Co-lumbia to exercise rigid inspection of the hulls and machinery of vessels plying be-tween northern and southern British Co-lumbia and ports in Alaska, and that the law should be strictly carried out as to the number of passengers and baggage a vessel or steamer should carry, and the number of boats and deck loads allowed by law. The Hon. R W. Scott admitted the Im-portance of the question, and said the gov-ernment had already taken action along the ine suggested in the motion by sending the chairman of the board of steamboat inspec-tors to British Columbia to see that the law was strictly enforced.

UNDOUBTEDLY BLOWN UP. New York, Feb. 25 .- The Mail and Ex-

press this evening prints the following, dated Havana: "While, of course, the members of th court of inquiry will not talk for publi-cation, I am informed on the highest authority that the evidence of the diver Morgan, as to the condition of the Maine | tread warlly."

mnared with the whole of the territory shows almost beyond the possibility of a doubt. in the opinion of my informant, that the Maine was blown up by an outside agent. Furthermore, Morgan's re-port is verified by other American divers who descended to-day. The court will finish its work here to-morow and proceed to Key West to take testimony of the survivors there. It has been decided not to return to Havana, all information as to the cause of the disaster having been secured.

HAWAII PREPARED TO WAIT.

San Francisco, Feb. 25.—President Dole, of Hawaii, has received a copy of the message submitted by Acting President Cooper to the legislature, which met at Honolulu February 16. On the subject of annexation the message savs: "Owing to the intimate relations isting between the republic and the United States of America great care should be exercised that no action should be taken which shall interfere with the scope of the annnexation treaty, nor in any way jeopardize the present satis-factory relations, nor hinder the future presentation of the treaty, should it fail at the present time to receive the ap-proval of the senate of the United States, where it is now pending."

London, Feb. 25.-The Dally Mail this morning alleges that attempts have been made by newspapers in London and New York to obtain some letters' which the Brit-ish ambassador to the United States, Sir Julian Pauncefote, is supposed to have writ-ten, containing strong expressions regarding the American senate's refection of the arbi-tration treaty. The idea, according to the Mail, was to compel Sir Julian to follow De Lome. The paper adds: "The campaign failed, but it is evident that Sir Julian Pauncefote will have to tread warlly."

TRIED TO TRAP PAUNCEFOTE.

