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STILL IT'S PROLONGED.

The Opposition Now Desires to go Over the Speech Again, Clause by Clause.

Objection to the Delaying of the Country's Business—Interesting Questions Answered.

Although the majority of the government members confidently anticipated that yesterday would witness the close of the debate on the speech from the throne, such was not to be, the opposition, after the last of their number save one had discussed the complete address, expressing a desire to re-commence the debate by taking up the consideration of the message seriatim. Whether this will be done has yet to be determined —the point was not yet decided when the house rose last evening, Hon. Mr. Pooley having moved the adjournment of the debate.

After prayer by Rev. J. F. Betts.

PETITIONS DEALT WITH.

Mr. Graham presented the petition of the people of Kettle river, for road improvement.

The petition of Edmund Elkins and other residents of Chilcotin, for better protection of life and property, was at first held to be out of order as involving an expenditure of public money. It was subsequently ruled admissable and received—as were also the following:

From the Canadian Pacific Navigation Company—For an extension of their corporate powers.

H. Maitland-Kersey and others—For incorporation of the Omineca Railway Company.

Sir Charles Hibbert Tupper and others —For incorporation of the Argenta-Dawson-Duncan Railway Company.

H. Hirschel-Cohen and others—For incorporation of the Portland & Stikine Railway Company.

Thomas Earle, A. C. Flumerfelt and D. R. Ker—For incorporation of the East Kootenay Valley Railway Company.

PRIVATE BILLS REPORTED.

Two reports were presented by the private bills committee, the first of these —handed in by Mr. Smith, as acting chairman, Saturday—reading as follows:

"Your select standing committee on Standing Orders and Private Bills beg leave to report as follows: That they have considered petition No. 6, of the Arrowhead & Kootenay Railway Company, and find that the standing orders have not been complied with, as the notice published does not cover the alternative route asked for via Duncan river; but as notice has been given of the company's intention to apply to the Dominion Parliament for a Dominion charter, and in this notice such alternative route is provided for, your committee is of the opinion that the standing rules should be suspended so as to admit of the bill being introduced, and your committee is further of the opinion that should the house think fit to suspend the rules to allow a bill to be introduced in accordance with the petition it should be on the term of double fees being paid, and your committee recommend the same accordingly. Your committee has also considered petition No. 3, the petition of the North Star & Arrow Lake Railway Company, and find it complies with the standing rules."

A second report, presented by the committee chairman, Mr. Hunter, stated the rules of the house to have been complied with in the case of the Kootenay & Northwestern and the Southwest Kootenay Railway Companies petitions.

Both these reports were received.

LANDS AND WORKS REPORT.

Hon. Mr. Martin presented the report of the lands and works department for 1897.

PRIVILEGE.

Mr. Forster, to a question of privilege, again complained to the Speaker of difficulty in securing organization of the Public Accounts committee, also stating that the officials of the treasury refused to permit individual members of the committee to have access to the records of the department. He charged that the government and its members on the committee were seeking to evade their duty on the pretence that the business of the committee could not proceed without the presence of a member as yet absent from the city.

Hon. Mr. Turner replied that there was no occasion for the warmth displayed by the member for Delta. Mr. Rithet, the first named member of the Public Accounts committee, had been expected to take his place in the house ere this, but had been unavoidably detained. He had never before heard a committee of the house attacked on so slight a ground. The fact appeared to be that the members of the opposition on the committee were afraid to have the senior member for Victoria present, and so were desirous of pressing the work of the committee forward before he could get here. To facilitate the organization and preliminary work of the committee the Premier proposed that Mr. Hunter act temporarily for Mr. Rithet on the committee.

Mr. Semlin objected to this temporary arrangement, holding that Mr. Hunter had already been allotted his full share of work in connection with the work of the Private Bills committee.

Mr. Cotton, Hon. Col. Baker and Mr. Sword followed, the latter charging that the Public Accounts committee had been purposely prevented by the Premier from entering upon its duties.

Hon. Mr. Turner objected to this remark, maintaining that such an insult had not been offered to a committee of the House during his parliamentary career in the province. He hoped that the member for Dewdney would "go down on his knees before the committee before the close of the session and make an adequate apology." There was no precedent for the opposition members to prematurely hasten the work of an important committee before an important member of the committee could arrive.

Mr. McGregor, the third named member of the Public Accounts committee, denied emphatically that he had not been ready to proceed with the committee's work. It was not his duty to call the committee together, and — while resenting the insinuation that the Premier had been responsible for delay in the committee's organization—assured the complaining members of the opposition that when the committee was properly convened, he would be found on hand ready for business.

Major Mutter, the second member of the committee, also repudiated the contention of the members from Delta and from Dewdney, explaining clearly the position of the entire matter. He had been unable to be in town Saturday, but if Mr. Rithet had not returned to Victoria by to-morrow, he was quite ready to convene and proceed with the organization of the committee.

The Premier's proposal that Mr. Hunter act temporarily for Mr. Rithet on the committee was accepted by the house, and the incident here terminated.

THE DEBATE CONTINUED.

Mr. Cotton (Vancouver City) continuing the debate upon the speech from the throne, said that the incident just past emphasized a point which he wished to make—that although the debate had now progressed for an entire week, the opposition had as yet been unable to extract information from the government on any salient points of public policy. The Premier and the Attorney-General smiled at this—he had noticed that they always smiled when they could make no reply. He supposed that when the members of the opposition had concluded their arraignment, the remaining members of the cabinet would close the debate and blandly observe "what can you ask more?" (Hear, hear.)

Taking up the speech itself, the junior member for Vancouver took exception to the array of figures presented by the mover of the reply, proceeding then to a financial analysis in an effort to demonstrate that although the revenue of the province had expanded, and was expanding, the people of British Columbia at the present time are less able to pay the taxes than they were a few years ago. Tax paying ability he held had not kept pace with the increase of population, although in a prosperous country the increase of wealth should surpass the growth of population. Another indication of provincial retrogression rather than progress, was found, in his opinion, in the iniquitous mortgage tax, and in the fact that of the increased revenue no less than $304,000 last year came from Kootenay in the form of fees from free miners' licenses and as general mining receipts. As to general taxation, the rate at present was more than the public could bear. Having, as he expressed it "effectually demonstrated the fallacy of the figures brought forward by the senior member for Cowichan-Alberni"—Mr. Cotton proceeded to a consideration of provincial expenditures as shown by the provincial accounts, objecting on principle to the items appearing under the head of "miscellaneous," to the increased per centage of cost to the province under the civil service list, to the unfair importance placed upon the stated increase in the cost of education, the expenses of which he maintained had in reality fallen off, and to what he termed the reduced expenditure on necessary public works, declaring that the increased expenditure under the present administration had been for the operation of the government rather than the development of the province. He objected to the cost of provincial loans and charged that the government had completely failed in its loan conversion policy and had now been forced to an abandonment of that plank in the policy. The government's railway policy he also held to have been unsatisfactory in results, the Shuswap and Okanagan railway project being quoted as a first example of failure. The government, it was held, had assisted this road to an extent greater than the cost of construction warranted; and had afterwards actually assisted to secure construction of the Kaslo & Slocan road, although that line was designed to be an active competitor for the business of another state-aided road—the Nakusp & Slocan. Had it not been for the loss of traffic by the latter road through the Kaslo & Slocan, it would not have become a burden upon, but rather, a benefit to the people. In connection with the promised road into the Boundary Creek country, when the Chief Commissioner took his trip into that country last fall in company with Mr. E. M. Johnson—

Hon. Mr. Martin—I deny that. When the third member for Vancouver states that I made any tour in the company of Mr. E. M. Johnson he is making a statement that is untrue.

Mr. Cotton—I hope the Chief Commissioner will withdraw the expression.

Hon. Mr. Martin—I will do nothing of the kind. I state what is true and what I am prepared to prove on the floor of this house.

Mr. Cotton replied that he felt compelled to credit the Grand Forks paper from which he quoted, and which reported Mr. Johnson as speaking in enthusiastic praise of the government, and more particularly the administration of the Lands and Works department.

Hon. Mr. Martin three times denied his alleged association with Mr. E. M. Johnson on the trip referred to, whereupon

Mr. Cotton gave the assurance that he had no intention of imputing anything offensive. Mr. Johnson was a gentleman of great diversity of talent, from whom the Chief Commissioner might obtain advantage rather than injury. He took the position that he had a perfect right to contradict the statement made by the Chief Commissioner at this Boundary Creek meeting to which he alluded—notably that the government had made an arrangement with Mr. Heinze for the immediate building of a road into the Boundary Creek country that was defeated solely through the antagonism of the opposition. That was a fact he (Mr. Cotton) denied. Mr. Heinze had applied to the Dominion government for aid, without which he declared to the Railway committee that construction of the line would be impossible, but had not secured it. Neither had the Victoria, Vancouver & Eastern been able to secure federal assistance for their rival project for opening up the Boundary Creek country—simply because of the imbecility of the local government in not reconciling the conflicting interests of the rival roads before they came to the Dominion with their applications. As to railway policy generally, he held that the extravagant aid given in the past to foster railway building in British Columbia had had the effect of discouraging rather than assisting legitimate railway building, for here promoters waited to receive state aid where on the other side of the boundary they were ready to construct their lines purely as business investments. As soon, he declared, as the railway promoters and chartermongers could be made to understand that the people of British Columbia would no longer build roads for them, just so soon would they build roads for the people of British Columbia. The land policy of the government was condemned in general terms as indefinite and calculated to retard settlement rather than assist it, while the principle of the land and works office was held to be not the carrying out of well considered public works for provincial development, but the assistance with work of political friends or unfortunate residents throughout the province. Briefly he held that in no department had the government any consistent or satisfactory policy that would commend itself to the electors. As for the Yukon railway deal, he would not look upon British Columbia as a junior partner with the Dominion in the matter. The proposed road would, he maintained, assist chiefly the development of the mines of the far north—beyond British Columbia —and aid, supplementing the federal assistance obtained, should come from this quarter—not from this province. The Dominion should be made to see that British Columbia was not to be interfered with in her provincial rights—here Kipling's words again applied:

Daughter am I in my mother's house,
But mistress in my own.

With reference to redistribution, the junior member for Vancouver held that that this should be the first measure presented for consideration by the house—also that as the world is not supposed to come to an end in 1901, when the general census is to be taken, a final and complete redistribution of the provincial representation is ripe for adoption. His closing remarks were in the nature of an attempt to prove by the files of the Vancouver World that Dr. Walkem (South Nanaimo) had forsaken the government.

Hon. Col. Baker, who followed, gracefully congratulated the mover and seconder of the reply, and expressed the opinion that no one could fail to appreciate the special importance attaching to the present session as the first in the magnificent new buildings, or grudge due praise and acknowledgment of the artistic taste and sterling ability of the young architect who had conceived and carried to completion the imposing pile of which British Columbians were so properly proud—a monument for years to come of the confidence of the government in the country and of the financial stability of the province. It was also right, the Provincial Secretary maintained, to tear testimony to the capacity of another gentleman largely responsible for the carrying out of the architect's ideas, Mr. Howell, the clerk of the works, to whose skill, experience and unswerving devoting to duty a full measure of appreciation should be extended. The contractors and the department of land and works were also entitled to their share of credit. The completed work, Hon. Col. Baker continued, reminded one of the familiar quotation, "sermons in stones," for looking across the narrow strip of water to the humble buildings of the Hudson's Bay Company one could not but reflect upon the rapid and satisfactory changes that have taken place in the province during the years that have elapsed since the erection of this landmark of commercial enterprise, and until the sermon in stones was completed and occupied by the legislature, for the administration of the affairs of the province. The hon. gentleman proceeded to trace in eloquent language the development of the province since the difficult days of the pioneers, up the tangled path of civilization to the completion of the stately buildings now sheltering the house of assembly. The sermon in stone preached by the new buildings was one, he maintained, that would force itself upon every thoughtful man and was pregnant in significance that British Columbia was fulfilling and would fulfil its true part in the destinies of the Empire. Passing to the opposition's criticism on the speech from the throne, he remarked that the leader of the opposition had seen fit to attack the administration of his department as minister of mines. He had led the house to infer that considerable loss of life had occurred in the Kootenays, and that the safety of miners there was in danger because the government had failed to appoint what he was pleased to call "a metalliferous superintendent of mines." What kind of a fossil this was he could not say, but at any rate the government had nothing to do with it. As a matter of fact, there had been no loss of life in the Kootenay through there having been no inspector of mines. Since 1885, he found that the only fatal accidents had been as follows: In 1896, five men were killed by an explosion of carlessly handled dynamite; in 1897 one had been drowned; and in January of this year a mine manager at Rossland had fallen down the shaft and been killed. None of these accidents was in any way attributable to the government or its officials, nor could any of them have been prevented by the most rigid inspection. Last year legislation was perfected for the protection of miners, and an amount was placed upon the estimates for an inspection of metalliferous mines. As in the early part of the year but few mines were operating in the province, it had not been thought necessary to make this appointment immediately. Mr. Carlyle, in his tour of the province had, however, been particularly instructed to see that all mines visited were provided with every modern facility for the protection of the miners and in compliance with existing laws. This he had done, and done thoroughly, advising when the operated mines became more numerous that the time for the appointment of an inspector had arrived. The official had then been appointed, but as yet had found no mines that had not met the requirements of the law in their equipment to ensure safety. The member for New Westminster City had said that the government had delayed appointing this inspector because they were afraid to offend anyone in the constituency. He had shaken his head when this was said, and the member for Westminster had then observed that at any rate he had said this so often and heard it said without contradiction, that he had come to believe it. This was the way with all the opposition's arguments. The policy of the preseht government could be well expressed in three words —"active, legitimate development." In comparison the opposition policy appeared to be "increased taxation, or starve the public works." Having dealt clearly yet convincingly with the satisfactory system adopted by the government in charging for water for power purposes, the hon. minister took the member for Richmond to task again for having insulted all the government officials in the Westminster district, when he said that there was one among them that was not an honest and a straightforward man, refusing to give the name of the one he so charged when that name was called for, and thereby insulting every public official in the district. He might not, as he now explained, have meant what he said—but it appeared the opposition said very many things they afterwards discovered they did not mean. After showing how favorable the government's railway policy had been to the development of the distant sections of the province, the Provincial Secretary gave attention to the junior member for Vancouver, whose attack he had found much weaker than he had anticipated, showing indisputably how impregnable the government's position undoubtedly was. His conjuring with figures would not deceive the members, who would refuse to be mystified by the cloud of figures put before them with this object in view—the answer to the mass of figures was simple and plain—the revenue of the country had increased three-fold. But, the junior member for Vancouver asserted, the condition of land values had not improved. Very possibly not, for real estate was in a very depressed condition at the present time, and capitalists were putting the money in mining enterprises instead of land ventures. As to the remarks of the same men on the cost of education, it must be remembered that the peculiar system in vogue here of taxing for educational purposes rendered it necessary to maintain the taxation at the present level. With reference to railways the member for Vancouver had taken the government to task for assisting the Kaslo & Slocan road after having aided the Nakusp & Slocan. Did this mean that the people of Kootenay Lake should have had no consideration from the government, or that the Nakusp & Slocan road should have been created a monopoly? As a matter of fact, the road was paying well and the miners of Kootenay Lake were prosperous, thanks to the government having provided them with facilities for getting in their supplies and shipping their ore. The pre-election prophecies of the defeat of the government when it next met the electors sounded very well, but were they not just the same as the prophecies on the eve of the last election—and yet the result then had not been defeat. He was sure that the same would be the experience this year. The experience of government was not to be gained in a day and now that the stream of population and prosperity was flowing satisfactory, it would be well to remember the danger of swapping horses in mid-stream.

On the question from the Speaker, "Are you ready for the question?"

Mr. Semlin inquired if the address was thus to be adopted as a whole, opportunity being denied the opposition of offering amendments as it was passed, section by section.

Hon. Mr. Turner thought that after debating the address for an entire week it was hardly necessary to go over the entire ground again, no matter how much the opposition might want to retard the business of the country. When the proposal had been made to take up the speech seriatim he had of course supposed that such action would be taken early in debate—not when the entire ground had been covered as a whole.

Mr. Semlin said that the government's promise in this regard should be carried out. It was not contrary to the old rule of the house to accept the speech as read, and then on second reading take it up seriatim.

Hon. Mr. Pooley admitted that such had been the former practice, but it had not been the custom for years.

Mr. Hunter maintained, on the authority of rule 17, that no member who had spoken to the address as a whole would have the right to debate it should its consideration be taken up clause by clause.

Mr. Huff thought that all the opposition wanted was to get their speeches before the public in anticipation of the general elections. He objected to the time of the country being taken up unnecessarily in order that the opposition might get free advertising in the press.

The matter was discussed by several members, and then

Hon. Mr. Pooley moved the adjournment of the debate.

MISCELLANEOUS BUSINESS.

Mr. Booth presented a petition from Mann, Mackenzie and others asking for leave to present a petition for a railway.

Mr. Hume asked leave to introduce a bill in re the S. E. Kootenay railway. Ruled out of order.

Hon. Mr. Martin presented a return of correspondence re the furnishing of the Old Men's Home at Kamloops.

Hon. Col. Baker presented a return in regard to the alien labor bill of last session, assent to which was reserved pending His Excellency's consideration of the same.

QUESTIONS ANSWERED.

Mr. Forster asked—"Has the attention of the Hon. Attorney-General been drawn to an advertisement by the Esquimalt & Nanaimo Railway Company appearing in certain British Columbia papers, of a notice warning free miners off the lands of that company, and threatening to deal with such free miners as trespassers? If so, has he taken any action in respect of such notice?"

Hon. Mr. Eberts—"I have seen the advertisement to which the hon. member no doubt refers, but the effect of which he rather incorrectly summarizes. No action has been taken in respect of such notice, as I am unable to apprehend what action could be taken. Should, however, free miners be at any time illegally hindered in their undoubted right to mine for the precious metals in the Island Railway belt, the government will assert and protect their rights vigorously."

Several other questions, of little general interest, were duly put and answered.

In connection with Dr. Walkem's resolution for a select committee to investigate the charge made by the second member for Vancouver, in regard to the conduct of the agent general's office in London,

Mr. Speaker asked if the language imputed to the second member for Vancouver had been taken down as he spoke—if not its use could not by rule be permitted.

Dr. Walkem replied that the words had not been immediately written down, but disputed the ruling. He would produce authorities in support of his position, he said, if Mr. Speaker would defer the matter until the next sitting of the house. This was agreed to.

Mr. Cotton remarked that the member for South Nanaimo would have to be more careful in the framing of his resolutions—he noted that he had quoted him (Mr. Cotton) as the author of the remark as to the harem.

A short but acrimonious passage between the junior member for Vancouver and the member for South Nanaimo followed, the latter closing the incident by remarking:

"Well, I will get a nomination at the next elections, and you may be sure you will not."

The house adjourned until Tuesday at 2 o'clock, the Premier having intimated that there will be no vacation for Ash Wednesday.

THE YUKON RAILWAY.

Information From Engineer Jennings' Report on the Project.

The following is from the summary of Mr. Jennings' report on Yukon railway projects appearing in the Toronto Mail and Empire:

"Mr. Jennings' estimate of the cost of a railway over the proposed route is based on the assumption that it will begin at Little Canyon, on the Stikine river. This is the point at which he thinks the line should commence, as above that the navigation of the Stikine is dangerous. Little Canyon is 96 miles from the mouth of the Stikine, but it seems from the agreement the railway is to have its terminus at Glenora or Telegraph creek, 40 or 50 miles further inland. The engineer's estimate of the cost of a railway from Little Canyon along the left bank of the Stikine river to Glenora, then crossing the stream, and continuing to Teslin lake, is as follows:

30 miles, medium	$ 746,000
125 miles, light	1,625,000
30 miles, heavy	1,080,000
23 miles, medium	506,000
Total	$3,957,000

"This is for 208 miles of railway, from a safe point of navigation on the Stikine to Teslin lake. It is at the average rate of $19,000 a mile. For the heavy work Mr. Jennings estimates $36,000 a mile, for the medium $22,000, and for the light $13,000 per mile. He points out that if the line is not continued to Little Canyon $740,000 for a bridge and road building must be deducted from his estimate. This brings the estimated cost of the proposed railway down to $3,217,000, provided it is built as a first-class railway. For building an electric line from Stikine river to Teslin lake, including power stations, equipment, construction, engines, and cars, Mr. Jennings reports the cost would be $2,850,000. This is probably what the contractors will build.

"As to the probable profits of the line, some estimates are furnished by Mr. Jennings, which do not err on the side of excessive expectations. The cost of operating the railway six months in the year is placed at $55,000. The receipts of the undertaking are estimated as follows: Twelve thousand passengers, being one hundred per day for four months, at five cents per mile, or $8.25 each, $99,000; three quarters of a ton of freight per man, being 9,000 tons, at $50 a ton, $450,000; total, $549,000. Cost of operating, $55,000; balance, $494,000. He deducts from this one-tenth of the cost of the railway, so that in ten years the line would have repaid all the outlay upon it. This depreciation of $285,000 a year brings the net profit to $209,000. These figures are based on the assumption that only 12,000 persons will go over the route, but the estimates for the coming year are from 100,000 to 250,000.

"The navigation of the Stikine river, which is an important factor in considering the matter, is reported upon. Mr. Jennings states that with suitable steamers it is navigable from the 1st of May till about the middle of October, for a distance of 150 miles inland. There is considerable risk at Little and Kootchman canyons. For the first fifty miles the current is about three miles an hour. Then the course becomes tortuous, and the current varies from three to eight miles. Powerful steamers can make the run from the mouth of the river to Little Canyon in a day, and can go up to Glenora the second day.

"Mr. Jennings thinks the country could very well spend $5,000 in improving the navigation of the stream by removing snags and boulders. Stikine river has been navigated for 140 to 150 miles up to Telegraph Creek, from the seventies. Little canyon is 96 miles from the sea. Above it travel is slow, tedious, and not without danger. Mr. Jennings points out that if an accident happened to a vessel's machinery in passing that point it would be dashed to pieces against the rocks. Teslin Lake, which is to be reached by the new railway, was frozen over on the 27th of October, 1896, and opened on May 18, 1897. Navigation is possible, therefore, for about five months. The lake is 62½ miles in length. From it to the foot of Lewis river is 139½ miles.

"As to the practicability of pushing a railway through from Glenora to Teslin lake before September next, Mr. Jennings says there is no doubt of it. He mentions two routes, and adds, provided all the arrangements are made, and the selection determined upon by April next, a line of railway by either route can be completed and in operation by September following.

"Other routes that have been suggested are discussed by Mr. Jennings in his report. The route from Pyramid harbor, which the Rothschilds proposed, would require a railway of 245 miles in length. It would reach the Yukon via Nordenskjold river, passing through the Chilkoot pass. This, at $23,000 a mile, would cost $5,635,000. The route from Dyea via the Chilkoot pass to Tagish lake, and thence to the Hootalinqua river, calls for 111 miles of railway, costing $27,318 per mile, or $3,030,000 altogether. To reach the Yukon via Skagway, the White pass, Tagish lake and the Hootalinqua, 123 miles of railway is required. This would cost $28,709 per mile, or $3,236,000. The route from Taku inlet to Makinak river and Teslin lake requires 145 miles of railway, at $24,034 a miles, or $3,485,000. The navigation at Taku inlet is reported to be dangerous.

"Mr. Jennings estimates that wagon roads will cost from $1,200 to $1,500 a mile, and trails from $100 to $250 per mile. He has not been able to verify all the information personally, but where he has not gone over the ground he has got information from reliable sources."

FREE TO LADIES.

We will give one lady in each town or village a full sized $2 case of LUXURA, the only 'Toilet' article in the world that will develop the bust or any part of the female form, remove wrinkles, etc. Write to-day for it. G. M. WIGGIS, 112 N West 32nd Street, New York.

SHIPWRECK AND DEATH

Three Vessels Bring Tidings From the Treasure Seekers of the North.

Fresh Particulars of the Dreadful Disaster on the Unfortunate Clara Nevada.

Three Klondike steamers, the Danube, Thistle and Tees, arrived yesterday from Skagway, the last having as passengers J. E. Scoville, of Syracuse, N.Y., with six companions direct from Dawson, and the latest Klondikers out. They state that a mine-owners' trust has been perfected at Dawson, by which practically all the claims on Bonanza, El Dorado, Hunker, Sulphur and Dominion creeks, with their affluents, will be worked under one directorate and on most approved scientific principles. The Yukon and California Telephone Syndicate is the title of the combine, of which Dr. P. J. Benoit LeBlanc is president; "Big Alex." McDonald, general manager, and E. M. LeRoy Pelletier, of Harpers' Weekly, secretary-treasurer. The primary object of incorporation was to obtain telephonic communication from various camps to Dawson, and telegraph service thence in due time to civilization, hence the name under which the combine was formed and will seek Dominion incorporation.

The newcomers of yesterday relate many instances of suffering and even death from the cold on the trails leading through the mountains from the Lynn Canal, the most pathetic of which unfolds a tale of simple heroism the central figure in which is an unnamed woman of the Dyea tribe. She with her babe and one other squaw was accompanying a party of five male Indians over the trail from Lake Lindermann, when overtaken by a fierce storm at Crater Lake, in which the women, either purposely or intentionally, were dropped from the safety rope and lost by the party. The unencumbered woman staggered on in the direction their late companions had taken, promising to return with aid if she herself lived; the mother with her child waited for death in the tempest. When her body was found the morning following the tale of her mother-love was mutely but eloquently told. She had as the cold grew more and more intense, practically stripped her own poor body to wrap the garments about her child. It was found warm and well by the rescue party of whites the following day, held in fixed arms to the lifeless but faithful heart of the mother, who had given her life for its preservation.

The Thistle on her way down passed the wreck of the Clara Nevada, located by broken spars and wreckage, on the westernmost point of Eldred island in four fathoms of water. There it had been discovered by the steamer Rustler, despatched on a 200-mile search from Juneau in the hope that some survivors of the disaster might be found. None were, nor any bodies, the conclusion being now more than ever forced that every one of the twenty-eight passengers and twenty-five of a crew on board perished. Inspection of the hull of the Nevada by divers discloses that the theory of her destruction by the explosion of her boilers was the correct one, the vessel being torn and twisted amidships so that her floating life after the explosion must have been limited to seconds, while the weather was too rough for the boats to avail anyone.

There is good reason to believe that a considerable sum in treasure was received on board at Skagway, and to make search for this—as well as any bodies that may be in the hulk—the divers will make another explorasion of the wreck this week. Feeling runs high at the Lynn Canal ports against the inspectors who permitted the Nevada to leave the Sound, incompetency of officers being freely charged, as well as that the boilers were leaking so badly when the ill-starred cruise was commenced that no fireman could work around them without being scalded. The matter is to be made the subject of a formal report, with a request that criminal proceedings be initiated.

A KLONDIKE TRUST.

Syndicate Formed to Control and Work the Different Creeks—Telephonic Communication to be Established.

Not many hours after the Danube reached port, the C.P.N. Co.'s steamer Tees made her appearance from Skagway, Dyea and Wrangel yesterday, bringing among her passengers a party of seven from Dawson. They all left the golden city at practically the same time —with perhaps a day or two intervening. They are E. M. Sullivan, of Victoria; J. E. Scoville, of Syracuse, N.Y.; J. McLeod, who has been several years in Alaska and the North-West; E. T. Hartland and H. W. Hartland, brothers from Chicago; C. E. Thompson, of Tacoma, and C. W. Blattner, of Chicago.

Mr. Scoville left Dawson on January 9 with a train of three dogs and reached the coast over the Skagway trail on February 12. He went into the country last November and is a partner of E. M. LeRoy Pelletier, correspondent of the Harper publications, and who remains at Dawson to look after the mining interests of both. Perhaps the most interesting news that Mr. Scoville brings concerns the formation of a syndicate or trust at Dawson by which it is proposed by combination of the claim owners to work their properties on the most approved and scientific basis. This pool is known as the Yukon and California Telephone Syndicate, of which Dr. P. J. Benoit Leblanc is president, Mr. Alexander McDonald—Big Alec McDonald—general manager, and E. M. LeRoy Pelletier secretary and treasurer.

"I cannot give you all the details," said Mr. Scoville in conversation yesterday at the Queen's hotel, "but the general idea is to secure the co-operation of the mine owners in a gigantic trust to cover Bonanza, Eldorado, Hunker, Sulphur, and Dominion creek. We intend also to get in a telephone plant to connect the various creeks with Dawson City. It is, in fact, to get these supplies that I have come out to the coast. Alec. McDonald, the general manager, is the Barney Barnato of Dawson, and holds immense interests in the various creeks, and there are many of the other biggest claim owners in with us. The trust is formed just so that the mines can be worked to the best advantage, the owners of the mines being the stockholders."

The first intention in organizing the syndicate was, Mr. Scoville explained, for the purpose of getting telephonic or telegraphic communication with the outside world and he came to the coast empowered fully to act as he considered best in the interests of the syndicate. He saw, however, that for the present at least such an undertaking was too gigantic even for Dawson, and in the meantime the first steps to be taken will be to get in material for telephone lines between Dawson and the various rich creeks. Consequently he speaks as confidently as possible of a "hello girl" sitting at central in Dawson; calmly taking such messages as: "Tell Jim Smith to send out his dog teams to Hunker to bring in a ton of gold."

The Hartland brothers and Mr. Blattner came out together, and intend taking in fresh supplies. They have interests in a number of claims, and are well satisfied with the country. They left after Peterson and others who came on the City of Seattle, but have no more recent news. Mr. Hartland rather discredits stories of new finds, for as he says: "You hear of big strikes all the way from Dawson to the Hootalinqua, but I don't go much on such stories unless I see the gold itself, and I did not."

All the new arrivals unite in saying that there is no danger of grub running very short, but owing to the want of variety in beans, bacon and flower diet, there is an unpleasant prevalence of scurvy in Dawson at present. The Mounted Police come in for a great deal of praise from the Dawsonians, who unite in saying that Col. Walsh's order that everyone going in must be provided with at least 1,000 lbs of provisions, should be kept in force as a common sense way of obviating disaster to foolish persons who do not realize the position of affairs. The party did not come across any accidents, with the exception of a few people with frozen ears or feet. The worst was a lad of 18 at the Five Fingers. His feet had been so badly frozen that they had to be amputated, and the surgical operation was so clumsily performed that the bones protruded through the flesh and a second amputation will be necessary.

E. M. Sullivan, well known to Victorians, is at the Oriental and was kept busy yesterday afternoon shaking hands with his friends. He has been trading most of the summer, and brought back from Dawson a gripsack with a heavy weight of gold dust in it. J. McLeod, who is at the Dominion, is an old-timer in the Yukon, as old-timers go, and has mined in Alaska as well as in the Canadian Yukon for a number of years.

MAJOR WALSH AT DAWSON.

His Special Messenger Now at Vancouver After a Speedy Trip to the Coast.

VANCOUVER, Feb. 20.—(Special)—Three carloads of reindeer are due, consigned to Victoria.

Sergeant Joyce, special messenger from Major Walsh, who arrived last night from Seattle after having come down on the Queen, stated to a COLONIST correspondent to-day that dogs are the only animals that can be utilized in the frozen North. Major Walsh sends word to the government that he will have arrived in Dawson on the 12th, having left Big Salmon on the 4th. The trails are said to be good, Sergeant Joyce having made 75 miles each on two consecutive days. He states that when he left orders were still in force that any men insufficiently supplied, say three pounds a day for 365 days, were to be turned back, and that many had been turned back. He expects to proceed North again in a few days.

WOMEN AND WEAK NERVES.

Lives of Misery and Affliction.

Marvellous Case in Manitoba.

Paine's Celery Compound Proves a Wondrous Blessing.

Miss Parr Says: "After the First Dose I Felt New Hope and New Life Coming."

Nervous Prostration, Mental Depression, and Excruciating Sufferings Are Banished.

PAINE'S CELERY COMPOUND THE GREAT LIFE BUILDER AND VITALIZER.

WELLS & RICHARDSON CO.,
DEAR SIRS:—For several years I have had weak nerves, and was gradually running down, and last March I was prostrated with nervous debility. My sufferings were excruciating in the extreme; I really thought there never was another who suffered quite as much with mental depression and weak nerves. This lasted about three months, and I was taking doctors' medicines continually, but was getting worse instead of better.

One day while feeling quite discouraged and wondering if I was ever to get out of my dreadful state, a dear friend said to me, "I wish you would try Paine's Celery Compound." As I intended to try it I acted upon her advice and started using it the very same day, and from the first dose I felt new hope and new life coming. I continued using it, and am still taking it once in a while, always asking God's blessing on each bottle. I am very much improved, and cannot say too much in favor of the medicine, and would recommend it to all suffering from nervous prostration and mental depression. Yours faithfully,
L. E. PARR, Crystall City, Man.

WANT ADVERTISEMENNS inserted in the DAILY COLONIST for one cent a word each time.