DESPICABLE METHODS.

The Colonist has its own campaign methods, and they cannot be considered at all nice by fair-minded people. Garbjed extracts and distorted reports of public meetings are not considered decent weapons by decent newspapers. On two occasions during the campaign the Colonist has been caught in the offense of garbling, and the specimen we take note of to-day is a peculiarly gross one. What sort of a cause is it that seems to require dirty work of this kind? The candidate must have an exceedingly slim chance of election when it is deemed necessary in his behalf to resort to the methods of the thug.

#### AFRAID.

Col. Prior is afraid of discussion. He has been invited to attend opposition meetings, and is assured of the fairest treatment, but he remains away. He does not invite, and will not allow, opposition speakers at his meetings. But the most remarkable scheme by or for the Colonel is the engagement of Fairall's hall, in Victoria West, apparently for the purpose of preventing its use by the opposition for a meeting there. The hall has been taken for two weeks, on Col. Prior's behalf, and no use is made of it. What do the electors think of this scheme of avoiding discussion? Men generally despise cowardly tactics, and we do not for a moment suppose Victorians will take kindly to them.

#### GET AN EXPLANATION.

It seems to be time that misleading dispatches from politicians in Ottawa were replaced by some explanation of the process by which a controller can be changed into a cabinet minister. An act of parliament stands in the way, and curiosity as to the method by which Sir Mackenzie Bowell pretends to have done away with this act. Colonel Prior is very likely deceived himself over this matter, and may honestly believe he has been given a rank from which the law seems to debar a controller. He has admitted that he cannot explain the mysterious process used to remove this difficulty, and one might suppose he would fee! it a duty to himself to secure an explanation from headquarters. He cannot expect other people to partake of his childlike faith in Premier Bowell's bare dietum.

#### A GOVERNMENT DEFEAT.

Cardwell has emphatically condemned especially significant that the Catholic electors of the riding should have voted against the government, and that circumstance shows plainly that they clearfound supporting the proposal that the Dominion should step in and take away the rights of the province. Cardwell's morality has ever been uttered. declaration, as we have said, is very emphatic, and the government will not venture to represent it as an indication that Ontario approves the "remedial legislation" programme. In Cardwell the positions of the candidates were clearly defined; there was no refusal to make a positive declaration, after the fashion of Mr. McGillivray in North Ontario. The Liberal and McCarthyite candidates were practically on the same platform on both the school and trade questions, and their votes must be set off against that polled for the government candidate. The majority in that case is very marked. There can be no doubt about the severity of the blow which Cardwell has dealt the government. It is nothing less than a death blow; there is no possible chance of recovery from it. The fact that the suc cessful candidate is a follower of Mr. McCarthy, the erstwhile Conservative manager, makes the government's defeat all the more significant. Despite the exertions on his behalf of Ministers Foster, Montague, Tupper and Daly, and lesser lights of the party, the gov ernment representative was hopelessly defeated in this formidably Conservative riding. Nobody can misunderstand the meaning of this event.

Premier Bowell offers \$5000 for a British Columbia coercionist. It looks as if he would get his money back.

It is said that after Premier Bowell and Prior have settled affairs in Manitoba they will accept a position under the Czar of Russia, who desires to suppress thinking on the part of the people.

#### SNAP SHOTS.

This bye-election is a finish fight between boodle and principle. Which will win?

Prior could not get the postmen their pay, but he got \$5000 for Prior. That's the difference between Prior and the

If Wallace and Prior were weighed as

patriots, which would kick the beam? Some one who believes in the old saw, "a place for everything and everything in its place," should hoist a flag labelled The Bowell government" on the San Pedro. Both are wrecks.

Some men will do anything for \$5000.

There are no vags in town now. They are all working-against Manitoba.

what is Prior?

Question: If Wallace is a patriot

Premier Bowell has great consideration for the wishes of the people of Vic-We have been vainly endeavoring to get the San Pedro off the rocks for three years, but we can get a controllership in a minute. That shows we don't know what's good for us.

A great majority in Cardwell said: "No coercion!" A great majority in Victoria will re-echo this declaration.

The C. P. R. steamers should call at the outer wharf until after election day. It would be more consistent and might help the Colonel.

He who accepts the statements appearing in the Colonist as correct should have a guardian appointed at once, to save him from being run over by the cars, or otherwise injured.

Montreal Herald: When one cousiders that Clarke Wallace regards the election in North Ontario as supporting his stand against remedial legislation, while Hon. J. A. Ouimet sees in it a, triumph for remedial legislation, it is not not derive much comfort from the result. And when that result is ascribed by Col. J. A. McGillivray, M.P., to ms to separate schools, while Hon, John Costigan credits it to his influence with the Catholic electors in favor of separate schools, is it any wonder that the people ask where they are at?

HEALTH DEPARTMENT METH-To the Editor: I wish to call public at-

tention to the following letter from Mr. D. Spragge, which appeared in the Times on Saturday last:

THE HEALTH DEPARTMENT. To the Editor: I wish to enter an emphatic protest against the brutal methpeople have naturally a large amount of ods adopted by the health department of this city in dealing with patients who have been unfortunate enough to suffer from scarletina. My family were quarantined for over a month with this disease. They were notified that they were to be removed to the isolation hospital so that the residence might be fumigated. During my absence on Wednesday evening the department sent an ordinary express wagon without any covering to protect Mrs. Spragge and the children of tender years, weakened by sickness from the inclement weather. They were bundled into this vehicle and day night taken to the isolation hospital. being bathed and fumigated were turned out into the street and not even ask ed if they had any means of reaching home. And it was for trying to prevent such indignities as these that Dr. Ernthe government, not only on its school est Hall was brought before the magis policy, but on its trade policy. It is trate and fined! For the sake of humanity, is it not about time that reforms were instituted in the health department of this city?

Now Solon, who lived 500 years bely see the true import of the proposal fore Christ, was once asked, "which is to coerce Manitoba. No true friend of the most perfect popular government? the down they were immediately open to the most perfect popular government? with some small force and the tip liberty, whatever his religion, could be him, done to the meanest individual. to the meanest individual. is considered as an insult to the whole constitution." No truer maxim of public

> If Mr. D. Spragge's statements are untrue they might be refuted just as publicly as they have been made; if on the other hand, they are true, then the whole constitution has been grossly insulted by the injury done. Spragge's family, and all right-thinking citizens should rise as one man and declare that such official blundering, (not to use a stronger word) should be put a stop to, and the prepretators of such ignorant cruelty called to account. To pess over such an incident unheeded shows the lamentable want of public spirit in this city and a condition of public moral depravity that is a disgrace to a civilized community.

WILLIAM BERRIDGE. PRIEST AND PARISHONER

Miss Maggie Melody, of Hamilton, Used

Dr. Agnew's Celebrated Catarrhal Rev. Father Hinchey, and Found it a Grand Remedy for Influenza. Having himself been benefited by the

use of Dr. Agnew's Catarrhal Powder, Rev. Father Hinchey, of St. Poseph's Mr. Marpole had left Three Forks and church, Hamilton, Ont., followed the the good news to others. One of his parishoners, Miss Maggie Melody, had been a sufferer from influenza. Father building, then led through a block and Hinchey knew how much good his rem- attached to the engine, which went edy had done in case of cold in the head Miss Melody for her case, who, over her cd down fifty minutes from the comown signature, has written: "I have mencement of the work. used Dr. Agnew's Catarrha: Powder for influenza, and found it a grand remedy. In fact it gave me relief almost at once. I can with pleasure highly recommend it to all who are suffering from this malady."

One short puff of the breath through the Blower, supplied with each bottle of | men and told them to line up and throw Dr. Agnew's Catarrhal Powder, diffuses this powder over the surface of the nasas passages. Painless and delight ful to use, it relieves in ten minutes, and permanently cures catarrh, hay fever. colds, headache, sore throat, tonsilitis and deafness. 60 cents.

Sample bottle and Blower sent on receipt of two 3-cent stamps. S. G. Detchon, 44 Church street, Toronto. Sold by Dean & Hiscocks and Hall & Co.

There are 48,000 artists in Paris, nore than half of them painters. The number of paintings sent in to the exhibitious last year was about 40,000.

Golfers is the latest name applied to the impressionist school of art, because they try to do their work with the fewest number of strokes.

Green tea cigarettes are said to be much used by English women. They are very injurious.

ROYAL Baking Powder. Highest of all in leavening strength. -U. S. Bovernment Report

THE DISPUTE AT SANDON. Kaslo and Slocan People How the Cleared the Ground.

Sandon is about four miles from Three Forks on Carpenter Creek. The town at and stores on each side of a to do. street thirty feet wide, all the buildings but two being below the line of the K. & S railway, which at this point circles around the upper end of the town to a point a little beyond the wagon road which goes up to the Slocan Star mine. The Kuslo & Slacan people claim 150 feet from their line for siding and station purposes and the Nakusp & Slocan people say they have no right to it and proceeded to put up a station, freight house and tracks on it. Hence the trouble. Injunctions have been issued from Victoria and dissolved and the Iv. & S. people this week brought the matter to a crisis.

On Sunday night about 8 o'clock, at Kasle station, the K. & S. people assembled 60 or 70 strong, abled-bodied men of several nationalities with tools of every description, and it was supposed they were going to repair a large bridge which had settled somewhere on the line. They, however, ultimately landed surprising if Sir Mackenzie Bowell does at Sandon, about 3 a.m. on Monday, and Julian announced to the reporters under the leadership of Mr. Ffolliott. manager for Mossrs. Foley Brothers & Guthrie, the contractors who built the K & S. railway; Mr. McGraw, the supwell known P.P.A. views and opposition eriptendent of the line, and Mr. Miller The men employed by Mr. Clements the contractor putting up the buildings for the N. & S., with Mr. Hamiltin, the agent and the telegraph operator, were asleep in the boarding car, which was placed on the track, and at a near point was a freight car to be loaded with ore from the Reco mine. The Kaslo people began operations by turning the switch and running the cars off. The freight car, going fast, jumped the track at the witch, the boarding car bumping into it pretty roughly. By the time the bear iing car was started most of the occucants were awake, and as its motion increased Mr. Clements immed and

not seriously hurt. The work of destruction was now be gun. The freight shed was quickly forn down and the remains thrown upon lands the K. & S. do not claim. bridge forming the new road put in by the N. & S. was demolished and the posts sawed off. The platform which through the snow and rain of Wednes- | blocked the way of the old government wagon road, was destroyed. Ties and Here they were kept all night and after/ rails were torn up and also part of the

landed on some loose boards, getting se-

verely bruised. The others stayed with

the car until the collision, when the

stove pinned the agent to the wall, mak-

ing a large bruise on his leg. Fortu-

nately the stove was cold. The other

The warriors now went to breakfast, while telegraph messages were sent to the various officials of the inform

Mr. Lawcence, readmaster of the N. & S., and Mr. Johnson were soon on the ground, and with a small number of men attempted to re-lay the track. The Napoleon of the K. & S., Mr. Fforlliott. ined up his men at point E, and When the N. & S. men attempted to put a tie down they were immediately opset ed to go on the ground in dispute and were pushed back and technically assaulted. The men employed by Mr. Clements went into the station and 'commenced work, but were immediately stopped and led carefully out. The station was now the only building left on on the disputed ground. It was 50x-2 feet and partly two storeys high.

Telegrams in cipher were now the order of the day, and every hotel in Sandon was filled with rumors. "Every official of the K. & S. was to be arrested." "Mr Marpole was on his way from the main line and would be in Sandon by 9 a.m. Tuesday with 400 men," etc. but Monday passed off quietly.

Tuesday there was great difficulty in hearing any news from the outside, as the wires were reported to be down and the morning, which was cold, the thermometer registering about zero, passed off quietly.

Soon after 12 the K. & S. train arrived and a crowd of men swarmed out of the cars, under Superintendent Mc-Powder, on Recommendation of Graw. They at once attacked the station building with axes and hammers, and the splinters flew on all sides. Re monstrances were made against the destruction by N. & S. officials on the ground, but were disregarded. It was now known by the N. & S. people that would be in Sandon in thirty minutes counsel of the good book, and carried and that he had no force of men with him. The business of destruction proceed as fast as 60 or 70 men could work. Ropes were brought and fastened to the slowly ahead and amid the excited yells with himself, and recommended it to of the crowd the main building was pull-

The whistle of the large engine of the N. & S. was now heard, and shortly afterwards the train came into the yard Messrs. Marpole, D. McGillivray, Lawrence, Johnson and a few passengers descended and quietly viewed the scene Superintendent McGraw shouted to his arrone back who attemped cross the line at point E, but no attempt was made to do so. After looking over the ground and apparently giving directions for the rearrangement of the tracks, etc., Mr. Marpole left about 3:30, and shortly afterwards the K. & S. train pulled out with the officials for Kasle, leaving all quiet at the seat of war.

Mr. Marpole was seen, but had noth ing to communicate for publication. The courts would no doubt settle the difficulty. It was a pity such a great destruction of property had token place, as an undertaken could have been given to leave things as they were until a legal decision was arrived at.

Mr. Ffolliott was also seen. He said he regretted the destruction of the pronerty, but had acted throughout under legal advice sent from Vivtoria, Had the N. & S. people agreed, when asked on Monday to give an undertaking not to trespass, until the matter could be decided in the courts, the pulling down of the station of the N. & S. would have been avoided, but he could get no promise and his instructions had to be carried out, the K. & S. company had bought the ground claimed and were

fully entitled to it, and he could not see what right the N. & S. railway could possibly have to the property in question. It was vital to the proper work ing of the K. & S. that they should make sidings, which they could not possibly do if the N. & S. were allowed to present consists of quite a number of divert the wagon road as they wanted

At Sandon the feeling seemed to be that the K. & S. people were in the right, but at the same time it was thought that some arrangement might easily have been arrived at which would have prevented the destruction of

so much valuable property. The whole case will doubtless b fought out in the courts and the lawyers engaged will have plenty of work before it is finally settled.-Nelson Miner.

#### SECHING INTELLIGENCE

Events of Interest in the Amateur and Professional Field.

THE RING El Paso, Tex., Dec. 26.-Martin Julian and Bob Fitzsimmons had some words last night at the opera house, where Fitzsimmons is giving exhibitions. this morning that he would have nothing further to do with Fitz. It is thought the quarrel will be patched up.

> FOOTBALL RUGBY MATCHES.

A team captained by J. F. Foulkes on Tuesday defeated a team from the navy

by 6 points to 5. The following team will play against the navy at the Canteen grounds on Saturday: Full back, H. Petticrew; three-quarter backs, J. M. Miller (captain), C. Gamble, H. D. Morton and K Scholefield; half backs, J. H. Barney. Sugrue and F. Smith; forwards, L. Crease, A. Crease, J. K. Macrae, H. Austin, A. G. Langley, P. Wollaston, A. A. Green and F. Ward.

VACHTING. New York, Dec. 26.-The steamship

eutonic arrived this morning with Lord Dunraven on board. Lord Dunraven landed soon after daylight, along with his companions, Arthur Glennie and George Asquith, a noted men in the car were badly shaken, but London barrister, who acts as Lord Dunraven's legal adviser. Acting presumably on the advice of his counsel, Lord Dunraven refused positively to say more than that he was glad he had fin ally reached his destination after many serious accidents and delays, and that whatever he had to say about yachting would be reserved for the proper time

and place CUP COMMITTEE'S REPORT. New York, Dec. 24.-A report has been made by the America's cup committee to the New York club about the conditions governing the international races and their correspondence with Lord Dunraven. The important point is why the yachts were not marked at low water line when measured, and this the committee goes into fully, explaining the reasons for delay. When on the day Lord Dunraven desired a remeasurement giving as a cause for it that the De fender had been tampered with, the committee declined to act in the matter fur-or at the Company's ticket office. Victoris ther than insuring the remeasurement station store street. ordered on the previous day to be thor oughly done. They considered the charge preposterous and the manner of making it improper, it being unaccompanied by any signed statement whatever, and inasmuch as Dunrayen had neglected the recognized means of redressing such a wrong, the onus of taking up the alleged grievance did not rest upon the committee. Again, as Lord Dunraven continued the contest on September 10 the logical conclusion was that he had accepted what had been done as a fit and just disposal of his complaint against Defender.

'Tis sweet to love;
And it's just honey
To love a girl
Withl lots of money.

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# limes

AND ENCYCLOPÆDIA OF USEFUL INFORMATION

### For 1896.

- \* \* The Times takes pleasure in an-\* \* nouncing that the above work \* \* will be issued early during the \* \* present month.
- \* \* As the name implies, it is full \* \* of useful information to all \* \* classes of readers.
- \* \* Business Men, Lawyers, Clergy-\* \* men, Politicians and all who \* \* wish authentic data and figures \* \* relating to Canada and the \* \* world at large should secure a
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25 Cents.

Your newsdealer will take you order, or send direct to THE TIMES OFFICE.

TRANSPORTATION.

### GANADIAN PAGIFIC

TIME TABLE NO. 27. Taking effect June 21st, 1864.

VANCOUVER ROUTE. Victoria to Vancouver dally, except Mos day at 2 o'clock. Vancouver to Victoria dally, except Mos

Vancouver to Victoria daily, except Mos day, at 13:15 o'clock, or on arrival of C.P. B. No. 1 train. NEW WESTMINSTER ROUTE.

Leave Victoria for New Westminster, Lad ner's Landing and Luiu Island, Sunday at 23 o'clock, Wednesday and Friday at 7 o'clock, (Sunday's steamer to New Westminster connects with C.P.B. train No. 2 going east Monday).

For Plumper Pass Wednesday and Friday at 7 o'clock.

For Pender and Moresby Islands, Friday at 7 o'clock.

To Colock.

Leave New Westminster for Victoria, Monday at 13:15 o'clock; Thursday and Saturday at 7 o'clock.

For Plumper Pass Thursday and Saturday at 7 o'clock.

For Pender Island and Moresby Island Thursday at 7 o'clock. NORTHERN ROUTE.

Steamships of this Co. will leave for Pt Simpson and intermediate ports via Vancouver the first and 15th of each month at 8 o'clock p.m. When sufficient inducements offer will extend trips to West Coast points and Quen Charlotte Islands.

BARCLAY SOUND ROUTH Steamer Maude leaves Victoria for Albernand Sound ports on the 10th, 20th and 30th of each month. The company reserves the right of changing this time table at any time without no ideation.

JOHN IRVING, G. A. CARLETON,

#### ESQUIMALT & NANAIMO RY

TIME TABLE NO. 25. To Take Effect at 8:00 a. m. on Monday, October 28th, 1895. Trains run on Pacific Standard Time.

GOING NORTH. Dany | Sat'dy Lv. Victoria for Nanaimo and A.M. 8.00 11.40 12.00 GOING SOUTH. Daily | Sat'dy A. M. 8.21 8 49 12.20

Lv. Wellington for Victoria. Lv. anaimo or Victo ia,.... Ar. Victoria For rates and information apply at the company's offices. A. DUNSMUIR, President. JOSEPH HUNTER, H. K. PRIOR, Gen. Freight and Passenger Agent

ESQUIMALT & NANAIMO RAILWAY

Str. JOAN. L. P. LOCKE, Master.

Sails as follows, calling at way ports at freight and passengers may offer. 

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Str. ISLAND BELLE

Leaves Whatcom on Wednesdays, calling at Roche Harbor, Friday Harbor, West Sound and East Sound, connecting at Sidney with the V. & S. R. R. afternoon train for Victoria. Returning leaves Sidney on Thursdays, calling at way ports and making close connections with the Great Northern and C. P. R. trains, north and south, and with steambasts for unsaying

boats for up-sound. For freight and passenger rates apply to JOS. KILDALL, General Manager, Whatcom. T. W. PATERSON,

General Manager V. & S. R. R., rov23-tf Victoria. The\_\_\_\_



Oceanic Steamship Company

Carrying United States, Hawaiian and Colonisi Mails, will leave the Company's wharf, foot of Folsom St., San Francisco. FOR HONOLULU ONLY AUSTRALIA (3,000 tons) Saturday, Dec. 28th, 1895, at 10 a.m. For Henolulu, Auckland & Sydney without change The Splendid New 3.000 ton Steel Screw Steamer Alameda, Thursday, Jan. 9th, at 2 p.m. For passage apply to 114 Montgomery St. or freight apply to 327 Market street J. D. SPRECKELS & BROS, CO.

#### R. P. RITHET & CO., Agents, Victoria Victoria & Sidney R'y

Trains will run between Victoria and Sidney daily as follows: Leave Victoria at 7 am., 4 p.m.

SATURDAYS AND SUNDAYS. Leave Victoria at 7 am., 2 pm Leave Sidney at 8:15 a.m., 5:15 p.m

Leave Sidney at 8:15 a.m., 5:15 p.m.

#### STEAMER MARY HARE,

Running in connection with the Victoria & Sidney Railway, will sail, weather permitting and business offering, as follows:

MONDAYS—Leave Sidney on arrival of morning train, for Cowichan, Maple Bay, Vesuvius Bay and way ports, Returning, connects with evening train for Victoria.

TURSDAYS—Leaves Sidney on arrival of morning train, for Ganges Harbor and way ports. Returning, connects with evening train for Victoria.

WEDNESDAYS—Same as Monday.
THURSDAYS—Leaves Sidney on arrival of morning train, for Nanaimo via Ganges Harbor and way ports.
FRIDAYS—Leaves Nanaimo at 7.00 a.m. for Sidney and way ports, connecting with

for Sidney and way ports, connecting evening train for Victoria. For further particulars apply to the Captain on board, or to Victoria and Sidney Railway agents. T. W. PATERSON,

TRANSPORTATION

#### GOING TO CHICAGO NAVIGATION CO., OR ANYWHERE EAST?

If you are, see that your ticket from Minneapolis, St. Paul or Duluth reads

THE NORTH-WESTERN LINE (C. St. P. M. & O. Ry.) Three (3) First Class Trains Leave Minneapolis and St. Paul for Chicago on arrival of trains from Victoria as Cardwell

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Grow

Leave Minneapolis 7:30 a.m.; St Paul 8:10 a.m. Daily. Badger State Express. Has Parlor Car to Chicago. Arrive Milwaukee 8 p.m.; Chicago, 9:45 p.m.

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Hon, J. troller of