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HOME.

cannot help but praise Peruna. I ever without it, and as soon as I the children have the least cold I them Peruna. A few doses helps , and I hope that every one who my testimony will try Peruna as a friend indeed." Thankfully MRS. PAUL PESCHEL, 14 Quitman St., Newark, N. J.

A Safe Family Doctor.

una has been used in many other s with the same results. The fol- g are samples: Mrs. M. E. Sey- , Dye, Ga., writes:

am ready to speak a few words in of Peruna and Manalin. I have them for nearly every ill of life for lf and family, and find them to be e doctor claims them to be. Peru- red me of female trouble when my r could not. My advice to all suf- g women is, consult Dr. Hartman. he has done for me he will do for —Mrs. M. E. Seymour.

Peruna Added 40 Pounds.

. Maria Goertz, Cleo, Oklahoma, s:

y husband, children and myself nsed your medicines, and we al- keep them in the house in case of sity."—Mrs. Maria Goertz.

Hartman's latest book on catarrh be sent free upon request to any ss. This book contains ninety-five of interesting reading matter, and e found invaluable to mothers in t them to guard against and cure many little catarrhal ailments of en that come with the severe er of winter.

"The Ills of Life," which can be sen description of all catarrhal diseases

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CHLORODYNE

Chancellor Sir W. Page Wood publicly in court that Dr. J. Collis e was undoubtedly the inventor oroodyne, that the whole story of fendant Freeman was literally and he regretted to say it had sworn to.—Times, July 13, 1864.
Collis Browne's Chlorodyne is the and most certain remedy in hs, Colds, Asthma, Consumption, ralgia, Rheumatism, etc.
Collis Browne's Chlorodyne is cribed by scores of Orthodox pract ers. Of course it would not be singularly popular did it not ly a want and fill a place."—Med Times, January 12, 1885.
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on—None genuine without the "Dr. J. Collis Browne's Chloro on the stamp. Overwhelming testimony accompanies each Sole manufacturer, J. T. DAV RT, 33 Great Russell Street, Sold at 1s. 1½d., 2s. 9d., 4s.

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—That very desirable country resi known as "Glenora," situate at h, consisting of 160 acres of land dern dwelling house, good barns, outbuildings and orchard. Full ars on application to Holsterman 75 Government Street.

STOCK TAKING SALE

100 Boys' School Suits, reduced to $1.00 each.
75 Boys' Pea Jackets, reduced to $1.00 each.
150 Boys' Cape Overcoats, reduced to $1.00 each.

These Prices For Cash Only.

Men's Waterproof Cravenette Raglans, Macintoshes and Overcoats. Half Price for cash.

B Williams & Co.
68 AND 70 YATES STREET.

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2 for 25c.

New Placers Of the North

Steamer Amur Brings News of Further Rich Discoveries of Gold.

More Finds on Eldorado—Strike on the Chenoa—Gold on Mush Creek.

Steamer Amur arrived yesterday morning, bringing eleven passengers and a budget of recent advices from the northland. News was given of new finds in the Klondike, the Tanana and the Koyukuk, and two miners have reached Haines Mission from a new-found creek in the Canadian Porcupine, with $10,000 to show for two months' work. News was also given of a tragedy of the trail, of development at Atlin, and mild weather prevalent at Dawson.

Second bedrock has been struck again on Eldorado—this time on the bench claim on the right limit adjoining No. 27. The claim is owned by Horsman & Dunn, and they are getting big pay from the second bedrock. Pans obtained run from $1 to $5, and among other gold was a $12 nugget. In consequence there is talk of sinking prospect holes on other claims.

The depth of the second bedrock on No. 27 beneath the first bedrock is 30 feet. Starting on the first bedrock, the men passed through 12 feet of hard-pan and other almost refractory earth, and then came on the gravel lying above the second bedrock. After passing through this gravel to within a short distance of the second bedrock, they struck pay.

The Dawson News of the 27th says Burnham, coming into Dominion about 183 below lower, is the latest mecca of the stampeders. A number of the mushers have started for the creek early this week, as the result of a report spread that a prospector had found something on the stream about 25 feet deep.

STAMPEDERS BUSY.

"The town of Circle is deserted," says the Dawson News, "by all men save the storekeepers. The crowd has gone to the new diggings, which are on Good Pasture creek, a tributary of the Chenoa, which in turn flows into the Tanana. There are, perhaps, 150 men gone from Circle.

"The pay on Good Pasture runs from four to seven cents to the pan, and the average layer of dead material, which is muck, over the pay dirt is four to five feet.

"Not only on Good Pasture itself, but on several streams tributary to it, and on another 75 miles southeast, pay has been struck.

"To enter the Good Pasture country, one can go in over the trail which leads from Eagle to Valdes, or can follow the trail out from Forty-Mile."

ANOTHER STRIKE.

Rich ground has also been found in the Canadian territory in Porcupine district. Two prospectors—A. Bronson and J. F. Miller—arrived at Haines Mission on January 12, and to the correspondent of the Skagway Alaskan at Haines Mission Mr. Bronson exhibited $5,000 in gold dust taken from a tributary of Mush creek, about 150 miles a trail from the coast. Miller had an equal amount of dust. Both men claim they worked only two months on their property.

Bronson said they had a big thing, and were keeping the exact location in the dark. He says they will return early in the spring with several friends whom they will let in on the find.

RUSH TO KOYUKUK.

According to advices from Dawson on January 7, great interest was being taken there in the new finds made in the Koyukuk district. A party went from Dawson from Coldfoot, in the new district, D. A. McKenzie, the United States commissioner there, says that before the freeze-up a $660 nugget was found. The great drawbacks of the district are the poverty of the miners and the great cost of provisions. Pay extends over a great area, and Mr. McKenzie will be greatly disappointed if the district does not turn out to be a great producer.

In consequence of the stampede that is now brewing at Dawson, the price of dogs for use on the trail has gone up to between $40 and $75.

Never since a United States consulate was established at Dawson, says the Dawson News of January 7, has there been such a demand for American powers of attorney as were acknowledged before Consular Clerk F. W. Clayton yesterday.

FOR INCORPORATION.

A despatch from Dawson on January 14 says a canvass of the votes cast at the city election on the 9th instant resulted in a majority of 97 for an elective council as against an appointive commission. Six hundred and eighty-seven votes were cast.

The election for city officers will probably be called to take place early in March. The prospective candidates for mayor are Court Clerk McDonald, A. D. Williams, and Dr. Thompson.

RAILWAY SURVEY.

The Skagway Alaskan says it has information from White Horse to the effect that on Friday morning two surveyors and three assistants left there with instruments and two months' supplies, their destination being the Takeena river.

Further reports are that this party is to make a snowshoe survey up the river, tap the Arkell Lake district, terminating their work at the boundary line at Porcupine.

DAWSON POLICE COURT.

A Dawson despatch of January 14 says: "Eugene Rush last night struck Eva Williams, a dance hall girl, with his fist, breaking her nose. He was arrested, and this morning fined $50 and costs in the police court. Julien Labbe was arrested this morning for selling liquor to Indians."

FROZEN TO DEATH.

Joseph Ligler, of the Middle LaBarge Road House, froze to death on the night of January 8 on the trail while en route from White Horse to his home. A storm blew up while he was on the trail, and when within a mile of his home it raged with terrible velocity, drifting the snow in a manner to intensify the darkness of the night. The lantern he was carrying evidently blew out, and while he was trying to relight it he must have lost the trail. Realizing that he was freezing, he crawled a distance of 75 feet before losing consciousness. The body was found next day by Mr. Terrill, a packer, and was taken on to the road house. The police have been notified. His family reside in San Francisco.

ATLIN DEVELOPMENT.

According to advices from Atlin by the steamer Amur, all along Spruce creek much drifting is being done. The Sunrise company, which has devoted most of its energies to development, is now drifting in good pay, and expects to reap a good harvest next spring, to pay for the extensive preliminary work it has done on its extensive property.

There is considerable drifting also being done on the benches, not only on Spruce, but on a number of the other creeks.

The Companie Miniere de la Colombie Brittanique, that has done so much expensive dead work on Boulder creek, and quit sluicing at the end of the season in good pay, is also doing considerable drifting this winter.

Prospecting on the quartz ledge that was struck on Discovery and runs through the Yellow Jacket and Rock of Ages claims, will also progress during the winter.

NO PLATINUM.

Reports emanating from Montreal and Vancouver that the miners of the Klondike are daily throwing away platinum nuggets to the value of thousands of dollars are not credited at Dawson. The assayer for the Canadian Bank of Commerce at Dawson was asked recently if he knew such to be the fact, and his answer was in the negative. He said he had watched for platinum ever since he has been assayer for the bank, and he has never seen any evidence of it.

He was particularly positive that no platinum nuggets have ever been seen in this country, and has watched more or less closely for platinum in any form. He says he does not believe there is any there, and if there is, it must be in the form of an alloy with gold.

AN ICE FISHERMAN.

M. Branfield has an original industry. He furnishes fish on contract to Dawson parties, which he catches through the ice several miles from White Horse. He has a tent on a sled, which he moves over the ice, and makes his catch through holes cut for the purpose. He brings in a horse load from 600 to 700 pounds every time he returns to White Horse.

Palatable as Cream.—"The D. & L." Emulsion of Cod Liver Oil, for those suffering from severe coughs and hemorrhages, is used with the greatest benefit. Manufactured by the Davis & Lawrence Co., Ltd.

DRAG-NET OF THE POLICE

Photographer Arrested For Stealing Outfit Many Months Ago—An Attempted Suicide

Sheriff Wells of Mount Vernon, Wash. was a passenger for the Sound on the steamer Majestic last night, and with him went Ernest Hayden Yonge, a Dane, 36 years of age, who was arrested by Detective Palmer a few days ago, for an offence committed at Mount Vernon in October last. Then Mr. Yonge was at Anacortes and he is alleged to have stolen the photographic outfit, from Schmidt, a photographer of Anacortes. He was arrested at Aberdeen, by Sheriff Wells on November 16, but managed to escape. He explained to the sheriff that the arrest was all a mistake and asked that he be given time to collect some money due on photographs in his studio. The sheriff consented, and he sat in the gallery all day while the photo man did business. Towards evening Yonge went into the finishing room and failed to return. He had jumped from the window. He was seen in Orequiam that night, but escaped via the woods. He remained hidden until about a week ago, and then he came to Victoria, where he secured employment in Blair's photo gallery on Yates street. His description was in the hands of the local police, and Detective Palmer soon located the long-wanted man. Chief Langley then telegraphed to Sheriff Wells, and the Sheriff replied asking that he be held. Detectives Palmer and Perdue arrested him on Saturday and yesterday Sheriff Wells came to take him back to the Sound. Yonge at first fought against his being taken back, but afterwards went willingly.

TIRED OF LIFE.

Louis Vigor, a Frenchman, was arrested by the local police last night charged with attempting suicide. Vigor last night attempted to jump from the E. & N. bridge, but by-standers interfered. He was seen to be gazing at the water and suddenly took off his coat and waistcoat, and started to climb up on the rail to make ready for the plunge. This was about 5 o'clock, and there were a number of people on the bridge, some of whom stopped the Frenchman from committing the rash act. The police were telephoned to and Sergeant Hawton proceeded to the scene and arrested Vigor who is believed to be of unsound mind.

There was only one vacant cell at the lock-up last night. With the drunks gathered in, those in for safe keeping, "trusties" and those under sentence all the rooms in Jailor Conlin's hotel were occupied, but one.

Last night the police found three suits of underwear, three sweaters, and one drum coat on Store street.

DROPPED DEAD.

Mrs. Mary Merryfield Suddenly Expires After Debarking From Street Car.

Last evening Mrs. Mary Merryfield dropped dead at the corner of Cook and Alfred street. Mrs. Merryfield took passage on the Spring Ridge car with her daughter and granddaughter, bound home to her residence on Alfred street, and after debarking from the car, she fell dead, having, it is believed, had a paralytic stroke. Dr. Herman Robertson was called, but he found that the late Mrs. Merryfield had died almost instantly. Mrs. Merryfield has lived in Victoria for fifteen years. Her husband died in Vallejo, Calif., in 1882. She leaves two sons, William J. Merryfield, track foreman of the B. C. Electric railway for the past eight years; Mr. John Merryfield, and two daughters, Mrs. John Berryman and Mrs. John Rentree, eleven grandchildren and five great grandchildren. The funeral will take place at 2:30 p. m. tomorrow from the rooms of the B. C. Funeral Furnishing company.

No Tidings Of The Condor

On January Fifteenth Overdue Warship Had Not Reached Honolulu.

The News Was Received at San Francisco By Steamship Alameda.

News has been received from Honolulu to January 15 and the Condor has not been heard of. The missing sloop-of-war, with her complement of 140 souls, which sailed from Esquimalt on the morning of December 2, and was scheduled to arrive at Honolulu on December 13, was still missing, although four times as many days had elapsed as the number in which she was expected to voyage to Honolulu. The cheerless news was received in San Francisco by the steamer Alameda, which sailed from Honolulu on the morning of January 15 and up to that time—44 days from the time the Condor sailed out of the Straits—nothing had been heard of the long overdue warship.

The Moana was to leave Honolulu on the same day as the Alameda and she will not bring much later news from the islands than the Alameda—but her arrival is awaited with interest in the hope that in the short interim—some news of the Condor may have reached the islands.

The fact that the Condor sailed out of the Straits on the eve of the awful gale in which the Matteawan went down, has given many the impression that the Condor has met with accident, but on the other hand naval officers at Esquimalt are still hopeful that the Condor will yet arrive safely.

Capt. Fleet, of H. M. S. Phaeton, which left on Monday afternoon to search for the overdue sloop, was of the opinion that she had run short of coal, or possibly broken her shaft, and was sailing to the islands in the face of the heavy head winds, which are known to have prevailed for some time past. In instanced cases where other warships have taken as long as 45 days to reach Honolulu, and where liners have drifted without their propellors and under scant canvas for months, as in the case of the Strathnevis, which was 75 days at sea on a voyage from Yokohama to Victoria, the Perthshire, which drifted for three months in Australian waters, or the more recent case of the steamer Waikato, which was so long adrift in the south seas, until a steamer took her in tow and brought her to port.

Capt. Simpson of H. M. S. Egeria, who is now commanding officer of this station, is also hopeful that the Condor will arrive in port eventually. He is of the opinion that the Condor has probably been delayed in sailing to the islands, having either had a breakdown in her engine room, broken her shaft, or run short of coal. She is a small vessel and cannot carry a large supply of coal. Having to battle with stormy winds and heavy head seas, her engineers would in all probability endeavor to husband their coal, of the quality of which there were many complaints for some time before she left port. They will require a quantity for their condensers, and the vessel when running short, would without doubt have proceeded under sail. In this event, with her scant supply of canvas, and record as a slow sailer; had she been driven from her course by storms she would take all of 45 days and perhaps more to go to Honolulu.

Another opinion advanced by some of the naval men at Esquimalt is that the Condor when driven from her course by storms, may possibly have continued under sail to the Pitcairn islands, and the other islands of the south seas, where the cables do not touch. Her ultimate destination was the Pitcairn islands, but she was to have gone by way of Honolulu and was scheduled to arrive there on December 13.

The missing Condor is one of seven vessels of the same type which were laid down by the builders in England at the same time. One of this class of vessel was the sloop-of-war Wasp which was lost about five years ago. She was never heard of after sailing from England, and of her total complement none escaped, and not a vestige of the wreck was ever found. The Condor is a new vessel, being the fourth of that name in the British navy. She is of 980 tons, 1,400 horse power, and carried in all 140 men. She is commanded by Capt. Clifton Sclater, well known as a capable sailor, whose wife is a resident of Victoria. Other officers of the Condor are Lieutenants James B. Mason, Hay Winthrop and Henry V. T. Proctor; surgeon, Thos. S. Hartley; assistant paymaster, William H. Franklin; gunner, Arthur D. A. Burns; and artificer, George J. Ditton. With the exception of Lieut. H. V. T. Proctor, all her officers joined the Condor when she was commissioned at Chatham in November 1, 1900. Lt. Winthrop joined the vessel on April 2, last.

The Condor made a good passage out to this station, but when at Panama some of her crew contracted yellow fever and the vessel was quarantined on arrival here. There were several deaths at Panama. After spending some time at Esquimalt the warship went to the Behring Sea last fall to patrol the sealing grounds and her next cruise was her present one.

Local opinion is strong in favor of Pyny-Balsam. It cures coughs and colds with absolute certainty. Pleasant to take and sure to cure. Manufactured by the proprietors of Perry Davis' Pain-Killer.

DEGREE OF HONOR.

A Branch of the A. O. U. W. That Has Done Much Good.

The following communication addressed to the various A. O. U. W. organizations, was read in the local lodges last week, and as the objects of this branch of the order are such as are bound to prove of interest to all heads of families, it is here produced in full:

Recorder A. O. U. W.:

Dear Sir and Brother: Every influence that increases your membership; that brings your order into prominence; that develops your social features and binds more closely the fraternal ties, is of material interest to you, individually and collectively. It is only by these different influences and helps that your order is enabled to make the gains in membership necessary to keep down your assessments and provide you with a cheap protection for your families.

The degree of honor is one of the most potent factors in aiding the A. O. U. W. on these lines of work. You need the aid and assistance of this auxiliary to enable you to take advantage of your privileges, and cope with rival orders. It will strengthen you socially and add to your own membership materially.

Our Beneficiary department is no longer an experiment, but in reality furnishes brother Workmen and their wives, daughters, mothers, sisters and blood relatives the cheapest and best insurance known. If you wish for extra protection, become a member of the degree of honor, and take advantage of this branch of our order. Also give your ladies the opportunity of carrying protection for their loved ones. Let them have the satisfaction and comfort of feeling that they have thrown around those who are near and dear to them a sure and safe protection.

The Ancient Order of United Workmen was instituted for the protection of the homes of its members, to throw around woman and her children a safeguard against want, privation and poverty, and thousands of women and children of our fair land thank God for this great order that has given them a home after the husband and father has passed over the River. From many hearthstones the prayer arises from the lips of little helpless children and frail women: "God bless and keep the Ancient Order of United Workmen."

No nobler work was ever given to man or woman to do than the mission entrusted to our great order, and, brother Workmen, is there not something in this line of work that your wife, daughter, son, mother or sister can aid you in. Have you not a place for them to work in this order that has done so much for the women of our land.

Therefore, brother Workmen, do not longer delay, but make a beginning now, and institute a Degree of Honor lodge, that your families may learn more of the lessons of charity, hope and protection, and constancy, honor and purity.

Trusting I may soon hear favorably from your lodge, and with best wishes for your success, I am, fraternally yours,

ELLA H. SANTOR,
Superior Chief of the Honor.

Revival.—Special meetings will be held at Calvary Baptist church each night throughout the present week, when the Rev. A. W. McLeod, of Kamloops, will be the speaker. The meetings begin each night at 8 o'clock. The public are cordially invited to attend.

ONLY A LITTLE BACKACHE.

That is the first unmistakable symptom of diseased kidneys, an ailment which no one can neglect without inviting Bright's disease, diabetes, rheumatism, and the most painful and fatal maladies. At the first sign of backache and urinary disorders, use Dr. Chase's Kidney-Liver Pills, and you can be certain of prompt relief and cure. One pill a dose; 25 cents a box.

No substitute for "The D. & L." Menthol Plaster, although some unscrupulous dealers may say there is. Recommended by doctors, by hospitals, by the clergy, by everybody, for stiffness, pleurisy, &c. Made by Davis & Lawrence Co., Ltd.

SHIPPING DEAL FAILS.

Attempt at Great Combine of Trans-Atlantic Line Falls Through.

London, Jan. 21.—A representative of the Associated Press has secured an authoritative statement regarding the rumored shipping deal which, while confuting the representation of the amalgamation of the several lines, reveals that negotiations towards a great amalgamation are being conducted on a larger scale than hitherto hinted at. What has actually happened is this: Every line trading between England and America, except one, has agreed to a freight rate combination upon a basis considerably higher than the rates at present in force. That one exception, however, threatens to upset the prolonged negotiations, for today 15 firms, constituting about 50 per cent. of the firms interested, withdrew their previous consent, declaring that unless this one exception came in the combine would be valueless. The line which has so disarranged the calculations is a comparatively new one, and plies between London and the United States.

A representative of one of the lines most intimately concerned said that it looked today very much as if the whole plan would fall through, though he admitted that strenuous efforts would be made to persuade the backsliders to come in again and leave the unimportant exception to fight its battles.

The reports of a financial amalgamation between the White Star, American, Atlantic Transport and other lines are strenuously denied.

Fortify the system against disease by purifying and enriching the blood—in other words, take Hood's Sarsaparilla.

KITCHENER'S REPORT.

Tells of Successes Against Boers For the Week.

London, Jan. 21.—Lord Kitchener reports that since January 13 31 Boers were killed, 13 were wounded, 170 were made prisoners, and 41 surrendered.

HON. W. HARTY ILL.

Catches Pneumonia During Elections in Ontario.

Kingston, Ont., Jan. 21.—Hon. W. Harty is seriously ill with pneumonia, contracted while electioneering last Wednesday.

A long record of success in curing cuts, burns and bruises, as well as all bowel complaints, is held by Pain-Killer—over 60 years. Avoid substitutes, there is but one Pain-Killer, Perry Davis'. 25c. and 50c.

ENGAGEMENT BROKEN.

Marconi and Miss Holman Agree Not to Marry.

New York, Jan. 21.—Mrs. H. B. Holman, of this city, announced today that her daughter Josephine had asked Guglielmo Marconi, the developer of wireless telegraphy, to release her from her engagement to marry him, and that Mr. Marconi had complied with her request.

UNIMPEACHABLE.

If you were to see the unequalled volume of unimpeachable testimony in favor of Hood's Sarsaparilla, you would upbraid yourself for so long delaying to take this effective alterative and tonic medicine for that blood disease from which you are suffering.

It eradicates scrofula and all other humors and cures all that inward and outward effects.

Take Hood's.

Along the Waterfront

Capt Ferris of Victoria Wins Success on the China Coast.

Amur Brings No News of Missing Members of the Bristol's Crew.

Capt. Ferris, a native son of Victoria, and a grandson of Alderman Kinsman, is winning laurels on the China coast. He is one of the youngest master mariners on the China coast and recently he found the Norwegian steamer Skuld disabled and towed her to Hongkong a distance of 600 miles from where the Pakshan, which vessel will be remembered here, for she was one of the steamers attracted to Victoria by the business opportunities afforded by the Klondike rush, found her in distress. The Pakshan, with Capt. Ferris are likely to win a tidy sum for salvage. Speaking of Capt. Ferris's towing feat, the China Mail says: "It is always pleasing to hear of a difficult work undertaken and well carried out. This is the case under notice. The Norwegian steamer Skuld was found by the French Mail with a broken shaft a short distance from Tourون; she was towed into that port and arrangements were made with Captain Ferris of the S. S. Pakshan (Messrs. Bradley & Co.) to take her to Hongkong. A four inch wire hawser was made fast with some fathoms of ship's cable in the centre of a spring and the Skuld was brought to Hongkong a distance of over 500 miles without a break. The whole performance reflects great credit on Capt. Ferris (by the way, the youngest captain on the China coast) and his officers, as although no gales were met with, a lumpy sea was running and six knots were made.

SMUGGLERS AT WORK.

Evidence Found by Officers of the Revenue Cutter Bear.

A despatch from Santa Barbara says: The United States revenue cutter Bear is in the harbor, having come from San Diego, under orders from Washington, to investigate the alleged smuggling of Chinese and opium into the country at this port. The cutter has visited several islands in the Santa Barbara channel and, according to the statement of one of the officers, evidence that smuggling has been carried on within the past few months was found on Santa Cruz and the other islands of the group.

SEA BEGGARS.

Junk Men of the Inland Sea Are Novel Mendicants.

The steamer Iyo Maru, the latest acquisition of the fleet of Nippon Yusen Kaisha liners, in service between Yokohama and the Orient and Seattle, via Victoria, is expected to reach port on Monday next. Capt. Parsons is in command. According to advices brought by the steamer Victoria, Capt. Parsons has given the Hongkong papers an account of "the sea beggars of the inland sea," who follow a novel calling. While the Iyo Maru was bound from Kobe to Hongkong with a fresh monsoon blowing from the northeast, the officer of the watch reported a large covered-in Chinese junk at anchor, with masts unshipped, waving a flag and making signals for water, etc. Capt. Parsons stopped his vessel and sent Mr. Franklyn, chief officer, with No. 3 lifeboat, to render the required assistance. He reported the crew to consist of six men, the masts and sails were intact, and the junk had sufficient water and food. Capt. Parsons says this is not the first time he has been stopped by these sea beggars, and he wishes to caution others, who, in the interest of humanity, are likely to risk the lives of a boat's crew—for the junks roll heavily at anchor and consequently there is no lee side—only to find that the junk's crew has plenty of food and only attracted attention to beg for more.

The steamer Idzumi Maru, of this line, Capt. Curnow, which has been placed on the Bombay route, sunk a junk on December 14 when bound to Hongkong. The junk had a crew of 27 and was engaged in fishing. She was near the Saddle islands on the evening of December 14, when the liner came upon her suddenly and cut her down. Capt. Curnow and his crew saved the Chinese with their boats and took them to Hongkong. The crew of the liner reported that there was no light on the junk until the steamer was right upon it, and then a bright light was seen at the mast head. The steamer ported her helm, but it was too late to avoid a collision.

ABSOLUTE SECURITY.

Genuine
Carter's
Little Liver Pills.

Must Bear Signature of
Brent Good

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS.
FOR HEADACHE.
FOR DIZZINESS.
FOR BILIOUSNESS.
FOR TORPID LIVER.
FOR CONSTIPATION.
FOR SALLOW SKIN.
FOR THE COMPLEXION
GENUINE MUST HAVE SIGNATURE.
Price 25 Cents. Purely Vegetable.
CURE SICK HEADACHE

LAST OF THE HOODOO.

The United States Torpedo Destroyer Goldsborough Accepted.

After several years of refusal the United States government has at last taken over the torpedo destroyer Goldsborough, built by the now bankrupt firm of Wolff & Zwicker, of Portland. The contract price was $215,000; of this $175,000 has been paid.

Unfortunate is a peculiarly mild designation of the hard luck which has pursued the Goldsborough. Its failure to come up to expectations, so that it could have been accepted by the navy department after the official trial trips, is generally credited with being responsible for the financial troubles of the Wolff & Zwicker company, resulting in the firm being declared bankrupt by the courts. The torpedo boat destroyer was designed by Fred A. Ballin, of Portland, and is of the following dimensions: Length, 200 feet; depth, 15½ feet; beam, 20 feet; displacement, 250 tons. Her engines are 6,000 horse-power, and the specifications required an average speed of 30 knots an hour for two consecutive hours before acceptance by the navy. Work was begun in 1898, and she was launched in 1900. She has had trial trips periodically since launched and few have passed without accident. None were successful and the craft was ultimately generally known as "the hoodoo Goldsborough."

THE LOST BRISTOL.

No Word Has Been Received at Northern Ports of the Missing Men.

Steamer Amur, which arrived yesterday morning from Skagway, reports that no word has been received at Ketchikan or Tongas, of any survivors of the lost collier Bristol, which ran on the reef off Green island on January 3 and was lost, save the slight hope held that some of the unfortunate seven men may have been saved, has been abandoned. The Amur cruised about the vicinity of the wreck for several hours for her up-trip, and when she went in to Ketikikan she was received there that several of the small steamers, mostly cannery tenders, had made a cruise about Dixon Entrance and the vicinity of the wreck to search for the missing seven men, but no trace of any boat or men, or, in fact, of the steamer herself, was discovered. No wreckage has been found from the steamer, which has evidently gone to the bottom, carrying everything with her. There is about 34 fathoms where she went down.

LIGHT CHANGED.

The fixed red light, heretofore shown from the south extremity of the main refuse dumps on Gallows point, at the entrance to Nanaimo harbor, eastern coast of Vancouver island, will, on the 31st instant, be discontinued. On the same date a fixed red light will be established on the north edge of the mud flats, on the southern side of the channel opposite Gallows point.

The fixed red light is elevated 18 feet above high water, and should be visible three miles from all points of approach by water. The illuminating apparatus is a pressed glass lens. The light is shown from a small square wooden tower, eight feet high, erected on a platform supported by piles. The tower is painted white and the remainder of the structure black. The piles on which the tower stands are in six feet at an ordinary low water. From the light the spire of the Wesleyan church bears south 57 deg. west, distant 5,030 feet; and the westerly extreme of Protection island coal wharf and west tangent of Protection island (cliff about 10 feet high) in line bear north 50 deg. west.

Capt. J. T. Walbran, master of D. G. S. Quadra, reports that a rock of small extent with 17 feet of water on it has been found in Nanaimo harbor, on which two steamers loading coal have recently grounded. The rock lies south 48 deg. east about 45 feet distant from the outer southeastern extreme of the coal wharf at Protection island, and close to the 24 feet marked on Admiralty chart No. 573.

LONG LIFE IS INHERITED.

This statement you can prove by investigation. When a person whose ancestors had long lives dies in middle age you can in nine times out of ten trace the cause to disordered kidneys and consequent suffering from Gright's disease, rheumatism, fatty heart or dropsy. Dr. Chase's Kidney-Liver Pills prevent and cure these fatal and painful diseases as no other preparation was ever known to do. One pill a dose, 25 cents a box.

FITZ FAILS DOWNSTAIRS.

Big Pug Has Accident Seriously Injuring Him.

New York, Jan. 21.—Bob Fitzsimmons, the ex-champion heavyweight pugilist, fell down a flight of stairs in the Orpheum theatre today. It was believed that he was seriously injured. He complained of very severe pains in his back and side, and it was feared his spine had been hurt.

The well known strengthening properties of Iron, combined with other tonics and a most perfect nervine, are found in Carter's Iron Pills, which strengthen the nerves and body, and improve the blood and complexion.

DANISH WEST INDIES.

People Object to Being Sold Like Cattle to United States.

New York, Jan. 21.—Franz von Jessen, special commissioner from the Danish government to the Danish West Indies, sailed for Bremen today. He has been ascertaining the sentiment in St. Thomas, St. Croix, and St. John, on the proposed sale of the islands to the United States. The Danish commissioner says that when he arrives in Copenhagen he will suggest that the question of selling the islands be submitted to a vote of the people of Denmark. Nine-tenths of the people of the Danish West Indies, he claims, are opposed to any change.

A Progressive Corporation

Improvements Made By British Columbia Electric Railway In 1901.

Large Capital Expenditure on Buildings, Plant and Line Extensions.

The British Columbia Electric railway company, limited, is rightfully classed as one of the most progressive corporations doing business on the Canadian Pacific Coast. From its inception the company has always proved to be alive to the needs of its patrons, and it has kept pace with the times by continual improvement of its road bed and rolling stock, taking advantage of the latest discoveries in electric transit and giving the benefit to the public. Fault has sometimes been found with the car service, but those who cry out for more cars and more frequent trips should remember that the company is catering to a somewhat small community, scattered over a large area, and that the problem of making a schedule that will provide equal accommodation to residents of all portions of the city and suburbs is a very difficult one; which is continually occupying the minds of the executive, and it must be acknowledged that they have been very slow in improving the service but are continually on the alert to make it as perfect as possible.

During the past year the company made extensive improvements on their Victoria system, in the way of buildings, rolling stock, new rotched, sidings, and extension of its lines. Among these may be mentioned the fine new car sheds which are just approaching completion; three palace cars for the Esquimalt service (which are held in reserve awaiting the building of the new Point Ellice bridge), the new double track on Birdcage Walk, and Superior street, which secures an improved service on the Beacon Hill and Outer wharf sections; the extension of the Fort street section from the Jubilee hospital to the Willows, for the accommodation of visitors to the Exhibition, and the putting in of a number of sidings which give extra facilities for handling crowds on particular occasions. All the new rails, it may be mentioned, are of heavy steel and of the latest and most approved pattern.

The cost of these improvements is as follows:

New car sheds	$19,000
New palace cars	18,000
New double tracks	10,000
New switches on Fort street	5,500
Extension to the Willows	4,000
Total	$56,000

The company also made great progress during 1901 in the matter of electric lighting, a branch of its business almost equal in importance to the street car service. Electric lights are rapidly coming into favor in preference to all other modes of illumination, and the extraordinary increase in the demand for lights made on the company during the past 12 months necessitated a very considerable outlay on new buildings, plant and extensions of the distributing mains to all parts of the city.

The expenditure for the year was as follows:

New machinery at Goldstream	$22,000
Enlargement of Goldstream power house	3,000
Extension of mains	27,000
Total	$52,000

This, with the $56,500 laid out in improvements to the street railway, makes a grand total of $108,500, of capital expenditure during the year, and is exclusive of the ordinary expenditure for operation and maintenance of the lighting system and street car service, which amounts to between $8,000 and $10,000 per month, the bulk of which represents wages of the employees.

The company has now under consideration the extension of the system along the Gorge and Craigflower roads, forming a loop with the existing lines, which, if constructed, will be a great convenience to the residents of those portions of the city, besides affording easy access to the upper portion of Victoria Arm, the city's most favorite pleasure resort, while the loop itself would without question be largely patronized for the sake of the beautiful scenery through which it would run. Negotiations are now pending between the company and the residents along the proposed loop, and if these crystallize, as it is hoped they will, this great improvement may be looked for during the present year.

Another improvement which the company contemplates for 1902 is the retracking of Government street with heavy steel rails. This work will be done simultaneously with the block-paving of the street early in the spring.

TO HAVE BEAUTIFUL SKIN.

Every one who would have a clear, soft, velvety skin, free from pimples, blackheads, redness and disfiguring eruptions must use Dr. Crase's Ointment. It is a true food for the skin, does not clog the pores as do powders, and insures permanent benefit. There is not a single itching, burning skin disease of man, women, or children that Dr. Chase's Ointment will not cure. Mothers find it invaluable for Baby Eczema, scald head and chafing on the little ones.

SHARKEY-JEFFRIES.

Money Posted For Contest at San Francisco.

New York, Jan. 21.—Tom Sharkey today clinched his proposed fight with Jefferies by posting $2,500 forfeit money with a newspaper in this city as a guarantee that he will fulfil his engagement with the Yosemite Athletic club of San Francisco.

U. S. SENATE.

Philippine Tariff Debate Takes up Part of Session.

Washington, D. C., Jan. 21.—For nearly three hours today the Senate had under consideration the Philippine Tariff bill. The measure was made the unfinished business and probably will hold that position of preference until it shall have been voted on finally.