KETTLE RIVER RAILWAY.

Sir William C. Van Horne has written a long letter to the Toronto Globe in reply to the editorial which appeared in that newspaper regarding the application of Mr. Corbin to the Dominion Parliament for a charter to build a railway in the Boundary district. They are mistaken who indulge the belief that a man of figures and hard practical facts like Sir William cannot wield the pen like a litterateur; even like a Saturday Review route into an attack upon that route, we critic for vigor and intensity. He "goes | are quite as much pleased as they to ing sentences affording a capital example of what is to follow. Here they are:

at the editorial in the Globe of yester-day, on the Kettle River railway. The responsible editor must have been abroad, for the fairness and good busi-Globe, seem to me to be all wanting."

instead of zig-zagging across the interna-Mr. Corbin personally, but immediately afterwards refers to that gentleman as lion who devours Canadian lambs. Having put forward the C.P.R's. determination to ask for no subsidy in respect of the Kettle River or Boundary district extension as a magnanimous and patriotic act on the part of the C.P.R., Sir William thus refers to Mr. Corbin's similar determination:

asked no subsidy. To have asked Can-ada for a subsidy to enable foreign rail-

bin's reasons for the higher rates to men who have waited quietly in Victoria respect. What is the meaning of this? and the word "monopoly" has terrors we were right in advising as we did. over the loans? (Exposed in the Times for the unthinking which override all Our only regret is that the "highly satarguments, and claims that the C.P.R's. isfactory report" does not come from a all of a piece with the government's poi
where younger men may go; he was exand Judge McCreight's \$2,666.

"You say that Mr. Corbin produced evidence that ninety per cent. of the goods he carries into Rossland and its goods he carries into neighborhood is of Canadian origin,

But he does not put forward one word though the refutation of such a statement as that made by Mr. Corbin would next ten years, but as no figures or other scarcely a more grievous drawback to statement, and as we are informed by and wheertainty with which the existing day, and then entered upon the budget. ment of Sir William it need not give exasperating delays to which they have, much concern. Here, however, is a curi- times out of number, been subjected in ous bit of pleading regarding the claim the transaction of their business with that the C.P.R. is working not so much the outside world; but the remarkable for itself as for the interests of the increase in trade, the vast influx of viscountry at large:

money have gone into it and it has be- the past six months have all contributed the C.P.R. magnates and the representacome the greatest commercial arm of the Dominion. It cannot efficiently serve the purpose for which it was created if its strength is sapped continually for private ends. To be potent it must be kept strong. Every line permitted to enter Canadian territory from the south is a weapon in the hands of the com-petitors of the Canadian Pacific, and we have at this time an illustration of the use which is made of them."

That is, all competition, Canadian or American, is to be sternly put down that the C.P.R. may be "kept strong so that it may be potent"; potent what for? That its shareholders may reap greater profits? British Columbia is peculiarly at the mercy of the C.P.R. Many of the very Victorians who voted against the Corbin charter send their goods to the Okanagan and Kooteray country by way of the American lines rather than pay the exorbitant C.P.R. charges. In this province we want railway competition if we want anything. The Kettle River road beyond question would prove a boonto the whole of southern British Columbia by affording cheap transportation and by breaking down monopolistic rates. We have no animus against the C.P.R.; when it is the C.P.R. against the United States lines we back the home line; but the present is far from being such a case. The C.P.R., according to Sir William C. Van Horne, wants the Canadian people sity by the imto nurse and coddle it perpetually and prevent any competition blowing with frosty breath upon its high rates; but we hope the Canadian people through their ated air in home, office, schoolroom representatives at Ottawa will not hin- or shop. When weak, thin or impure, der healthy competition. It is greatly in the interests of British Columbia that the Kettle River line should be built. Is it not enough to make all thoughtful and invigorating is grandly met by Canadians apprehensive when they real- Hood's Sarsaparilla, which gives the ise that this corporation, the C.P.R., has | blood just the quality and vitality needan influence powerful enough to make boards of trade do its hidding, and legislatures carry out its bebests? Does any British Columbian believe the action of the Vancouver and Victoria boards of trade and of the British Columbia government was free, independent, uninfluenced or disinterested? He little knows the C.P.R. who thinks that. This province is in the presence of a great crisis; the provincial government has, in our opinion, basely committed itself by ending a servile, cowardly and uncalled resolution to Ottawa against the

ng of a charter the vast majority

a result of C.P.R. wire-pulling.

THE STIKINE ROUTE. Notwithstanding repeated attempts of

for" the Globe like a Trojan; his open- learn that affairs there have taken a more favorable turn. Let us for the sake of clearness, reiterate briefly our "Sir,-I am astonished beyond measure "attack" on the Stikine route. A fortnight or three weeks ago we warned all persons intending to go in by the Stikine to remain in Victoria until the reports ness judgment, and the patrictic senti-ment, which usually characterize the of the river for travel were more tavor-on the part of the government which, alable. Wrangel, we pointed out, upon the though not without precedent in provin-Sir William then declares that the authority of unimpeachable witnesses, class annals, is still fortunately rare. The C.P.R. is a national institution rather was, compared with Victoria, a most, government have, as the Vancouver than a private commercial enterprise undesirable place to spend any time in; News-Advertiser expressed it very well paying dividends to its shareholders and dirty, unsanitary, expensive and uncom- the other day, been governing by points operated wholly for their benefit and fortable. We counselled the north of order. Their tactics have been wholly profit. He declares the C.P.R. do not bound travellers to give Victoria the pre- of the obstructionist kind, and the treatintend to ask for any subsidy for the line ference seeing they had to wait. Some ment meted out to the opposition has they intend to build from Columbia river who went to Wrangel came back to Vic- been most unfair. Almost everything the to Boundary district, which will be done toria disgusted with conditions in the opposition has proposed in the way or at great expense, through the mountains, American town; they thereby were out amendments has been voted down; their tional boundary line, "which would not Victoria and Wrangel, and will now whole procedure of the assembly turne." suit the C.P.R's. purpose." Sir William have to spend more money to get to says he has not a word to say against Wrangel again. Our sole aim and obway lines to take away her business has always been a strenuous advocate been the custom to permit the house to Which is, at least, not handsome of blind to the real interests of the city as the estimates to allow the opposition to Sir William to his opponent, and a trifle to advise men to go to Wrangel in face make themselves familiar with the decontradictory besides. Sir William then of such reports as were coming down, tails. This year the government have quotes the freight charges on Mr. Cor- We are not "interested" in Wrangel; we withdrawn that privilege and have bin's Nelson branch road—one dollar a don't care a continental about Wrangel, ton on ore to Northport, Wash., two dol- which is a filthy, miserable, badly-man- vore the house is ready for it. The exlars, twenty-five cents a ton to Nelson- aged American frontier town and no cuse offered is that the opposition, who but he does not mention Mr. Corbin's place for men who have outfitted in Vic- in discussing the question will have to statement, that the building of the Ket- toria to spend their precious time and trust entirely to memory, will be in the tle River line would enable him to equal- good money waiting for the Stikine to same fix as the government, who, the ize the rates, nor does he give Mr. Cor- freeze hard enough to bear. The wise premier alleges, are no better off in this Nelson, which, in fairness to Mr. Corbin for the first news of that satisfactory There is something in those estimate. he ought to have given. Sir William state of things know, perhaps, even betsays the word "competition" has charms ter than our infallible critics, whethe; enormous deficit? Is it the bunglin.

the statements published elsewhere in ence there to bring home very clearly the unsatisa day too soon to remedy the matter. A good deal has been heard of late re-

pure condition of the blood after winter's hearty foods, and breathing vitithe blood cannot nourish the body as it should. The demand for cleansing ed to maintain health, properly digest food, build up and steady the nerves and overcome that tired feeling. It is

## the ideal Spring Medicine. Get only Sarsaparilla The One True Prepared by C. I. Hoop & Co., Lowell, Mass.

Hood's Pills cure all Liver Ills and

long for these can afford to wait a little possible. We hope sincerely the steamcertain contemporaries to twist the reship Tartat did not leave England withmarks we made regarding the Stikine out that copper cable, and that, if it has really come no verdigris will be allowed to accumulate upon it while the owners are debating how it is to be put in oper-

PROVINCIAL FINANCES.

Since the opening of the present session of the local legislature the people of pocket the round trip fare between protests have been unheeded and the ject in writing what we did was to save tedious to recapitulate the instances of the prospectors and miners this trouble this bullying, but whoever has followed and expense; for this we have been vili- the reports day by day cannot fail to fied by a Victoria newspaper and by a have been forcibly struck by this strange Vancouver newspaper, and praised by method of government; those who are men of experience fully acquainted with curious to pursue this investigation may the facts. Hence, in spite of the terrible do so by looking up the files of the daily denunciations of those "interested" news- press: it is all on record and incontro papers, which described the foregoing vertible. That line of policy on the part warnings as an "attack," and "playing of the Turner government has been coninto the hands of aliens," we still exist, sistently followed, and yesterday they The Times, however, as everyone knows, did not depart from it. It has hitherto charter is based on solid grounds. of the Stikine route, but was not so move the adjournment of the debate on "sprung" the debate upon the house beno "interest" either in Wrangel or in the ernment's action regarding the questions perished. How many of the men who Stikine; yet it is only fair to Mr. Bethune of privilege by Messrs. Sword and Wil- went in to Dawson last autumn have to say that we believe he would not send out the report he has done unless there all the expenditures made by special stances? Most of them were not so well ments, repairs, etc., but \$5,000 is was ground for it. Therefore, let us warrant, and on enquiry into the cause provided as Mr. Hamlin, and it is rea- vided; for the Victoria public This is a mistake. He produced only was ground for it. Therefore, let us warrant, and on enquiry into the cause provided as Mr. Hamlin, and it is reasonable to suppose that they would join somebody's estimate which we know to all rejoice that things are as they are of delay in presenting them to the house.

should not forget the fact.

KETTLE RIVER RAILWAY! Discussing the Kettle River Railway itors, the revival of commerce at this Bill now before the Railway Committee "Enormous sums of public and private port which have been witnessed within of the Dominion House, and over which tives of the interests of British Columfactory character of the telegraph ser- bia are having such a hot argument! the a more sensational budget to offer the vice: and the Canadian Pacific Telegraph | Toronto Globe finds the proposal to build Company have not bestirred themselves a railway in Canada without public aid "pleasingly startling" and an "altogether welcome innovation," and would, instead garding the intentions of the Western of meeting those who make it with any-Union Telegraph Company and the Fu- thing resembling hostility, give them get Sound Telegraph Company to ex- every opportunity of carrying out their tend their lines to Victoria, but we are project. We should rather say so, too still waiting for the realisation of these | Sir William Van Horne has politely charpromises. It may be said with safety, acterised as "humbug" the statements of that the extension of either of those Mr. E. V. Bodwell that Canadian trade systems here would be most heartily would not be diverted to the United welcomed by the business community. States by the building of this line. But Aithough it may seem a treasonable and nobody is likely to take Sir William seriimpertinent thing to say in British Colously in his criticism of Mr. Bodwell; the umbia at the present time, we shall yet aim of the C.P.R. in Southern British risk saying it—competition is the life of Columbia is too well understood how. trade and pretty nearly the life of every. The Globe makes short work of the arthing. Among other things that Victoria gument concerning the diversion of needs and must have if the march of trade, quoting Mr. Corbin's statement progress now begun is to be kept up with that 90 per cent. of the goods carried any degree of vigor, none, perhaps, takes on the line now running across the border into Rossland is of Canadian origin, and that the same would be the case with goods carried to the Boundary coun-

try. The Globe then cites the case of the Crow's Nest railway where it was argued that without it the trade of that region would be led away from Canada. and points out how any fiscal advantages Canadian goods enjoyed were lost by the circuitous route and frequent nandlings between Revelstoke and the Columbia & Western railway, but that even then had any responsible person asked parliament for a charter for a line connecting with the American systems to run through the Kootenays, and asking no public aid of any kind, parliament would have had no justification in

efusing a charter. "British Columbia is in no different osition from Ontario and Quebec," says the Globe, "and parliament would certainly never think of refusing a charter for a line which proposed to run into Canada wholly at the expense of its pro-

noters. The Globe points out that the fear of Canadian ores being taken out of Canada to be smelted is no justification for blocking and resisting natural railway communication; the smelting problem will solve itself; the main point is the development of the mining region; other problems can be met as they arise. The Globe concludes by warning parliament

of the people of this province are con- precedence of better telegraphic facili- to take precautions to protect Canadian Turner government. Where it will end vinced will be beneficial in the highest ties. We need improved streets; an imclients of the rold, and to make sure if the people do not take care there is degree. We wish it were possible to be- prove harbor, improved sidewalks and the promoters mean business and will lieve that action was taken sincerely in many other improvements, though the give the country the railway facilities it hard on the people's pockets now, this the interests of the province and not as business community, having waited so needs at the earliest possible moment, amateur financiering; ten dollars a head With these views we are entirely in aclonger, bu not for a telegraph service cord; we think the Board of Trade comcapable of fiandling their business; that mitted a regrettable error in passing a they must have with as little delay as resolution against this road, and believe they will see it in that light before long. It is well to be jealous of Canadian rights and vigilant and anxious in guarding our patrimony against any encroachments, but it is also well to remember that all the forces inimical to the rapid development of British Columbia are not on the American side of the international boundary. If the C.P.R. were to prevail in this struggle, when would Kettle River and the Boundary district be opened up? At the good pleasure of the C. P. R., of course; and perhaps upon no that by the deaths of Sir Henry Havesuch "startlingly pleasant" terms as lock-Allen and Viscount Combermere, those now offered. The question now the country is relieved of payment of before parliament is: "Will it be better pensions amounting to \$15,000 a year. to grant the entire transportation fran- This monstrously unjust burden upon chise of Southern British Columbia to the toiling taxpayers of the United Kingthe C.P.R., or allow other roads and dom will be reduced by \$20,000 when companies to operate there as well as the present Duke of Wellington dies, the C.P.R. ?' This question the people and \$65,000 a year will be lifted off the of the upper country have clearly set- shoulders of the nation by the deaths of tled in their own minds and have very Viscount Hardinge, Baron Seaton, Barstrongly expressed. The case of the V. on Raglan, and Baron Napier. The pen-V. and E. Railway was dealt with the sion system is Great Britain's disgrace, other evening, and we need say nothing and is almost, if not quite, as idiotic as more about that, except perhaps for the the land laws of the country. sake of emphasis to reiterate the state-

> Corbin charter, say: "None of the reasons put forward against the granting of the charter should be allowed to stand in the way of open-ing up the great Boundary district, which ould be done by the construction of the railway in question.

> ment that that line may now be consid-

ered "C.P.R. The Rossland Board of

Trade, in a resolution just passed in

view of the opposition of the Victoria

and Vancouver Boards of Trade to the

Precisely, not a single argument so far

THE LATE MR. HAMLIN. Hundreds of Victorians who knew him will mourn the sad end of the late Mr. Hamlin, civil engineer, under circumstances so painful. Such a death is traly appalling, and even the meagre details which have reached the city, little more than a mere statement of the death, are nevertheless sufficiently graphic to enable anyone to see that the Yukon country in winter is a region where no man can afford to take any risks, and where none but men inured to hardship and trained to the rugged toils of Arctic travel should attempt to stir from camp. Mr. Hamlin was a man of Ruled out of order. Mr. Williams re- in the rushes to the new discoveries. In tine station, quarters for crew,

quested a return of all orders-in-council a country like the Yukon men are apt tions, improvements, in support of this sweeping charge, al- IMPROVED TELEGRAPH SERVICE in any way relating to the land grant to to drop out of sight as they do in midthe Nelson and Fort Sheppard Railway ocean, and the departure of the snow bor, improvements to the south channel, Company, and copies of all correspond, and ice may reveal many mute evidences \$10,000; for Columbia river improve-Most devoutly is it to be wished that Company, and copies of all correspondant in the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the department of the Neison and Fort Sneppard Rahway ocean, and the Neison and Sneppard be of the utmost service to the C.P.R. the statements published elsewhere in this argument. He claims that the tapping of Boundary district by American Victoric and the majnland of the majnl can lines will result in loss to Canada of one hundred million dollars within the one hundred mi next ten years, but as no figures or other proofs are put forward in support of this business in this city than the irregularity house then proceeded to orders of the strong parties. Had Mr. Hamlin had ment to work Arrow Lorent 1990. statement, and as we are informed by our Ottawa corespondent that Mr. E. V. Bodwell utterly demolished this argubary of Sir William it need not give exasperating delays to which they have, country like that around the Yukon riv- and the customs vote in British Colum-er when the grip of the Arctic winter in- bia is increased \$5,000. Six additional creases its ordinary difficulties a hun-

dredfold. The debate on the budget begins today and will be continued, we understand, night and day "to a finish." No finance minister iff this province has had country than Hon. Mr. Turner has: the deficit will come closer to a million than half a million. We are one hundred thousand white people in British Columbia and we can boast of a million-dollar

deficit. Oh, we are getting on, under the



beginnings of illness are mere trifles. First a little indigestion, per-haps; or headaches; or an occasional bilious turn. It is hard to realize how you are being tangled up in the strands of sickness

until you are fairly caught.

Nearly all serious illnesses begin with some stomach or liver trouble, or with a costive condition of the bowels. These functions have got to be put in good condition before there can be any recovery from any disease no matter what its name or na-ture, and it is because Dr. Pierce's Golden Medical Discovery acts directly upon the liver and digestive organs that it has such a marvelous effect upon all diseases of mal-

assimilate nourishment and make good blood; it drives out bilious poisons; it creates the red, vitalizing, life-giving ele-ments in the circulation; and builds up the weak and wasted places in every corner of the constitution.

Taken in conjunction with Dr. Pierce's Pleasant Pellets, it relieves obstinate constipation and keeps the bowels in a per-fectly natural condition.

It gives the digestive system power to

fectly natural condition.

Mrs. Ella Howell, of Derby, Perry Co., Ind., writes: "In the year of 1894 I was taken with stomach trouble—nervous dyspepsia. There was a coldness in my stomach, and a weight which seemed like a rock. Everything that I ate gave me great pain; I had a bearing down sensation; was swelled across my stomach; had a ridge around my right side, and in a short time I was bloated. I was treated by three of our best physicians but got no relief. Then Dr. Pierce's Golden Medical Discovery was recommended to me and I got it, and commenced the use of it. I began to see a change for the better. I was so weak I could not walk across the room without assistance. I took Dr. Pierce's Golden Medical Discovery and his 'Favorite Prescription' and one bottle of the 'Pleasant Pelletis.' I began to improve very fast after the use of a few bottles. The physicians who attended me said my disease was leading into consumption. I had quite a cough, and the home physician gave me up to die. I thank God that my cure is permaneut."

no prophesying. It is coming pretty this year-how much next?

British Columbia, secording to the recent Dominion census of the Indian population possessed 24,946 Indians in 1897, as compared with 25,068 in 1896. Ontario is the only province in Canada where the Indians are increasing. There they in 1896 numbered 17,663; and in 1897 they had increased to 20,200, which is remarkable. Besides the Indians in the provinces there are thousands of them scattered about the north lands bevond the Saskatchewan and Hudson Bav.

It is pointed out by an English paper

with the suggestion that the dragon of Wales be added to the royal standard: Quite so, if we a dragon add to leopard and to llon, Other dependencies, be sure, in turn will From Canada they may request room for a beaver, too: Australia may with reason ask: "Why not India may urge us on the flag an elephant to place,
The Cape may for an antelope befittingly

London Truth's versifier deals thus

whilst colonies we ned not name would think it only fair advanced against the granting of the To add a tiger and a boa, a camel and a In short, if all should get their way for patriotism's sake,
They'd of our Royal Standard soon a small
managerie make!

> THE ESTIMATES PRESENTED. Details of Allowance for British Colum-

bia-Civil Service. Ottawa, March 28 .- The estimates for coming year, comencing July 1st, are higher than the vote of last year, there is nominally a decrease of million dollars. The chief increase is 396,000 for government of the Yukon district, of which \$50,000 is for salaries and expenses, and \$346,000 for the services of police, Circuit allowance for British Columbia judges is increased \$3,000; \$1,500 is added to the British Columbia penitentiary appropriation, but \$1,000 less is allowed for retiring alrates are not monopolistic. He then refers to an important statement of the Canadian or American miner who has able session. Then there was the govariance in travelling, yet he Stiking river to an ocean port in British Stikine river to an ocean port in British

improve alterathird-class clerks and six letter carriers have been appointed for Victoria, five third-class clerks and six more letter car-

## riers for Vancouver. THE LADIES APPRECIATE THE BLESSING.

A Great Discovery Peculiar to Dia; mond Dyes.

As stated in previous newspaper articles it is an impossibility to dye cotton or any mixed goods a fast and durable oler with a dye prepared for wool goods, Fast Diamond Dyes for Cotton and Mixed Goods are amongst the most important discoveries of the day. These special dyes for cotton and mixed goods portant have been given to the ladies only after the most severe and crucial tests which proved them to be far ahead of all other cotton dyes. These cotton dyes are perfectly fast to light and soap and water; of no other dyes is this true. Fast Diamond Dyes for Cotton and Mixed Goods should be used by all carpet makers, and by those who dye rags for mets and rugs. At the country fairs all prize winners for rugs, mats and carpets owe their success to Diamond Dyes. When you are buying dyes take no substitutes from any dealer; ask for and in-sist upon getting the "Diamond" every

THE CORBIN SCHEME. Winnipeg and Toronto Boards of Trade Are

Opposed. Winnipeg, March 28.—A joint meeting of the councils of the Winnipeg board of trade and the Winnipeg Grain Exchange was held this afternoon to consider the matter held this afternoon to consider the matter of charters being asked by the Dominion house for a railway into the Boundary Creek district of British Columbia. A resolution was passed favoring the construction of a road by the Canadian Pacific railway, provided their line did not enter United States territory, and that they are prepared to build the line on practically the same ground as the proposed Kettle Biver Valley railway, and on the same terms of aid, time of building and government control of rates as was offered by the Kettle River Valley people. The resolution has been telegraphed to the minister of railways, the chairman of the railway committee and R. W. Jamieson, M.P., for Winnipeg.

Winnipeg.
Toronto, March 28.—The council of the hoard of trade have passed resolutions con-demning Corbin's Kettle River railway pro-

Heart Sceptics Are Convinced in Thirty Minutes.

Dr. Agnew's Cure for the Heart gives Dr. Agnew's Cure for the Heart gives relief in 30 minutes in most acute cases needed to convince the most sceptical of heart disease. One dose is all that is needed to convince the most sceptical Thousands of lives have been saved through its timely use. It is one of the Thousands of lives have been saved through its timely use. It is one of the wonders of modern medical science.

For sale by Dean & Hiscocks, and Hall & Co.

## THE WAR FEVER

Senator Mason Urges the United States to Fight Spain At Once.

Congress Favors Immediate and Agressive Action Rapidly Coming to a Head.

Washington, March 29-Senator Mason followed the introduction of the war r solutions in the senate with a vigo speech. He described vividly the ter of the Maine. He said if 90 ictims had been senators, or schators, it would not have been declared could not speak for others, but for self he was for war.

This declaration brought out a vigorous outburst of applause from the gal.

Mason declared that there could not be peace so long as a European nation He said it was not emisul cre sarv for the Maine court to fix bility. Law did that. If it was a to do muce, it was a Spanish tor Spanish muce. Hence Spain n He would oppose any proposition loo

ing to an indemnity as he woul making a diplomatic incident of astrophe. He would oppose any autonomy or any plan to assis His demand was that the Span he driven from the western he Neither did he believe Cuba sho offred to pay an indemnity clusion, "to glorious war, as fathers: war that shall insure respect of our flag all over the world

Congress Weary of Delay. Washington, March 29. Members the house who fayor immediate and gressive action are discussing all of methods by which the house of brought to an expression of opin morning there was even some tall overruling the chair during the consideration ion of the naval appropriation and taching to the appropriation a resolution recognizing the independence of Cuba a

But all this talk seems to be in the air It has no conference. The main thin the conservatives have to contend wit is the overwhelming protest which i going up against delay.

The foreign affairs committee of the house is in a peculiar condition. Chair man Hitt is ill, and the regular meeting of the committee will not occur un Thursday. If a way can be found to s cure a ineeting of the committee before Thursday it will be done. If not the Re-publican members of the house and senate will be against the proposition to vo money for supplies to relieve the starving Cubans, unless it be accompanied by

action which will stop war.

Representative Marsh, of Illinois chairman of the house committee in mil itia to-day introduced a joint resolution declaring war between Spain and the United States. It was referred to con

Rapidly Coming to a Head. Washington, March 29.-Senators and others who talked with the president las for an armistice came from Spain and dent, he insisted that any proposed arr istice must be coupled with other condi-tions, which Spain has not shown a dis position to accept and perhaps will n accept. It is stated by one senator the matters would be brought to within a very short time.
All Parties of One Mind.

Washington, March 29.-The populists and silver republicans of both h a conference to-day. It resulted in resolutions presented by Allen in the senate and Bell in the house, declaring for Cuban independence.

SIGSBEE'S REPORT.

The Maine Was Anchored at an Unfrequented Buoy. Washington, March 28 .- Captain Sigsbee in testifying before the court of in quiry, said that his ship anchored in the harbor of Havana the last time Janu-

ary 24, 1898. After he took on an official pilot sent on by the captain of the port of Havana, the ship was berthed, according to his understanding, at one of the regular buoys of the place.

He could not state whether the Maine was placed in the usual berth for men-of-war, but said that he had heard remarks since the explosion, using Captain Stevens, temporarily in command of the Ward line steamer City of Washington, as authority for the statement that he had never known, in all his experience which covered visits to Havana for five or six years, a man-of-war to be anchored at that buoy; that he known merchant vessels to be anchored there, and that it was the least used buoy in the harbor.

No report was received from the chief

engineer that any coal had been too long the bunkers, and that the fire alarms in the bunkers were sensitive. The regulations regarding inflam-mables and paints on board, Captain Sigsbee testified, were strictly carried out in regard to storage, and that the waste also was subject to the same careful

disposition.
Inflammables were stored in according to the regulations, and inflam-mables in excess of capacity were alowed to be kept in the bath room of the admiral's cabin. Regarding the electric plant of Maine Captain Sigsbee stated there was no serious grounding nor sudden flaring up of the lights before the explosion, but a sudden and

COMING TO AMERICA.

Emile Zola to Deliver a Series of Lectures in the United States. New York, March 29 .- The Herald prints New 10tx, March 29.—The Heratu plans the following:

Emile Zola has agreed to come to the United States to give a series of lectures. Edmund Gerson, of this city, has received a cable from him accepting the terms offered for a lecture tour, but not setting any definite date for sailing. The subject of the lectures are not yet known, but the case of Captain Erreytus and anti-Semitic agitation will probably be, among them. M. Zola has been permitted to take an appeal from his conviction, and the time of his visit to America may depend upon the revisit to America may depend upon the

TO DECLARE WAR.

Washington, March 29 .- Senator Rawlins, of Utah, introduced to-day a joint resolution recognizing the independence of Cuba and declaring war against Spain. Senator Foraker offered the same resolution for Cuban independence. Mr. Foraker spoke of the delay caused

Steamer Islander arri kan and British Colum early this morning with sengers. She will sail

WITH THE MARIN

Capt Hackett of the Libby He Says Seals Are Plent but Weather Bad.

The Libby Has 360 Skins-1 Sails for the Orient-Oth Shipping News.

From Monday's Daily. After a stay of only twenty-fo port the bgi steamer Ning ( Davidge & Co.'s line, sai Sunday morning on her ret age to Alaskan ports. Notwith brief stay she had about 7 gers, 200 tons of freight, 30 do al oxen and two horses from Her passengers were a very tan crowd. There were a French-Canadians from the pr Quebec. a party of Belgians been outfitting here; several parties, and a nummber of A A large number of passengers freight will be taken aboard

Steamer Farallon arrived und last night on her way t ports. She remained at the or Il day in order that the inspec on her last call here could be Her engineers blew down their Inspector Thompson greater part of the day in com Captain Collister, the inspector investigating her seaworthines officials having satisfied them that effect she will sail this eve

Tug Alert, which for a long een moored in the upper he been moored in the upper habeen sold to Andrew Haslam, er. Nanaimo, who intends to u mill purposes, towing logs, etc. taken up to Napaimo yesterda Buckholtz, master of the Thi Alert was formerly owned by syndicate headed by Mr. E. Cr

Steamer Cape Otway, now of here from Sydney, Australia, sengers and freight for the K billed by the W. and A. S.S. from here under their flag on

A suggestion has been put raise the ill-fated battleship which sank in the Mediterran mearly all hands, by means other things, heavy electrons. The successful raising of ould cost nearly \$500,000.

From Tuesday's Dally Captain Fred Hackett, of schooner Libby, and Captain the Arietis, arrived in the morning. They left their se Port San Juan, where they anchored for the past few da ing from the boisterous wea paddled to this port in or canoes, occupying only 12 hor ing 55 miles. Both masters secure rope and other supplivessels. The Libby has on skins, taken on the southern the Arietis 154. The sch now on their way northwall Fairweather grounds. Capt reports that seals are ver and if favorable weather is the catch of the fleet will be one, surpassing the coast co southern cruise he saw seals, and had it not been f

weather would have had a catch. No news is given Steamer Victorian sailed to Dyea, Juneau and Wrange evening with a large crow Another batch of soldiers of sail this evening on the s which vesse, is scheduled 6 p.m., for Skagway, June

British ship Claverdon, way, arrived last night afte 43 days from Yokohama. ing orders in the Royal Claverdon brings no news overdue lumber schooner sailed from Shanghai at of December on her ret maiden voyage to Puget

R. M. S. Empress of Ind day afternoon for Yokohar Japanese and Chinese port about thirty-one saloon whom but half a dozen, a barked here. There were a of Chinese homeward bour full general cargo.

From Wednesday's Steamer City of Puebla San Francisco last night large contingent of California eastward by way of the cific road, and a host of grims to outfit and prep trip, in all 372 passengers. ber of the tourists connection. The Puebla bro of general merchandise to chants. The Umatilla, Pacific coast liner, will repassengers as few people Victoria at present. Amo ed to sail on her are Hen a son of the late Henry famous single tax advoca George, T. B. Allen, I and Mrs. Bushby and C

British ship Decca, sailed from Shanghai f March 20th. British be Captain Jones, left Care day, bound to Esquimal the navy. The Fiery chartered to load salmon ward voyage.

American barkentine on the way from Hono P. Rithet & Co., to load nainus for Tientsin, Chi bark Elisa sailed from Monday with 690,914 fee Antofagasta.

Steamer Willapa was the Esquimalt marine we moon after repairs to her Cessary by her recent a West Coast. She will Scott and other West C morrow.

Steamer Amur sailed wharf last night on her Alaskan ports. She had of freight and a large sengers. A number of embark at Vancouver.

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