RUSHING INTO PRINT.

How an Examiner Correspondent Secured and Delivered His Story of the Slide.

A Gallop Over the Desolated Trail and a St amer Race for the Telegraph.

Beyond the limits of modern newspaperdom few people have any conception of the expense, generalship, nerve and enterprise required in the securing and serving fresh to the public of the important news of the day—a science in which the American press representatives unquestionably stand at the head. Everyone understands more or less clearly that great risks are accepted as his portion by the war correspondent on the field—and that his reward is rich in celebrity, and sometimes lasting professional fame. Peace has its victories in newsgetting, however, as well as war, for to land the first news of any event of magnitude that will set the world talking—to "scoop the world" as a local contemporary put it—is the keenest joy of the correspondent's life. Victoria, since the rush to the Klondike commenced, has had a little experience of up-to-date news hustling, and the story of how the San Francisco Examiner corespondent secured and brought down to his paper the news of the three successive avalanches on the Dyea trail one week ago to-day will afford them a recent illustration. It will interest the general public as well as press workers, and so here it is:

When the Ningchow with the Examiner correspondent on board reached Skagway on the morning of the 4th at 6 o'clock, the news of the catastrophe was ten hours old, but details were not yet obtainable. There was rough water between the White Pass metropolis and Dyea, four miles away—so rough that it was described as suicidal to attempt any communication except by telephone. The news had to be got, however, and to get it long chances had to be taken. The Ningchow was to turn her nose south again eight hours later, and there was eight miles of water and forty miles of trail to be traversed.

The prospect was not a cheerful one, but Captain Cross, Pilots Bendrodt and Smith, and Manager Harvey of the Ningchow brightened it by the promise that they would strain the limit of their resources at command, and hold the big liner until 9 o'clock if necessary. The launch Mascot and her skipper were reluctantly pressed into service, and Dyea was made in three-quarters of an hour.

And then came obstacles in quick succession. Everyone with means of transportation at command had gone up the trail to the relief work. Horses could not be hired and could only be bought as a special favor. A horse was bought. Then into the saddle and away. Up the trail to Sheep Camp it was a hard gallop. Beyond Sheep Camp full speed was impossible, the mud flooding the tough little pony up to the haunches as a rule, and to the belly on infrequent occasions.

Reaching the scene of the disaster merely to secure names and verify details and to see that the work of rescue was proceeding systematically and with all dispatch. Then into the saddle again, and dashing back for Dyea with uncertainty that the pony would live it out and knowledge that a single accident, however trivial, meant failure. The pony was game; the fortunes favored; and Dyea and the launch were reached safely.

The launch caught the Ningchow within the limit of time, and soon the sea race with the news had commenced. A short report of the disaster was on the Alki which had started eleven hours ahead and with orders to await neither time nor coal. The Ningchow's mission was to make up this time. Captain Cross was ready to rush his ship as she never travelled before; the chief engineer and his staff were equally ready. "Don't spare the coal," was the order.

The race was on. Fourteen knot speed was maintained to Wrangel, where a call was compulsory for passengers, and here it was learned that the Klondike M. T. & T. Co.'s fast steamer Amur also had dispatches, so that she, too, would have to be beaten out. Both ships had taken the Wrangel Narrows for it, gaining 35 miles, and the big ship could not follow.

This was a serious handicap, but there was nothing for it but to take the middle course. No special incidents in the stern chase developed until Seymour Narrows was reached at 11 p.m. Thursday night, when the lookout reported the Alki ahead "and going like the deuce." Captain Smith sighted the enemy first, and Bendodt joined him for the run through the narrows. The Alki balked at the narrows, until she saw the Ningchow with a cheer swept by her, and ran the passage successfully. Then she followed, but out of the race on even terms.

The Amur had next to be looked for, and although encountering adverse currents speed was maintained, and at 4 a.m. the shout went up from the lookout, "We've got the Amur, too." The ex-Oriental liner and candidate for record honors in the north saw the Ningchow at about the same time she herself was seen, and immediately the rising cloud of black smoke streaming behind her stacks told that she was not intending to surrender without a desperate struggle.

"Shake the speed out of her," was the command from the bridge to the engine room, and soon the distance between the struggling ships was perceptibly lessened. Fourteen knots crept up to fifteen, with seven revolutions more in reserve for an emergency, while passengers in all sorts and conditions of attire hustled out of their berths in wild enthusiasm to watch the victory that had to be achieved.

Volunteers for duty from among the passengers were up at a moment's notice ,and soon rising of the indicator told that they were doing their share. The Amur in the meanwhile was belching a flame six feet high, and the steam blowing continually from the poop showed that she was running her best. It served her no purpose, however; she was out of it in another half hour, and soon she had fallen behind until her masts only could be seen. Half an hour after the Ningchow had berthed in Victoria she entered port.

But here the worst disappointment of all was to be experienced. After all the struggle and anxiety, Victoria was made only for the information that the telegraph wire was down, and it was a long odds gamble that it would come up during the day.

Port Angeles had a wire, but Port Angeles was seventeen miles away, and no steamer in port that could be got had hot water in her boilers, while all the time the Alki was coming on for the Sound, and rival correspondents had their skeleton stories ready for wiring to their papers.

"We'll get you over to Port Angeles as soon as the rough water will let us," said Captain Benyon, of the Mystery. And so that steamer was pressed into service. Her skipper kept his word, too. The Examiner boys were landed at Port Angeles in less than two hours, and four hours before any other correspondent had got to his paper any information of the slides the Examiner story complete was on the wire. And this, although at the outset of the race, a handicap of almost a day and a night had to be caught up and put behind.

SITUATION AT SKAGWAY.

Travellers Held Up in the Name of the Law—Pneumonia and Meningitis Prevalent.

The situation at Skagway at latest advices was much the same—still in the hands of monopolistis. Bonding charges are fixed in the morning, changed at noon, and re-altered in the evening. Convoy is required as well as high bonding. How long it will continue—this imposition and usurpation for private gains of the official position of customs officers, the residents of Skagway would like to know. On reliable authority the Colonist is informed that so soon as Collector Ivey returns to the town the American customs staff will be retired without further delay, from Collector Floyd down.

At the 4th instant the trail had as anticipated broken up, and access to the summit was to be had only by the new wagon road. Here on the 3rd instant there was almost pitched battle. The announcement that toll would be collected brought forth resistance and opposition from the packers and prospectors, who rushed upon the toll-gates in a body, tore them down, and went over in numbers.

The toll-collectors then withdrew to the "cut-off," eleven miles out, with Marshals McInnes and Snook. As soon as the gates were closed, the mob began to gather in force, and the air was blue with invectives. Then the miners built a road around the cut-off, and several hundred got over, the wagon road people retreating still farther, to the bridge. Still the men resisted, and so determinedly that two of them were arrested and taken to Skagway, these being O. E. Brown and B. C. Ohneck.

The tolls amount to from $5 to $10 on an ordinary outfit, or one cent per pound. Foot passengers are allowed to pass free the present time, although it is hard to say what the next turn of affairs will be.

Hubert Colville died on the 1st of April at the Skagway hospital, after an illness of five weeks, with violent symptoms of cerebro spinal meningitis. Colville came from Shelton, Wash. The remains will be embalmed and shipped to his parents. Dr. Wells accompanied the remains. This is the fifth death in the last month, two having died but a few hours after having been brought in. Parts of dead horses, dogs and cattle are strewn along the trail and people may draw their own conclusion what the sanitary condition will be when the warm sun thaws the surrounding country. Of the reindeer herd which the steamship Centennial brought all have died but two, and last reports are that they are being taken over to Lake Bennett on a sled.

The Dyea or Chilkoot trail for the last ten days has been made almost impossable by warm rains and the snow slides, which has been so disastrous to life and property.

Pneumonia is prevalent here, and also spinal meningitis, the latter being less epidemic than the former. The main causes are bad water, privations and insufficient food, and the authorities are busy with a detachment of soldiers locating unhealthy spots that contaminate the water supply and breed disease.

Messrs. A. Burke, Charles Bridges and Chas. Perkins have located a rich quartz mine about a mile from Dyea and croppings show $60 to the ton. It is expected the property will rival the famous Treadwell.

OF INTEREST TO MEN.

The attention of the reader is called to an attractive little book lately published by that eminent physician, **G. H Roberts, M D., 252 Woodward Ave., Detroit, Mich.** This book is one of interest o every man and its plain and honest advice will certainly be of the greatest value to any one desirous of securing perfect health and vigor. A request for a free and sealed copy will be complied with if addressed as above and the Victoria Colonist mentioned.

TRAVEL BY STIKINE.

It Has Made of Wrangel a Considerable Town With Great Hopes for the Future.

Wrangel, April 1.—As promised I now begs to inform your readers who may be interested in the state of things in Wrangel on my third visit. Last October it was a poor, insignificant town and the population had not the remotest idea of the immense addition of houses which would so very soon appear. In my December letter upon my second visit here I mentioned that every inch of land had been pegged out, but, on arriving here last week by the steamer Islander I was amazed to find that every available piece of land all along the sea front had been appropriated and built upon.

Fort Wrangel hotel, of the Fort Wrangel Commercial Co., under the able management of D. C. Macintyre, the president and treasurer, is now replete with steam heat, electric light, etc., in one hundred rooms. Forty restaurants have been opened and meals are liberally supplied at 25 cents. Stores are very numerous and the old-established firms of Reid & Sylvestre, McKinnon and others, are all doing extensive and profitable business. Gambling is still being carried on, although one of the fraternity was fined $200 last week. The second wharf is now completed and a third wharf, the property of the C.P.R. is progressing. The Klondike Mining, Trading & Transport corporation of London are now building an extensive wharf. The sternwheeler steamer Louise is busily engaged daily plying between Wrangel and Stikine island, taking passengers, horses, cattle and dogs a distance of seven miles. Parties start daily on the ice from the island, the fare being $2.50 per passenger, and freight $5 per ton. With the exception of yesterday's twenty-one passengers per Louise, all those previously taken by the Louise have made considerable progress towards Telegraph Creek, the parties having taken advantage of the past week's favorable cold, dry weather, although the last two days have been rainy and boisterous. The recorder, Mr. McCulloch, of Victoria, is here on his way to Teslin Lake to officiate in that extensive area.

There is much life and activity here. Four sailing ships arrived last night: the Yosemite from San Francisco, with passengers and freight for Skagway, the Colorado, barque, Richard III, and Gleaner, all laden with lumber and coal for this port, and the steamer Alki, detained here with a disabled propeller. There is much delay in obtaining letters and newspapers owing to the immensity of correspondence and the inadequate arrangements at the postoffice. Letters mailed here have to go by American steamers via Seattle and take a longer time in transit. The customs are charging all they can and they cannot do more.

A slick and ingenious attempt at defrauding the U. S. revenue game under my notice. A customs officer having suspicion of a certain box pried it open and found six five-gallon coal oil tins, apparently filled with tallow, but upon chipping it found it was only two inches thick, concealing two square stoppered cans containing in all eighteen gallons of whiskey, which came from Seattle.

Some lunatic having more goats than brains tied nine of them to piles on the beach at low water and when the tide came in the poor inoffensive goats were drowned.

It is anticipated that a great rush will take place here as soon as the river opens, and thirty-five river steamers will ply, the Klondike Trading Co. and the C.P.R. being foremost in meeting the demand.

The steamers Geo. W. Elder and Navarro have returned from Skagway and Dyea, bringing many would-be Klondikers homeward bound. Accounts from those places are by no means encouraging, hold-ups being very prevalent. Many passengers are arriving here from Skagway with the intention of taking the Stikine route in preference to the former, which is overcrowded and becoming more difficult to get through. With the opening of the Stikine and the river steamers running, it is anticipated this will be the most frequented and enjoyable means of access to the Big Salmon and tributaries, where prospects are very encouraging.

LOUIS WATSON.

GOLDSTREAM POWER.

Operations Well Under Way With British Columbia's Long Transmission Plant.

In order to provide greater power at a much reduced cost, the British Columbia Electric Railway Co., of this city, are having installed a complete plant for the longest transmission of power in British Columbia, by the use of which the service to the public will be materially improved in all departments. The work is being done under contract by Hasson & Hunt, mechanical engineers, of San Francisco, whose chief assistant, Mr. W. Meredith, has now been in Victoria for some weeks. The work of installation has proceeded with very few interruptions, and the plant will be in operation by mid-summer. At the present time there is a good trail to the power house, and the road will be completed within a week.

The new power house will be stationed at Goldstream, about twelve miles out. The site is about a mile above the tressel on the E. & N. Ry. at Goldstream canyon. The entire plans for the transmission plant are in the hands of Messrs. Hasson & Hunt, this firm having had sole control of the remodelling of the Los Angeles system, which turned out so successfully under their supervision and instructions. This firm has also been connected with all late remodelling of Coast roads, and ranks second to none in their line.

Mr. W. F. C. Hasson, M.E., senior member and manager of the firm, and vice-president of the American Institute of Electrical Engineers, arrived a day or so ago to go over the ground and see what progress had been made. Being interviewed as to the project, he said:

"The contracts for the electrical and hydraulic machinery and material for the transmission line have been closed and are being rushed through with all alacrity, and the bulk may be looked for any day. The construction is being pushed with rapidity and the system will be run and operated by the Canadian General Electric machinery three-phase system, using rotary converters and transformers to distribute over the line as the two-phase with a voltage capacity of 11,000.

Two Pelton water wheels will be used with a capacity of 600 horse power each, delivering 1,000 horse power in Victoria. Provision is also being made for 600 additional horse power if required, and the capacity of the hydraulic bottom is hard to estimate. The power delivered in Victoria will be sufficient to operate the street railway, electric lighting system, commercial and municipal, and also to furnish considerable power for the operation of stationary motors for manufacturing purposes, elevators, etc. Way for pole line has been cleared to the site and the clearing up process is rapidly progressing."

With such a general remodelling as is sure to follow the investigations and improvements of such able men as Hasson & Hunt, Victoria will soon be able to boast of one of the best and most up-to-date tramways on the Coast. Mr. W. F. C. Hasson left for Vancouver yesterday to inspect the road there and report on its condition to the company.

The visit of Mr. F. Marion Crawford to Victoria will give an opportunity for people to see a writer whose novels have won wide favor throughout the English speaking world. His books have taken their place among the standard works of the great novelists, for they have the true fire of genius and portray life with a fidelity and charm that makes the characters seem real personages. Especially charming is Mr. Crawford's portrayal of Italian life and hence his lecture this evening on Leo XIII. should prove particularly interesting. It deals with the Pope as a man and gives an idea of his domestic life and his character. This afternoon Mr. Crawford will be entertained at an at home at Christ church cathedral rectory, where those who desire to do so may have an opportunity to meet him. Many tickets have already been sold for the lecture in Institute hall and there is sure to be a good house.

A savage dog, while running loose near the garbage wharf yesterday morning attacked and bit a small Italian boy. Constable Abbott, who was on beat in the vicinity shot the ferocious brute.

F. G. Dagg, who has been in the city for some time, has secured his outfit and will leave for the North in a few days via the Stikine route. Mr. Dagg was attracted to the Klondike from Rhodesia, South Africa. He was a member of Dr. Jamieson's band of raiders.

CURES THE WORLD

Rheumatism Banished Like Magic.

A Marvellous Statement—Relief from One Dose.

Mr. E. W. Sherman, proprietor of the Sherman House, Morrisburg, Ont is known by thousands of Canadians, hence the following statement from Mr. Sherman will be read with great interest and pleasure. "I have been cured of rheumatism of ten years' standing in three days. One bottle of SOUTH AMERICAN RHEUMATIC CURE performed this most remarkable cure. The effects of the first dose of South American Rheumatic Cure were truly wonderful. I have only taken one bottle of the remedy, and now haven't any sign of rheumatism in my system. It did me more good than all the doctoring I ever did in my life."—26.

For sale by Dean & Hiscock and Hall & Co.

EPPS'S COCOA

ENGLISH BREAKFAST COCOA

Possesses the following Distinctive Merits:

DELICACY OF FLAVOR.

SUPERIORITY in QUALITY.

GRATEFUL and COMFORTING to the NERVOUS or DYSPEPTIC.

NUTRITIVE QUALITIES UNRIVALLED

In Quarter-Pound Tins only.

Prepared by JAMES EPPS & CO., Ltd., Homeopathic Chemists, London, England.

BY WAY OF VARIETY.

A little burst of woman's song—
"Twould help my heart feel light;
But she who sings it keeps it up
From morning until night.
— Chicago Record.

A Sense of Humor—"Charley dear," said young Mrs. Torkins, "you know you used to say that I had no sense of humor."

"That is true. But I must confess you are getting on."

"I am glad to hear you say so. And I have a treat in store for you. Pretty soon I am going to ask you for a spring bonnet, and I want you to laugh and be good natured, just as you do when you read of such things."—Washington Star.

Money to Burn—Kickham—Fifteen dollars for an Easter bonnet! You must think I have money to burn, my dear!

Mrs. Kickham—Well, haven't you? Another box of cigars came to-day.—Harper's Bazar.

Under a Disadvantage—Lady—What did you mean by applying for a situation without a written reference?

Applicant (apologetically)—If you blaze, ma'am, OI can't wrolte.—New York Evening Journal.

His Yearn — Mrs. Flint (skeptically) — What kind of a job do you want?

Seldom Fedd (with surprising candor)—Any kind of a job dat I can't git mum. —Puck.

Rather Indefinite—Little Girl—Ma wants 5 cents' worth of dog meat.

Butcher—Bologna or frankfurters, miss? —Judge.

"Ah, there, Uncle Abner, you're on deck again, are you?"

"Deed I is, sah."

"I don't suppose you remember that when I met you yesterday you were as full as a tick?"

"Yass, I does, boss."

"You do, eh? But you don't seem to be the least bit sorry about it."

"Beg yo' pahdon, sah, but I is; mighty sorry—sorry dat hit was yesterday instead er terday."—Richmond Dispatch.

"Are your children fond of reading?"

"I should say so. There isn't a book in the house that has a back on it.—Chicago Record.

Office boy—The editor wants the proof of his editorials.

Proof reader—What for?

Office boy—He wants to read 'em.

Proof reader—Humph! No accounting for tastes.—New York Weekly.

Miss Gushington—I, too, Herr Slevewski, should like to become a great violinist. What is the first thing to do?

"Learn to play."—Harlem Life.

200 pairs men's tweed pants, $1.25 pair. B. Williams & Co.

A SIMPLE CATARRH CURE

I have spent nearly fifty years in the treatment of Catarrh and have effected more cures than any specialist in the history of medicine. As I must soon retire from active life, I will from this time on, send the means of treatment and cure as used in my practice, Free and postpaid to every reader of this paper who suffers from this loathsome, dangerous and disgusting disease. This is a sincere offer which anyone is free to accept. Address PROFESSOR J. A. Lawrence, 114 West 32d St., New York.

FREE

Let us send you a Free Trial Package of pleasant and harmless medicine that will go right to the spot and quickly cure you of Constipation, Headache, Dyspepsia, Indigestion, Kidney Troubles, Liver Complaint, Rheumatism and all Blood Diseases. It cures nine people out of ten. Address EGYPTIAN DRUG CO., Form 30, New York.

TURKEY EGGS—Wanted for setting; state price to E. F., box 362, Victoria. ap 10

LICENSE AUTHORIZING AN EXTRAPROVINCIAL COMPANY TO CARRY ON BUSINESS.

"Companies Act, 1897."

CANADA:
PROVINCE OF BRITISH COLUMBIA.

No. 70.

THIS IS TO CERTIFY that "The Dominion Mining, Development and Agency Company, Limited," is authorized 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 Columbia extends.

The head office of the Company is situate at 6 Great Winchester Street, in the City of London.

The amount of the capital of the Company is £100,000, divided into 100,000 shares of £1.

The head office of the Company in this Province, is situate at Nelson, and Charles Kingsley Milbourne, Esquire, whose address is Nelson aforesaid, is the attorney for the Company.

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

(a.) To establish, enter into, promote, carry on, or participate in financial, commercial, merchantile, industrial, mining, manufacturing, and other businesses, works, contracts, undertakings, and financial operations in the Dominion of Canada and elsewhere:

(b.) To acquire, deal in, sell or develop any mines, mining property, mining water, and other rights, grants, leases olaims, concessions, options of purchase or of working or otherwise, stocks and shares leases, mortgages, and deeds of mining property:

(c.) To develop and turn to account any such property, business undertaking or interest, in such manner as the Company shall think fit:

(d.) To carry on as owners or agents, the business of mining, milling, smelting, refining, and assaying in all its branches, and to prospect and develop mining properties generally:

(e.) To construct, maintain and work, rail and tram roads, piers, wharves, docks, and warehouses:

(f.) To develop the resources of such lands, estates, or property, as may from time to time be acquired or leased by the Company by clearing, draining, farming, planting and building thereon, and to act as builders and contractors, farmers and graziers, stock raisers, ship owners, and storekeepers:

(g.) To carry on, either as principal or agents, any other business or employment pertaining to mining that the Company may consider conducive to the objects of the Company, and to perform all business matters and things relating to the promotion of other companies in connection with mining property and business, and the doing of 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 2nd day of March, one thousand eight hundred and ninety-eight.

(L.S.) S. Y. WOOTTON,
m14 Registrar of Joint Stock Companies.

NOTICE is hereby given that sixty days after date I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty acres of land described as follows: Commencing at the S. E. corner post of A. Y. Campbell's claim on west side of Kitimat Inner Harbor, thence 40 chains west, thence 40 chains south, thence 40 chains east to shore line, thence north along shore line to point of commencement.

THEO. M. MAGNESEN.
February 28th, 1898. a4

NOTICE is hereby given that I, John Sealy, within thirty days from date intend to make applications to the Hon. the Chief Commissioner of Lands and Works, for permission to cut and remove timber for sawmill and other purposes on the following described land, situated on the left bank of Stickeen River, opposite the mouth of Clearwater River, in Cassiar District, commencing at a post on bank of river, marked John Sealey's northwest post, thence sixty chains down stream, following bank of river, thence twenty chains east, thence sixty chains north, thence twenty chains west to post of commencement.

16th March, 1898.
ap3 JOHN SEALEY.

NOTICE—Sixty day after date, I, Hugh Sutherland, intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land situate at Kitimat Arm, Coast District: Commencing at a post marked H. Sutherland, southeast corner; said post being situate at the northeast corner of land applied for by D. D. Mann, thence north 40 chains, thence west 40 chains, thence south 40 chains, thence east 40 chains to the point of commencement, containing 160 acres, more or less.

HUGH SUTHERLAND.
Kitimat Arm, February 24, 1898. m10

NOTICE—Sixty days after date I intend to make application to the Honourable the Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty (160) acres of land on the east side of Kitimat Inner Harbor described as follows: Commencing at T. M. Miller's north-west corner, thence 40 chains west, thence 40 chains south, thence 40 chains east, thence 40 chains north to point of commencement.

R. H. SWINERTON.
March 9, 1898. m10

NOTICE is hereby given that two months after the date of the first publication of this notice in the British Columbia Gazette, I intend to apply to the Chief Commissioner of Lands and Works at the Lands and Works Department, Victoria, B C., for permission to purchase three hundred and twenty (320) acres of unsurveyed, unoccupied and unreserved Crown lands situate in Cassiar District on the headwaters of Salmon Creek, a tributary of the Chesley river, and about thirty-five miles from Telegraph Creek Landing, Cassiar District, British Columbia, and more particularly described as follows:

Commencing at the initial post erected at a point on the second or small Salmon Creek lake at the headwaters of Salmon Creek aforesaid, about five hundred (500) feet south of the horse trail; thence running westerly eighty (80)chains; thence southerly eighty (80) chains; thence easterly eighty (80) chains; thence northerly eighty (80) chains to the initial post aforesaid.

CHAS. E. M'DONALD.
Telegraph Creek, 15th March, 1898. ap 9

NOTICE is hereby given that I, James Smith, within thirty days of date intend to make application to the Commissioner of Lands and Works for permission to cut and remove timber for sawmill and building and other purposes on the following described land: Commencing at a post situated on Teslin Lake Trail about three miles from Telegraph Creek, and running thence north one mile, thence east one mile, thence south one mile, thence west one mile to place of beginning.

JAMES SMITH.
March 18th, 1898. ap 9

NOTICE is hereby given that I, Henry Chapman, within thirty days of date, intend to make application to the Commissioner of Lands and Works for permission to cut and remove timber for sawmill, building and other purposes on the following described land in Cassiar District, B.C., Commencing at a post situate on the east bank of Telegraph Creek about 1,400 yards from Stikine river, and running thence one mile north, thence one mile east, thence one mile south, thence one mile west to place of beginning.

HENRY CHAPMAN.
March 18th, 1898. ap 9

NOTICE is hereby given that I, Charles A. Wright, within thirty days from date, intend to make application to the Chief Commissioner of Lands and Works for permission to cut and remove timber for sawmill, building and cordwood purposes on the following described land located in Cassiar District, B. C. Commencing at a post situated about two miles north of Telegraph Creek on the Teslin Lake Trail, thence north one mile, thence east one mile, thence south one mile, and thence west one mile to the place of beginning.

C. A WRIGHT.
March 18th, 1898. ap 9

NOTICE is hereby given that I, H. Maitland Kersey, within thirty days from date, intend to make application to the Commissioner of Lands and Works for permission to cut and remove timber for sawmill, building and other purposes on the following described land in Cassiar District, B.C.: Commencing at a post situated about two miles north of Telegraph Creek on the Teslin Lake Trail, and runing thence one mile north, thence one mile west, thence one mile south, thence one mile east to the place of commencement.

H. MAITLAND KERSEY.
March 18th, 1898. ap 9

NOTICE

All shareholders of Mugwump Gold Mining Company Stock are requested to send their certificates at once to the Secretary to have them registered in the new books of the Company.

Rossland, B. C.

EDWARD BAILLIE,
Secretary.
m14

What better can you drink than

JOHN JAMESON

& SON'S (DUBLIN.)

"Own cased" very old Black Bottle

WHISKEY

Please see you get it with

METAL CAPSULES

Blue.....One Star
Pink.....Two Star
Gold.....Three Star

Of all dealers

Sole Export Bottling Agents to J.J. & S.—

C. DAY & CO., London.

DR. J. COLLIS BROWNE'S CHLORODYNE.

Vice Chancellor Sir W. Page Wood stated publicly in court that Dr. J Collis Browne was undoubtedly the inventor of Chlorodyne, that the whole story of the defendant Freeman was literally untrue, and he regretted to say that it had been sworn to.—Times, July 13, 1864.

Dr. J. Collis Browne's Chlorodyne is the best and most certain remedy in Coughs, Colds, Asthma, Consumption, Neuralgia, Rheumatism, Etc.

Dr. J. Collis Browne's Chlorodyne is prescribed by scores of Orthodox practitioners. Of course it would not be thus singularly popular did it not "supply a want and fill a place."—Medical Times, January 12, 1885.

Dr. J. Collis Browne's Chlorodyne is a certain cure for Cholera, Dysentery, Diarrhoea, Colics, Etc.

Caution—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the stamp. Overwhelming medical testimony accompanies each bottle. Sole manufacturer, J. T. DAVENPORT, 33 Great Russell Street, London. Sold at 1s, 1½d., 2s. 9d., 4s.

NOTICE—Two months after date, we, J. W. Patterson, C. R. Hosmer, C. W. Pardey, and W. F. Madden, intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land situate at the head of Kitimat Arm, Coast District:—Commencing at a post marked J. W. Patterson, C. R. Hosmer, C. W. Pardey, W. F. Madden, S. W. corner, said post being situate on the shore of Kitimat Arm, and at the N.E. corner of land applied for by Anderson, Holt, Robinson and Aveling; thence north 80 chains, thence east 80 chains thence south 80 chains to the beach; thence following the meanders of the beach to place of beginning, containing 640 acres more or less.

J. W. PATTERSON.
C. R. HOSMER
C. W. PARDEY.
W. F MADDEN.
Kitimat Arm, February 21, 1898. m3

NOTICE—Two months after date, we, Wm. Anderson, T. G. Holt, Geo Robinson, and N. C. Aveling, intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land situate at the head of Kitimat Arm, Coast District:—Commencing at a post marked Wm. Anderson, T. G. Holt, George Robinson, N. C. Aveling, southeast corner, situate on the shore of Kitimat Arm; thence north 80 chains, thence west 80 chains; thence south 80 chains, to the beach; thence following the meanders of the beach to place of beginning, containing 640 acres more or less.

WM. ANDERSON.
T. G. HOLT.
GEO. ROBINSON.
N. C. AVELING.
Kitimat Arm, February 24, 1898. m3

NOTICE—Sixty days after date I intendto make application to the Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty (160) acres of land at Bella Coola, described as follows: Commencing at south-east post of lot two (2), Range 4, Coast District, thence south 40 chains, thence west 40 chains, thence north 40 chains, thence east to the point of commencement.

JOHN CLAYTON.
March 9, 1898. m10

NOTICE—Sixty days after date I intend to make application to the Honourable the Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty (160) acres of land described as follows: Commencing at a post on the east side of Kitimat Inner Harbor about one mile from head of inlet thence 40 chains east; thence 40 chains north; thence 40 chains more or less west to the shore; thence south along the shore line to the point of commencement.

D. R. IRVINE.
March 9th, 1898. m

NOTICE is hereby given that I, W. E. Baines thirty days after date intend to make application to the Chief Commissioner of Lands and Works for a special licence to cut and remove timber for sawmill, building, and cordwood purposes on the following described land situate in the District of Cassiar, British Columbia, to-wit:—Commencing at a post planted about three miles southwest of Glenora, thence south 120 chains, thence west 120 chains, thence north 120 chains, thence east 120 chains to the point of commencement, containing 1,000 acres more or less.

Dated at Glenora, 15th March, 1898.
m31 W. E. BAINES.

NOTICE- Sixty days after date I intend to make application to the Hon. The Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty acres of land, described as follows: Commencing at W. E. Oliver's S.E. stake on the west side of Kit'amat Inlet, thence forty chains south, thence forty chains west, thence forty chains north, thence forty chains east, to stake of commencement.

G. A. KIRK.
Dec. 15, 1897. ja29

NOTICE—Sixty days after date I intend to make application to the Honorable the Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty (160) acres of land described as follows: Commencing at the north east corner of D. R Irvine's claim on east side of Kitimaat Inner Harbour, thence 40 chains north, thence 40 chains west, thence south to shore line and along the shore line to D. R. Irvine's northwest corner, thence 40 chains, more or less, east to point of commencement.

M E. OLIVER.
Dated March 9, 1898. m1

NOTICE—Two months after date, I, Wm. McKenzie, intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land situate at the head of Kitimat Arm, Coast District:—Commencing at a post marked Wm. McKenzie, N W. corner, said post being on the shore of Kitimat Arm, and at the S E corner of D. D. Mann's land, thence north 80 chains east boundary of said D. D. Mann's application to purchase 40 chains; thence east 40 chains, thence south 40 chains to the beach; thence following the meanders of the beach to place of beginning, containing 160 acres more or less.

WM. McKENZIE.
Kitimat Arm February 21 1898 m3

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a special licence to cut and carry away timber, on the following described lands:—Commencing at a post marked "James Cran," northwest corner, a stake on the north fork of Eagle Creek, about four miles from Slocan Lake; thence running 125 chains east; thence 80 chains south; thence 125 chains west; thence 80 chains north to the place of commencement: containing 1,000 acres.

JAMES CRAN.
7th March, 1898.

NOTICE—Sixty days after date I intend to make application to the Honourable the Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty (160) acres of land on the east side of Kitimat Inner Harbor described as follows: Commencing at T M Miller's southeast corner post, thence 40 chains west thence 40 chains north, thence 40 chains east to shore line, thence south along shore line to point of commencement.

T. M. MILLER.
March 9th, 1898. m10

NOTICE—Sixty days after date I intend to make application to the Hon. Chief Commisioner of Lands and Works for permission to purchase one hundred and sixty (160) acres of land described as follows: —Commencing at J. James Carthew's southeast stake in the Kitimat townsite, thence 40 chains south, thence 40 chains west, thence 40 chains north, thence 40 chains east to stake of commencement.

ALFRED MAGNESON.
December 15th, 1897. a4

NOTICE is hereby given that two months after date I, E. E. Bell, intend to make application to the Chief Commissioner of Lands and Works for permision to purchase the following described lands to the west bank of the Stikine River adjoining the Government Townsite of Glenora, in the District of Cassiar, to wit:—Commencing at a post marked "E. E. Bell's southeast corner," being the northeast corner of Glenora Townsite, thence north forty chains, thence west forty chains, thence south forty chains, more or less to the bank of the river, thence forty chains easterly along the bank of the river to the place of commencement, containing 160 acres more or less.

Dated at Glenora, March 14th, 1898.
E. E. BELL.
Witness, J. S. Smith.

B.C. STEAM DYE WORKS, 141 Yates Street, Victoria. Ladies and gent's garments and household furnishings cleaned, dyed or pressed equal to new. e13-1y-daw

HOME WORK FOR FAMILIES.

We want the services of a number of families to do work for us at home, whole or spare time. The work we send our workers is quickly and easily done, and returned by parcel post as finished. Pay $10 to $30 per week. For particulars ready to commence send name and address. The Star Card Supply Co., London, Ont.