Strengthen
British Empire

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eague's Ap...
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Atlantic Service, State
wned Cable and Duty on
Foreign Foodstuffs.

awa, Ont., Feb. 20.—The annual ng of the British Empire League held in the Parliament buildings morning, Lieutenant-Col. Geo. T. ison, presiding. There was a large dance of members of Parliament. executive of the league recom- s the accomplishment of the fast tic steamship service; a government d cable across the Atlantic; a naval re for Canada, and that newspap- nd periodicals be permitted to pass en Canada and Great Britain at hum rates.

president said it was the duty of ns the world over to do all they to strengthen the Empire, and the necessity of protecting the supply of the Mother Country by a on all food stuffs coming from n nations.

. J. I. Tarte spoke of the loyalty e French-Canadians to the British re. He expressed the hope that oming conference in London would to further promote those imperial olonial interests which are of vital tance to every branch of the Em-

. G. E. Foster showed the import- of a better arrangement regarding er postage on Canadian and British apers and periodicals. All the old s of the league were re-elected.

IMPERIAL FREE TRADE.

ia, Ont., Feb. 20.—The Orillia of Trade has passed a resolution or free trade within the Empire, vill urge its adoption at the Do- n Board of Trade meeting in Ot- next month.

TORONTO FIRE.

of Nearly Two Hundred Thousand Dollars.

onto, Feb. 20.—The biggest fire in l years occurred in the city early vening, Mensies' window shade y and the Merchants' Dyeing & ing company, adjacent buildings ng street West, near the subway, destroyed. Loss on Mensies' was $100,000.

ing the fire the dyeing place, next was wiped out, the damage being 0. The fire is believed to have from the spontaneous combustion ste cotton in pails.

COLONIAL PRODUCTS.

cal Board of Trade Wants Preferential Treatment.

treal, Feb. 20.—(Special)—Prefer- treatment of colonial products by Britain was all but unanimously ed by a resolution in the Mont- oard of Trade today. It was a meeting to discuss the subject, ced by Robert Meighen, president Lake of the Woods Milling com- and about 75 members were pres-

NEWCHWANG.

Government Does Not Doubt Russia's Good Faith.

on, Feb. 20.—The under secretary Foreign office, Lord Cranborne, House of Commons today informed ry Norman, Liberal, that His y's government did not doubt the ith of Russia's promise to restore ministration of customs at Ne- g to the Chinese as soon as cir- nces permitted this to be done.

RANGE GRAND LODGE.

Elected at the Meeting at Nelson.

n, Feb. 20.—(Special)—The Or- and lodge today elected the fol- officers: Grand master, Dr. T. ts; deputy grand master, Robert Kamloops; junior grand master, air, Revelstoke; honorary chap- ev. John Reid, Victoria; chaplain, hn Reid, jr., Victoria; secretary, Walmsley, Vancouver; lecturer, Wauwerit, Vancouver; director of ies, Normal Wood, New West-

ANADIAN RAILWAYS.

from the Annual Report of De- partment at Ottawa.

nnual report of the Railway de- t, Ottawa, for the fiscal year June 30 last shows 18,969 miles and electric railways completed r 18,812 miles are operated. The capital is $1,081,861,558. The rnings amounted to $78,667,030, working expenses to $53,803,- ring net earnings of twenty-four

were 139,320,378 passengers and 7 tons of freight carried in the

en passengers lost their lives. roads constructed 618,294 miles m and 675 electric.

ederal government expenditure- ays prior to and since confeder- mounts to $131,559,977, along enty-five million in subsidies. ess earnings of the government r the year were $5,213,881, an of $439,219. The gross work- nses were $5,739,051 an increase 8,823. The net loss, therefore, ear's operations was $256,670. the fiscal year there was an of $3,652,313 to the capital out- he government railway system, the total outlay chargeable to 68,975,261.

LISGAR ELECTION.

Returns of the Vote Polled on Tuesday.

er, Feb. 19.—(Special)—Com- rns from Lisgar have been re- he totals are: Stewart, 3,395; n, 2,332; Toombs, 1,043. Stew- ority over Richardson is 1,062. Conservative, lost his deposit.

KOREAN ARMY.

Be Reorganized on British Methods.

Feb. 19.—From St. Peters- correspondent of the Daily raphs that a British officer has t Seoul to reorganize the rmy.

RAIN BLOCKADE.

Taking Measures to Relieve the Situation.

g, Feb. 19.—(Special)—The C. decided to secure cars from Northern railway and ship Duluth over the Great North- lieve the grain blockade.

Steam Trawler For This Coast

Fishing Company Formed Here Has Bought Specially Designed Steamer.

The Cold Storage Depots For Keats Island, West Coast and Hecate Straits.

A company has been formed in Victoria with a capital of a quarter of a million dollars to enter the fish and cold storage industry on a large scale, and in a manner novel to British Columbia waters. A specially built steam-trawler has been purchased in England, and a cold storage depot will be established on Keats island at the mouth of the Fraser river, with auxiliary depots in the vicinity of the halibut grounds of Hecate straits and the northern British Columbia banks, and on the West Coast of Vancouver island. The fishing steamer Jaboo, a new vessel purchased by the company, is to be brought out from England and the company are ready to commence their operations before the fishing season of the coming fall. If the business demands it, another steamer will be secured to aid in the industry.

The new fishing company, which proposes to pursue the fishing industry and develop the rich harvest of the seas of British Columbia, is the North America Fish & Cold Storage company, of which John Black, of John Black & Co., of the Law Chambers on Bastion street, is managing director. The head offices of the new company are in Victoria, and its capital is $250,000, the present issue of which is $100,000. As explained by its managing director, the objects of the new company are for the prosecution of the fishing industry on the British Columbia coast, and for the establishment of a cold storage depot on Keats island.

The Jaboo is a new vessel. She was built at Glasgow in 1899, being specially designed for steam trawling. The steamer is now in readiness to leave England, and is expected here in about three months. She is 114 feet long, 20 feet six inches beam, and draws 13 feet of water aft. The Jaboo has triple expansion engines, which give her a speed of 10 knots an hour. She has 1,600 feet of cold storage space on board, and bunker capacity for 70 tons of coal. Her coal consumption is five tons per day. Tanks are placed in the vessel to allow of her carrying water ballast. She is fitted throughout with electric light, and has the newest beam trawling apparatus, the nets being placed over the vessel's sides. Her cost, delivered at Victoria, will be $35,000. Negotiations are now under way to bring the steamer to Victoria, and if it is not arranged that the previous owners will send the steam trawler around the Horn to this city, a captain will be sent from this port to bring the vessel out.

The erection of the buildings on Keats island for the cold storage establishment is to commence at once. The buildings will be 150 feet long, by 88 feet wide, and thoroughly equipped with the most approved modern machinery, which will be installed by Clayton & Costin of this city, who were awarded the contract on Tuesday. There will be cold storage capacity for 400 tons of halibut, salmon and whatever other food fish are brought in by the steam trawler.

The cold storage plant will be of the very best, most modern, and up-to-date in every respect, with a refrigerating capacity of 50 tons. It is also intended to manufacture ice for the markets of Victoria, Vancouver, etc., and for this purpose there is always an excellent supply of fresh water on hand immediately adjoining the works.

Keats Island, the scene of the depot, is situated near the mouth of the Fraser river, and almost at the entrance of the Squamish river, and only a short distance from all termini of transcontinental railway lines. The warehouses and other buildings will be erected in a perfectly sheltered bay, named Plumper's cove, where there is deep water at all states of the tide, and where the largest vessels can safely load. A wharf will be built to accommodate the Jaboo and other vessels. It is estimated that the company can easily place in their cold storage warehouses at least 300,000 lbs. of fish per week. This is about three times the entire present weekly catch of British Columbia.

MARKETS SECURED.

The company has already made arrangements with a number of the largest fish corporations of Eastern Canada and the United States to take the fish secured by the company, and the Jaboo will land the fish at Liverpool, on the Mainland, where the special cars of the company will be laden for shipment East, and it is expected that a large business will be done with the Eastern markets. It is expected that the business will be greatly increased as the fish industry of this province is developed, and another specially built steam trawling vessel will be secured for the business. The Keats island depot will be the central establishment, and when the business warrants it, stations will be established on both the West Coast of Vancouver Island, and on the Northern British Columbian coast adjacent to the halibut fishing banks of Queen Charlotte sound and Hecate straits. Land for these depots has already been located.

The officers of the new company, much of the capital for which has been already subscribed, are: John Black, of John Black & Co., managing director; F. W. Morris, president; and G. L. Clayton, of Clayton & Costin, director. Two other directors will be elected.

HOW IT WORKS.

The scheme of beam trawling is novel in British Columbian waters. The mode of operation consists in the use of a huge dredge or beam trawl, dragging at a considerable depth, and in this the halibut and flat fish are to be captured. This style of fishing for halibut is known to have been very successful in the North Sea, where large halibut fishing grounds exist.

Special boats are necessary for this manner of fishing, and their construction is costly. Although the Jaboo was secured by the North America Fish & Cold Storage company for $35,000, it is to build a steam trawler on this coast. The steamers New England, Capilano and Saga, which are running out of Vancouver for the New England Fishing company, of Boston, are all ordinary steamers, and their fishermen fish from dories with bait hooks. The steamer Jaboo will be the first to trawl for the big fish.

Heretofore the government of the Dominion has not looked upon this mode of fishing with approbation, owing to the conflicts which took place in European waters, and especially off the coast of Scotland, between the ordinary fishermen and beam trawling companies. On three occasions during the last 10 years, attempts have been made to introduce beam trawling on the Atlantic coast of Canada, but the Fisheries department did not regard the innovation with favor, and the enterprises fell through. The fishing laws of the Dominion do not make any provision for beam trawling, but it is understood that provisions are being made to have the necessary privileges granted.

The New Zealand government has lately been making some experiments with the steam trawl, and hauls were made along the coast of that colony, resulting in the capture of 10 species of valuable fish. A report recently issued by the government of New Zealand speaks hopefully of this mode of fishing.

WIRELESS TELEGRAPH.

Mr. Marconi's Remarks at Meeting of His Company.

London, Feb. 20.—At a general meeting of the Marconi Wireless Telegraph company today, Mr. Marconi, who was present, referring to the trans-Atlantic experiments, announced that the next series of tests would include the transmission of words and messages.

He added that there was nothing to prevent the company from undertaking commercial communication with ships at sea. The system at present was in permanent use on board of 70 ships, and there were 25 land stations. His transmission of 22 words in a minute did not compare badly with the work of the cables. The defects with reference to secrecy had been removed. After perfecting arrangements in Canada, he would challenge Sir William Preece and Professor Lodge to intercept messages. The monopoly claimed by the British postal telegraph had hitherto impeded the establishment of a wireless service in England and Ireland. Marconi sails for Canada on February 22.

Marconi complained that obstructions were thrown in his way on this side of the Atlantic, which was in marked contrast with the generous encouragement which he had received from the government and press of the United States and Canada. In regard to the commercial side of the system, Marconi said that on the recent arrival of an American liner upwards of 8,000 words were received within 16 hours. The transmission of this number of words daily across the Atlantic would represent an annual income of £75,000 for each pair of stations, and the company in the first instance was proceeding to instal two pairs of stations.

CELEBRATED ANNIVERSARY

Knights of Pythias Made Merry at Their 39th Birthday in Castle Hall.

The 39th anniversary of the foundation of the order of the Knights of Pythias, was celebrated by Far West lodge and Victoria lodge, at Castle hall last night. A banquet and concert was given, and there was a large attendance. The Knights of Pythias were founded by Justice M. Rathbone at Washington, D. C., in 1865. During the Civil war he compiled a ritual, which the compiler read over to three or four others, and the result was that an order was crudely formed which blossomed into the K. of P. The order was improved yearly, and now has a vast membership in America and Europe.

The committee in charge of last night's entertainment were J. J. Randolph, chairman; J. G. Hilton, J. Walker, E. Pferdner, T. Walker and W. P. Smith. After the banquet the chairman gave a short address on the order and its foundation, on which theme A. Watson, C. C., of Far West lodge; and W. P. Allan, C. C., of Victoria lodge; also gave short addresses. Bro. E. Pferdner gave an address detailing the history of the order, and showing the aims and hopes, the friendship of its members and practice of fraternity. He instanced the gains made in the province during the last term of nearly 500 members, and of the whole order the increase had gone on until there were now 600,000 members, and the order was also growing in Europe. Bro. Lang, a visitor from Nebraska told of the K. of P. and their lodges in his own state; and P. C., E. W. Hall and H. Weber gave a few remarks pertaining to the uniform rank, urging the younger members to become associated with the division.

A musical programme was given during the evening, to which some good numbers were contributed by the Victoria City Band. Messrs. Nickerson and Cave gave some good vocal solos, the former singing, "When the Days Are O'er, Jamie Dear," in good voice and the latter favored with, "When You Were Sweet Sixteen," and "My Kentucky Babe." Bro. T. Watson sang, "A Thousand Leagues Under the Sea," in good style, and Bro. Hilton sang, "I've a Longing in My Heart for You, Louise," and "Always." The concert was brought to a close with a selection by the Victoria City Band, followed by the National Anthem.

REMAINS OF MASTODON.

Fine Specimens Taken Out on Hunker in the Neighborhood of Discovery.

Mastodon remains are constantly being dug up in all parts of the country, and yet are always interesting. The organ of wonder in the human being is his characteristic feature, and he never tires of the contemplation of these proofs of the strange beings which inhabited this region thousands of years ago. The latest is a tooth dug up in the Klondike district on No. 3 creek below on Hunker, and which is now in possession of R. B. Canney, in charge of the claim. It was a monster animal surely which wore a tooth measuring 12 inches from the end of the fangs to the crown, and since the enamel is not there, it is not at all sure, in devouring the vast quantity of food required by such a monster, that at least a foot more had not been worn off before the cataclysm which caused his death. The remnant weighs fourteen and a half pounds. The specimen appears to be well preserved considering its antiquity. The same ground has yielded a tusk from the same animal or its cousin which measures over 14 feet, and neither is it all there, as can be seen by its broken tip. The depth from the surface at which the remains were found is 30 feet.

ANCIENT COLONY.

Speech from the Throne Shows Prosperous Conditions.

St. John's, Nfld., Feb. 20.—The colonial legislature was opened here this afternoon. Governor Boyle, in his Speech from the Throne, announced the favorable outcome of last year's industrial operations, and predicted even better results for the present season. The financial results of operations during the last fiscal year are most favorable and show a surplus. The estimates for the present fiscal year are framed to achieve a like result.

The legislature proposed for the present session includes bills to preserve the whale fisheries; to encourage the working of the colony's iron areas; to establish cold storage for the fishery products; for the municipal government of St. John's, and for the protection of railway employees.

Premier Bond today introduced the modus vivendi bill on the French shore question. The leader of the opposition intimated the readiness of that party to give this bill its unanimous support.

WARM IN WINNIPEG.

Winnipeg, Feb. 20.—Today was the warmest day of the winter season and spring clothes were in demand. Snow on the principal streets has all gone.

At a meeting of the Manitoba Horse Breeders' association this morning Col. Dent came in for serious rating. It was claimed that when he came west to purchase remounts for the British army he showed no inclination to look over western horses.

Efforts will be made to establish a veterinary college in Winnipeg.

W. J. Hemenway, one of the best known merchants in Manitoba, and partner of Premier Roblin, died at his home in Carman at midnight. He came from Pakenham, Ontario, several years ago. He was high up in Masonry.

Along the Waterfront

Boscowitz Resumes Service on Northern Route—Queen City Sails.

New Steamer For Lynn Canal Run—Promotions on C. P. R. Liners.

The steamer Boscowitz left for Naas and way ports last night, resuming her regular service to the coast ports of northern British Columbia, and the Queen City left on her monthly voyage to Cape Scott, Quatsino, Kyuquot, Nootka, Hesquoit and the many points intervening. The Boscowitz had a small cargo of general freight, made up for the most part of stores and supplies for the Northern ports, and she will carry several large consignments of coal, to be loaded at the Island collieries today, to several of the Northern canneries. Among her passengers are H. Munro and two other miners in the employ of the Arctic Slope Mining company, bound to the company's mines in the Ominica district, over the Grease trail, from the head of the Naas. Other passengers are Messrs. Scott and Jones, bound to Shushartey Bay. They are two Victorians, who are engaged in developing an area of black sand at Cape Cornorell, at the extreme north of Vancouver Island, from which place they have already taken out much gold. They returned a few months ago, having quit work because of the high tides, and are now returning to their Northern mining ground to resume work. Mr. Buckneil, of Alert Bay, was another passenger. The Boscowitz will continue henceforward on the route, running from Victoria on the 5th and 20th of each month. She has already secured a good cargo for her next passage, and from that time on there will be much freight moving northward, for the canners will begin importing their supplies in readiness for the fishing season.

The steamer Queen City, which left for the West Coast, carried among her passengers M. Pearson of Seattle, who is bound to Ucluelet, in connection with a mining deal involving some property near there; Mr. Sharp, of the Hudson's Bay company, who is going to Clayoquot in connection with the purchase of the stock of the store there; H. C. Brewster, formerly manager of the Earle cannery at Clayoquot. Mr. Brewster went to Clayoquot to look over the property in connection with a deal for the purchase of the cannery.

The Queen City will make inquiries along the coast regarding wreckage, and she may bring news of further wreckage of the missing Condor, for, with the sparse population of the coast, and the sirmess of travel during the winter months, wreckage might lie for many days or weeks on the rocks before it is eventually found. The Indians of the coast were informed of the anxiety for the missing warship, and this will no doubt stimulate them to search the shore line.

HAD ROUGH TRIP.

Steam Schooner Lakme Sights Wreckage Off Crescent City.

A despatch from San Francisco says the steamer schooner Lakme had a very hard trip from Astoria, reaching port today five days and nineteen hours out. For three days the Lakme was hove to off Cape Blanco, during a terrific gale, and was repeatedly swept by great waves. Portions of the cabins were smashed and water reached the engine room, without, however, rendering the steamer helpless. The pumps were kept going for some time. Off Crescent City, last Monday, the Lakme sighted part of a vessel's deck house and other wreckage.

ANOTHER NEW STEAMER.

Reported That Contract Will Be Given Shortly for New C. P. N. Vessel.

It is reported that the C. P. N. company is about to let the contract for the construction of the new steamer for the Alaskan run to a shipbuilding firm on the Eastern coast, and T. G. Mitchell, engineer of the steamer Charmer, is to go East to superintend the building of the steamer. The steamer has already been described. She will be an iron hulled, double bottom steamer, with single screw, and built after the most approved modern pattern, specially designed for the trade conditions on the Victoria, Vancouver and Lynn canal route. While Mr. Mitchell goes East to superintend the building of this vessel, the superintendent engineer, H. T. Richardson, will go to Newcastle to oversee the building of the 18-knot ferry steamer, the contract for the construction of which has been let to Swan & Hunter, of Newcastle-on-Tyne.

In consequence of the appointment of Superintendent Richardson to go to England, there will be some promotions in the the engine departments of the C. P. R. steamers. James McGown, chief engineer of the Empress of China, will be promoted to the superintendent's position, and James Neish, chief engineer of the Tartar, will have control of the China's engine room. J. Gould, second engineer of the China, will go out on the Tartar as chief engineer, and J. Smith, the second on the Tartar, will go to the China as second. A number of other changes will also be made.

WHO OWNS THE STAR?

Capt. Babbington Secures the Sloop of Nicholes—Greeks Claim Her.

Who owns the sloop Star is a question which is bothering a number of the Greek friends of Frank Nicholes, now serving a sentence of five years for killing Tom Netes. As will be remembered, the sloop of Nicholes was found floating off William Head, waterlogged and with a hole cut in her hull, by Capt. Babbington, pilot, and after patching the damaged hull of the sloop, he pumped her out, and by dint of much labor towed her to port and turned her over to the provincial police. He also made a salvage claim against her. When Nicholes was sent to New Westminster, the sloop was turned over to Capt. Babbington by the provincial police, they having received the vessel from him. Mr. Chungranes claims to have a bill of sale from Nicholes, investing him with the ownership of the sloop, and he is making a claim for her. The question of ownership is yet to be settled, but the captain is in possession, and there is a saying that this is "nine points of the law."

A STORMY TIME.

Schooner Badly Buffeted When Trying to Enter Gray's Harbor.

An Aberdeen despatch says the schooner San Buena Ventura arrived there on Wednesday, being the first vessel in after the recent storm. She was 25 days from San Francisco, and had a rough passage from the start. Two weeks ago she made Gray's harbor, sailed in over the bar and anchored just inside. Shortly after, a violent storm came up, the seas breaking over the vessel and hurling both captain and crew to the deck, seriously injuring several of the men. Signals of distress were flashed all night, but Capt. Hohmberg affirms that the life-saving crew at Westport paid no attention to them and failed to give him the slightest assistance. Just before day, both anchor chains parted and the schooner began to drift seaward. Capt. Hohnberg says the drifting of the unmanageable vessel over the waters of the bar was terrible, and an experience he can never forget. He expected every minute that the schooner would be cast upon the north spit and wrecked, but she safely reached the open sea. Three times during the following two weeks the little schooner arrived off the harbor, but as there were no tugs in sight she was obliged to put back to sea, and was far off the coast when the terrible storm broke on Saturday.

PULLED HIS PLUG.

An Inquisitive Sea Lion Nearly Causes the Death of Two Fishermen.

J. H. Dewdney and R. L. Gladstone, two of the fishermen on board the halibut steamer Saga, came within an ace of losing their lives while engaged in their perilous calling in the Northern seas. While out in the dory after halibut the plug in the bottom of the boat was pulled out by a sea lion, and before the men were aware of the occurrence the water was up to their waists.

In every dory there is a plug a couple of inches in diameter, through which is drained any water which may accumulate during the trip from the steamer. To this is attached a piece of rope, so that in case a dory is capsized, the men will have something on which to lay hold. They believe that in this instance one of the numerous sea lions prawling in the vicinity seized the rope and pulled the plug. Certain it is the tightly fitted obstacle was removed, and the boat half filled with water. Luckily one of the men had his big mitts convenient, and instantly forming them into a ball he inserted them into the hole through which the water was rushing.

FRATERNAL INSURANCE.

A United States Decision of Interest to Society Members.

The constitution of the supreme court of the Independent Order of Foresters, a fraternal society whose primary purpose was to insure the lives of its members, and afford the assistance in case of physical disability or sickness, provided that if the financial secretary of a subordinate order, who was deemed to be the agent of the members of that order, should fail to transmit the assessments made upon such members, and such default should continue for a month, the subordinate order, including its members, should ipso facto stand suspended. It was provided by the constitution that the order might be reinstated by the payment of the amount for which it was suspended, and "by each member seeking reinstatement presenting a certificate of good health on form No. 4, or passing the medical board if required by the executive council or by the supreme chief ranger." A subordinate order in Buffalo, which Lesser Brown was a member in good standing, was suspended because its secretary was delinquent, and subsequently, when Mr. Brown applied for reinstatement, his application was refused, on the ground that he had failed to pass the required medical examination. The reason for this failure was due to a surgical operation performed while he was a member in good standing.

An order of the trial term of the supreme court granting a mandamus directing Mr. Brown's reinstatement by the Foresters has been affirmed by the Fourth Appelate division, the court holding that the provision of the constitution requiring him to pass an examination before he could be reinstated was unreasonable as to him. The court, after saying that the Foresters cannot in its dealings notoriously recognize the authority of the financial secretary and the limit that authority by provisions in its constitution, quotes the following language of the United States supreme court in a similar case: "The position of the secretary must be determined by his actual power and authority, and not by the name which the defendant chooses to give to him. To invest him with the duties of an agent and to deny his agency is a mere juggling with words. Defendant cannot play fast and loose with its own subordinates. Upon its theory and policyholders had absolutely no protection. They were bound to make their monthly payments to the secretary of the section, who was bound to remit them to the board of control; but they could not compel him to remit, and were thus completely at his mercy. If he chose to play into the hands of the company it was possible for him, by delaying his remittance until after the end of the month, to cause a suspension of every certificate within his jurisdiction."

MARINE NOTES.

The heavy seas, caused by Saturday's storm, pounded the United States government jetty off the mouth of Gray's harbor with such force as to loosen several sections of the wooden cribwork, washing them over to North Beach, where they are now jammed in with other wreckage.

Steamer Umatilla, which was caught in the recent storms off the coast, and was late in reaching San Francisco, will be 24 hours late in sailing from the Golden Gate for Victoria, and will arrive here a day late.

The Seattle Chamber of Commerce, at its last meeting, expressed its desire of co-operating with the Nanaimo Board of Trade in the effort to establish a line of steamers between Seattle and Nanaimo. The committee on foreign commerce, to which the matter had been referred, reported that such a line should be established with a weekly service, or at the least twice a month. L. M. Wood, chairman of the committee, has written a letter to George L. Schetky, secretary of the Nanaimo Board of Trade, asking for a list of the shippers who would deal with Seattle; also for the approximate tonnage of the goods they would probably require from this market.

British bark Invermay is six days out from Hongkong in ballast for the Royal Roads.

The master of the British bark Lota, which arrived at Portland on Wednesday, reports that at dusk on last Sunday evening he sighted a raft of about 25x25 feet, constructed of piles or logs, about 18 miles off the entrance to Gray's Harbor. The observation of it was indistinct, but he judged it to be a hastily constructed affair. There were no people or articles on it.

Steamer Meteor has sailed from San Francisco for Honolulu, inaugurating a new service. She is owned by the Globe Navigation company and is one of a trio of fast freighters which will hereafter leave San Francisco every 20 days and compete with the Spreckels line and the American-Hawaiian Steamship company.

The Portland and Asiatic line is having more trouble. The latest steamer in distress is the Indrasamba, chartered to replace the lost Knight Companion. A telegram received by the San Francisco Merchants' Exchange from London reported that the British steamer Indrasamba, from New York for Manila, previously reported, had put back to Singapore disabled. It will cost $10,000 for necessary repairs and dockage fees.

AUSTRALIA'S NAVAL DEFENCE.

Question as to Whether the Commonwealth Will Have a Navy.

The naval defence of Australia has lately excited a good deal of attention, and the following from the New York Sun is of interest as being an outside view of the case:

One of the important questions which the government of the new Australian commonwealth will have to decide is whether it will contribute a sum of money to the British admiralty, the contribution to be used in strengthening the Royal navy, or whether it will create and maintain a navy of its own. The British admiralty has advised the former course, and Admiral Beaumont has urged it in a memorandum addressed to Lord Hopetoun, the governor-general. For a time it seemed certain that the advice would be followed. The Military and Naval Defence bill, introduced in the Australian parliament by Sir John Forrest, the minister of defence, treated the protection of Australia as if it were purely a question of land warfare. It contemplated the organization of a land force, but it did not provide for construction of a single ship. Of late, however, there have been signs of a reaction in Australian opinion. Sir John Forrest himself now realizes that there is a naval as well as a military side to the Australian policy. In a recent speech he declared: "I am convinced that the present policy of mere payments of money to the Imperial government will not satisfy the people of Australia." The view of this matter finds advocates even in the British press, the Spectator, for example, warmly approving the plan of forming a separate Australian navy.

As a matter of fact, the Australian colonies have for some time been doing something for her own sea defence. All the states have naval reserves; Queensland, Victoria, South Australia, and New Zealand have gunboats of their own. It certainly does seem that confederation ought to quicken instead of killing, the sea life of Australia, and that, even from an imperial point of view, it would be a mistake to miss the opportunity of a training school of Australian seamen. Australia is an island-continent, and the volume of its sea-borne trade is today double that of the whole Russian empire. Under the circumstances it would seem expedient that Australians should be specially encouraged to develop the naval side of their own defence. The Spectator explodes the fallacy which lurks in the argument put forward by the British admiralty, the argument, namely, that Australia will defend herself best by increasing the sea power of Britain, and that the best way to do this is by supplying money to augment the imperial sea-going fleet. While this sounds plausible, it is misleading, because, of course, a cash contribution made by Australia would not add a penny to the naval strength of the empire. It would merely relieve the British taxpayer to a certain extent. If the United Kingdom receives no cash contribution from Australia, it would spend not a farthing less upon its fleet, but would estimate the naval needs of the empire exactly as before. If, on the other hand, Australia spent her money on providing a naval contingent of her own, the naval force provided for her would be a real addition to the empire's naval strength, just as her military contingents are real additions to the imperial land forces. She would have called into existence not only extra ships and guns, but, what is far more important, extra men.

As for the assertion that Australian ships would have to be built by the British government and commanded by British officers, the Spectator contends that it would be better for Australia, like Japan, to place its orders with private firms. It is not disputed that, until Australian naval officers were trained, it would be wise to place the Australian navy under a British admiral, just as Australian military forces are placed under an experienced British general. But, according to the Spectator, the aim should be to qualify Australian officers as quickly as possible to take command of their own ships, in order that the Australian community might acquire a keen personal interest in the sea power and its maintenance. In certain matters, no doubt, there would have to be a strict agreement between the Australian naval office and the British admiralty, especially in the matter of the guns and the ammunition used. So, also, outside of their own waters, Australian warships would naturally be attached to some imperial squadron. A foreign cruise would practically mean a loan of the vessel to the British admiralty.

It is probable enough that the existence of an Australian squadron would make the people of Australia turn their attention to the sea as nothing else would. It is certain, too, that the Australian commonwealth, with its huge seaboard and considerable maritime population, ought to supply a naval reserve of seven or eight thousand seamen. The time may come when the British empire will regret a failure to turn such resources to account.

UNITED STATES AND CUBA.

Washington, Feb. 20.—The Republican members of the ways and means committee were in private conference for three hours this afternoon on the subject of Cuban reciprocity, and although the conference went over without action until tomorrow, the members found themselves for the first time in possession of a proposition commanding considerable strength and understood to represent the attitude of the administration. The proposition authorized the President, when Cuba was prepared to grant 40 per cent reduction in duties on United States exports to the island, to grant to Cuba a similar reduction of 40 per cent. on all the products of the island coming to the United States.

DYSPEPSIA

If there is any person more unhappy than the dyspeptic it would be hard to find him. Dyspeptic people are generally tortured by a constant desire for things they know they must not eat. Dyspepsia is a very common disease; most people, particularly those who do not take enough exercise, are inclined to it more or less frequently. The dyspeptic generally has recourse to various medicines which only offer temporary relief from the distress, but do not effect a cure. What the dyspeptic needs is

Dr. Williams' Pink Pills

FOR PALE PEOPLE.

These pills are not a purgative but are tonic and strengthening. They act upon the stomach, nerves and blood, and are particularly good for dyspepsia and all stomach troubles. They give relief, but they do more than that. They remove the cause of the trouble and by strengthening the organs they effect a permanent cure.

Mr. William Birt, Pisquid, P.E.I., is one who suffered for years, and relates his experience for the benefit of similar sufferers. Mr. Birt says:—"For many years I was a victim of indigestion, accompanied by nervousness, palpitation of the heart and other distressing symptoms. My appetite was irregular, and what I ate felt like a weight in my stomach; this was accompanied by a feeling of stupor or sleepiness, and yet I rarely enjoyed a night's sound sleep. When I would retire a creeping sensation would come over me, with pains and fluttering around the heart, and then when I arose in the morning, I would feel as tired and fatigued as I did before I went to bed. It is needless to say that I was continually taking medicine, and tried, I think, almost everything recommended as a cure for the trouble. Occasionally I got temporary relief, but the trouble always came back, usually in a still more aggravated form. One day a neighbor, who had used Dr. Williams' Pink Pills with much benefit, advised me to try them, and I decided to do so. To my gratification, I had only been using the pills a few weeks when I felt decidedly better, and things began to look brighter. I continued taking the pills for several months, with the result that my health was as good and my digestion better than it had ever been. One of the most flattering results of the treatment was my increase in weight from 125 pounds to 155 pounds. It is more than a year now since I discontinued the use of the pills and in that time I have not had the slightest return of the trouble. We always keep the pills in the house now, and my family have used them for other ailments with the same gratifying results."

Dr. Williams's Pink Pills make new, rich blood with every dose, and in this way they cure all diseases having their origin in poor or watery blood, such as dyspepsia, kidney and liver troubles, stomach ailments, rheumatism, sciatica, partial paralysis, St. Vitus dance and anæmia. They restore the glow of health to pale and sallow cheeks and give renewed health to women whose lives are made miserable by the ailments that afflict their sex.

Refuse all so-called tonic pills that do not have the full name "Dr. Williams' Pink Pills for Pale People" on every box. If you do not find them at your dealers they will be sent post paid at 50 cents a box or six boxes for $2.50 by addressing the Dr. Williams' Medicine Co., Brockville, Ont.

Riches of Mush Creek

Reported Strike in Canadian Porcupine is Confirmed By Later Advices.

Diggings There Will Yield From Ten to Twelve Dollars Per Day.

Steamer Amur brough a budget of late news from the gold mining camps of the North. The principal news was the confirmation of the reported strikes on Moose creek, the last Canadian mining district in the Golden North. The new district is in the Canadian Porcupine, and its diggings are rich. Capt Thompkins had arrived at Skagway prior to the sailing of the Amur from the scene of the strike.

The captain staked on Gold Run, Moose and Frazier creeks and brought back 35 cents panned from the bed of Frazier creek, besides two or three dollars worth of the gold taken out last fall. The diggings will yield easily, as shown by prospecting tests, from $10 to $12 a day to the man. The gold is dark, coarse and will go $18 to the ounce. "There is no fake about the district," said the captain; "it is everything that has been represented."

* * *

Jerry Monroe, formerly of Dawson, writes to the Daily News from Chena river, in the Tanana country, telling of an encouraging strike made by himself and others on the Salt Jacket river, between the Tanana and the Yukon. From twenty cents to $12 a pan was struck. He says: "We have struck some the prospects here. Some of the ground is summer digging, and some winter. We ran one drain to bedrock. It was six feet to bedrock. The best pan we got in this cut was $12. On bedrock we got lots of three, four and five-dollar pans. This may sound big to you, but it is straight."

Another big nugget has been found on No. 7 Sixty pup, Henderson creek, Klondike district. It is worth $12.30. The creek is very busy and the dumps are daily growing larger. Good pay is being struck on some claims. One bucket from No. 53 below, yielded $2.75. A nugget worth 52 cents has been found on No. 4 above.

* * *

An important case in the gold commissioner's office, involving the question of what shall be the base line in a creek when there are many twists and turns, or where the banks are anything but even, and in one general direction, was given at the Klondike capital on February 8th. The gist of the decision is that a point should be taken and designated the centre of the stream, and the centre of the creek claim then be made a line drawn parallel to the base line of the creek through the given points. This decision establishes a precedent in this respect, and will enable all to determine how to form the base line of adjoining hill or bench claims as well as of the creek claims.

* * *

The Rampart Miner published a touching story on December 10th, of the loss of Frank White, from Dawson, and the illluck of being destitute that had befallen his wife at the same time. The wife has been almost hysterical since her husband has been missing.

* * *

A letter written at Tanana, January 7th, has been received at Dawson, stating that the store of the N. C. company at Tanana, was burned on January 6th, and only a part of the stock was saved. The heaviest loss was on beer, of which only fourteen barrels were saved out of the entire lot in stock.

ELECTION FRAUDS.

How Liberals Secured a Majority in St. James, Montreal.

Montreal, Feb. 20.—(Special)—Investigation into the frauds at poll No. 37 in the recent election for St. James division was continued today. Eight witnesses stated that they voted for Bergeron, Conservative candidate, as did six others on the first day of the investigation, making so far 14 votes, although the returning officer only gave four. Others whose names appeared on the list of the returning officer as having voted, swore that they voted at other polls. Bench warrants were issued for the arrest of Edward Lefebvre, L. A. Gingras (poll clerk) and F. X. Hetu, all of whom failed to appear.

There are many forms of nervous debility in men that yield to the use of Carter's Iron Pills. Those who are troubled with nervous weakness, night sweats, etc., should try them.