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EWS NOTES.

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TO MEET THE SPANISH

Key West Agitated by Hurried Preparations and Sailing of All Available Ships.

Report That the Spanish Squadron Is on the Move From Santiago.

Key West, May 20.—The meeting of the two great hostile fleets is the pivot upon which the situation now turns, and that a few day, perhaps hours, will bring them together is the universal view here at the base of operations. This view is confirmed by the news that Admiral Cerevera's squadron has reached Santiago de Cuba. The intelligence came to-day. It it does not affect the situation it was a singular coincidence that the activity among the United States ships was possibly heightened and the work of coaling and provisioning those in the harbor will be rushed with more than usual haste.

The ships were creeping toward the open sea as the day waned and the ranks of naval men ashore were constantly thinning until at dusk there was scarcely one to be seen. The newspaper despatch boats were nearly all cautioned with particular care not to lose sight of the United States fleet. The centre of interest again shifts away from Key West, but whither is a question none can answer.

St. Pierre, Martinique, May 20, 6 p.m.—The Spanish torpedo boat destroyer Terror and the hospital ship Alicante are still at Port de France.

Madrid, May 20, (Midnight).—It is asserted that Admiral Cerevera's squadron has left Santiago de Cuba.

A CUBAN ROMANCE.

The Young Girl Delivered From a Spanish Prison About to Wed Her Rescuer.

Washington, May 20.—Evangela Cosio y Cisneros, the young Cuban girl, is soon to wed Mr. Carlos Carbonel, the former Cuban banker, who was yesterday nominated by President McKinley to be lieutenant and aide-de-camp on the staff of Major-General Fitzhugh Lee. When Karl Decker went to Havana with the express purpose of liberating Miss Cisneros, he was assisted by Mr. Carbonel, although like Mr. Decker, he was at the time unacquainted with the fair young Cuban. When the night of the rescue from the Havana prison came Mr. Carbonel was at Decker's side during the entire affair. Companionship between the two natives of a common clime soon ripened into love and the wedding will shortly take place, probably before Lieut. Carbonel shall be ordered into the field.

SHIP FROM PORTO RICO.

Details of the Damage During Bombardment—Spanish Fleet Comes Well Supplied.

New York, May 20.—The New York and Porto Rico steamer Arkadia, which sailed from St. John, Porto Rico, May 14, arrived to-day and reported that she was in that port two days after the recent bombardment by Rear Admiral Sampson's fleet. Capt. Lloyd said that from 10 to 20 Spaniards were killed and about sixty wounded. Many houses were damaged; one of the forts was destroyed and two guns were dismounted. The Arkadia was not allowed to bring any mail from Porto Rico.

The Arkadia brought a report that on May 14 a fleet of Spanish war vessels arrived at Aquimbay, San Domingo. The fleet was composed of one battleship, three cruisers and four torpedo boats or destroyers; also several supply ships, probably colliers.

With reference to Dr. Walkem's criticism in the legislature on the subject of aspersions on the civil service, Rev. J. F. Betts writes to the Colonist that "I never uttered the words, neither was I reported as having uttered them."

THE CHINESE IN MANILA.

(Boston Transcript.)

The life of the Chinaman in Manila is not an enviable one at any time, cordially hated as they are by Spaniards and natives alike, and it must be particularly disagreeable just now, with the city probably in a state of anarchy, deprived of the protection usually supposed to be afforded them by the troops and "Guardia Civil" and with the added discomfort of Dewey's shells flying about their ears and demolishing their shops and "go-downs."

Forming as they do a very large proportion of the population, nearly equal to that of the natives themselves, and having by their industry and busines ability sustained the fame of Manila as a commercial port, they are a thorn in the side of the Spanish mercantile class; aside from the conventional dislike extended by the latter toward all foreigners. Being commercial by nature, and having realized the good policy of keeping their word in business matters, in contrast with the everlasting procrastinating and "manana"-ing of the Spaniards, they have built up a large business with the English and American houses, who infinitely prefer to deal with them rather than with the owners of the soil. Their thrifty ways and tendency to save money and send it home to China rather than to spend it where they are is another source of grievance to the haughty "Españoles."

Then their ability and willingness to perform every kind of manual labor, from carpentering, shoemaking, etc., to coolie-work, from morning to night at the lowest of wages, is a cause of envious irritation to the indolent native "Filipinos," and a constant feud is raged between the two races, which has been handed down for generations. In a street fight, however, I have noticed that the "Filipino" is very apt to come out ahead, although many of the coolies have the most superb muscular development which I have ever seen.

Long ago, according to history, a fleet of Chinese junks under the famous pirate chief Li-ma-hong bore down on Manila with the intention of capturing it and its many treasures. The little garrison in the fort defended it with a gallantry such as Spaniards can and will dislay when in desperation; and Li-ma-hong possessing no "petroleum shells," and a storm coming up providentially, the fleet was ingloriously defeated. Some of the junks went ashore on the northern coast of the island, and there is to-day a curious race of so-called Chinese "Igorotes," or savages, living in the fastnesses of the mountains, and supposed to be the descendants of the shipwrecked pirates. A certain day in January is the anniversary of the fight, and on that day hardly a Chinaman in Manila dares show himself out of doors, for every small boy, native or Spaniard, feels in duty bound to "heave a rock" at him.

Whenever there is a big fire in the town it is always assumed that the Chinese have set it, and they are very scarce in the streets while the conflagration lasts, for tacit instructions would seem to have been given on these occasions to the effect that "if you see a Chinaman, hit him."

Early in the spring of 1893 the Spanish iron steamer San Juan sailed from Hongkong for Manila with a cargo largely composed of kerosene, which had been carefully stowed as near the boilers as possible, and on deck, where the some three hundred Chinese coolies who composed the passenger list could sit on the cases and knock the embers from their pipes against them. It is not surprising that the ship took fire when just within sight of Luzon, and the Spanish captian, with most of his officers, promptly took to the boats and pulled for shore, leaving a raging, frenzied mass of Chinese shrieking at them from the doomed vessel, for no provision is made on these steamers for the safety of the coolies in case of accident. In a few minutes the San Juan was afire from stem to stern. As many as could climb the masts, only to fall back suffocated into the blazing furnace below. Even the more merciful death of drowning was denied them, for the sea was alive with sharks, attracted by the glare, swarming around the ship as mackeral swarm around a bucketful of "gurry."

Thirty-six hours later another steamer sighted the wreck and bore down to the rescue. Out of the original three hundred some eighty wretched creatures were found alive, clinging to the big gangway which hung over the side and to the stern davits and boat tackle, with the iron hull of the steamer red hot in places, and the sharks leaping at them. The rescuing boats had literally to fight their way through the ravenous brutes.

I saw the survivors as they were landed, and a discouraged looking lot they were. The San Juan, an empty, scorched hull, was towed in and anchored in the mouth of the river to cool off, until the 70,000 Mexican dollars in her bottom could be dug out of the debris, a melted mass. And not an expression of regret did I hear from any of my "Chino" friends over the disaster to their countrymen. "Pah, Coolies," was all they said.

CABLES IN TIME OF WAR

The International Aspect of Their Control—Attitude of the Belligerents.

(London Telegraph.)

America, it is stated, has claimed the right to cut cables connecting Cuba with the islands of Jamaica and Bermuda, and Spain has objected on the ground that the Telegraph Convention protects these lines. Already the electric communications between Key West and Havana have been seized by the Americans. The whole question of transmission of messages through neutral territory and along wires owned by neutral shareholders bristles with delicate questions and interesting points. In the course of inquiry into the subject, which not only concerns the belligerent powers but intimately affects our own trading and commercial relations with the Western Hemisphere, a representative interviewed a gentleman in London whose position and experience entitle him to express an authoritative opinion upon the manner in which hostilities may interfere with the working of the submarine channels of communication between the Old World and the New.

"The Americans," he said "I have no doubt, were within their rights in taking control of the cables between Key West and Havana. They belong to an American company, and the government of any country granting a license to land cables invariably reserves to itself the right to enter into possession and work them, accounting to the shareholders for the receipts meanwhile. The proprietary company of the Key West cables is the International Ocean Telegraph, which is leased to the Western Union, the great company of America. But when you speak of the Americans cutting the cables which connect Cuba with the British island of Jamaica a different question is raised, as the line from Batabano to Cienfuegos, and the double line thence to Santiago de Cuba, on the southern coast of the island, are both British property, for they are owned by the Cuba Submarine Company which has its offices in London. It is an English concern. From Santiago de Cuba to Holland Bay, in Jamaica, another British company—the West India and Panama—owns the cables."

"Is there any provision in the convention to protect this property?"

"Cables are not neutral in time of war. The Submarine Telegraph Act of 1885 scheduled an international convention, which authorized and made it legal. This convention between the civilized states of the world was for the protection of submarine cables against wilful damage, etc., but there was this express provision in it: 'It is understood that the stipulations of the present convention do not in any way restrict the action of belligerents.' I imagine, therefore, that there is nothing to prevent any belligerent cutting cables, but if he wilfully does so, in the case of a cable belonging to a neutral country, that country, or the company owning the line, would have a claim against the offending power for the destruction of property. But, still, the countries of the world could not complain diplomatically of such damage, as they would be justified in doing supposing that a belligerent fired upon the Geneva Cross. Let us take it that we were at war with Russia. Russia would be at liberty to cut any of our cables without raising an international outcery, but if Russia, at war with us were to cut the cables of an American company, my impression is that the aggrieved party would have a claim against the Russian government for damages. But it is a legal question."

"If the United States and Spain both recognize the principle, as they now do, that the neutral flag covers enemy's goods, except contraband of war, and that neutral merchandise, except contraband of war is not seizable under the enemy's flag, why should not the same protection be afforded to cables?"

"Well, it may be argued that a cable is an effective engine of destruction, ordering troops and fleets to move, and so forth, as any other appliance used in war, which Spain has declared contraband."

"How do the two belligerents stand in regard to cables?"

"Should the United States cut cables in the West Indies, Spain may retort by grappling up cables, say, three miles off the Irish coasts—i. e., outside our territorial limit. The Western Union Company has two cables across the Atlantic, and the Commercial has three, from Waterville in Ireland to Canso in Nova Scotia. I should say that Spain could break these lines without breach of international agreement. It would be equivalent to a gun fired upon American property."

"But supposing Spain should not only grapple the American-owned cables—those of the Western Union and Commercial—but also cut the lines belonging to the English or French companies, what would happen?"

"I should think that such wilful damage to neutral property would be resented by the proprietary companies, backed up by the British government.

"How can Spain communicate with Havana and Puerto Rico?"

"She can do so by using lines that run through British territory throughout, for as far as I know, there is no intimation of telegraphic interruption with Puerto Rico. The route for a Spanish message would, therefore, be by one of the English companies to Halifax, Nova Scotia, and thence to Bermuda. The British have now a cable from the Bermudas to Jamaica, calling at Turk's Island, and between Jamaica and Puerto Rico there are, as I have said, two cables. So that Spain could have communication with both of her colonial possessions in the West Indies without touching American territory."

"But she would be entirely dependent upon the good offices of England. Has she no alternate route?"

"She can cable direct from Cadiz to Teneriffe; but from Teneriffe to St. Louis (Senegal) the cable is French, and from St. Louis to Pernambuco, crossing the equator diagonally, the cable is British. England is placed in rather a singular position. To reach the Windward Islands we must enter Spanish territory at Puerto Rico. I can conceive it would be a wise measure to divert one of the cables from Jamaica, at present landing at Ponce, in Puerto Rico, to the Danish Island of Santa Cruz direct, and thence to Trinidad and Demerara; and that plan, I should say, would be adopted. It would still leave Puerto Rico with one cable landing at San Juan, from Jamaica. The French can, on the other hand, reach their coaling station at Martinique without touching Spanish territory. They have lines which go from Brest to Cape Cod near to Boston, and they have recently laid a cable from New York to Hayti, which lies midway between Puerto Rico and Cuba, and thence to Martinique and to Cayenne. The French have also a cable from Santiago de Cuba to Hayti."

"Is it not possible to reach Jamaica and Cuba by way of South America?"

"Yes, by a round about route, traversing the continent. Our admiralty would probably direct the movements of ships in the Pacific by sending messages through lines owned by Englishmen and worked by Englishmen, first to Lisbon, and thence to Pernambuco in Brazil, the cable being the property of the Brazilian submarine—a British company—thence to Monte Video (Western and Brazilian company, also British), thence to Buenos Ayres (nominally Argentine, but actually Britnsh), thence to Mendoza and so on to Valparaiso (Chili) and along the west coast of South America to Chorillas in Peru, hugging the land, whilst a competitive American company takes a seaward curve to the same place. From Chorillas there are two lines—one to St. Helena and the other to Payta, and one of them going on to Buenaventura and thence to Panama, across the isthmus of which at Colon, a cable, which is British, connects with Jamaica, and thus completes the circuit. But you will notice that the Spaniards would be reluctant to use this route, as the links from Chorillas to St. Helena and Payta are owned by Americans. Similarly, though the map shows a possible communication via the northeast coast of South America from Pernambuco to Cayenne, the section between Para and Cayenne is invariably broken, so no telegraphic communication with the West Indies by that route is possible."

SEA FIGHTS OF HISTORY.

Paul Jones' Battle Off Flamboro Head From a British Standpoint.

To the Editor:—In the Colonist of 18th May you print "Sea Fights of History," from the New York Commercial Advertiser, and the first fight between Paul Jones (the first American admiral who, by the way, they forget to say was a Scotchman) and the Serapis, and Countess of Scarborough, English men of war, off Flamboro Head, Yorkshire, is quoted, and as usual from the American version. Now, sir, it is about time the English version was given. The first account the writer read was from the Montreal Star and Family Herald of 22nd September, 1896, in its anniversary column, followed in the same paper of 27th October, 1896, by a correction supplied by "A Constant Reader, Spellamacheen, B. C." Next was a short article in Harper's Magazine of September, 1897. Next an article in Truth (American) of 6th April, 1898. Next article in Life (American) of 5th May, 1898, all with the exception of "Constant Reader's" from the American version, and omitting the fact that the Serapis had not only Paul Jones alongside, but the American frigate Alliance on her quarter, in addition, two to one in fact, they represent that the Serapis was manageable, well found and manned, whereas the very opposite was the truth and the same with the Countess of Scarborough, a 25-gun ship, the Serapis being a 44-gun ship. What was the American frigate if like most others of her day. She would outclass the Serapis heavily. Paul Jones' vessel, the Bon Homme Richard, may have been as unseaworthy as the Serapis. Have you never seen you an extract from a Southampton, English newspaper, of September 1879.

"The engagement took place on the 23rd September, 1779 (within a few days of a century ago) when the Baltic fleet, under convoy of the 44-gun ship Serapis (Captain Pearson), and the 25-gun ship Countess of Scarborough (Captain Piercy), was descried by Paul Jones' squadron, consisting of his own ship, Bon Homme Richard, and four other French and American vessels of war. Both English ships were unweildy in build and badly armed. An animated account of the action may be found in Bohn's Battles of the British Navy, 1852. It resulted in the escape of the convoy, the capture of the Serapis and the sinking of the Bon Homme Richard. These ships fought alongside, head and stern, from 8:30 a.m. till 10:30 a.m., the enemy's frigate, the Alliance, pouring in a galling fire which the Serapis could not return, the fighting was desperate and at one time the Americans called for quarter, though it is doubtful if this was not a ruse, had not the Alliance been at hand the Richard must have been captured. The Serapis suffered dreadfully. The officers and men were shot down till Captain Pearson remained almost alone upon the quarter deck, and he reluctantly ordered the colors to be struck to save the remainder of his gallant crew, and at that moment the main mast fell over the side. The prisoners were conveyed on board the Richard, but she was sinking and they were transferred to the Serapis. The Richard went down with many of her wounded on board. Captain Pearson was afterwards knighted for his gallant conduct, and Captain Piercy was promoted. We do not apologise to our readers for the length of this article, for a tale of bravery is always welcome to Englishmen."

So much, Mr. Editor, for the English version. What I object to in the American version is that to glorify their arms (by the way wielded by English deserters from the royal navy, and who as an additional incentive to their natural bravery, had the fear of a rope at the yard arm before them in the case of failure. The American writers forget to mention this phase of the personnel of their navy of those days.) They invariably magnify the English strength and modify their own, when as a rule in most engagements the American vessels were superior in size of ship, weight of metal, number of guns and men. Now this engagement of Paul Jones was brilliant enough on its merits, without trying to add to it by magnifying the strength of the English ships. Harpers article was the most unfair, evidently from inability to grasp the significance of the action and its results, viz., the saving of the Baltic fleet of merchantmen, and for which Captain Pearson was not only knighted by his king, but had the freedom of the city of London conferred upon him and a sword of honor presented to him by the citizens of London. Paul Jones had returned his sword to him after his surrender as a mark of his appreciation of his bravery in the engagement. The writer has a copy of a ballad repeated by an old sailor of the name of Russell at Southampton to Mr. Crozier, R. N., a relative of Captain Pearson, and published by the beforementioned Southampton paper. One verse is as follows:

"For if we get taken, you surely will see
Like dogs in a halter all hands we shall be."
The shots from the English came pouring
all round,
Cutting away all the rigging, and the
Pirate went down.

The first two lines being Paul Jones' mild hint to his men of likely results in event of being taken. The writer had in his employ for many years an old man who remembered being taken as a small boy along with the women to the hills to escape Paul Jones, "the Pirate," who with three of his squadron, had sailed into a harbor in an island on the west coast of Scotland and was levying contributions and getting water, etc. There are, I believe, relatives of captain (afterwards admiral) Sir Richard Pearson, still serving in the navy, and there is a male descendant in the female line (the male line being, I understand, extinct) serving the province of British Columbia in the "far north," and who has given hostages in the persons of two young British Columbians to carry on the line of the gallant commander, who against as gallant a foe, fought one of the bloodiest engagements recorded, and which has evidently taken hold of the American mind as no other has done. I write in the cause of fair play, and if I have in any way made a mistake I shall be only too pleased to be put right, as I want only the truth and facts so far as they can now be got.

FAIR PLAY.

THE RIVER IS OPEN.

Water Communication is Now Had From Bennett to Dawson City.

Swiftwater Bill's Experience—A Port Angeles Man Foully Shot to Death.

Following closely upon the heels of the Queen, on which she had gained fully half a day on the journey down, the steamer City of Seattle docked at the outer wharf yesterday with a large and motley list of passengers. Included one party of forty-four Laplanders—short, thick-set, white-haired fellows for the most part, and as picturesquely garbed a company as stageland has ever seen. In their peculiar red-slashed costumes of fur or flannel, and wearing headgear that in form resembled nothing more than a many-spouted tea kettle, these Laps were curious enough in appearance to attract attention anywhere. They are described, however, as most expert backwoodsmen and the only men in the world capable of driving and handling reindeer. It was to take charge of Dr. Jackson's Quixotic expedition that they went North, and the 180 deer remaining alive having been sent up the trail, there was no longer any work for them at Haines' Mission, where the Seattle received them as passengers. According to present arrangements they are to disembark at Port Townsend and thence go to St. Michael's to join the colony of their countrymen. Later on in the season it is anticipated that they will be transferred to Circle City, from which point they will next winter operate a reindeer mail train for the United States government, 1,000 more deer and 75 additional men completing the service.

From Bennett lake the Seattle has news still further confirming the report of "Swiftwater Bill's" safety and his party's return to the coast. Bennett has had no further fatalities since the ice breaks, told of in the Colonist yesterday, and the chief excitement at the lake has centred in the unusual ceremony of a wedding, the first to be solemnized in any of the little circle of new cities. Mr. Perdue, an inbound Klondiker, and Mrs. McLean, a former resident of Seattle, were the principals in the ceremony performed at the new St. Andrew's church by Rev. Dickey. The bridegroom at once proceeds to the land of the gold, while Mrs. Perdue will abide at Bennett, waiting for the gold dust and nuggets he is to win from the nothern streams. Accidents continue to occur along the trails and coast with disastrous frequency, Ketchican being the scene of one of the latest fatalities. By a fall over a bluff a resident mining man broke his leg, and as he was unable to move and lay with his injuries unattended to for sixteen hours, they had in that time become so serious that death resulted. The body is being brought down for burial at Seattle by the steamer Alki.

Just before the Seattle sailed from Skagway, on the 13th inst., E. C. Howe, the newspaper correspondent, returned from Lake LeBarge, having made fresh arrangements for going through to the interior. Howe says the Fifty-Mile river is entirely open and the water route from Bennett to Dawson will be open in a few days. The Canadian police were preparing to leave Tagish on the 10th of this month for Dawson. Already they had completed fifteen boats, each of which were thirty feet in length. The boats will carry in all 34 men and a large amount of provisions. Mr. Howe says that Macaulay's tramway at White Horse Rapids will not be completed in time to be opened for transportation this season, but that the Hepburn tramway is now completed and will prove a great convenience to Dawson bound pilgrims. For some time before Howe started back dozens of boats had been shooting White Horse rapids and not a single accident had so far occurred. A man named Warnekras had shot the rapids in a canvas boat in which were 1,200 pounds of freight. Mr. Howe brings back word that Dr. Grant, the gentleman who became prominently identified with Skagway by his efforts in bringing about the construction of the church building, was at Lake Lebarge and intended going on to Dawson with the Canadian police in the capacity of surgeon. Up to ten days ago 6,000 people had already passed Tagish for Dawson, all of whom had the required 1,100 pounds of provisions. Mr. Howe estimates that there are yet 20,000 people between the summit and White Horse rapids.

As to "Swiftwater Bill's" perilous experience, the Skagway News of the 13th inst. contains the following: "A rumor was current that W. C. Gates, better known as 'Swiftwater Bill,' had with two of his female travelling companions, been drowned in the icy water of Lake Bennett. Later, however, it turned out tha the story was not true, further than that 'Bill' and two women were thrown into the water by the overturning of a boat, and would certainly have been lost had they not been rescued by other parties who chanced to be in the immediate vicinity at the time the accident occurred. It seems that 'S. W.' is not so swift as he had been led to suppose he was, and that while in the chilling waters of Lake Bennett he did not say to his rescuer, 'I'll cut de cards wid ye for a tousand.'"

Latest information as to the recent murder on the Dyea trail points to the victim as a prospector named McGuire, hailing from Port Angeles. The crime was unquestionably committed for robbery, as all the pockets were emptied and turned wrongside out. Eighty dollars had, however, been overlooked, concealed in the sock, and this money has been used to defray burial expenses.

Walter Chappie, who was reported to have been killed in the great snow slide at Sheep Camp, is alive and well. He was in the path of the slide and buried for several hours under the debris, but was rescued before life was extinct. He was in Dyea several days ago but it is not known whether he intends going through to Dawson or not.

Nothing has yet been heard from the search party despatched from Seward City to scour the woods for a survivor of the Clara Nevada who is supposed to have made a landing with one of the ship's boats. The boat was found, as already related, and in addition the Nevada's bell, and several pieces of named timber.

Mr. J. B. Tyrrell, the Canadian explorer, who has had many thrilling experiences during his trips through the great unexplored section of Northern Canada, spent yesterday in the city, returning to Vancouver this morning. He leaves next week for the Yukon country, for the Dominion geological department. His work will be done principally along the Dalton trail, between the Lewes river and the Alaska boundary.

ON NORTHERN TRAILS

Messrs. Hodgson and Purdy Who Have Been at Teslin Lake Return on the Tartar.

A Recent Arrival From Lake Linderman Denies the Stories of Loss of Life.

The C.P.R. liner Tartar completed her second trip in the northern service yesterday, reaching port from the North at 4:30 and proceeding to Vanvouver two hours later. Thirty-four passengers were aboard when she reached Victoria and all but nine remained here. There was no one from the interior, as navigation on the waterway leading to the Yukon, is now pretty well open and the Chilcoot and Chilcat trails are in bad shape. The Ttartar's trip was quite uneventful, Friday night's gale though being felt very strongly at sea, not having retarded the progress of the ship in the least. In addition to their comfort in this respect, the passengers also speak well of the excellent accommodation the ship affords and the fine service aboard.

F. P. Purdy, representing the K. M. T. & T. Corporation, came down from Wrangel on the Tartar and gives an interesting account of the situation of affairs on the Stikine. Wrangel, he says, has been almost depopulated in recent weeks, the crowds awaiting the opening of navigation having passed on up the river. The town in consequence has settled down to a more home-like basis, and the gamblers and "sure-thing" men are not in evidence as they were. There are, Mr. Purdy estimates, 25 or 30 outfits, representing about 150 men, scattered along the river between Wrangel and Glenora, these having been caught on the ice when the thaw came. They have been badly situated, all steamers bound up the river being so full that they have been unable to take any passengers or freight en route and the provender being so short that a week ago pack animals on the banks were starving. Acting in conjunction with the collector of customs at Wrangel Inspector Primrose of the North West Mounted Police has taken it in hand to look after the interests of these unfortunate people and when the Tartar left Wrangel they were endeavoring to secure a steamer for a relief expedition to make a trip up the river and carry all on to Glenora. There has been a certain amount of congestion in the freighting business up the river, despite the fact that by this time the Ogilvie has completed three round trips, the Victorian one, the Hamlin two, the Monte Cristo two and a part or one, the Ramona one, the Elwood two, the Mono one and the Skagit Chief one; and that there were at Wrangel, receiving cargo, when the big C.P.R. ocean liner left, the Strathcona, Stikine Chief and Louise, the last named having been up to Glacier to establish a way station for the K. M. T. & T. Corporation. These vessels have thus far handled from 80 to 100 outfits and have carried in the neighborhood of 500 men up the river. There has been no blockade at Glenora, Mr. Purdy states, but what has been the case with steamers as regards freight,, will he believes be the case with pack trains between Glenora and Teslin. The company has now a pack train of 70 animals on the route, and realizing what is ahead of them, they have seen fit to treat for 120 head more. Mr. Purdy says he was surprised to find the thermometer 80 degrees in the shade at Wrangel.

Mr. F. L. M. Smith, of Lake Linderman, was another arrival from the North on the Tartar. He has just come out over the Dyea trail, which he says is in splendid condition, with the exception of a few miles, which is covered with soft snow. The stories which have reached Victoria during the last few weeks of loss of life on the lakes, through the ice giving way, are, Mr. Smith says, on a par with the report regarding the accident of "Swiftwater Bill" there being no foundation for them. He made enquiries from the Canadian police at Tagish and Lake Bennett and learned from them that no lives had been lost through accident and there had been very few death from natural causes. Travelling on Lake Bennett has, however, been very dangerous for some weeks, the ice around the edges and in the centre of the lake having commenced to break. Below the lakes there is considerable open water.

Mr. Smith estimates that there are 20,000 people waiting for navigation to open so that they can proceed down the river in their boats.

Mr. E. Hodgson, of Nanaimo, who has just completed a round trip to Teslin lake, also came down. He left Nanaimo in February and went up the Stikine on the ice, the other members of his party being R. G. Cameron, of Vancouver, and W. R. Bryant and James Halleran, of Nanaimo. The bad condition of the ice delayed them on the up trip and it was the first of May before they reached Teslin lake from Telegraph creek. Mr. Hodgson says that the spring came on with such a rush that at the beginning of May the thermometer actually registered 103 in the sun at Narlin river, 65 miles south of Teslin lake. The very fact of the warm weather coming so rapidly made travelling along the trail from the river to Teslin lake more difficult than it otherwise would have been as the ground got quite boggy. Anyone who has seen a sudden thaw in the East in the spring knows just the condition of things that came on the Teslin trail. However, in a few week more everything will have dried off nicely and travelling will be first rate. The steamers are making rapid trips up and down the Stikine and there are hundreds of men now on their way to the lake besides many more that have already arrived there. Dan McKay's outfit, Mr. Hodgson says, is at Narlin river and the Yorke saw mill is now busy cutting lumber at the lake. The Mackenzie & Mann party have 100 men at work building the wagon road from the river and now have about three miles completed and a fine bridge erected over the Tahltan river where another hundred men are working. They intend putting on a larger force as quickly as possible and at the rate they are working Mr. Hodgson says that a good wagon road from the Stikine river to Teslin lake will not be long in completion. Mr. Hodgson left the other members of his party at the lake and will return to them very shortly.

The United States post office department has ordered the establishment of mail messenger service on four routes in Alaska, the order going into effect on Friday last. The service will be as follows: Dyea to Skagway, 5 miles, six times a week; steamboat landing to Dyea office, 2½ miles, as often as required; Sheep Camp to Dyea, 12 miles, three times a week, and to Skagway, from steamboat landing three-quarters of a mile, as often as mail steamers arrive.

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LITTLE LIVER PILLS.

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

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

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Small Pill. Small Dose. Small Price

SERTIFICATE OF THE REGISTRATION OF AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

"Cariboo Dredging Company."

[Registered the 5th May, A.D. 1898.]

I HEREBY CERTIFY that I have this day registered the "Cariboo Dredging Company" as an Extra-Provincial Company under the "Companies Act, 1897," to carry out or effect all or any of the objects hereinafter set forth to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate in the City of Tacoma, County of Pierce, State of Washington, U. S. A.

The amount of the capital of the Company is sixteen thousand dollars, divided into sixteen thousand shares of one dollar each.

The head office of the Company in this Province is situate at Quesnelle, and W. A. Johnston, Mining Broker, whose address is Quesnelle aforesaid, is the attorney for the Company.

The time of the existence of the Company is fifty years.

The objects for which the Company has been established are:

To buy, manufacture, operate, lease and sell every form of dredging and mining machinery; to buy, operate, lease and sell mines and mining interests and claims of any and every description; to enter into contracts for grading, dredging and trenching, and every form of useful work and employment; to do and perform all things necessary or proper or convenient for the carrying out and accomplishing the objects and purposes above specified.

Given under my hand and seal of office at Victoria, Province of British Columbia, this fifth day of May, one thousand eight hundred and ninety-eight.

(L.S.) S. Y. WOOTTON,
m16 Registrar of Joint Stock Companies.

No. 97.
CERTIFICATE OF THE REGISTRATION OF AN EXTRA-PROVINCIAL COMPANY.

"COMPANIES ACT, 1897."

"Northwest Gold Dredging Company."

Registered the 27th day of April, 1898.

I HEREBY CERTIFY that I have this day registered the "Northwest Gold Dredging Company" as an Extra-Provincial Company under the "Companies Act, 1897," to carry out or effect all or any of the objects hereinafter set forth to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate in the City of Tacoma, State of Washington, U. S. A.

The amount of the capital of the Company is $50,000, divided into 500 shares of $100 each.

The head office of the Company in this Province is situate in Quesnelle, and W. A. Johnston, Mining Broker, whose address is Quesnelle aforesaid, is the attorney for the Company.

The time of the existence of the Company is fifty years.

The objects for which the Company has been established are:—

To purchase, acquire, sell, mortgage, lease or sub-lease mining claims, real and personal property; to manufacture, buy, sell and operate dredges and dredging machinery; to construct, equip and manage water flumes, tramways, canals, roadways; to do all kinds of mining for precious minerals, and to carry on all kinds of business herein set forth, and within the United States and the Province of British Columbia.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 27th day of April, one thousand eight hundred and ninety-eight.

(L.S.) S. Y. WOOTTON,
a30 Registrar of Joint Stock Companies.

EDUCATION.

NOTICE is hereby given that the annual examination of candidates for certificates of qualification to teach in the Public Schools of the Province will be held as follows, commencing on Monday, July 4th 1898, at 8:45 a. m.:

Victoria . . . . . Rockland Park School Building
Vancouver . . . . . In High School Building
Kamloops . . . . . In Public School Building

Each applicant must forward a notice, thirty days before the examination, stating the class and grade of certificate for which he will be a candidate, the optional subjects selected, and at which of the above-named places he will attend.

Every notice of intention to be an applicant must be accompanied with satisfactory testimonial of moral character.

Candidates are notified that all of the above requirements must be fulfilled before their applications can be filed.

All Candidates for First Class Grade A. Certificates, including Graduates, must attend in Victoria to take the subjects prescribed for July 13th and 14th instants, and to undergo required oral examination.

S. D. POPE,
Superintendent of Education.
Education Office, Victoria, May 4, 1898.
m6

FOR SALE CHEAP—A 4-ton schooner suitable for fishing or prospecting. Apply Mr. Roberts, Custom House, Victoria, B. C. m20

"You're nervous," said the doctor.
"Quite right," admitted the patient.
"That's why I sent for you."
"The only thing for you to do," explained the doctor, "is to give up smoking entirely."
"I don't smoke at all," answered the patient.
"Ah!" said the doctor. "Then the thing for you to do is to smoke a good cigar or a pipe occasionally. It has a very soothing effect."—Chicago Post.