

# Dawson Water Supply

### How They Manage to Keep the Hydrants From Freezing.

### Warming Huts—Opening of First Public School—A Shipping Disaster.

Faith Fenton, writing to the Toronto Globe from Dawson, under the date of November 14th, says:

Whether the system of waterworks inaugurated in Dawson during the past summer will prove efficient for winter service is a question which is at present affording considerable speculation. Last winter, all the water used was carried on haulets from the river, holes having been broken in the thick ice for the purpose. The method was effective from a picturesque point of view—the dog teams bearing the water barrels making their daily rounds, and the individual carriers with their shoulder poles and buckets balancing from either end. But it was tedious and costly. In the spring the river water became unfit for use, and several companies applied for the privilege of supplying the town with pure water. The most successful of these sank a well just above the mouth of the Klondike, placed a tank on the hill above, ran wooden pipes down the leading streets with hydrants at various points, and during the past three months has been able to supply Dawson in ample measure with pure water.

Precautions for Winter. Within recent weeks special precautions have been taken with a view of fighting the winter thermometer. The well is twenty feet deep, eight feet deeper than the actual bed of the Klondike. It is boarded and covered with six-inch square timber, and this again is covered by several feet of sawdust and earth. The water comes in from the bottom, and is what the miners term "bed-rock water."

A steam pipe from the pump house runs down the side of the well, thus heightening the temperature of the water. The tank on the hill, which holds 10,000 gallons of water, is also heated by a steam exhaust pipe.

The two miles of wooden water pipes are of two sizes, and are respectively three and five inches square. These are covered with sawdust from four to six inches deep. The water is kept running all the time and the pumps work night and day, the waste pipes carrying off the surplus.

Perhaps the most curious feature in connection with the scheme is the method taken to keep the hydrants from freezing. Over each of these very small houses or cabins have been erected some six feet square and of equal height. A stove has been placed in each one, and night and day the fire burns cheerily. These tiny hydrant-huts are not locked, and anyone who chooses may "pull the string and lift the latch."

As we pass one or another of these odd little hydrant houses, lifting each its curl of smoke into the snappy November darkness, we open the door for a whiff of warmth, and there the small Yukon stove glows red and brisk, while beside it the hydrant drops little soft water beads—quite a companionable couple for the human third, who lingers a moment to warm chilled fingers or feet, then carefully closes the door and leaves these strange comrades to their solitary duty.

Weather Up-to-date. Between below zero has been the lowest marking thus far, and the water supply is as yet unaffailing. But the season of the thirties and forties below is close upon us, and we wait the result with a good deal of interest, since even the company which has done such successful work thus far view the effort as purely experimental.

In view of the several disastrous fires of last winter, effective measures have been taken to secure better fire protection. The Dawson fire brigade now consists of twenty paid members, who are under agreement to live in the fire halls and give their whole time to the service. A new hall has been built at the south end of the town, while two steam engines and a chemical engine are kept ready day and night.

In a town consisting entirely of frame and log houses, chinked with moss or pitch, and without chimneys, only instant fire service is of any practical use. The people are better satisfied to have a good fire service, even though they have to pay a heavy tax for the same.

To anticipate immunity from fires during the coming months would be absurd, but the expectation is that the improved service will render any that may occur much less disastrous than those of last year.

### First Public School.

The first public school opened in Dawson last week, under the auspices of the Roman Catholic church. It is announced that the teaching will be non-sectarian, and parents of all faiths or no faith are invited to send their children. The school building has been erected by the church authorities and stands on church ground. It will be taught by one of the church sisters. There are now about 150 children in Dawson, of which perhaps one-third are of school age. For nearly a year there has been openly expressed desire that public schools should be established. The effort made by the Roman Catholic church will probably be appreciated by parents of all creeds, since it is the only educational resource in the town.

### Wrecked Steamers.

The wreck of the steamers Stratton and Willie Irving has been the only disasters of our "hunting" month. The former is a total loss—the vessel and all that it contained of mail being crushed and submerged at a moment's notice, the passengers barely escaping. The Willie Irving broke to pieces more deliberately, so that all the cargo was

saved. But the vessel itself eventually disappeared. The story of the disaster will doubtless have reached the East from river points long before this letter appears; but the full thrill of it is only realized as we listen to the passengers of the wrecked vessels, the majority of whom have just reached Dawson, after a weary, dangerous and painful "hunting" over the one hundred and thirty intervening miles. At midnight, in the cold and desolation of late November, these two brave little boats, picking their slow, late way down the river, now bucking great bodies of ice, now threading between huge floes, came to a pause in a narrow pass between tall cliffs of granite. The ice appeared to be jammed at this point beyond all hope of breaking again.

A sudden roar sounded from above them up the river. Then a rush of water and ice from a broken jam swept down upon the vessels, turned the Stratton, which lay full in the current, broadside, then turned her bottom up, and engulfed her completely.

The passengers had barely time to scramble on to the side of the boat as she turned slowly over, then on to the bottom, from which place they jumped to the ice and scrambled over the floes to the shore, 350 feet away. In two minutes not a sign of the boat remained.

The living passengers, less than a quarter-mile away, saw the Stratton disappear, deserted their own boat, which was badly crushed with ice pressure, and made for the opposite shore. Camp fires were lit on the banks, and the shivering, terrified people stood around these while several people stood around their way to the Selwyn N.W.M. P. depot, a quarter-mile distant. Here the women and children, with some of the men, were housed in some fashion, a neighboring bunk house took others. There was neither food nor blankets to supply so many. Assistance was telegraphed for to Dawson, and to Selkirk, which was only thirty miles away, but the condition of the river rendered it difficult to reach the sufferers. In view of the lack of accommodation and the discomfort at Selwyn, a number of the men, with one woman among them, started on foot for Dawson. Sleds were sent for the others, until now nearly all have reached their destination. Money, clothing and supplies were all gone, and only the memory of a thrilling and exceptional experience to retain as a souvenir of the journey.

The Man for the Occasion. Dawson can generally produce, from its cosmopolitan population, the man for the occasion, however exceptional it may be, and several deep-sea divers came forward with offers to seek beneath the Yukon waters for the lost mail. Current examination, however, showed that not the slightest chance remained to recover the mail bags, which were attached to the upper part of the vessel, and were doubtless swept away with the framework of the boat when it turned bottom upwards.

Last year it was the first outbound mail that went under this year it is the last inbound mail. An extensive mail it will prove—one whose proportions will grow with the months. The letters that should have been written, the letters that good resolution intended to write, the drafts that ought to have been forwarded, the money confidently expected—all these and a thousand more will have gone down in "that last mail." Ah, well; turn about is fair play, and the game belonged to Dawson last year.

### New Mail Route.

Our first mail went out last week, on November 8, as we wired the Globe. It was a trial trip, and something of a venture. With last year's experience still fresh in memory, people were not inclined to take risks, so that the mail sent was light and unimportant. Since the carriers will have to "break trail" — a slow process—the present mail will in all probability overtake that of last week, and the two will reach the coast together, provided, of course, that they do not go under.

The new mail route cuts off the most uncertain and difficult portions of the inland part of the journey, that of thirty-mile and Tagish Lake. The new route is from Cariboo to White Horse, over the railway trail, thus saving 45 miles of Tagish trail; along the east shore of Lower Lebarge Lake, thence by the new overland trail, recently cut by Mr. McCathern, to Tanahmah, near Fort Selkirk, thus saving an additional sixty-five miles. From Selkirk the trail will follow the Yukon river, an ice trail, to Dawson.

The new route saves an entire distance of over one hundred miles. Dawson citizens are prepared to criticize the work of the Canadian Development Company, who have the mail contract for the coming winter. But since this company gave good summer service, a regular weekly service may be expected. One of the curious features of the winter trip from White Horse to Dawson will be the large number of scows frozen in the ice. It is reported that over one hundred may be counted on the trip down. Many of these are deserted, some almost snowed under, but each is laden with freight. Major Perry commanding officer of the Northwest Mounted Police, has given instructions that the police at the various river posts patrol these scows, and thus prevent looting.

### Wagon Roads Made.

Much satisfaction prevails over the wagon roads and trails up the creeks, over fifty miles of which have been recently constructed. What is commonly termed the Ridge road, which keeps to the hillsides, is used by freighters who go directly to Dominion Creek. The creek roads up Bonanza, Hunter and their tributaries are for the miners on these creeks, and are of great local service. Nearly a quarter of a million dollars has been already saved in freightage by the construction of these roads.

The miners are all at work again. The weather is favorable, and operations have begun in earnest. Machinery will be used extensively this winter, in contrast with the manual labor of last season. The output next year should show a corresponding increase.

### Market Quiet.

The mining market is quiet, since

most of the transfers have been made, and this is the beginning of the working season. Some extensive and heavy sales were made in September and October. Quartz miners are still busy prospecting and locating. The recording office records show that quartz staking has been in the lead during the past month or two. The large trading companies as well as leading mining companies have each their quartz expert, whose business it is to investigate and report on all quartz "finds," or staking, and if they show any likelihood of good results to make offer for the same.

There seems every reason to credit the report that a rich quartz find has been located some seven or nine miles up the Yukon. The claims are being now opened up, and further results will soon be made known. It is also claimed that valuable quartz ledges have been located on famed Bonanza and El Dorado creeks. There is a general feeling prevalent that important quartz ledges, the "mother-lode" of these rich gold fields, may be unearthed at any moment, and local capitalists are on the quiet alert to be on the ground at the proper moment.

## Rumors of Foul Play

### Danube Brings News of the Disappearance of Two Men on the Trail.

### Body of One Reported Found—Man Who Was in Company With Them Arrested.

Steamer Danube arrived at three o'clock this morning from Skagway and northern ports. She had a rough trip. Trains were running on the White Pass railway again when she left, but snow began to fall after she left, and there was a prospect that travel would again be interrupted for a time. There were 33 passengers in all on board, many of whom were from Dawson. The arrivals from the Klondike capital were Gus Gerow and E. Frank, of this city. The list in full was as follows: Alex. Spring, E. Frank, K. Thompson, S. Lee, G. H. Chener, S. Hartman, R. G. Skelley, A. McKibbin, D. Cozier, C. J. Anderson, Jerome Dugas, E. J. Manson, Thomas Wheelock and J. Valentine.

News was brought by the Danube that great fears are being entertained at Skagway for the safety of Fred H. Clayson, who left Dawson on the 17th for the outside. He should have been out about two or three weeks ago. He was last heard of at Minto, which place he left on December 15th in company with Olsen, a Dominion telegraph man, and a third man, whose identity was not known.

To this third man suspicion has been attached, for it is now believed that the missing merchant has met with foul play. Will H. Clayson, a brother of the missing man, together with the police, have been making investigations along the trail. On the 19th a man was connected by the brother of the missing man that the police at Tagish had arrested the unknown man of the party who left Minto with Messrs. Clayson and Olsen, and that he had in his possession two revolvers, \$1,600 and a span of horses.

From what Will Clayson can gather his brother had from \$2,000 to \$3,000 in cash when he left Dawson, and Olsen had drawn \$800. This fact and the strange circumstances surrounding the case have aroused some suspicion that Clayson and Olsen have met with foul play, perhaps at the hands of the stranger. Mr. Clayson was coming out on a bicycle, and it was expected that he would make a fast trip. It was reported before the Danube sailed that the body of a man had been found on the snow this side of Minto. It is suspected that this is the body of Olsen.

News was also given by the Danube that D. W. Semple, the editor of the Sunday Gleaner, who fled from Dawson to save arrest for contempt of the Klondike courts, has remedied Skagway after a rapid trip. He was ten days from Dawson to Skagway. Not many moons ago Semple was fined \$1,000 in Dawson for contempt of court on account of an article published in his paper. The day after, after paying his fine, he again returned to Dawson on a Dominion telegraph and court. As a result a summons was issued for his arrest and he made tracks. He first started down towards Circle City and then doubled on his tracks and returned to Dawson. There he was held in a cabin for a week, and then at midnight he left with a dog team for the White Pass. He is coming to Victoria, he says, to appeal the case and then he will go to Seattle, there to resume publication of the Gleaner.

### NEWS FROM HONOLULU.

### Twenty-Six Cases of Plague in the Hands of Health Officials.

(Associated Press.)

San Francisco, Jan. 10.—The steamer Doric arrived from Asiatic ports via Honolulu today. From Honolulu comes news of a fresh outbreak of the plague, six deaths having occurred between the departure of the steamer China, which arrived here on Monday, and the departure of the Doric, which left Honolulu on January 13th. This brings the total number of deaths from the plague for the present outbreak up to 23, and it is understood that there are 26 cases in the hands of health officials.

The Doric brings news that Honolulu's Chinatown is being burned and that every effort is being made to stamp out the disease.

The Doric did not dock at Honolulu, but the Hawaiian mail was taken out to her in tugs. The local health authorities have detained the vessel pending examination.

## To India By Way of Herat

### The Significance of Some Recent Russian and British Movements.

### Czar's Forces Are Probably Busily Preparing for an Invasion.

Great Britain is sending out a powerful fleet down through the Mediterranean sea, the Suez Canal and the Gulf of Aden into the Arabian sea, with its destination said to be the Persian gulf. This means one thing—and only one—Russia is active along the frontier of Afghanistan and is urging Persia to put a hand already burned into the fire and pull out one more chestnut. Herat is reported to have been seized by the bear.

British India is admirably defended. On the east the Bay of Bengal and British Burma keep it safe, Assam coming up almost to the gigantic chain of the Himalayas to the north. Just within the Himalayas of Nepal and Bhotan, certain in the course of human events to fall into the British empire. At the north-eastern corner of this domain the broad sweep of the Brahmaputra, springing into fertile India the waters from the northern slopes of the Himalayas, leaves an open space through which an enemy might find an easy way. But stretching all above the rise of the river is Tibet, more or less populous along the valleys near at hand, but the home of wild beasts and an arid, inhospitable region for many leagues beyond. The weakness of China and the impossibility of supporting an army through its dependencies, it is feared, will not be a serious obstacle, constitutes an effectual safeguard for British interests to the north and west.

On the south lies the Indian ocean and westerly the Arabian gulf. From India to Persia runs British Baluchistan and Baluchistan proper, the latter nominally independent under the rule of its Khan. In reality a treaty made in 1876 grants him an annual subsidy not far from 150,000 rupees in value and binds him to oppose all the enemies of Great Britain. He has also ceded the important city of Quetta, commanding the Bolan pass, and this is occupied by British troops behind powerful and efficient defenses. Baluchistan runs along the Arabian gulf and is bounded on the west by Persia. It is therefore an important buffer state and a possible base of operations against Persia in the event of Russia obtaining undue control of the country.

This accounts for all the neighbors of British India with the important exception of the Afghans. Afghanistan lies to the north and west and gives the focus of British interest only other possible place for an invasion of its territories in Asia. It is in Afghanistan that an area of low barometer in Eastern politics may always be said to lie, and from Russian Turkestan to the north to Caboul on the south a storm centre may be expected to declare itself at any moment. The movement of the British fleet to the Persian gulf may be connected in some way with the internal affairs of these.

### Hard-Fighting Mountaineers.

In 1872 an agreement was reached with Russia by which Afghanistan was declared to lie beyond the sphere of the Czar's influence and the northern bank of the river Oxus, all the way from its sources in Lake Shirool to the western confines of Balkh, to Afghan Turkestan, was defined to mark the farthest extent of Russian territory. But an Anglicized German, Alexis Krausse, has just declared in his important book, "Russia in Asia," that the diplomacy of the Czar's agents "is utterly unscrupulous, and pledges given or promises made are merely subterfuges, with the object of attaining something which is desired." It is already true that Russia has passed the Oxus and the distinction between Turkestan and Russian Turkestan grows slighter with the years.

Those who recall Kipling's prose will remember Tommy Atkins singing with considerable gusto some words which fit the tune of "Marching Through Georgia," which runs as follows:

Listen in the north, my boys, there's trouble in the wind; Trump of Cossacks' boots in front, gray greatcoats behind. Trouble on the frontier of the most amazing kind, Trouble on the water of the Oxus.

Persia is falling more and more within the scope of Russia, who finds herself able to cope with

### Difficulties of Oriental Diplomacy

in a manner which may well be the envy of her great and only Asiatic rival. At Teheran, the Persian capital, even the manufacturers have fallen into Russian hands. There is a Russian match factory, a branch of the Bank of Moscow, and the railway runs now from European Russia to the Persian frontier, making a rapid concentration of force there possible. Persia has an old score to settle with Great Britain as well. In 1838 the Persians made an attempt to reduce Herat, one of the chief cities of Afghanistan, to submission. England aided the Pathans in beating their enemies back. Again in 1857 the attack was renewed, with a fair chance of success. Again the British sent aid and counsel to the men of Herat, then an independent state, and at the end of the war forced Persia to recognize the city as beyond her sphere of influence, and pledged the Shah to keep hands off.

In 1865, six years later, Dost Mohammed Khan, ruler over Afghanistan, reduced Herat to possession, and it has since been the pride of his empire. Britain has had some concessions from the Afghans, but Herat is too far away for anything like occupancy. Krausse urges the British to take it, just as he insists that all Afghanistan will be lost to Russia if time is lost in seizing the present

opportunity. The effort of either Russia or England to occupy it

Would Undoubtedly Mean War.

Herat is the very centre of all possible trouble at the present time.

It is idle to deny the apprehension which Great Britain feels over the Asiatic situation, say international experts. For years Russia has been the burgher of the Indian empire. It is not only unwilling to take a hand in governing the Asiatic peoples, but it is already in full ownership of enormous tracts of Asiatic territory. China seems to be falling under the spell of Muscovite diplomacy. Russian agents are popularly supposed to be at work in India itself, preparing the natives for a revolt against their British masters. The prose tales of Kipling show what the feeling is on the part of the ruling class. Such hatred as he shows against the Czar means nothing less than that Russia is hated because she is feared. Nor are the reasons far to seek.

All that England asserts in respect of good rule in India is true, but with a single reservation. The British administration has made life and property secure over the whole peninsula in a manner which has no precedent in all the previous thousands of years of Indian government and misgovernment of one kind or another. It has given the natives justice; it has preserved their rights to a far greater degree than they could themselves preserve them. It has abolished cruelties unspoken and customs coming down through the ages which were a living horror. It has respected the naive religions and forced them to respect one another. It has done everything a wise and powerful nation could do for a congenial of weak and foolish peoples, with a single exception—it has withheld human sympathy. Operating with the exactitude of a mighty machine, it has produced results no more sympathetic. The natives view it with amazement, with awe, with all the feeling a savage might have for a locomotive—and there the sentiment ends. Charles Francis Adams has pointed out that the

### Anglo-Saxon Civilization

shows no tolerance for darker skins, and this is true in India. There is no social intercourse between the natives and their lords. In an intermarriage takes place between the races the white is socially ostracized and the children of the union share in the obloquy.

Now Russia, as Krausse says, deserves no more credit for its administration in Asia than belongs to a power substituting semi-civilized for barbaric rule. There is none of the fine adjustment of administrative machinery in Russian Asia that is seen in a thousand ways in British Asia. Justice is not so exact nor tolerance so much of a virtue. But there is no holding aloof of the master from the servant, and the very faults of the Russian are more comprehensive to the native mind than the abnormal virtues of the British. More than all, there is none of that social prejudice against the darker skin that prevents the English from basing their rule upon the one sure foundation, capable of enduring through countless ages—the rock bottom of the human family. The Spanish intermarried in Mexico with the aborigines and the president of the Mexican republic is proud of his Indian blood, as he is proud of his Indian citizens. The amalgamation of the two races is assured, and with the increasing intelligence through education of the mixed race which results stability of government is assured. The English in America did not and do not intermarry with the aborigines and nothing is assured except the inevitable extinction of the Indian. India's population, its hordes of millions upon millions, prevent

### The English in India

from exterminating the original inhabitants, but intermixture is none the less possible. Nor, to tell the truth, is the English race without some physiological reasons for its abstinence in this particular, say the men who know. Scientific evidence is there in abundance to prove that the races of Southern Europe may intermingle their blood with that of the Asiatics and the resulting Eurasians will retain the virtues of both parents, becoming themselves the parent of a new race, healthy in mind and body, while a similar intermingling of the native and Northern European stock results disastrously in every way, mentally, morally and physically.

Whatever the underlying facts, the old saw, "Scratch a Russian and you find a Tartar," is fundamentally true, as the books approve, and the Russian soldiery come down into Asia, many of them of the same race as the very tribes they live among, marry the inhabitant women and there form a true colony. The Russian possesses a form of Christianity which is capable of impressing the manner beyond the power of England's simpler and less spectacular faiths. If Great Britain surpasses Russia in her official dealing with the Asiatic peoples, Russia has no less the ethical advantage. In the event of

### A Russian Invasion of India

England possesses enormous advantages, but these may all be offset if once the native mind, won over by Russian sympathy and by the very cruelty it can grasp so much more readily than England's dispassion, sees in the invader a liberator. This is the cause for England's fear all through the vast Indian peninsula—and a very proper fear it is.

England now holds Quetta and with it the Bolan pass. A note of war would send an army to Cabool and cover the Khyber pass. England is operating along interior lines, moreover, and with command of the sea assured as it is has a question of transportation rather less difficult than Russia's carriage of men and supplies overland. Finally the great River Indus stretches from the alluvial plains of ancient Scinde to the very mountains of Cashmere, giving a second line of defenses which even Gen. Skobeleff regards as impregnable unless Russia is allowed to carry freedom for the Hindus on the wings of her war eagles. An advance to Herat threatens the Hajigok and Kajak passes of the Hindoo Koosh on the way to the Khyber. Word of it might very well reach London and be unknown to all the world besides. Even now the troops of the viceroys may be

moving north and west, while the squadron recently set in motion sails east and south. Herat is

The First Move of the Game,

and Herat is worth a study in itself.

The founding of this ancient town is lost in the mists of remotest antiquity. It is the "key of India," and for countless centuries, in one language or another, this has been its rightful designation. It is in the very middle of things, lying 550 miles west of Cabool, where the British would begin their advance; it is 600 miles south of Bokhara by way of Mymeneh and there the Russians would begin their march, the Khan of Bokhara being as strongly pledged to their interests as the ruler of Baluchistan is to the interests of England. Herat, however, is hardly more than 125 miles from the Turkman frontier, which, again, is less than 600 miles from Khiva, and seventy-five miles will cover the distance from the Persian line, it being not more than 225 miles to Meshed in Persia, going by way of Turbat. As the offensive would necessarily proceed from Russia and as Persia is subservient to Russian interests and acts along the Persian gulf necessary for Russian expansion, it will be seen that the advantage which always attaches to a first offensive movement will lie strongly in favor of the Russian armies.

### Next Herat, on the way to fight the British if Cabool and the Khyber pass is avoided, is the ancient

### City of Kandahar,

largest of the towns in Afghanistan. Kipling has his soldiers singing on the threat of a Russian war. Then we brought the lances down, then the bugles blew. When we went to Kandahar, ridin' two by two.

It commands the great high road from the Persian frontier and the road from Herat which passes by Farrah to cross the Helmand at Girishk. Herat is 250 miles away, Farrah 225 miles and Girishk seventy-five on this natural high way, of which Herat and Farrah form the altitude lying north and south; Farrah, Girishk and Kandahar the base, lying nearly east and west, and Herat and Kandahar the hypotenuse, lying north-west and south-east, of a right-angled triangle. From Cabool by way of Khat-el-Ghilzai and Ghazni it is 315 miles, almost due northeast. Here again the advantage is so slight in favor of Cabool taking the character of the ground into account, that Russia with the first move may be said to have the advantage. Many routes lie from Kandahar to the north-eastern corner of the Kajak pass, where an excellent road has been built through the Pishin valley down the Zhoobe river or the Bori, through the Sulman range, to either Dera Ismail Khan or Dera Ghazi Khan, as the case may be. Bue Quetta is little more than 150 miles from Kandahar as the crow flies and much nearer the northern frontier of Baluchistan.

It is certain, therefore, that the attack if made by Russia at all, will be made by way of Herat on Kandahar in preference to Cabool. Even if it should go no farther and no open demonstration be made upon India proper, it would give the Russians

### An enormous Strategic Advantage

for future operations. Persia, it is likely, would also fall into Russian hands with the exception of the seaboard which the British navy could still control. And if seized history shows that all that falls into the paws of the great northern bear remains there. Herat is a town capable of becoming an inland Gibraltar in the hands of modern engineers. At present it is almost a mile square and surrounded by an earth-work 50 feet high and not less than 250 feet broad at the base, surmounted by a wall 25 feet high and 14 thick at the base, with 150 semi-circular towers overlooking a ditch 45 feet wide and 16 deep. It lacks flanking towers, and there is rising ground at the northeast angle which dominates the whole. The water system, too, is defective; but all these things are easily corrected by competent hands. Kandahar is strong in the same manner, being almost a mile square and surrounded by a wall 15 feet thick and 25 to 30 feet high.

Authorities agree, finally, that if the preoccupation of England in Africa is not seized upon by Russia at this time it is a mere postponement of a desperate struggle until some future day, when the supremacy of the two great European powers in Asia will be thoroughly thrashed out—so thoroughly that the victor will hold the vanquished much as Germany holds France to-day.

## EVERY WEAK MAN

SHOULD read a Descriptive Treatise on the Modern and Ancient Treatment of Nervous Disease and Physical Weakness in its various forms. This work is a masterpiece of medical science, and is the only one of its kind. It is written in a clear and concise style, and is suitable for the use of students and practitioners alike. It is published by the Medical and Surgical Publishing Co., London.

### NOTICE

Notice is hereby given that application will be made to the Legislative Assembly of British Columbia at its next session for an Act to incorporate a company for the purpose of acquiring and operating the railway and property of the Victoria & Sidney Railway Company, and to extend the said railway to some convenient point in or near the harbor of Victoria in the business part of the city of Victoria, and to some convenient harbor north of Sidney; to construct, maintain and operate a railway ferry from Sidney, or some point near thereto, to a point on the Mainland of British Columbia between the mouth of the Fraser river and the International boundary line; to build, equip, maintain and operate a railway from such last point through the Municipalities and Districts of Delta, Surrey, Langley, Matsqui, Sumas and Chilliwack, in the town of Chilliwack, and such branch lines in connection therewith as the Company may from time to time deem advisable; and to do all other things which may be necessary or expedient for the objects of the said Company.

Dated this 29th day of November, A.D. 1899.

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Solicitor for the Applicants.

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