Another Large Contingent of Klondikers Depart for the Gateway Cities.

The American Tug Tyee Permitted to Bring the Briggs to Victoria.

Commonwealth Arrives Esquimalt-Other Shipping Intelligence.

From Friday's Daily.

The shipping fraternity, at least that portion of it who are interested in tug boats, were busy to-day discussing what seemed to be a breach of law. The tug Tyee, an American tug boat, brought the ship John A. Briggs from Chemainus and dropped her again in the Royal Roads. This would have rendered the American tug liable to seizure but for the fact that she had a special permit entitling her to the privilege. The Briggs was lying at Chemainus with an incomplete crew and unable to secure men to complete it. Her captain was anxious to get to sea, but as the big tugs were both unavailable, he was unable to come to Victoria and secure men and depart. In this dilemma he applied to the collector of customs to premit the American tug to bring him to Victoria. Under the circumstances the permission was granted on the understanding that it was not to be taken as a precedent.

Although the steamer City of Seattle took 432 passengers when she sailed for Alaska ports yesterday morning, the steamer City of Topeka, which followed her this morning, had a large complement of passengers. She carried in all 210 miners and prospective miners to the far north, besides a large quantity of freight, dogs, etc. This is the last trip of the Topeka from this port, as on her return she will proceed to Portland to go on the Portland and Lynn Canal route. Capt. Wallace, her master, will, however, call periodically at Victoria on the steamer Queen, to which vessel he is to be transferred. The Queen will make her first trip north on Feb-

The great demand for vessels has induced the C.P.N. Co. to increase their already large fleet of steamers by placing engines in the three-masted schooner Queen City, which was acquired by them some time ago. The Queen City when built was intended for a steamer, and in consequence it will be comparatively easy to introduce steam power in her, as she has stern posts, shafting, and in fact all the necessary permanent fittings. The machinery is now being con-

The tug Lorne returned from Sidney Inlet this afternoon, bringing the steamer Commonwealth to Esquimalt, where she will enter the drydock to be repaired. A new propellor and tail shaft will be cast for her by the Albion Iron Works. As soon as the repairs are completed she will proceed to Portland to load wheat for Europe.

The tug Tyee arrived from Chemainus lay in the roads all day while her master completed her crew. She will continue her voyage to Sydney. Australia, this evening. She has on board 1,565, 408 feet of lumber, valued at \$11,500.

From Saturday's Dal.v.

To-day's business is quiet on the waterfront; few arrivals and few departures. At the outer wharf were it not for the movements of the laborers who are unloading the ship Benicia, things would be very quiet. The steamers Danube and Lorne are lying there, but outside the crews of these vessels and the 'longshoremen who are anxiously awaiting the arrival of the Australian liner Warrimoo there is nothing going forward. Last night, however, the wharf was very busy; the City of Puebla arrived late in the afternoon from San Francisco with over 90 tons of general merchandise for Victoria merchants and many passengers, multitude now awaiting here to prepare and outfit for the journey to the Klondike. Later, when daylight was almost breaking, the steamer Danube arrived from the north with few passengers and mineral claim, with power to mine. a small cargo of freight. In the inner harbor the only activity is centered around the steamer Islander, which is being prepared for her voyage to Alaska, and the steam freighter Oscar, which poses. One of these, for which Mr. J. arrived this morning from Union with a W. Moffatt gives notice, is the Kootenay cargo of coal. In the upper harbor many steamer Baseowitz and the little stern- vicinity of Rossland. wheeler Louise, both of which go to Wrangel on Tuesday; the City of Nafreight for Alaska.

The passenger lists of the steamer City of Puebla, which arrived from San Francisco yesterday evening, and the Umatilla, which sails this evening, are decidedly smaller than they have been for some time past, which goes to show that

Awarded Highest Honors-World's Fair. Gold Medal, Midwinter Fair. DR:



A Pure Grape Cream of Tartar Powder. 40 YEARS THE STANDARD.

when the rates increased travel decreased. The Puebla had in all 52 saloon and 88 steerage passengers for Victoria and the Sound, including 37 miners who are en route to Alaska. The majority of these debarked at the outer wharf, intending to outfit here. The steamer Umatilla, which sails this evening for the Bay City, will have few passengers. These are: Messrs. S. A. Phillips, J. A. Inley and J. A. Knox and Mrs. H.

The stern-wheel steamer Louise ar rived yesterday from Seattle. She will go north on Tuesday to act as ferry between Wrangel and the Stikine island-at the mouth of that river for the Klondike Mining, Trading and Transport Corporation. The advance electric expedition of this corporation will go north on Tuesday expedition will consist of from thirty to forty men under C. J. McLennan. They will take up about forty horses, a full equipment of sleds and a large quantity upplies. The Louise, which is about 100 feet in length over all and fitted with Steamer Coquitlam Runs on a Rock powerful engines, will run regularly as a ferry between Wrangel and Stikine

An Associated Press dispatch says Still another large steamer is to be placed on the Alaska run. On her arrival at San Francisco on February 12, the Oceanic Steamship Company's steamer Australia will be withdrawn from the Honolulu trade and her place taken by the steamer Zealandia. Australia will be one of the finest vessels that will carry miners to Dyea or Skagway this winter, or to St. Michals next spring. She has the best of accommodation for over 500 pasengers and can make fifteen knots.

The steamer Thistle, which arrived this morning from Union with coal, is to be tied up at once and extensive alterations made to fit her for the Alaska passenger service, in which she is to be placed in the stead of the steamer City of Nanaimo. She will be redecked and deckhouses built and partitioned off into staterooms for as many passengers as room can be found for. The City of Nanaimo will continue as heretofore on the Victoria and Comox route.

Captain Nickals, of the British ship British Yeoman, which sailed from Che mainus last summer with a cargo of lumber for England, carried a considerable pertion of his lumber on deck, and for doing this he was fined on his arrival £50 and had to pay an additional £10 for costs of court. The English maritim laws prohibit the carrying of deckloads in the Atlantic in winter, while they permit only four feet of a load in the sum-

### LAW INTELLIGENCE.

The Full Court, consisting of the Chief Justice and Justices Walkem and Irving, this morning dismissed the appeal brought on behalf of the crown in Regina vs. Litttle.

The appeal was from a judgment of Mr. Justice Drake delivered on the 12th of June last, quashing a conviction made by Justices of the Peace Abrams and Collis against Francis Dean Little, manager of the Union Colliery Co., for employing Chinamen in a coal mine below ground, contrary to the provisions of the Coal Mines Regulation Act and amending acts.

Mr. Justice Drake held that the employment of Chinamen underground is forbidden by the amending act of 1890, yesterday evening with the American ship John A. Briggs in tow. The Briggs lay in the roads all day while her master upheld the decision. The appeal was dismissed without costs. Gordon Hunter appeared for the crown and R. Cassidy for Mr. Little.

The Full Court has been adjourned until Monday next. The argument on the habeas corpus proceedings of Edward John Walton's case will take place to-morrow at 10:30 a.m. before Chief Justice Davie. Walton was on Saturday sent to jail for three months for cheating Mrs. Davis, of the Poodle Dog restaurant in paying for a meal. Walton got the best of the

## GAZETTE NOTICES.

change.

In the B. C. Gazette of yesterday five new notices of private bills to be applied for at the coming session of the provincial legislature appear. Mesers. Daly & Hamilton, as solicitors for the applimany of whom go to swell the great cants, will apply for permission to incorporate a company to tunnel through Red Mountain from a point on the Columbia river between Trail and Murphy creek to a point near the California

Two other tunnel companies give notice of applications for incorporation for the purpose of buying, constructing, leasing and operating tunnels for mining Tunnel Cimpany: the other, for whom vessels are lying, the majority preparing | Messrs. Robertson & Robertson are makfor voyages northward. There are the ing application, is for operations in the

The remaining two companies who seek incorporation are railway companies. naimo, the freighter Bonanza and the One is to bulid a railway from a point big bark Richard II., which is loading near Nelson to Six-Mile creek, and thence to the divide between Lemon and Springer creeks; and the other to build from a point near Albert Canyon, thence up the valley of the north fork of the Ilicillewaet river to the headwaters of Downie creek, and by way of the Columbia river to Revelstoke.

In the Gazette of yesterday notice is given of the registration of the following extra-provincial mining companies: The Buffalo Gold Mining Co., of Spokane, with head office for British Columbia at Rossland; Ellen Silver Mining Co., of Spokane, with head office for British Columbia at Rossland; Slocan and Spo-kane Mining Co., of Spokane, with head office for British Columbia at Cody; White Grouse Mining Co., of Spokane, with head office for British Columbia at

I had the rheumatism so badly that I could not get my hand to my head. tried the doctor's medicine without the least benefit. At last I thought of Cham-berlain's Pain Balm; the first bottle relieved all of the pain, and one-half of the second bottle effected a complete cure.—W. J. HOLLAND, Holland, Va. Clamberlain's Pain Balm is equally good for sprains, swellings and lameness, as well as burns, cuts and bruises. For sale at Langley & Henderson Bros., drug store. Wholesale Agents, Victoria and

She Struck a Reef Off the Mouth of the Skeena River on Saturday Morning.

Her Bow Hanging on to the Rocks While Aft She is Under Water.

evening on the steamer Boscowitz. This Passengers and Orew, Tents and Provisions Easily Landed on Lewis Island.

> South of Wrangel and Is Leaking.

Ferry Steamer Alaska Has Holes Punched in Her Hull and Sinks in Wrangel Harbor.

damaged is the record of marine mis- and gold commissioner at Dawson. haps in northern waters reported by the steamer Danube, Captain Meyers, which arrived at the outer wharf early this morning.

The Pacific Coast Steamship Comlast evening, is hanging on a rock on a reef in Malacca passage, off the mouth of the Skeena river, and will probably go to pieces before she can be floated.

Her crew and passengers, 265 in number, were safely landed on Lewis Island, but her cargo of 625 tons and the out fits of the miners will be almost a total

The steamer Coquitlam, of the Union Steamship Company, of Vancouver, spent four or five hours on a rock south of Fort Wrangel, and was not floated until part of her cargo was jettisoned. She was taking from fiften to twenty inches of water an hour when met at Wrangel by the Danube, but one of the five pumps on board was able to keep it down, and the captain proposed to con-

tinue his trip. A little ferry boat, the Alaska, running from Wrangel to the mouth of the. Skeena, settled down on some jagged rocks with the falling of the tide, and She was towed off, but sank in deep your \$10 hay?" water. There was no loss of life or The merchant mails, as reported. The Alaska was an old boat, and should not be confounded with the Alaskan, the river steamer that less in Seattle than in Victoria. runs from Wrangel. It is not thought that any difficulty will be experienced in

floating her. Of these accidents, the one to the Cothem to where they hoped to make their fortunes. The Corona left Victoria on the 21st with 255 passengers, most of them miners with complete outfits. She proceeded safely until just at daylight on Sunday morning, when, entering the southern end of Malacca passage, she struck on the reef which skirts the shore of Porcher Island, and which makes mariners keep well over to the Kennedy Island side. The reef is a jagged one, and one of the sharp projecting rocks pierced the steamer's hull. It was fortunate that the rock went right through, the Corona hanging on it like a coat on a book, or otherwise she might have slipped off into the deep water which surrounds the reef, and then there would have been a loss of life as well as a loss of property. Even as it was the position was one that made the coolest on board feel nervous. The steamer was settling down in deep water aft, and the passengers were huddled togeth-

er forward waiting their turn to be taken ashore. They were within a stone's throw of Lewis Island, but even so it was not pleasant to feel their vessel settling under them, and how were they to know that she would hang on to that reef as the San Pedro clung for so many

months to Brotchie ledge. However, all were landed safely, some of the miners taking their tents with them, and with these and sails from the steamer, a city of canvas was soon built up. Provisions were also landed, and when the Danube passed down they were comfortably settled, although, nevertheless, they were anxiously awaiting the arrival of the steamer Alki, which was to bring them south. The officers of the Danube did not themselves see the Corona, but a Mr. White, of the Examiner-Journal staff, who was on the Corona at the time of the accident, met the Danube in a small boat and came down to Nanaimo on her. When he left the Corona was two-thirds under water, part of her upper works had been washed away, and there was a probability that the first storm or heavy sea would

break her up. At the time of the accident Captain Pierce was on the bridge. Accounts

trip which ended so disastrously was to have been her last on that run, the intention being for her to change with the Queen, which is running from San Francisco to southern ports.

It was on the reef near Mary Island that the Coquitlam met with her mishap. She struck when the tide was falling, and was consequently considerably strained. By lightering her she floated at high tide, but was found to be leaking badly. However, as they had five pumps on board, and one was sufficient to keep the water in her hold down, it was decided to continue her trip. The only danger is if she should encounter any bad weather.

YUKON MINING LICENSES.

Those going to the Klondike can now obtain licenses by application in person during business hours to Collector Milne. The fee for an individual license entitling the miner to the usual privileges for one year is \$10. For a joint stock company with a nominal capital of \$100,000 or less an annual fee of \$50 will be charged, while a joint stock company with a nominal capital exceeding that amount will be taxed \$100 yearly. No miner or corporation can locate or work a mining claim in Canadian territory without one of these licenses, which are only procurable from the collectors of customs at Victoria, Vancouver, New Westminster One steamer a total wreck and two and Nanaimo, and the inspectors of police

# BUNCO GAME

pany's steamer Corona, as briefly stated Mr. King Has a Strange Experience While Endeavoring to Purchase Hay.

> It Was Said To Be \$6 per Ton Lower Than It Was Sold for in Victoria: But-

When Mr. M. King, the well known contractor, was in Seattle on his way from Walla Walla with 23 horses for the Victoria Yukon Co., on Tuesday last, he had an amusing encounter with the perverted price lists which the Se attle newspapers continue to inflict upon the people, thinking that they are gulled thereby. Mr. King wanted hay for his horses, and seeing it mentioned in the Post-Intelligencer that hay was \$6 per ton cheaper in Seattle than in Victoria, he went into a well known produce merchant's establishment, and pointing to a bale of hay, the exact counterpart of which can be bought several holes were punched in her hold: here for \$16 a ton, he said: "Is that

The merchant smiled: "No." said he.

rona is, of course, by far the most serious, the loss of property running into arrival at Victoria.

HEALTH AND ENERGY ASSURED. HAPPY MARRIAGE, GOOD TEMPER, LONG LIFE.



so much deception has been practiced in advertising that this grand old company now for the drat time makes this startling offer;—
They will send their costly and magically effective appliance and a whole month's course of rethey will send their costly and magically effective applicance and a whole month's course of restorative remedies, positively on trial without expense to any honest and reliable man!

Not a foliar need be advanced—not a penny paid—till results are known to and scknowledged by the patient.

The frie Medical Company's appliance and remedies have been talked about and written about all over the world, till every man has heard of them. f them.

They rest: a or create strength, vigor, healthy issue and new life.

They quickly stop drains on the system that sap-

Pierce was on the bridge. Accounts differ as to the condition of the weather, but those best informed say it was a clear morning. The steamer was considerably out of her course.

They give full strength, development and tons to subsidise, guarantee the contracts of otherwise assist any such person or object of the course.

The Corona was built in Philadelphia in 1888 and brought around the Horn by Captain Goodall to replace the steamer and or otherwise at the steamer and properties and graphical to make a tone.

No C. O. D. scheme, no bogus philanthropy and the company or carrying on by a company of high financial and professional standing.

Write to the ERIE MEDICAL COMPANY, BUTFALO, N. T. and refer to seeing the socoust of the substiness or transaction capable of be conducted so as directly or indirectly bencht this company, and to lend mon to subsidise, guarantee the contracts of otherwise assist any such person or or otherwise assist any such company in 1888 and brought around the Horn by Captain Goodall to replace the steamer and the strength development and tons to subsidise, guarantee the contracts of otherwise assist any such company.

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(13.

SPAIN NEEDS MONEY.

London, Jan. 27.-The Madrid respondent of the Daily Mail says the government will ask the next cortes to vote £8,000,000 for strengthening the

## ITCHING PILES iching Piles. I bought a box of Chase's Ointment at Boper Drug Store, and on applying it was relieved at once. I have given it to others and ail have been relieved. It has cured some that had and regone an operation. CUTS ECZEMA BURNS CHAPS DR CHASE'S SALT RHEUM SCALDS OINTMENT HEAD ITCH-BITES / SALT RHEUM ECZEMA. I have used Pr. Chase's Ointment for Salt Rheum and Eczema and it has worked a wonderful cure for me. I takes delight in recommending it to all, afflicted with these skin terments EWEN McKINNON, Hampson, P.E.L.

CURES sleep and cures so that you need not sit ASTHMA for breath for fear of sufficient with the sufficient of name and P. O. address will mail Trial Bottle. Dr. O. Taft Bros. Med Co., 186 West Adelaide Street, FREE Toronto, Ontario.

Price, 60 cts., all dealers, or E tmanson, Bates & Co.

Licence Authorizing on Extra-Provincia Company to Carry on Business.

"COMPANIES ACT, 1897."

Province of British Columbia. No. 43.

This is to certify that "The Carlisle Canning Company, Limited," is authorised and licensed to carry on business within the Province of British Columbia, and to carry out or effect all or any of the objects hereinafter set forth, to which the legislative authority of the Legislature of British Commin extends. The head office of the company is situate in England.

The amount of the capital of the company is fifty thousand pounds, divided into ten thousand shares of £5 each.

The head office of the company in this Province is situate at 26½ Broad street, Victoria, and Joshua Holland, general agent and broker, of the same address, is the attorney for the company.

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

(1.) To acquire and take over as going.

The merchant smiled: "No," said he, "we sell that hay for \$18 a ton."

"But," said Mr. King, "your papers say you sell hay here for \$6 per ton less in Seaffle than in Victoria.

"The papers say many things," said the man of hay and oats, "but no matter what they say, I get \$18 per ton for that hay."

Mr. King only bought enough hay to keep his horses in provender until his arrival at Victoria.

He experienced the same difficulty in endeavoring to buy feed advertised as being sold \$4 a ton lower than in British Columbia. When he went to buy it he found the advertised price a delusion and a snare. It was dearer than it could be bought for in Victoria, Needless to say he didn't huy any say.

and a snare. It was dearer than it could be bought for in Victoria, Needless to say, he didn't buy any.

This is but one story of the difference between the price as quoted in the newspapers of the Sound and the price for which they sold. In the majority of cases it is larger than that asked by the merchants of Victoria.

Palpitation of the heart, nervousness, tremblings, nervous headache, cold hands and feet, pain in the back and other forms of weakness are relieved by Carter's Iron Pills, made specially for the blood, nerves and complexion.

The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer.

The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer. owners, carriers by land and water, draymen, packing-case manufacturers, pot, tin,
and can makers, metal-workers, blacksmiths, tin-plate manufacturers, store-keepers (whether for the supplying of food,
clothes, and other articles to the employees
of the company, or otherwise), wholesale
and retail merchants, farmers, horse and
cattle raisers and dealers, commission
agents and consignors, and to purchase,
sell, trade, and deal in goods of all descriptions:

tions:

(8.) To carry on any other business (whether manufacturing or otherwise) which may seem to the company capable of being conveniently carried on in conection with the above, or calculated directly or indirectly to enhance the value of, or render profitable any of the company's property or rights:

der profitable any of the company's property or rights:

(9.) To divert, take, and carry away water from any stream, river, and lake (in British Columbia) for the use of any of the company's businesses, and for that purpose to erect, build, lay, and maintain drains, aqueducts, fiumes, ditches and conduit pipes, and to use, sell, or otherwise deal with the same:

(10.) To acquire and undertake the whole or any part of the business, property and liabilities of any person or company carrying on any business which this company is authorised to carry on, or possessed of property suitable for the purposes of this company:

nutnorised to carry on, or possessed of property suitable for the purposes of this company:

(11.) To apply for, purchase, or otherwise acquire, any patents, brevets d'invention, licences, concessions and the like, conferring any exclusive or non-exclusive or limited right to use, or any secret or other information, as to any invention which may seem capable of being used for any of the purposes of, or the acquisition of which may seem calculated, directly or indirectly, to benefit this company, and to use, exercise, develop or grant licences in respect of, or otherwise turn to account the property, rights, or information so acquired:

(12.) To enter into partnership, or into any arrangement for sharing profits, union of interests, co-operative, joint adventure, reciprocal concession or otherwise, with any person or company carrying on, or engaged in, or about to engage in, any business or transaction with this company is authorised to carry on or engage in, or any business or transaction capable of being conducted so as directly or indirectly to benefit this company, and to lend money, to subsidise, guarantee the contracts of, or otherwise assist any such person or company:

(13.) To take or otherwise acquire, hold

seem conducive to this company's objects or any of them, and to obtain from any such government or authority any provisional Orders, Acts of Legislature, rights, privileges and concessions, which the company may think it desirable to obtain, and to carry out, exercise and comply with any such arrangements, Orders, Acts, rights, privileges and concessions:

(15.) To establish or support, or aid in the establishment and support of associations, institutions, funds, trusts and conveniences, calculated to benefit fishermen or others, being employees or ex-employees

tions, institutions, funds, trusts and conveniences, calculated to benefit fishermen or others, being employees or ex-employees of the company or its predecessors in business, or the dependents or connections or such persons, and to grant pensions and allowances, and make payments towards insurance, and to subscribe or guarantee money for charitable or benevolent objects, or for any exhibition, or for any public, general, or useful object:

(16.) To promote any company or companies for the purpose of acquiring all or any of the property and liabilities of this company, or for any other purpose which may seem directly or indirectly calculated to benefit this company:

(17.) Generally, to purchase, take or lease, or in exchange, hire, or otherwise acquire any real and personal property, and any rights and privileges which the company may think necessary or convenient for the purposes of its busines, and in particular any lands, warehouses, wharves, canneries, buildings, easements, machinery, plant, and stock-in-trade:

(18.) To construct, improve, maintain

tock-in-trade: (18.) To construct, improve, maintain, (18.) To construct, improve, maintain, work, manage, carry out or control any roads, ways, tramways, railways, branches or sidings, bridges, reservoirs, water-courses, wharves, manufactories, warehouses, shops, stores, and other works and conveniences, which may seem calculated directly or indirectly to advance the company's interests, or to contribute to, subsidise, or otherwise assist or take part in the construction, improvement, maintenance, working, management, carrying out or control of the same:

(19.) To invest and deal with the money.

ing, management, carrying out or control of the same:

(19.) To invest and deal with the moneys of the company not immediately required, upon such securities and in such manner as may, from time to time, be determined:

(20.) To lend money to such persons and on such terms as may seem expedient, and in particular to customers and others hav-ing dealings with the company, and to guarantee the performance of contracts by any such persons:

guarantee the performance of contracts by any such persons:

(21.) To borrow or raise or secure the payment of money in such manner as the company shall think fit, and in particular by the issue of debentures or debenture stock; perpetual or otherwise, charged upon all or any of the company's property (both present and future) including the uncalled capital, and to redeem or pay off any such securities:

capital, and to redeem or pay off any such securities:

(22.) To remunerate any person or company for services rendered or to be rendered in placing, or assisting to place, or guaranteeing the placing, of any of the shares of the company's capital, or any debentines or other securities of the company, or in or about the formation or promotion of the company or the conduct of its business:

motion of the company or the conduct or its business:

(23.) To draw, accept, indorse, discount, execute and issue promissory notes, bills of exchange, bills of lading, charter parties, warrants, debentures, and other negotiable, transferable, or other instruments:

(24.) To sell or dispose of the undertaking of the company, or any part thereof, for such consideration as the company may think fit, and in particular for shares, debentures, or securities of any other company having objects altogether or in part similar to those of this company:

(25.) To amaignmate with any other comsimilar to those of this company:

(25.) To amalgamate with any other company having objects altogether or in part similar to those of this company:

(26.) To distribute any part of the property of the company in specie among the members:

(27.) To procure the company to be registered or recognized in British Columbia and in the United States of America and elsewhere abroad:

(28.) To sell, improve, manage, develop, exchange, lease, mortgage, dispose of, turn to account, or otherwise deal with, all or any part of the property and rights of the company:

company:
(29.) To do all or any of the above things in any part of the world, and as principals, agents, contractors, trustees or otherwise, and either alone or in conjunction

wise, and either alone or in conjunction with others:

(30.) To do all such other things as are incidental or conducive to the attainment of the above objects:

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

(L.S.) S. Y. WOOTTON,

Registrar of Joint Stock Companies.

NOTICE is hereby given that two months after date I intend to apply to the Honorable Chief Commissioner of Lands and Works for permission to purchase the following described land situate in Cassiar district, viz: Commencing at a post planted at the northwest corner of E. M. Sullivan's pre-emption claim at south experience. planted at the northwest corner of E. M. Sullivan's pre-emption claim at south end of Rennet lake; thence south forty (40) chains; thence west forty (40) chains; thence thence north eighty (80) chains; thence east twenty (20) chains, more or less, to the shore of Bennet lake; thence following the lake shore in a southeas.erly direction to the point of commencement, and comprising about three hundred (300) acres, more or less.

Bennet Lake, B. C., Nov. 4th, 1897. Bennet Lake, B. C., Nov. 4th, 1897.

NOTICE is hereby given that sixty days after date we, the undersigned, intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following unoccupied land situated on Sharp Point, Sidney Inlet, Clayoquot district, commencing at a post marked J. A. Drinkwater, Jas. B. Thompson, K. Peterson, J. W. Russell, S.E. corner post running forty chains north, thence forty chains west, thence forty chains south, thence forty chains south, thence forty chains east to point of commencement.

J. A. DRINKWATER.
JAS. B. THOMSON.
K. PETERSON.
J. W. RUSSELL.
Clayoquot, B. C., 20th Nov., 1897.

If You Are Energetic and Strong,

If you are above foelish prejudice against canvassing for a good book, write and get my proposition. The information will cost ich.
I can do good things for you, if you are honorable and will work hard.
T. S. LINSCOTT, Toronto.

WANTED. Industrious Men of Character. THE LINSCOTT COMPANY, TORONTO.

NOTICE is hereby given that application will be made to the Parliament of Canada at its next session by the Central Canada Loan and Savings Company of Ontario for an act to enable the said company to carry on business anywhere in the Dominion of Canada and to consolidate, define and declare its liabilities, obligations and powers, and to carry out the foregoing by incorporating its shareholders as a new Company.

E. T. MALONE,

Solicitor for Applicants.

Dated at Toronto, Dec. 1st, 1897. FOR SALE—At Quathiaski Cove, Valdez Island; store, business, stock and prem-ises. For particulars apply to R. H. Hall,



WHOLESALE DRY COODS AND

Miners' Outfits VICTORIA. B.C.

10000000000000000 \$1.50 PER \*\*\*\*\*\*\*\*\*

VOL. 16.

WIND AND SN ASSAIL.TE

Massachusetts Visited Storm Which Eclipse orable Blizzard d

Business Suspended, St able and Trains Stalle Towns Also St

Worcester, Mass., Feb. the memorable blizzard of 1888, has this section bee w-bound. Business ractically suspended and jost parts of the city ar The storm began earl and for 24 hours it snowe The high winds which p day and last night mad some of them 10 or 15 fe Railroad service is at a

at this hour there is no of any sort with Boston. None of the telegraph ompanies have a wire s not known when a ma Electric street railway and scores of cars were

along the line all night. There are reports of and many stories of strains, which have not b At 1 o'clock the storm he sun came out. Chicago, Ill., Feb. 1.-R rious towns in Michigan, consin and Northern In severe blizzard raging in the country. The wind

gale, and huge snow dri piled in the highways. All trains are more and in some towns street has been entirely suspen A report from Marquet that the storm on the la the waves bursting comp nic Rocks, something the

Providence, R. I., Feb here to-day was one of t known. Telegraph and are all down. The city by three feet of snow, winto immense drifts. Tra in all directions. The yesterday arrived at 10

Latest Trade Report Year's Business Was est on Reco

Visitors and Members All Parts to Attend of Parliame

Ottawa, Feb. 1.-The ssued to-day. All the have already been put that the trade for greatest on record. Lan trade of the current year ceed it. Visitors and members

from all parts to attend parliament. The likelih tendance will be the lan years. No special legislation the establishment, as naval force in Canada. ing the department of fence provides for a ma

all that is required is for to give effect to this port It is probable, however, fence force will be placed ister of marine. A bill re-imposing new is said to be one of the se ties. It took two box ca Saturday's issue of two n It is now stated that j the civil service and the

ceiving small salaries will this year. Speaker Edgar arrived : Dandurand will move add and the seconder will be the Senator. In the Common will move and Mr. Gauve

The speech from the th mong other things to th of trade and the success ing's loan. The Yukon go will be mentioned, and that speedy communicat country should be secured sized. This will be prelim roduction of a bill to rati ie-Mann arrangement. S be expressed at the denu erman and Belgian treat lave the effect of freeing angements from the train rial obligations. The pro-lishing a naval militia wi ed, and sanction of parlia

AMERICAN N

and more than thirty in sequel to the accident that Saturday on the Maine ( near Orono, two of the injured having died yest the day a large corps of tended to the needs of the to the cause of the accid many conjectures but no edge.

Bangor, Maine, Jan.