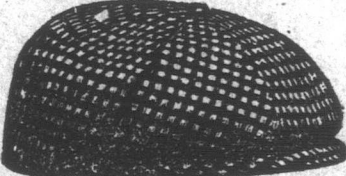


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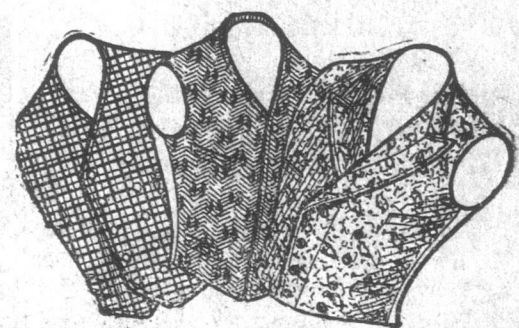
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CLOTHIERS, HATTERS AND OUTFITTERS,

68-70 YATES STREET.



Northern Steamers

C. P. N. Co. Offer to Place Four Vessels on the Vancouver-Skagway Service.

Captain Irving Says Terminal City May Be Headquarters of Company.

(Vancouver News-Advertiser.)

The Canadian Pacific Navigation Company has offered to place the steamers Islander, Amur and Princess Louise and a new 15-knot service on the direct Vancouver-Skagway service, provided the city of Vancouver will guarantee the interest on the debentures of the new steamer.

This announcement was made at a special meeting of the Vancouver Board of Trade held on Saturday afternoon to meet W. Thompson, vice-president of the Canadian Pacific Navigation Company and Captain Irving, of the Board of Directors.

R. Buscombe presided at the meeting. The chairman having briefly intimated the object of calling the special meeting, requested the secretary to read the following letter which had been received from the Canadian Pacific Navigation Company:

To the President of the Vancouver Board of Trade.

Sir: The Canadian Pacific Navigation Company having fully considered the importance of improved service between British Columbia ports and Lynn Canal, for Yukon and other Northern business, propose to put the following steamers on the route between Vancouver and Skagway, say from 1st May to 31st October, viz: Islander, Amur, Princess Louise.

The Islander will leave Vancouver every five days, the Amur every seven days, the Princess Louise to be employed principally for the carriage of cattle and other live stock, and not to run on a regular schedule. Vancouver will be the home port of these vessels. The company was now paying 8 per cent, but expected, with the aid of the city, to get a much lower rate; this was what it was really seeking, not a bonus, but aid towards obtaining a lower rate of interest.

The Danube and Tees will be operated from Vancouver, and will also call at Vancouver on the foregoing the company desire to place in the service a new fast passenger boat, first-class, in every respect able to maintain a speed of 15 knots, and capable of carrying 600 tons of freight with accommodation for 200 first-class passengers. A vessel of this description would cost not less than \$250,000, and the company would be prepared to build such a steamer and operate her from Vancouver, along with the Islander, Amur and Princess Louise and under the same conditions provided the city of Vancouver will guarantee the interest on the bonds or debentures of this company for the amount of her value, delivered at Vancouver, for a period of ten years. The city would not be required to liquidate this liability unless the earnings of the company's steamers exclusively employed on the Vancouver-Skagway route failed to meet the necessary expenses of maintenance and operation of these steamers in any one year. In calculating the annual expenses provision would have to be made for depreciation of the proposed new steamer at a rate of 7 per cent. on her cost.

The company would also maintain an efficient winter service weekly between the close of navigation in the fall and the opening thereof in spring (say 1st November to 30th April), but neither the Islander nor the proposed new steamer would be operated during that period on that route.

This proposal is submitted for the consideration of the Vancouver Board of Trade and the citizens of Vancouver.

Yours faithfully,
W. THOMPSON,
JOHN IRVING,
Directors.

The chairman then requested W. Thompson, as one of the directors of the company, to address the meeting.

Mr. Thompson stated that the letter which had just been read fully indicated the intentions of the company. The matter had been under consideration for upwards of twelve months, but a year ago he thought that neither the merchants nor themselves had realized the proportions to which the Northern business would grow. They had then expected that the gold discoveries at Nome would cause the rush and development of trade in that direction. In this they had been pleasantly mistaken and the Yukon business had assumed that stage of permanency as to warrant the action the company proposed taking.

As the letter stated they would put the Islander, Amur and Princess Louise on the route, and was not contingent upon the new steamer being built, Vancouver would be the home port of the vessels, all supplies, etc., being obtained here and men paid here. They felt that they would thereby create a claim for the support of the Vancouver merchants. To maintain a thoroughly good service they would need another fast passenger steamer. It was not proposed to buy a ready built one, the company had already had

some experience in this—but a new one would be built. They were not asking for a bonus on this but a guarantee of the interest on the debentures. They would probably never be called upon to liquidate this as he believed a good passenger service would pay on its own merits. They would, however, look for the support of Vancouver as they would have opposition in the American lines which traded under more favorable conditions as they had other ports, on the Alaskan coast, which gave them further opportunities of trade. The details of the arrangement would, of course, have to be worked out later on, but the letter conveyed the intention and position of the company.

Captain John Irving also spoke in support of his company's offer and further pointed out that, with the aid of Vancouver, it was possible they might obtain from the government a large mail subsidy for the double purpose of carrying the mails and of assisting Vancouver in controlling the Northern business. In endeavoring to obtain this they thought that the Vancouver Board of Trade would be able to give them material assistance and the subsidy would also go against the city's guarantee, thereby benefiting both parties. The company also intended building a 12-knot boat for the Vancouver-Victoria service, which would mean larger capitalization and the issue of more shares. Very few of the public would be invited to take stock in the company and Vancouver would thus be enabled to take a share in the possible profits of the company. Capt. Irving believed that matters were so trending that there was little doubt that, in the future, Vancouver would have to be made the headquarters of the company. Messrs. C. E. Tisdall, J. Boyd, R. H. Alexander and F. Richards made various enquiries into the detail of operating the steamers, guarantee, etc. Mr. Richards stated that he considered it the best suggestion that had yet been laid before the city, and asked if the company would allow the chairman of the finance committee to be an ex-officio member of the company's board of directors.

To this Mr. Thompson gave a decided answer in the negative.

P. Carter-Cotton asked what rate of interest was to be paid on the debentures, this not being mentioned in the letter.

Mr. Thompson replied that at present the rate of interest could not be stated, that it was left to the financiers. The company was now paying 8 per cent, but expected, with the aid of the city, to get a much lower rate; this was what it was really seeking, not a bonus, but aid towards obtaining a lower rate of interest.

Captain Irving stated that the company would be quite willing to allow the city to appoint an auditor to examine its books, etc., of the Vancouver-Skagway service.

In reply to W. C. Nichol, Mr. Taylor stated that the steamers would give a direct Vancouver-Skagway service, only calling at Comox for coal between ports.

R. H. Alexander asked "if the proposed line returns a net profit of \$27,500 the city would have nothing to pay?"—which Mr. Thompson replied was correct, the city would then be free of its obligation. Mr. Alexander further asked if there were any other charges except working expenses and repairs, no charge for interest or wear and tear, and received a negative reply from Mr. Thompson.

The question of insurance to cover the guarantee in case of a wreck and others of a similar nature were asked, and satisfactorily replied to, after which on the suggestion of the chair, Mr. Carter-Cotton moved that, as the board now had two proposals before it, the matter be referred to a committee of five to go into and report.

The motion was seconded by G. McL. Brown and carried, the chairman being left to appoint the committee.

A hearty vote of thanks was then passed to Messrs. Thompson and Irving and the meeting adjourned.

The chairman later appointed the following gentlemen as members of the committee to look into the matter: Messrs. W. Pridd, R. H. Alexander, W. F. Salisbury, H. T. Lockyer and F. Buscombe.

A Terrible Cough.



If people would only treat coughs and colds in time with Dr. Wood's Norway Pine Syrup, there would be fewer homes desolate.

The severest coughs and colds, bronchitis and croup, and the anguish of consumption yield readily to this powerful, lung-healing remedy.

Read what Mrs. Thos. Carter, Northport, Ont., says: "I caught a severe cold, which settled on my throat and lungs, so that I could scarcely speak above a whisper. I also had terrible cough which my friends thought would send me to my grave. I tried different remedies, but all failed to do me any good until I took Dr. Wood's Norway Pine Syrup, and the contents of one bottle completely cured me."

Memorial to Blanchard

A Brass Tablet Unveiled in the Church Where He Was Baptized.

Additional Particulars Given of His Last Fight by His Orderly.

At the meeting held in the city hall a few evenings ago to consider the erection of a memorial to the Victoria boys who fell in South Africa, Rev. W. Leslie Clay announced that steps had already been taken to remember Capt. Blanchard in his own town of Windsor, N. S. This statement was all the more gratifying from the fact that Col. Otter has reported to the department at Ottawa that the graves of all the Canadians who fell in South Africa have been marked, with the exception of nine, and that in that number are included Lieut. Blanchard, and Pte. W. F. Whitley, of Victoria.

A copy of the Whitley (N.S.) Journal to hand gives a very interesting account of the unveiling of the memorial tablet referred to by Rev. Mr. Clay, in St. John's Presbyterian church, Windsor.

The ceremony took place on Sunday evening, the 11th inst., in the presence of an immense congregation. The tablet was unveiled by the pastor, Rev. H. Dickie, the audience standing during the ceremony. It was draped in the flag for which Captain Blanchard gave his life. As the tablet was exposed, the congregation sang "God Save the Queen," after which a dedicatory prayer was offered, and the pastor spoke as follows:

"The universal rejoicing with which the Canadian soldiers have been received back from the war in South Africa, has been chastened by the thought that some were not there to receive the great welcome, that upon the far-away South African fields there were men left behind who would never more behold the bright faces of a loving family circle. It is to honor one of these missing ones, who, in obedience to duty's call, went from ourselves, and who now rests,

"Asleep on Africa's broad breast," and to dedicate to his memory this brass tablet, that we are met in this service to-night. We feel it is most fitting that something of this kind should be done. His family is debarred, of course, through distance, from setting up any monument over his grave, and consequently when permission was asked to erect a small brass tablet to his memory in the church, the session most gladly acceded to the request.

The session most gladly acceded to the request and unanimously acceded to the request and unanimously acceded to the request and unanimously acceded to the request.

"I regret very much that I had not the privilege of personal acquaintance with Lieut. Blanchard, and for this reason I feel that there are others here who could discharge better than I can the duty which devolves upon me in connection with this occasion. But as I have the honor of being the pastor of the church in which the deceased was baptized, and where he always worshipped when at home, and in which the tablet to his memory has been placed, it seems fitting that the task should fall to me.

"You will all want to hear something of the way in which Lieut. Blanchard met his death, and we are fortunate in being able, through the kindness of his orderly, Mr. E. Norman Hughes, who was with him at the time, to bring you the record of his life down to the very curtain fall. The letter of this eye witness is dated Erste Fabrikken, near Pretoria, September 23rd, 1900, and runs as follows:

"About the 14th of June, Lieutenant Blanchard and I proceeded to rejoin the regiment, which was at that time near Johannesburg. We reached Roodeval on, I think, the 6th, where Capt. Macdonell was awaiting his opportunity to rush up some stores for our regiment. As Mr. Blanchard had got a very heavy kit and a few boxes of provisions, etc., he thought he would wait until Capt. Macdonell could get trucks for his stuff and then both of them go up country together. Well, nothing of importance happened until the night of the 6th, when we were but a few miles away, very restless. Capt. Grant, who was in charge of the station at that time, telegraphed down to Kroonstad for reinforcements, which were promised to him. He was told to expect one battalion of infantry and one gun in the morning. With that, what few of us who could be spared went out to sleep—the rest doing picket duty around the station.

"About 6 a.m. I was awakened by a piece of shell which came clean through the room in which I had been sleeping. So I grabbed my rifle and bandolier, and rushed out and found that the Boers had sent a message demanding our surrender. Capt. Grant sent word back that it was not his intention to surren-

der without putting up a bit of a scrap. So the enemy opened up on us with one of their 12-pounders, the first shell from which killed Capt. Gale, of the Railway Pioneers, and two men, and wounded three other men. It was this shell which woke me up.

"Lieut. Blanchard had been up since about five o'clock working like a brick. He did not call me as he knew I was very tired after the previous day's work, building up barricades, etc. He said to me when I got out, 'Hello! Hughes, we are going to have some more fun,' and I will admit I felt pleased at the prospect of another fight, as things had been very quiet for me for some time previous.

"He seemed to be in his element there going about from one part of the station to another, placing men here and there. He gave Burnside (Capt. Macdonell's orderly) and myself a real good, lively place, and then came up to himself and we lay together for about two hours and a half peeping at the Boers as hard as we could pelt. Then to our extreme disgust we had to move into the station once more as it got too warm, as the Boers put one gun and about forty rifles on us for our special benefit; and you may be sure that as we had not even a blade of grass for cover we were having a pretty heavy time.

"Just as we got inside the barricades a shell burst right over us and tore the cheek of one of the Pioneers, and Lieut. Blanchard took my field dressing and bound the poor fellow's face up in a most skillful manner, and I am pleased to say that the man was alive when I left Cape-town.

"Then the Boers started in real earnest. They had had three guns for the best part of the morning, and as the Boers, Militia had surrounded them, they brought up a fourth, so they had us in every direction. We stuck to it for two hours longer and, when the Boers were bringing up a fifth gun we threw up the sponge. The last shell fired before we put up the white flag hit poor Mr. Blanchard. He had been working awfully hard all the morning and told me that he was afraid it was up with us, and that he thought, judging by the number of killed and wounded, that it would be practically murder to hold out any longer, when the shell burst over our heads and knocked him down. He was standing where there was no cover, and was superintending the digging of a shelter to put the wounded in for safety, when he got it himself. He did not lose consciousness for a moment, but told us how to dress him and how to catch hold of him in the coolest manner imaginable. He asked for a cigarette and said laughing, 'Hughes, my boy, I'm safely wounded.' His cheerful way and his laughing became infectious, and although I felt very grim at first, he soon had me laughing and talking as if nothing had happened. 'Well, the X-rayman, Field Hospital, which was fortunately on the march to Pretoria, came up on the spot, and Mr. Blanchard was carried into an ambulance wagon. I was told by Capt. Macdonell that I would be allowed to go with him, but a Field Cornet ordered me to fall in with the rest of the prisoners to be marched over to their laager.

"I made as if I was going, then when he was not looking I slipped back and got into the same wagon as Mr. Blanchard and covered myself with a blanket and so got into the hospital safely. We arrived there all right, and all the poor fellows had their wounds dressed, and they were put in tents. Mr. Blanchard had a tent for himself, and I stayed with him night and day until we had to move down to Kroonstad, on the march, to which place, at the first stop, near Honing Spruit, Mr. Blanchard passed away.

"I really do not know," continues Mr. Hughes, 'how to describe his last days. He was always talking about his Dad and worrying himself with the fear that you at home would worry about him. He knew that the chances were only about even when he got me to write you the last letter, and I did not know whether I was doing right or not at the time I wrote, but I respected his wishes so much that there was nothing that I would not have done for him. It was not my intention to put in the letter anything about myself, so I omitted it and he would not sign the letter, so I begged him to dictate it mildly, and even then he gave me far more praise than what I deserved, as all I did was what any man in his company would have done for him. Please forgive me if I have spoken too much about myself and not enough of my dear old Captain, but we were so much together that I cannot speak of him unless I mention myself occasionally. The boys here all testify to his great coolness at Hout Nek and numerous other places (he never seemed to be upset at anything) and wish me to express to you their deep regret, and to assure you of their deepest sympathy.'

"Such is the detailed and graphic account which Mr. Hughes gives of Lieut. Blanchard's last days on earth. It is a record of which any man might well be proud. If obedience to duty, faithful-ness unto death has ever been the mark of true soldiery, Lieut. Blanchard has shown himself worthy of his profession. An expedition might be dangerous, a mission one of extreme delicacy, but there was no shrinking from either, because for this loyal officer duty was the supreme consideration.

The pastor closed his remarks by emphasizing the fidelity to duty, the humanitarianism and the devotion of this officer.

The Chinese Embroglio

Rev. A. B. Winchester's Luminous Treatment of the Recent Outbreak There.

He Outlines the Real Causes of the Disturbances at Shan Tung.

The pupils and teachers of the High school had the pleasure of listening to a lecture on the "The War in China," by the Rev. A. B. Winchester, on Friday afternoon. The principal, E. B. Paul, in introducing the speaker, remarked that on account of his having lived in China for nearly thirty years and having made, both during that time and since, a close study of Chinese language and customs, Mr. Winchester was fully qualified to treat the subject efficiently.

In commencing his discourse, the lecturer drew attention to the fact that the subject was a vast one, so great that he could only just touch upon one phase of the question in the short time which he had at his disposal, namely the cause of the war, or embroglio, as he preferred to term it. His reason for speaking chiefly upon that aspect of the subject, was that, perhaps there were a great many mistaken ideas prevailing as to what actually started the trouble.

Before proceeding further, Mr. Winchester pointed out that we, with our boasted civilization, had no right to ridicule China, a nation which had an almost complete literature before the Norman conquest of Britain, whose four millions of stable government showed that, behind all her conservative, ceremonial systems, there must have been a high national spirit, capable of administering the affairs of so great an empire. The very fact of its having been a hermit nation for so long a time, proved that China is a country full of resource, self-sustaining, having within itself all the elements necessary for its support.

China is now a derelict upon the ocean of life, a menace to the tranquillity of the world, and upon the issue of the present struggle depends the destiny of nations. "And yet," the speaker said, "I have looked upon China with a brighter eye, I never hoped more for the welfare of the human race."

Now as to the cause of the war. Everyone had his own opinion. A Western mind, with its modern conceptions of freedom of thought and expression, fails to understand the extreme fanaticism of the Oriental. Some people thought the war was caused by our too strenuous efforts to coerce, as it were, the Chinese into an acceptance of our religious beliefs; others, that this was but the inevitable outcome of the opposition of Christianity into a heathen country. Another cause frequently assigned is that the present turmoil in China is the final attempt of a moribund, or nearly moribund nation to retire into its former seclusion, to withdraw itself once more from intercourse with nations.

These causes, though true to a certain extent, are not fundamental. The primary cause, Mr. Winchester averred, is as follows: In the west corner of the province of Shan-Tung, a small disturbance arose with a fanatical religious sect, which tore down a Roman Catholic church, an action which was directly in opposition to the Imperial edicts regarding missionaries, which state that they are to be treated as guests, and protected as the teachers of virtue. The Roman Catholic missionaries, not being able to cope with the difficulty themselves, sent to their headquarters at the coast for aid, which was at once responded to by the dispatch of some Chinese troops. These suffered a slight repulse, and the rebels, overjoyed at their success, spread through the surrounding country, looting and raiding and were soon joined by two other secret societies. It was at this juncture, when the Imperial troops had been defeated in one or two engagements, that the governor of Shan-Tung, either co-operating with "the Boxers," as people then began to call them, or else fearful for the safety of his official head, wrote an exaggerated report to the Pekin government declaring that the insurrection had assumed terrible proportions. Upon this man, then, the chief onus of the ensuing struggle must be laid. It must be clearly understood that the Pekin government did not endorse the Boxer movement until the siege of Tien-Tsin. The charge made against the missionaries of causing this embroglio is entirely unfounded. As well charge the early Christians with causing the awful massacres in Rome or the Armenians for the recent atrocities of the Turks. Those inconsistent people, who make these charges, the speaker compared to the wolf in that well known fable "The Wolf and the Lamb"; they point with a fine scorn to what they consider the futile efforts of the missionaries to convert China to Christianity, and at the same time blame them for causing so mighty an upheaval. On the contrary, a letter from Mr. E. C. Carter, the United States Ambassador at Pekin, asserts but that for the invaluable aid of the missionaries and their native converts the

destruction of the legation would have been almost certain.

The inextinguishable school bell here put an end to a most able and instructive address, in hearty appreciation of which a standing order of thanks was tendered to Mr. Winchester.

INQUEST THIS AFTERNOON.
Further Evidence Being Taken Regarding Death of the Maltby Child—Took Their Bath.

The inquest to ascertain the circumstances surrounding the death of Claude Maltby, the three-year-old son of W. W. Maltby, which was adjourned on Thursday last, is being resumed this afternoon.

Yesterday afternoon the members of the Maltby family were taken to the isolation hospital and given a fumigation bath. They were driven out in the isolation suspect wagon, and en route a lad leaped out and ran along Edmonton road at a great pace. He was, however, persuaded to return and take his bath with the others. On Saturday afternoon when the sanitary inspector called at the Maltby residence and informed the occupants that they would have to undergo the bath at the isolation hospital, members of the family resisted, and one of them announced point blank that she would not go. The inspector, however, backed by the authority of the law, made it plain to the recalcitrant party that she must fulfill the requirements of the health regulations, and finally she decided to accept the inevitable, and yesterday afternoon was arranged for the time of departure.

Last evening the sanitary inspector thoroughly fumigated the residence. The family were released from the isolation hospital this afternoon, in order that some of them may give evidence at the inquest.

The inquest proceedings were later remanded until to-morrow morning.

DROPSY IS ONE POSITIVE SIGN OF KIDNEY DISEASE.—Have you any of these unmistakable signs? Fussiness under the eyes? Swollen limbs? Smothering feeling? Change of the character of the urine? Exhaustion after least exertion? If you have these dropsical tendency and you shouldn't delay an hour in putting yourself under the great South American Kidney Cure. Sold by Dean & Hiscock and Hall & Co.—50.

In a big blow experienced off the California coast on Tuesday last the schooner Daisy Rowe was driven on the rocks near Point Bonita and is a total wreck. The vessel is well known in the lumber business.

ABSOLUTE SECURITY.

Genuine
Carter's
Little Liver Pills.

Must Bear Signature of

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.

CURE SICK HEADACHE.

APIOL & STEEL FOR LADIES PILLS. FOR LADIES. A REMEDY FOR IRREGULARITIES. SUPERSEDING BITTER APPLE PILLS. COCHIA, PERNYROYAL, ETC.

Order of all chemists, or post free for \$1.00 from BYARS & SON, LTD., Toronto, or MARTIN, Pharmaceutical Chemist, Southampton, England.

Before. After. Wood's Phospholine. The Great English Remedy. Sold and recommended by all druggists in Canada. Only reliable medicine discovered. It cures all forms of Sexual Weakness, all effects of abuse or excess, Mental Worry, Excessive use of Tobacco, Opium or Stimulants. Mailed on receipt of price, one package \$1.00, 50c. One will please, and will cure. Pamphlets free to any address.

The Wood Company, Windsor, Ont. Wood's Phospholine is sold in Victoria by all wholesale and retail druggists.

WANTED—To purchase, from fifty to a hundred strong, healthy in lamb ewes, delivered at Victoria. State particulars, etc., to Wm. Arden, Metcosh, B. C.