May Extend Its Service

Pacific Steam Navigation Co. Will Probably Send Steamers to Victoria.

Representative Now Here to Look Over the Possibilities of Trade.

The Pacific Steam Navigation Co., which operates a fleet of 36 steamers, the average tonnage of each of which is not far short of 3,000 tons, is contemplating extending its service to this port and Vancouver. There arrived in the city yesterday morning Mr. George Sharpe of Valparaiso, Chili, the representative of the well known southern line, who comes to this port to look over the trade possibilities to see if they are sufficiently profitable to allow of the Pacific Steam Navigation company extending the service to Victoria. When interviewed at the Driard yesterday Mr. Sharpe said that in looking over the outlook for trade between British Columbia and Southern American points since his arrival he had been impressed with the possibilities, and although he had further investigations to make here and at Vancouver, so far as he had seen at present the prospects of his steamers being brought to Victoria were very favorable. He will go to Vancouver after concluding his investigations here.

The Pacific Steam Navigation company, whose fine liners are likely to be brought to Victoria, but a short time since extended the service of their vessels to San Francisco, and are now intending to work further northward, giving a service from British Columbia to England as connection is made by the steamers sailing north from Valparaiso, with a fleet running thence to England. Mr. Sharpe says that a six weekly service will be given at first if it is decided to send the steamers to Victoria and Vancouver, and if the trade warrants the service will be increased. The steamers of the company are all fine passenger steamers, as well as having large freight capacity. Their main decks are practically large markets where everything is for sale from sides of beef to parrots, and their saloon deck extending from one end to the other of the steamer is splendidly equipped for passenger travel. They have side hatches to allow of cargo being worked into lighters, and are first class vessels in every way. The terminus on this coast at present is San Francisco, to which port the line was some time ago extended from Panama, where the line had its former terminus. Gradually though the service has been extended northward, and following the trade, the steamers are coming to Victoria.

The steamers of the Pacific Steam Navigation company are the Antisana, Arauco, Arequipa, Arica, Assistance, Chile Chiriqui, Corcovado, Coquimbo, Ecuador, Galicia, Iberia, Inca, Liguria, Magellan, Manavi, Mendoza, Morro, Oravia, Orcano, Orellana, Orissa, Orazaba, Oropesa, Oratavia, Oroya, Oruba, Osorno, Peru, Pizarro, Puno, Quito, Santiago, Sarmiento, Serena, Sorata.

The Kosmos line which runs from Hamburg to Seattle and occasionally to Victoria, is already giving a service between the Southern American Republics and Victoria, and with the Pacific Steam Navigation company, British Columbia will have good connection with South America.

FOR REPAIRS.

A Number of Vessels to be Doctored at Victoria.

More steamers are coming to Victoria for repairs. Today the steamer Dolphin of the Alaska S. S. company is coming to this port from Seattle to be hauled out on the Esquimalt ways in the upper harbor, the only cradle in the Victoria shipyards not occupied. The Dolphin, which is a twin-screw steamer, broke one of her wheels a short time ago, and is coming here to have a new wheel fitted today, and she will be cleaned and painted when out for this purpose. It is expected that she will be able to leave again for the Sound tomorrow to prepare to resume her service on the Skagway run. Following out the idea of having as much of the repairs to their fleet as is possible made at this port, the Alaska Steamship company will send their steamer Farallon, which broke two blades of her propellor in a storm encountered some days ago in Chatham Sound, to the Star ways to follow the steamer Dolphin on to the ways. The Farallon will ship a new wheel and will be cleaned and painted. She is not leaking as was reported, other than was due to the jarring of her broken wheel, from which two blades were broken on the one side and when the propellor was turned over the jolting caused a leak, but with a

With the coming of the Dolphin and good wheel she will not leak.

Farallon the ways and docks of Victoria will be busy indeed. The Hating is engaging attention on the Esquimalt Marine ways, the City of Topeka is in the dry dock, and despite the strike of the boilermakers work is progressing on her: Turpel's ways holds a couple of the schooners of the sealing fleet and more are lying in the stream ready to be hauled out.

HAD TO RETURN.

Rainer's Pumps Would Not Work Properly and Engineer Rebels.

Steamer Rainier, Capt. Weiding, which sailed from Seattle Wednesday for the Dixon entrance banks, to act as tender for Chlopeck Bros.' fishing fleet, has returned to port because of the refusal of some of her engineers and firemen to proceed farther in consequence of the failure of the vessel's pumps to work properly. Meanwhile other engineers and firemen have been secured and the vessel will sail again today.

The Rainier had rough weather from the first few hours out. Thursday night, crossing the Gulf of Georgia, she shipped a great sea, more or less water finding its way into the hold and disabling the pumping apparatus. With this First Assistant Engineer Gale, backed by two of the firemen, declined to complete the voyage, so Capt. Weiding put back to Seattle. The vessel, her owners stated, did not spring a leak nor was she at any time in danger, being a staunch craft.

HAVE CUT RATES.

Canadian Steamship Companies Operating on the Atlantic Reduce Fares.

The Canadian steamship companies carrying passengers between St. John, Halifax, Portland and Liverpool announce that from this time until further notice they will book saloon passengers at a reduction of $10 from the former minimum rate. This action has been made necessary owing to the fight which is now being carried on at the United States ports by the foremost steamship lines operating between New York and British ports. It will be remembered that some four or five weeks ago the White Star line, operating between New York and Liverpool, cut down the minimum cabin rate from $60 to $50. The other lines sailing from New York immediately followed suit, and since that time the minimum rate has been quoted at $50. The Allan line, the Dominion line and the Elder-Dempster line will therefore make the minimum saloon rate by their vessels $40, and the minimum second-cabin rate will be put down to $30. At present such lines as the White Star are charging a minimum of $50 for the single trip, with 10 per cent. off on return tickets.

Loss of appetite and general debility are quickly overcome by the use of a few bottles of "The D. & L." Emulsion of Cod Liver Oil. Manufactured by the Davis & Lawrence Co., Ltd.

UNAPPRECIATED MERIT.

Small Audience Listen to Entrancing Music at the Victoria.

The second and final preformance of Ellery's Royal Italian Band was attended by a lamentably small audience at the Victoria theatre last night. The playing of this remarkable aggregation of musical artists deserved a crowded house, but the inclement weather and other engagements kept people away from what might be termed a feast of harmony. Every number on the generous programme was rendered with artistic finish and received with enthusiastic applause. The gems of the evening were Signor Palma's trumpet solo, Rossini's "Inflammatus," the overture to "Tannhausser," and the "Carmen" fantasia, though every item had its distinctive merit which appealed to the taste of the audience.

FACTS FOR CATARRHAL SUFFERERS.

The mucous membrane lines all passages and cavities communicating with the exterior.

Catarrh is an excessive secretion, accompanied with a chronic inflammation, from the mucous membrane.

Hood's Sarsaparilla acts on the mucous membrane through the blood, reduces inflammation, establishes healthy action, and radically cures all cases of catarrh.

ECHOES OF ISLANDER WRECK

Suits Against C.P.N. Co.—Search For Second Steward Fowler's Relatives.

Since that dread Sunday night when the steamer Queen brought the news of the loss of the Islander to this city, Mr. T. Goldsmith, proprietor of the Montana restaurant, near the outer wharf, has been endeavoring to locate the relatives of the late Horace Fowler, the second steward of the lost liner, who died a hero's death while attempting to rouse passengers in the staterooms as the steamer was foundering. He has only now succeeded in locating the mother of the late Mr. Fowler, who resides in Brooklyn, N.Y. She knew her son was on the Pacific coast engaged on one of the steamers, and had read at the time of the Islander accident particulars of the disaster, but did not think her son was one of the victims, until the sad news was broken to her by a friend who carried the sad intelligence to her home in Brooklyn. She was distracted to hear of the death of her son, whom she believed to be alive and well, although she had not heard of him for some months.

The Seattle legal firm of Austin & Jeffrey, acting in conjunction with some local counsel, will shortly bring a number of suits against the C. P. R. company for damages aggregating $190,000, claimed by survivors and the relatives of some of the victims of the Islander accident on August 15. The relatives, who are suing the C. P. N. company are: Mrs. Rejina Dahl, widow of Joseph Dahl; Mrs. Ed. Mills, widow of Edward Mills, and Mrs. S. Bracelin, mother of W. J. Bracelin.

The Seattle Times says: "The papers in the case will be filed within a few days. The company, it is understood, and the officers of the Islander, will be charged with negligence.

"Following is a list of the plaintiffs in the suit, together with the amounts claimed by each: Hans Roal, $1,121; Mace C. Green, $5,653; William Zahn, $5,200; Miss Nellie Zahn, $5,000; W. W. Powers, $8,815; Geo. A. Puddecombe, $10,636; Edward C. Flint, $5,410; Owen McLaughlin, $2,727; Mrs. Owen McLaugrlin, $2,727; Mrs. Owen McLaughlin, $5,000; R. J. Marsh, $11,170; E. G. Carleson, $877; Rejina Dahl, $35,000; M. Dickie, $672.35; John Daniels, $2,594; J. A. Dean, $5,250; John Kotchkotchever, $425; Joseph Brisson, $767; Michael Caughey, $350; F. Castelbury, $750; Anton Plugh, $650.50; Augustin Pigron, $700; J. T. Snyder, $2,125; E. L. Spinks, $5,180; J. V. Snodgrass, $5,082.50; Mrs. Ed. Mills, $30,000; Mrs. S. Bracelin, $25,000.

RED MOUNTAIN CARS.

From Rossland Miner.

The officials of the Red Mountain road have been notified that fifty ore cars have been loaded with coke and strated west to be used in carrying ore from Rossland to Northport. The coke will be delivered at the Northport smelter and the cars brought on to this city. This is the first instalment of a total of 75 cars, of which the balance are to follow shortly. The cars are constructed of pressed steel, with a capacity of 50 tons each; the ordinary load for this section of road being in the neighborhood of 37 tons. The company has 25 first class cars now in service, and the 75 additions will enable them to give a splendid service.

Unsightly and Foul Diseases Arising From Impure and Poisoned Blood Are Quickly Cured.

Paine's Celery Compound Does the Good Work;

A CURED MAN SAYS: "IT WOULD MEAN THE USE OF PAGES TO TELL ONE HALF OF WHAT PAINES CELERY COMPOUND HAS DONE FOR ME."

The great and noble genius, Professor Edward E. Phelps, M.D., LL.D., the discoverer of Paine's Celery Compound, spent years in perfecting his prescription before he gave it to a world of suffering and disease. Years of severe tests and tens of thousands of precious lives saved, have all combined to make Paine's Celery Compound the present day popular family medicine.

Paine's Celery Compound has triumphed over numberless cases of foul and deep-seated blood diseases. It effectually cleanses the blood, braces the weak nerves, builds up flesh and a constitution capable of resisting sickness and disease. Mr. A. E. Hammond, Mansonville, P.Q., cured by Paine's Celery Compound, writes thus:

"Some five years ago it was my sad misfortune to be afflicted with scrofula sores, of which I had five on one leg and three on the other. These were running sores for four years. In addition to this I was taken down with rheumatism in the small of my back so badly that I could not get off my bed; and to further intensify my sufferings, I had sick headache in the worst form.

"While in this condition, a friend of mine, Mr. Perkins, a merchant of this place, sold me a bottle of Paine's Celery Compound, with the express understanding that if it did me no good I should pay nothing for it.

"In accepting this offer, I had no idea of ever being under any obligation to pay for the Compound, as I had no faith in its doing me good. To my very great surprise, however, I grew better; and by the time I had used three bottles, I was as well as ever, and what I never expected to see was realized, viz., the sores on my legs were entirely healed.

"It would mean the use of pages to tell one-half of what Paine's Celery Compound has done for me. This marvelous cure has been in effect for nearly a year."

Saskatchewan Gold Dredging

Operations of Past Season Were Not Productive of Large Returns.

But Have Proved that the Industry Will Pay in the Future.

From Edmonton Bulletin.

With the laying up of the three big gold dredges, which have been operating more or less regularly throughout the summer on the river here, the season of gold dredging ends until next spring. The past season has not seen any startling strides made in the industry, but one or two most valuable facts have been demonstrated: one is that by the process improved and adopted by Mr. Hobson, all the gold that is lifted and put through the washing process of the dredges is secured and saved. This has been the great difficulty and drawback to successful gold dredging here, the mineral is so fine and flaky in form that in washing it from the gravel in which it is found, much of the gold was lost, carried away by the water. This difficulty has been successfully overcome, and if nothing else were accomplished, this alone would be recompense for the summer's work and expense. In conversation with Mr. McDonald, the New Zealand mining expert, who as chairman of the Universal Corporation of London, England, under whose direction the dredges here are operating, visited Edmonton this summer, a representative of the Bulletin suggested to him that he had a great thing in gold dredging on the river here if he could only overcome the great stumbling block of "saving the gold." "This," Mr. McDonald said, "we have been successful in doing. By the process used by Mr. Hobson I am satisfied that every particle of gold raised by the buckets has been secured." In addition to thus demonstrating the possibilities of successfully securing the gold the work of the dredges this summer has proven that the bars are rich—that the gold is there. These are two facts established, the presence of the gold in paying quantities and the possibility of saving it from the gravel. There only remains one other obstacle to be overcome, that is devising the best means by which the gravel may be raised. The gold-bearing sands and gravel of California yield a rich harvest when they run as high as 10 cents or 11 cents a yard. To make gold dredging pay, with expensive machinery and large gangs of workmen, it is necessary to move and wash each day a great quantity of gold-bearing "dirt." The gravels of the Saskatchewan yield, as shown by the Otter's work this year, 25 cents per square yard, bucket measure. Considering the difference in space taken up by the loose earth in the bucket or in its packed condition in the bar, a yard of earth, bucket measure, would mean two yards bar measure, as it would take two yards of bucket measurement to move one solid yard of the packed bar. This, therefore, would mean that, bar measure, the dredges have shown the gravel to be 50 cents per square yard—an exceedingly rich proposition. While being rich, as the above figures show, the dirt here is particularly hard to handle on account of the number of large boulders encountered, and by the number of sharp stones which frustrate any attempt at suction dredging. The process of mining has centred down to one and only one successful method, that is the ladder and endless chain of buckets. Dipper dredges have been tried and found too slow; suction dredges have had their pipes cut out and the principle has been abandoned. The ladder and endless chain system has been the only one to prove successful. The Otter, Minto and Alberta, the three dredges which have worked here this summer, were fitted with this style of machinery, but none of them proved entirely satisfactory. The reason of this particular failure was not in the weakness of the principle, but in the weakness of the machinery. The machinery had been designed in England by supposed-to-be competent mining engineers, but was found altogether too weak in parts to do the work which it was called on to do in dredging into solid gravel banks. Thus numerous break-downs occurred during the summer, and it was always some weak link in the machinery which was found to have given away. The Minto was launched on the 4th of May, but it was not until July that the dredge could be got to work. She was run for only short intervals during the summer, the break-downs being of frequent occurrence, and at last was condemned with her machinery and laid up for complete overhauling next season. The Otter made by far the best run of the three though even she did not run at anything like her theoretical capacity. Probably at no time during the season did she run at more than ten cubic yards per hour, bar measurement. Her results would necessarily have been much larger had she not been forced through having no coal tender, to work on bars in the vicinity of town which had been worked over by grizzley miners for the past 30 years. The following table shows the number of hours and yards she has worked this season:

May, 49 hours, say	490 yards
June, 247 hours, say	2470 yards
July 362 hours, say	3620 yards
August, 130 hours, say	1300 yards

In speaking of the work of mining here Mr. Hobson said: "It is now past all experimenting, and is on a practical basis. The only thing now wanting is the dredge to lift the gravel, but caution should be used in the construction, and I should advise that a practical man make a thorough inspection before determining on the plans of new dredges for the Saskatchewan."

The Minto worked about 2,000 cubic yards her machinery being very unsatisfactory, ad though much of the gold was lost through these defects, she saved at the rate of 28 cents per cubic yard. With all the dredges the amount of gravel washed was not so great as it might be, but the amount of gold saved for each yard of gravel washed was quite satisfactory. The machinery for moving the gravel might be deficient, but the richness of that moved was all that could be wished for.

Mr. Hobson speaking of the prospects, said: "There is a vast bed of gravel on the Saskatchewan river, and it carries savable gold from $1 per cubic yard down to a few cents—it can be averaged at 50 cents on the bars. There is no gravel on the river that does not carry payable gold. It can be dredged for six months in the year by modern, up-to-date dredges; the dredges can be worked day and night without trouble. Steamers can run on the river, and coal, if supplied by the company, can be put on the bank at 90 cents per ton. The gold can be saved by a simple process. We are situated on a railway which will shortly cross the river at Edmonton, and there is every prospect of the dredging industry on the Saskatchewan becoming one of the largest and best paying dredging industries in the world."

LEGAL INTELLIGENCE.

A Busy Day in Chambers and in the County Court.

Mr. Justice Drake presided in chambers yesterday and disposed of the following applications:

Re Green, Worlock Estate—An application to vary the registrar's report was referred back to the registrar with instructions to report on the expense account of the former trustees, whether they shall be allowed out of the estate or be charged against their commissions. Hunter, K.C., appeared for the new trustee, Griffin for the former trustees and Lawson for the creditors. Costs of application reserved.

In the Victoria election petition, Fairfull v. Prior et al, the respondents applied for further particulars of the charges set forth in the petition. The application was strongly opposed by Gordon Hunter, K. C., counsel for the petitioners, on the ground that it was made too late, but on the assurance of Robert Cassidy, K .C. that he would be ready to proceed with the case on the day fixed for trial, His Lordship ordered that the petitioners furnish such particulars as possible before the morning of the 29th instant. Costs of the application to go to petitioners in any event.

Re Vancouver Island Building Society—T. P. Brown, a shareholder, who recently made an application to have an investigation of the company's affairs, in support of which he filed an affidavit charging malfeasance and misappropriation of funds on the part of some of the officers of the company, was yesterday examined before the registrar on his affidavit. Higgins and Elliott appeared for Brown, and Mason and Bradburn for the company.

The next sitting of the County court is fixed for Thursday, December 12.

In the County court yesterday evidence was taken before Mr. Justice Drake in the case of British Columbia Board of Trade Building Society v. Tupper et al. Defendants were tenants of plaintiff's, under a five years' lease, and vacated before the expiration of their tenancy, after notice, on the plea that the premises were defective and that the owners neglected to put them in proper repair. Luxton for plaintiffs; Duff, K. C., for defendants.

HALIFAX DEFENCES.

Admiralty and Military Authorities to Make Improvements.

The admiralty authorities are contemplating important improvements at Halifax. The dockyard officials have asked the various labor organizations for scales of wages for next summer. It is understood that the improvements at the dockyard alone will cost $150,000. A new naval hospital is also contemplated, to be erected on imperial property at Tuft's Cove, almost opposite the dockyard. It will be large enough to accommodate 800 men. The military authorities are also contemplating extensive undertakings. During the past summer work was begun on a large fort at the entrance of the harbor, a new gymnasium, built of brick, new quarters for the married non-coms., a new canteen in the city and other buildings have been erected. What next year's operations will be is not announced.

IN SOUTH AFRICA.

Orange River Colony Settling Down—Progress at Johannesburg.

Recent despatches from South Africa show that the pacification of the country is progressing more rapidly than many people suppose. From Bloemfontein it is stated that "a gradual, but none the less satisfactory, progress is taking place in Orange River Colony. Although all education is optional, the schools show a higher rate of attendance than ever known in the history of the former Orange Free State. A constantly increasing number of burghers are taking the oath of allegiance. In some quarters the wisdom of returning prisoners to the refugee camps has been questioned, but it is gratifying to state that out of a refugee population of 45,000 only 90 have attempted to rejoin their kinsmen in the field, although the camps are in no way guarded. The other day a wood-cutting party of burghers were captured with their wagons in the neighborhood of Kroonstad by the Boers. Every inducement and threat was used by the latter to force them to rejoin the commando, but they steadily refused, with the exception of a boy whose father was one of the captors. The wood-cutters returned to Kroonstad on foot.

"A prominent Free Stater, who lately surrendered, was recently interviewed. He was exceptionally bitter against those who are still fighting. He himself, he said, fought two years ago until he became convinced that a continuance of the struggle was wicked as well as useless. He informed his commando one day of his intention to surrender, whereupon he was threatened with flogging and death. He nevertheless persisted in his determination, and was finally allowed to go, several of his companions ultimately agreeing that the step was a perfectly sound one. He stated that in the course of the argument he informed his companions that the vast majority in the two republics would, if a plebiscite were taken, be in favor of unconditional surrender, and that he was therefore only acting in accordance with the wish of the nation."

Another despatch dated Pretoria, November 15, says:

"Marked progress is being made at Johannesburg. The street's are resuming their normal appearance, and the demands for houses are already exceeding the supply. There is a considerable demand for town property. Two stands at the corner of Pritchard street, together measuring 50 by 100 feet, have been sold for £35,000.

"Satisfactory arrangements have been completed with the Portuguese authorities permitting natives to proceed to work in the mines. It is understood that there are many natives eager to come here. Thus an important factor in the delay in resuming operations on the Rand will be removed, and increased progress is expected."

Pyny-Balsam cures all coghs. It soothes. It heals, it cures quickly and certainly. Pyny-Balsam sells more widely every year. Manufactured by the proprietors of Perry Davis' Pain-Killer.

WANT RESOLUTION VETOED.

Petition Signed by Many Ratepayers to be Presented to the Mayor.

The following petition was circulated yesterday and largely signed:

Victoria, B. C., 26th November, 1901.

To His Worship the Mayor:

We the undersigned ratepayers of the City of Victoria do hereby beg to request that you will veto the contract awarded by the City council, at the last regular meeting, to the Puget Sound Bridge Co. for the erection of a new bridge at Point Ellice, for the following reasons, viz:

1. That the action of the City council prevented the consideration of all the tenders submitted, thus reducing both the number of tenders and designs.

2. That there was no real competition, the contract being awarded to the Puget Sound Bridge Co. at their own figure for their own design.

3. Your petitioners believe in calling for new tenders. The council should submit proper plans and specifications for the kind of bridge wanted, thus giving all parties an equal chance to tender on a fair footing.

And your petitioners will ever pray, etc.,

Derangements of the liver, with constipation injures the complexion, induces pimples, sallow skin. Remove the cause by using Carter's Little Liver Pills. One a does. Try them.

PORT OF MONTREAL.

Navigation for the Season Has Closed.

Montreal, Nov. 25.—Ocean navigation closed here today with the departure of the steamship Banana for Bristol. During the season 396 steamers arrived from sea with a tonnage of 998,018, a decrease of 50,000 from last year. Since 1898 there has been a decrease of 300,000 tons. The South African war, which has taken away ships, is blamed.

Hugh Allan, who returned this morning from Sydney, said the Allans have no present intention of making Sydney a port of call as reported.

C. P. R. CHANGE.

F. F. Busteed Superintendent of Maintenance.

Montreal, Nov. 25.—(Special.)—An important change has been made on the Pacific division staff of the C. P. R. The position of superintendent of the Pacific division, vacated by the death of the late Mr. Duchesnay, has been filled by the appointment of F. F. Busteed, formerly resident engineer of the Western division, as superintendent of maintenance of ways, with headquarters at Vancouver.

U. S. STORMS.

Destruction on the New Jersey Coast is Heavy.

New York, Nov. 25.—The damage done by the storm on Saturday night and Sunday continue to come in. There are not many new startling facts coming to light, but the details from points on the New Jersey coast, the southern coast of Long Island and the upper shore of Long Island Sound, show that the destruction was widespread, and the monetary loss much heavier than at first supposed.

Governor Van Sant of Minnesota, appears to be willing to pay his fare when he travels.

Universal Prosperity

Eastern Visitor Highly Pleased With Business Conditions in B. C.

Mining and Mercantile Business On a Solid Substantial Basis Everywhere.

J. H. Brock, managing director of the Great West Life Insurance company, was among the arrivals from the East on Monday evening. Mr. Brock is a frequent visitor to the Coast, the rapid expansion of the business of his company necessitating his visiting the different agencies from Prince Edward Island to Vancouver Island two or three times a year. Mr. Brock has opportunities of judging of the conditions of trade and general progress of the Dominion that are afforded to very few men, and it is gratifying to learn from him that, from the Atlantic to the Pacific, the country is in a very prosperous condition. This applies especially to the West, the satisfactory progress of the East being only a reflex of the conditions prevailing west of the Great Lakes. The phenominal grain crop of this year, which has attracted the attention of the commercial world to Manitoba and the Territories has had the immediate effect of directing a greatly increased stream of immigration from the East and the United States and in consequence the sales of farming lands in Manitoba and the Territories exceed those of former years to a wonderful extent. The C. P. R., the Hudson's Bay company, the government and private holders of farm lands report a "boom," such as has not occurred in many years, and the bulk of the new settlers who are pouring into the prairie country are men of means and experience, the very best class of new-comers whose knowledge of the plains renders their success a foregone conclusion.

Speaking British Columbia Mr. Brock expresses the opinion that never before in her history has the province been more prosperous. He has read a great deal about the political turmoil in which the country is involved, but from his personal observation he is inclined to the opinion that the effect of this on mining and general business is greatly exaggerated. All through the Kootenays and Boundary districts he found the mining industry advancing by leaps and bounds. The development is, he says, simply inconceivable to the ordinary observer. There are mines in which many millions of tons of ore are blocked out, sufficient to keep a number of large smelters going night and day for many years, and as yet only the surface of these vast deposits has been disturbed by human industry. The Granby smelter is obliged to double its capacity and of the two large smelters at Greenwood one is being duplicated and there is serious talk of quadrupling the capacities of both within the next 12 months. The people of the Boundary country have come to a realization of the possibilities surrounding them, they have got down to business and all that money, time and energy can do is being devoted to the development of the country.

Le Roi mine is proving to be a greater property than ever was anticipated. Six hundred men are now employed on the property and, despite the labor troubles, there is more development being accomplished than ever before. The company is at no loss for miners and laborers, in fact there are more men seeking employment than they can find places for. The low grade ores of the interior are more than making up in quantity for the somewhat inferior quality, and with the prevailing price of copper and the economical methods of treatment, afforded by the development of the neighboring Crow's Nest coal fields, there can be no question as to the future of the mining industry.

Mr. Brock said the fame of the Mount Sicker district was being spread in the East and if he could possibly spare the time he would visit the mines before returning to Winnipeg, so as to be in a position to verify the glowing accounts he had heard of them.

While he regards mining as the backbone of British Columbia industry, Mr. Brock was pleased to observe during his trip that business in all lines was satisfactory. There were no inflated notions, no booming, but a steady, legitimate growth and a sense of confidence and security everywhere manifest, which was highly gratifying.

Concerning the business of the Great West Life, which owes its existence and great success mainly to his individual effort, Mr. Brock was inclined to be reticent, saying that he was a believer in legitimate advertising, and not the kind which intrudes itself in the newspaper interview. The published results of the company's business and the report of the inspector of insurance should be sufficient to convince the public of the steady progress and stability of the company, while the reports of its agents throughout the Dominion were entirely satisfactory to the shareholders and policy holders.

MILITARY HONORS.

British Trops Escort Count von Hatzfelt's Body to the Station.

London, Nov. 26.—Much significance is attached here to the unusual military tribute attending the removal of Count von Hatzfelt's remains from the German embassy to the train which is to carry the body of the late German ambassador. It is announced that King Edward commanded that these honors be paid, and it is understood that the British government in so doing desired to show it was not affected by the anti-English temper in Germany. The coffin of Count von Hatzfelt was borne to Victoria station on a gun carriage and escorted by the 1st Life Guards.

One battalion of the Coldstream Guards and 100 of the 1st Grenadiers formed a special guard of honor. Representatives of the British foreign office and other departments were in the funeral procession.

SWITCHMEN STRIKE.

Alleghany Valley Road Traffic Practically Suspended.

Pittsburg, Nov. 26.—Judging by apparent conditions, the switchmen's strike inaugurated this morning has proven a failure. The strike was ordered by the Switchmen's union of North America, and the claim was made early in the day by the union officials that every railroad in the city with the exception of the Pittsburg, Fort Wayne and Chicago, and the Chicago, Cincinnati, Columbia and St. Louis would be completely tied up. The development of the day, however, demonstrated that only one road, the Alleghanny valley was seriously yaffected. On this road but one crew was at work and the road is badly crippled. The company officials, while admitting that freight traffic has been practically suspended, say within 24 hours they will have all the men they need, and work will be resumed as usual.

WASHED OVERBOARD.

Philadelphia, Pa., Nov. 26.—Capt. Hill of the steamship Belgenland, which reached her docks today from Liverpool, reports that when the steamship was abreast Nantucket light, Mrs. P. Macneil, wife of Dr. Macneil of Ann Arbor, Mich. was washed overboard and drowned. There was a heavy sea running, and Dr. Macneil, who was on deck watching the storm, went to his stateroom and called his wife to come on deck and view a passing steamship. The couple had been standing together for only a few minutes when an immense wave swept over the Belgenland, carrying the unfortunate woman overboard. Her body was not seen afterwards.

Scrofula

This root of many evils—

Glandular tumors, abscesses, pimples and other cutaneous eruptions, sore ears, inflamed eyelids, rickets, dyspepsia, catarrh, readiness to catch cold and inability to get rid of it easily, paleness, nervousness and other ailments including the consumptive tendency—

Can be completely and permanently removed, no matter how young or old the sufferer.

Hood's Sarsaparilla was given the daughter of Silas Vernooy, Wawarsing, N. Y., who had broken out with scrofula sores all over her face and head. The first bottle helped her and when she had taken six the sores were all healed and her face was smooth. He writes that she has never shown any sign of the scrofula returning.

Hood's Sarsaparilla

Promises to cure and keeps the promise. Ask your druggist for it today and accept no substitute.

AMICABLE SETTLEMENT.

No Likelihood of Chili and Argentina Going to War.

Santiago de Chila, Nov. 26, via Galveston.—The recent incident between Chili and the Argentine Republic is about to be satisfactorily arranged. The Chilian authorities and the minister here of the Argentine Republic will shortly sign a memorandum of agreement. There is not the slightest cause for alarm.

U. S. CATTLE INSPECTION.

Cabinet Minister Draws Distinction Between Canadians and British.

Washington, Nov. 26.—At a cabinet meeting today Secretary Wilson talked to the cabinet for a short time about what he regards as the failure of Canadians to keep an agreement made with the United States as to the bringing of cattle to Canada and this country from Great Britain. This agreement made a number of years ago provided that a United States and Canadian inspector of cattle should be kept in Great Britain to inspect cattle coming to Canada destined either for Canada or the United States. This was to guard against getting disease into this country. The information Secretary Wilson has is that the Canadians have withdrawn their inspector and permit the inspection to be made by a resident of Great Britain, who may be competent, but does not have the same interests that a Canadian would have in the examination of cattle.

WILL FIGHT UNION.

Centre Star Directors Decide to Employ Only Non-Union Miners.

Toronto, Nov. 26.—At the third adnual meeting of the Centre Star Mining company today the old directors were re-elected. The indebtedness was shown to be some $40,000, and Manager Kirby in his report suggested that the ore reserve be applied for, wiping this out, and in prosecuting development work on the same scale as in the past. Dividends will be deferred for some time to come. The meeting decided to fight the union, the members of which are at present on strike, and in the future none but non-union men will be hired at the mines.

The financial report showed that during the year the company's indebtedness has been reduced from $182,122 to $42,120, besides paying $175,000 in dividends. It was announced that the mine had resumed operations a couple of days ago. The board of directors re-elected is as follows: George Gooderham, president; T. G. Blackstock, vice-president; W. H. Beatty, W. G. Goeodresecv cv Gooderham, Charles R. Hosmer.

ROBBED EMPLOYERS.

Toronto, Nov. 26.—(Special.)—John R. Ball and Charles Harsant, foreman for the Continental Clock Co., were arrested tonight on a charge of theft. At Ball's house a large quantity of drygoods, a trunk full and many loose lots were seized and from Harsant's house smaller quantities were taken. The goods consisted of expensive jacket cloths, silk and satin linings and other materials, valued at over $500, and it is alleged have been stolen piece by piece from the warehouse of the company.

SEND THEM FREELY.

Bowmanville, Nov. 26.—(Special.)—Speaking here today at the convention which renominated C. J. Thornton to contest the vacant West Durham seat in the Commons, Hon. Geo. E. Foster said an attempt is being made by some to juggle between what is a contingent and what is simply permission to recruit in connection with the despatch of another body of Canada's troops to South Africa. The country he said in whose bosom we were born, the country that protected our infancy, the country that gave our young manhood every right of freedom and liberty that a free people could possibly enjoy, the country that today with its unrivalled army and navy is our protection, and protecting every British colony the wide world over is fighting for sovereignty in South Africa, and governments and politicians are fighting and squabbling about difference between recruiting and sending a contingent of 600 Canadians to help the Mother Country. Oh! the pity of it.

Choice of The Engineer

Description of Plans for the Proposed Point Ellice Bridge.

Contract With the Seattle Company Has Not Yet Been Signed.

Although the majority of the City council on the recommendation of the city engineer, backed by the advice of the engineers of the Dominion government and British Columbia Electric Railway company, decided that the contract for the Point Ellice bridge should be awarded to the Puget Sound Bridge & Dredging company, the contract has not yet been signed by the Mayor and in fact the signing may be delayed for several days yet as His Worship has a resolution of the Trades and Labor council asking him to veto the resolution of the council and a petition is now being circulated containing a similar request.

A description of the bridge which the engineer recommends, and which the Seattle company offer to build for $92,000, will, however, be of interest. The piers would be built on a foundation formed of piles driven to hard material and capped with concrete, a similar foundation to that used for the great London arch bridge and the big sky scrapers of Chicago, and other Eastern cities. On top of the concrete base would be built monolithic concrete piers which it is claimed would become as hard as stone. The abutments on either bank would be of concrete and would extend parallel to the streets 50 feet from the end of the steel work. On top of the walls of the abutments would be ornamental concrete balustrades similar to those on European stone bridges. The superstructure is a bridge of four spans according to the plans on file at the city engineer's office, with an arched top. The roadway would be 24 feet wide, paved with treated wood blocks fitted to the street railway rails so that the portion used by the track would be available for a driveway. On either side are metal curbs to prevent the wheels of vehicles from striking the truss work. he sidewalks would be each five feet wide outside the trusses, but as the planks would be extended over to meet the roadway paving the walks would be actually 6 feet 6 inches in width. The The sidewalks would be each five ft. wide namental construction, closely latticed and meeting the concrete balustrades on the abutments, with ornamental electric lamp posts after the manner of the monumental bridges in the European capitals. The cross bracing over head between the trusses would be of heavy girder construction, making the trusses absolutely stiff sidewise and adding greatly to the architectural appearance of the bridge. The makeup of the trusses or main girders is what is known as the stiffened pin connected construction, similar to that used in the reconstructed Victoria bridge at Montreal, one of the greatest railway bridges on the continent. The trusses are figured to carry a continuous string of 32 ton cars running at the rate of 60 miles an hour besides all the heaviest loaded vehicles the roadway will hold, and all the people who could be crowded on the sidewalks.

The representatives of the company say it is their intention to open an office in the city, not only for this, but for any other work they can obtain in the province, and they promise to purchase all the material necessary for this and other work, with the exception of the steel, in the city. All the workmen would also be engaged in this city, with the exception of the superintendent of work.

CAPE NOME.

Origin of the Name Arose in a Misunderstanding.

The origin of the name of Cape Nome, on the coast of Alaska, where many Americans are looking for gold, has been till recently a mystery, says the Baltimore Sun. It was not on Russian charts. British admiralty charts of 1853 first used it. The fact led Professor Davidson of the University of California to make inquiry of the chief hydrographer of the British admiralty, with the result that it is found that "Nome" is a draughtsman's mistake for Name. When a manuscript chart of this region was being constructed on board H. M. S. Herald, says the hydrographer, attention was drawn to the fact that this point had no name, and a mark (? Name) was placed against it. In the hurry of despatching the chart from the ship the interrogation point was inked in by a rough draughtsman as "C," and as the "a" in Name was made indistinctly it was interpreted as "o," with the result that "C. Nome" got on the chart and has remained ever since. This information is given by an officer who was on board the steamer Herald when the chart was made.

LIBERAL CANDIDATE.

Toronto, Nov. 25.—(Special.)—Archibald Campbell, ex-M.P. who unsuccessfully contested West York against Clark Wallace, today accepted unanimously the Liberal nomination to contest the riding against Mr. Wallace's brother.

Lord Hope has sold his celebrated blue diamond, but the name of the hotel clerk has not yet been made public.

The court of inquiry cost Admiral Schley $20,000, but he could get it all back in two weeks by going on the stage.

It Is Not a Stimulant But a Tonic You Need.

Hosts of people do themselves irreparable harm and shorten their lives by many years by the use of stimulating drugs to whip up the exhausted nervous system and keep the machinery of the body working. Others get temporary relief from nervous headaches and body pains by the use of deadening and nerve-destroying narcotic. Both of these treatments mean death to the nervous system, and hasten the approach of paralysis and insanity.

Dr. Chase's Nerve Food is a protest against these old-fashioned and villainous methods of treatment. Unlike any other medicine you ever used, Dr. Chase's Nerve Food forms new red corpuscles in the blood and creates new nerve tissue to replace that destroyed by overwork and disease. It is impossible to obtain a more effective treatment for nervous disorders than Dr. Chase's Nerve Food, because it gradually and naturally restores the wasted nerve cells and rebuilds the system. It is the up-to-date remedy for weakness and disease resulting from exhausted nerves.

Dr. Chase's Nerve Food

50 cents a box, 6 boxes for $2.50, at all dealers or Edmanson, Bates & Co., Toronto.

Agents wanted for Dr. Chase's Last and Complete Receipt Book.