WENT THROUGH THE ICE

"Swiftwater Bill" His Partner, and Two Companions Drowned in the Yukon.

Sad Ending of a Trip Down the River Which They Were Warned not to Attempt.

Reports of Other Similar Accidents on the Lakes Which Cannot Be Verified.

In a foolhardy attempt to proceed down the Yukon river after the ice had commenced to rot and break up, William Gates, better known as "Swiftwater Bill;" his partner, H. M. Wolff, his ister-in-law, Nellie La More, and another woman, whose name could not be ascertained, lost their lives. Other men and women are said to have met the same fate, but the only accident of which particulars have been received, was that which overcame Gates and his companiones.

The accident which cost the two men and their female companions their lives occurred a week ago yesterday near Cariboo Crossing, a narrow channel just below Lake Bennett, through which the water rushes at a fearful rate. Gates, with his theatrical troop and retinue of hangers-on, numbering in all 25 persons, pitched their camp at Bennett City, after having had their goods taken across the summit. Included in their outfit was a large quantity of liquors and wines, which they had smuggled through, and as soon as they had settled at Bennett, they undertook to run the town to suit themselves, keeping up one continual orgy. The women gave exhibitions of skirt dancing on the ice, and between times helped the men to consume the supply of liquor.

Capt. Rant, who represents the provincial government in that section of the province, did not allow this to continue long, ordering "Swiftwater" and his party to "move on." This order was complied with by most of the party, who moved their camp to Cariboo Crossing, but Gates, Wolff and the two women remained at Bennett in defiance of the law. As soon as Capt. Rant heard this he issued further orders, giving the quartette an hour in which to make their presence scarce. Gates was still a little defiant, but Capt. Rant was obdurate and would brook no trifling with his orders, so the four transferred their outfits a few miles down the lakes. They did not go far enough to suit Capt. Rant, in fact he wanted them to leave the province altogether, so they received orders to make another move, an order which they complied with a week ago yesterday.

The ice was very bad at the time and the men at the lake advised Gates not to attempt the trip, but rather to stop his riotous living, in which case the officers would allow him to remain at the lake. But the man, who had won a, to him, much prized nickname in running the swift waters of the Yukon in loaded boats, would not be turned back by men, whom he termed greenhorns. So the four started down the string of lakes, which practically form a river, on the crackling ice. The members of the parties camped along the bank stood watching with amazement, what they all considered the foolhardy attempt to continue the trip on the treacherous ice. Warnings were called out to the little party, but Gates, who was in the lead, only smiled and urged on his companions. At Cariboo Crossing there is open water, and as the men camped there, saw the men and women coming down, they ran to the edge to warn them back. But the warning came too late. Suddenly the ice, which had been cracking and bending under their weight, opened out, and Swiftwater Bill was swallowed up, to be carried down the mighty Yukon under the ice, with no chance to save himself. His companions, too, who were following closely behind him, went through the rent in the ice and were drawn under by the current. Just below the point where the ice broke, there was open water, but the current is so swift that even had they come from under the ice alive it would have been next to impossible for them to reach shore.

Men started out immediately to attempt the rescue but when they reached the hole there was not a sign of the four persons, who a few minutes before were running along the ice, evidently oblivious of the danger they were in.

The news of the accident, which reached Victoria by the steamer Amur last evening, bears every sign of authenticity. The first report was brought across the divide to Skagway by an hotelkeeper at Bennett, one of the men who saw the party start out on Saturday morning, and who received the news from a man who had returned to Bennett from the scene of the accident.

Reports came down of other accidents of a similar nature on the lakes, but they cannot be verified. One of the reports state that a man and woman went through the ice on Middle Lake, but there seems to be some doubt about this. Many horses and their packs have been lost by ice giving away, while on the White Pass trail a large pack train was carried into a ravine, the snow giving way under it. The horses were not killed, but will have to remain in the ravine until the snow melts.

The trails, particularly the White Pass, are very bad and little travelling can be done on them.

There is a large amount of freight cached on the ice, which is in danger of going through. It is being removed as quickly as possible.

BURNS' BUSY BRAIN.

A Big Deal Arranged to Secure for Canada the Meat Supply of the Klondike.

When Mr. Pat Burns, the well known cattle man of Kootenay, visited Victoria at the beginning of last week one of the largest cattle enterprises yet reported in connection with the Klondike was entered into. Mr. Burns is out to obtain the control of the meat supply of the Klondike, and those acquainted with the experience and resources that he has shown in connection with the Kootenay country cattle trade are certain that he will "get there."

Several thousand cattle are to be shipped in bands leaving Vancouver and Victoria every week from now onwards over the Dalton trail and will be driven from there to Five Fingers under experienced cattle drivers who have already been over the trail. On reaching Five Fingers steamboats will be in readiness to transfer the cattle to Dawson City, where they will arrive about the first week in July. By taking them down alive to Dawson, Mr. Burns will get his cattle in three or four months sooner than if he had to wait to build scows, as was done last year, when the cattle were taken in frozen.

To give some idea of the magnitude of the enterprise, one contract alone for carrying a part only of these cattle amounts to $40,000. This contract was entered into with F. M. Rattenbury, of the Bennett Lake & Klondike Navigation company, who is supplying the steamers for the enterprise. It is expected that by conducting the business on this huge scale the supply of meat delivered at Dawson will be both ample for the demands and much more reasonable in price than the figures that were demanded and obtained last season.

A SPLENDID ATTRACTION.

The Broadway Stock Company at the A. O. U. W. Hall.

Victoria is to have a splendid popular priced attraction at the ever popular prices, 25 35 and 50 cents, at the A.O.U.W. hall, commencing Thursday, May 19th. The company is well-known and the engagement is for four weeks. The company will appear in a repertoire of new and special plays and at popular prices, will repeat what has become a great success in Seattle, Tacoma, Portland and San Francisco as well as the Eastern cities. The public are tired of paying $1 for shows and the consequence is the "3rd Ave." of Seattle, Cordray's, Portland, "Sutton's," Butte City and all Eastern popular priced houses are making a barrel of money while the high-priced houses are doing nothing. The repertoire will include: "The Brand of Cain," "Carmen," "The Three Guardsmen," "The American Girl," "Jane, or Wanted a Wife," "An English Artist," etc. It is safe to say that a packed house will greet this excellent organization on its opening night. Sale of seats opens Tuesday morning at 10 a.m. at Lombard's music store.

NEW REGULATIONS

Respecting the Entry of Goods into the Yukon via Alaska.

Collector Milne has received the following orders from Ottawa respecting the entry of goods into the Yukon, the new regulations allowing foreign vessels to transport goods from Canadian to Alaskan ports:

Referring to Memorandum No. 986 B., dated February, 1898, you are now instructed:

"That goods purchased in Canada, duty paid or free, and goods the produce of Canada, which are carried through Alaska free of United States customs duties, may be admitted into the Northwest Territories or Canada free of Canadian customs duties when transported by water from ports in Canada, under regulations prescribed by the minister of customs. Provided, that the identity of the goods shall be established to the satisfaction of the collector of customs at the port of entry."

The following regulations and conditions are prescribed for the transportation of the goods aforementioned when carried by water from ports in Canada:

(a) A manifest or invoice containing a description of the goods and their value, with numbers and marks of the packages, shall be presented to the customs officer at the Canadian frontier port in the Yukon district of Stikine.

(b) The certificate of a Canadian customs officer is required to be endorsed on the manifest or invoice to the effect that the goods described therein have been "shipped duty free from a port in Canada."

(c) The certificate above mentioned may be granted when the shipment by water from a Canadian port is made by any vessel authorized to engage in such transportation.

Under the regulations respecting foreign from a Canadian port is made by any vessel of the United States may engage in transporting goods from a port in Canada to a port in Alaska, and vice versa.

(Signed) JOHN M'DOUGALD,
Commissioner of Customs.

Customs Department,
Ottawa, 30th April, 1898.

ROYAL COMMISSION.

Poclamation Issued Appointing Mr. Justice Walkem to Inquire into the Lands and Works Department Affairs.

An extra of the British Columbia Gazette published yesterday contains the proclamation by Lieutenant-Governor McInnes appointing Mr. Justice Walkem as commissioner to hold an inquiry to ascertain the truth as to the allegations contained in a certain editorial appearing in the issue of the Victoria Daily Times published on the 11th of May instant, entitled "Can These Things Be." This is an article making certain charges against the Lands and Works Department, and which resulted in the government taking steps to have the commission of enquiry. The commissioner is fully empowered to make a searching inquiry into the whole matter.

BRADSTREETS REVIEW.

A Satisfactory Outlook for Business—The Remarkable Rise in Wheat.

New York, May 13.—Bradstreet's tomorrow will say: The business situation gains rather than loses in attractiveness as the spring season advances. While of course the very favorable situation in cereals is still the mainspring of the improvement manifesting itself in many sections of the country, there are other causes combining therewith to make the outlook for business for the current year a flattering one. Following the rapid advances in prices of wheat which apparently culminated for the time being early in the current week in a quotation for cash wheat unequalled, with one single exception, and that one for a very short period of time, for twenty-five years past, there has come a lull and a reaction from the abnormally high prices caused by the squeeze in May delivery, which, however, has left prices far above quotations for at least ten years back. Telegraphic and cable advices to Bradstreets only accentuate the already well known bullish nature of the immediate wheat situation while on the other hand, owing to the generally admitted good crop situation particularly in this and other countries the outlook appears to favor somewhat lower prices than those now ruling for next season's yield. An analysis of the movement in this country and Canada seems to bear out the correctness of the maximum estimate of the yield's wheat, definitely discrediting government estimates.

Special advices from Australia this week to Bradstreet's indicate that for the first time in some years there will be an exportable surplus of wheat from there. Part of this has already reached South Africa and some is reported on the way to European countries.

The weather at the east has not favored an active distribution, being cold and wet. But with the return of fine weather a distinct improvement in business is hoped for, particularly as much of the uneasiness produced by hostilities is now disappearing. A feature of the week in the dry goods trade is the distribution of bunting and flags. Wheat exports are slightly larger than last week. Coin exports reflect the turning of foreign demand from high to low priced grades. The total is slightly smaller than that of a week ago, but is nearly twice that exported in this week last year.

Blake—Pshaw! you fellows who can't quit smoking make me laugh. Why, I can stop it at any time I want to.

Barkley—Nobody has ever noticed that you've done so.

Blake—Well, I've never thought it was necessary.—Chicago News.

LEGISLATIVE ASSEMBLY

Premier Turner Explains Most Satisfactorily the Supplementary Estimates.

A Glimpse of the Old Obstruction Tactics—A Session of Little Interest.

MONDAY, May 16.

The house was opened with prayer by Rev. W. Leslie Clay.

A message was brought down from the Lieutenant-Governor with a bill to amend the Fraser River Bridge Aid Act, 189 The message was considered in committee and the bill was reported to the house and read a first time.

Hon. Mr. Turner having moved that Mr. Speaker leave the chair in order that the supplementary estimates be taken up,

Mr. Semlin asked for some explanation of the amounts submitted to the house in these estimates.

Hon. Mr. Turner explained that this was merely the continuation of the committee of supply which had been gone into when the main estimates came down. It had never been customary to debate at this stage.

Mr. Semlin was surprised at the amount of the supplementary estimates which represented he said half a million dollars. This meant with the main estimates that the house was voting a million dollars in excess of the anticipated revenue. What reason was there to believe that the deficit next year would not be quite as large? The province had no warrant for this excessive over expenditure. That was the reason he asked the finance minister to give some forecast of what course the province was to pursue in future.

Mr. Sword said he supposed no one wanted a long debate at this stage of the session, but he wanted some explanation of where the money to meet the expenditure was to come from. Out of the railway bill of five millions only $840,000 would be left to meet the over expenditure. At present there was over a million dollars in excess of revenue to provide for and it was impossible to meet it out of the $840,000. The amount required for floating the five millions would be 4 per cent. of the amount judging by the former experience, so that there would not even be the $840,000 left to help out the amount required to make up the deficit.

Hon. Mr. Turner in reply said: It is most unusual for any discussion to take place on the introduction of supplementary estimates and I should not remark on them now, but for the fact that there seems to be a misunderstanding as to what these supplementary votes are. I notice the Victoria Times states that they represent $448,651 spent by the government without authority, and then goes on in its usual strain to denounce such action. I have to say that the statement made by that paper is wrong, either wilfully so, or from ignorance. I put it down to ignorance, knowing that whenever the writer in the Times touches on financial matters he is generally just as wrong. It puts me in mind of the old woman who tried to go to sea on a sieve. The Times writer knows just about as much about finance as the old woman knew about navigation. Perhaps I would not say as much had it not been that a gentleman on the opposition side was just as erroneous in his ideas as the Times on the supplementary estimates, for he spoke of them as being a bill of indemnity for expenditures not voted by the house. That was the position taken by the Times. The fact is that this money is not spent without the sanction of the house or statutory authority. If we refer to the supplementary estimates we see that the amount for the current year to 30th June next is $404,402. Concerning this the facts are these, as I have pointed out on introducing the budget, the sudden opening up of the mining districts to the North called for immediate action, not only to provide for mails but also for the appointment of mining recorders, government agents and for police protection no time could be lost in arranging for this, without causing great trouble and distress in that region—in part of Kootenay, too, the same condition arose, and had to be met. Provision had to be made too for the new gaol at Nelson, and the enlarged gaol at Kamloops. These had been built and required the proper staff and this staff though contemplated in 1897 had not been provided for in the estimates for the year up to 30th June next. These matters, including special constables and transport, account for some $25,000. Legislation being the additional requirement during the present session for printing and binding and contingent fund account for $8,370. Then under legislation we find the additional requirement during the present session to be $8,370 for printing, binding and contingent fund. The printing of the voluminous returns asked for by the house and papers that have been asked for this session accounts for a large part of the $5,500 required by the printing house. The urgent necessities of the asylum for the insane will take $1,400 for attendance. Then we find that education calls for $13,000. I cannot account for the sudden large increase in the school population in Kootenay, but it has arisen, and unless the province would see the children not provided with proper educational facilities this expense is very necessary. Public works and buildings come to $102,312, which includes the protection works at Revelstoke and Golden, $17,100. I think no one will say the government could leave that work entirely alone. One has only to refer to the condition of things at Revelstoke and Golden to see that the land and houses were being swept away unless steps were at once taken to stop it.

Mr. Williams—Why did you wait a year?

Hon. Mr. Turner—We did not lose by our action in trying to get the Dominion to do the work and I still believe it was the duty of the Dominion. I have spoken to more than one eminent engineer and they believe that a great deal of the damage was directly caused by the conduct of the Dominion government. They allowed a railway bridge to be constructed over the river and it is held by the engineers I refer to that but for that bridge there would have been no destruction. This being the case, surely it is the business of the Dominion to have preserved the banks. However, it was no use letting houses and land go to destruction because the Dominion would not act. Therefore, we stepped into the breach and bore the brunt of the work, which has turned out to be very successful. Then comes a large appropriation of $21,000 for the completion of the new wing at the insane asylum. When the house was in session last year it was not known that the sudden emergency would arise for this wing, but it had to be undertaken owing to the crowded state of the institution. It was indeed a work of emergency and humanity, and the government would have been derelict if it had not undertaken it. The public school buildings have some $17,000 down to them of which $9,800 is for Rossland and even then there is hardly enough, Rossland, Trail, Kaslo, Clinton, Steveston, Nelson, Maple Ridge, Ainsworth and other places in the province are looked after in the list and there is a sum of $3,000 for repairs or other work required on schools throughout the province. Under dyking works provided for by the staute last summer and owing to the tremendous amount of work going on in the iron works owing to the rush of business, the government found they had to arrange for the purchase of a dredge to prevent delay. This cost $8,000 and it is a valuable asset paying more than the interest on the money. The completion of the work at the jails at Kamloops and Nelson took $13,000, as the work had to be finished and certainly it was necessary to pay the workmen and not keep them waiting until this session is over for their money. Roads, streets and bridges account for $57,000, largely for work in the mining districts rendered urgent by the increase in population. It includes the work on the Teslin Lake trail and also provides for work on the Quesnelle-Omineca trail and other necessary roads and trails; but this has not been spent without authority.

Mr. Cotton—We never said so.

Hon. Mr. Turner—No; you know better. Then there are $5,000 for surveys on the Hootalinqua, something that had not come up last session and could not be foreseen. Then under miscellaneous there is $61,000. This provides for the final payment of the revision of the statutes, a work already authorized; then there is the refund of taxes to municipalities who have taken advantage of the Speedy Incorporation bill, and the $6,000 refunds of taxation. Then there is the settlement of the petition of right in Koksilah Quarry case and $5,000 for copying the records for the new registry office at Nelson. Going over the different heads we find: Police, jails and government offices, $29,000; legislation, $8,370; printing office and asylum, $7,000; education, $13,000; public works, $102,312; roads survey, $62,000; completion of parliament buildings, $105,000; public debt, $9,000, miscellaneous, $61,472; total, $397,154. It will thus be seen that almost the whole of the large supplementary amount of $404,000 is either provided for under statute or arises from urgent cases which no government should refuse to consider. I cannot say exactly the percentage of the whole amount has been so far expended, but I think about 61 per cent. These are the supplementaries for the year ending June 30 next. Turning to the other supplementaries which are for the coming year amounting to $102,289, they hardly require special attention and are principally for public works and roads, streets and bridges. Schedule A at the end is a bill of indemnity for the year ending June 30 last amounting to $44,000.

Hon. Mr. Turner went over the items in the schedule showing the various amounts, most of them small and for either statutory payments or urgent works. Almost the only one not directly sanctioned was $1,400 for the Dominion jubilee and which he was sure would receive the sanction of the house. "If we add these two supplementary to the main estimates for 1898-9," went on Mr. Turner, "it will be seen that they provide for an expenditure of $950,000 over the estimated receipts. This, as I have pointed out on a previous occasion, arises from the decision of the government to carry on large public works for the opening up and development of the province. The amount set down for such important work during the next fifteen months is $958,000, and this amount is not to be paid out of the revenue, but to be provided for by loan, the act for which has already been passed. It is worthy of note that in addition to the vote proposed for roads, public buildings and railways, amounting, as I have said, to $950,000, there are large votes for what I conseder public works, such as agriculture, $14,000; libraries, $4,000; education, $297,000; hospital and charity homes, $120,000, the whole of the expenditure being for the opening up of the province or for the comfort of the people. The government hold that it is a good investment to borrow and expend in such works. All new countries are bidding for population, and it becomes imperative for British Columbia, in order to attract it, not only to open up the various districts by good means of communication, provide schools and public buildings, but also to provide good education, establish hospitals and benevolent institutions, encourage agriculture and otherwise provide for the amenities and comforts of civilization. Unless this is done we cannot hope to retain, population." (Applause.) In answer to a question by Mr. Higgins, Hon. Mr. Turner said that of the £450,000 loan authorized in 1891 only £400,000 had been floated.

Mr. Graham wondered where this thing was going to stop. Judging by the estimates it would seem that on the same basis there would be a deficit each year of $600,000 and the only way to make it up would be to treble the taxation.

Hon. Col. Baker could hardly believe that Mr. Graham after asking for such large amounts for his own district for public works could object to the supplementary estimates. He had already placed before the house in the budget debate a statement which clearly showed that the revenue would be $130,000 over the expenditure if the cost of extraordinary public works was left out. What the government was doing now was in the best interest of the province and was a progressive policy. Then it must be remembered that it was only the sinking fund and interest on the loan that the province had to meet. The public debt on June 30 would be $5,445,000 and the whole of the interest and sinking fund for that amount came to only $233,000 a year and was more than met by the Dominion subsidy to the province which came to $240,000. So what was the use of the opposition talking blue ruin—it was all nonsense. The province did not want to go backward but forward, and what was needed was the development of the country.

Mr. Cotton said that Hon. Col. Baker knew very well that a large proportion of the expenditure was for the keeping up of the public works that already existed.

Hon. Col. Baker—Two hundred thousand dollars is enough for that.

Mr. Cotton did not think so and said that the more public works there were the more money would have to be spent to keep them up. He did not agree with the general idea that a new country wanted proportionately more to carry it on than an old country. As a country became more closely populated it cost more to keep it up, he claimed, and Great Britain was a case in point, as also the Dominion. He claimed that by the end of the next fiscal year the deficit would be $1,300,000. This was not very satisfactory, and showed the finances had got entirely beyond the control of the government.

Hon. Col. Baker rose to point out to Mr. Cotton that the public accounts of last year showed that his figures of $200,000 as the usual amount for keeping up public works already existing was quite correct.

Mr. Kidd would not vote to go into committe on the estimates withotu a protest.

Mr. Kennedy wanted to know where the money to meet the expenditure asked for was coming from.

Hon. Mr. Turner—From the public works loan.

The question was then put and the house went into committee of the whole, Mr. Hunter in the chair.

On the item of $3,000 in aid of destitute poor and sick (additional to $6,000 voted),

Hon. Mr. Eberts responded to a question by Mr. Semlin, stating that there were places where there was no public hospital. There were, however, in a number of towns private institutions to which it would of course not be possible to give a grant. The government considered that it was but right to make an arrangement with private hospitals where there was no public institution, to give so much per patient for destitute sick for which the province was responsible.

Mr. Kellie saw no provision made for Rossland.

Hon. Mr. Eberts explained that as Rossland had only a private hospital this arrangement should apply there.

The item 245 C in the supplementaries for 1898-9, $3,000 for a road from forks of Quesnelle to 108-Mile House, was dropped by Hon. Mr. Turner, who stated that it had already been provided for in the main estimates.

On vote 260 A, bridge at Keithley creek, Hon. Mr. Turner had the item changed from $2,000 to $600, that being the sum it had been intended to place on the estimates.

There was some discussion over the objection of some of the opposition to the grant of $1,000 to Lillooet for fire protection purposes.

Mr. Stoddart pointed out that the Lillooet people were trying to get water into the town so as to get a pressure from a tank for fire purposes.

Mr. Williams, in the course of his objections, intimated that the outlying districts were pap fed and said that some of them would not put a shovelful of earth on the roads without the government paying for them.

Mr. Smith remarked that he did not see why Mr. Williams objected. Vancouver got appropriations in one way and why should not other districts get it in another.

Mr. Rogers was surprised at Mr. Williams. Nobody made any protest when Mr. Williams' constituency got $90,000 for public improvements.

Mr. Huff took up the cudgels for the outlying districts and said that Mr. Williams' sneer at them was quite uncalled for.

The vote passed.

Mr. Kellie took exception to the grant of $4,000 for a site for a drill hall at Vancouver.

Hon. Mr. Turner said that this was simply following the plan already carried out in Westminster and Victoria.

The committee, after progressing as far as vote 331 B, reported progress and the house took recess.

AFTER RECESS.

The house resumed committee of the whole on the supplementary estimates.

Mr. Turner in explanation of the vote 331 D "Assistance to owners of cattle for losses sustained by tuberculosis," explained it was to assist those people who had suffered loss by their cattle being killed for the good of the community.

Major Mutter complimented the government on the appropriation. It was only fair where cattle were killed for the public good that the men who suffered the loss should receive some compensation.

The vote was passed.

On the vote for an increase of salary for the provincial mineralogist, Mr. Helmcken said the government in appointing a high salaried officer should make some arrangement to retain such officer, preventing him from going to another employer.

The vote passed.

The opposition objected to the vote of $15,000, a large portion of which is for the improvement of the grounds at the new parliament buildings.

Mr. Cotton asked what was to be done in connection with making the new municipalities erect their own schools, as is done in the four coast cities.

Hon. Mr. Turner explained that the government collected taxes in the small municipalities, that they did not collect in the larger districts.

On vote 207 A, $12,000 for the trail from Telegraph Creek to Teslin Lake, being reached,

Mr. Kidd said hat he had heard reports that Mr. Cameron had first been employed to do the work, and it had afterwards been taken from him and given to Mr. Calbreath.

Hon. Mr. Turner pronounced the report erroneous.

Mr. Stoddart remarked that Mr. Cameron had told him that Mr. Gore had spoken to him about going up to take charge of work on the trail, but he had afterwards decided that as there was only $5,000 provided for the construction it was inadvisable to send men and horses up.

Mr. Semlin objected to the item of $2,500 for the explorations of the late Mr. Hamlin—work in the Yukon which it was the duty of the Dominion to have undertaken.

Hon. Mr. Turner explained that the purpose of these explorations was to ascertain if the Hootalinqua were navigable. There had been conflicting reports about the river, and it was very important to the province to determine its navigability.

In connection with the superannuation of Mr. Giffin and Mr. Campbell.

Mr. Semlin held that in cases where old employees of the government had not saved enough from their wages to maintain them in old age they should be sent to the home at Kamloops.

Hon. Mr. Eberts in explanation of the vote for the settlement of the Koksilah Quarry Co. claim said Mr. Justice Walkem had given judgment for $12,800, and the province thought to take an appeal. This was unsuccessful from the fact that notice had not been given in time. Prior to that time there had been one year given for taking of appeals, and it had been intended to change this to six months. The majority of the judges, however, interpreted the law as meaning that the appeal had to be taken within 14 days. This was the construction put upon the law by a majority of the court, but not by all the judges.

All of the ten other appeals which leading members of the bar had in hand were similarly disallowed at the same time and for the same reason advanced.

All the supplementary estimates were put through, as was the schedule, and the committee rose, reported progress, and were authorized to sit again.

Hon. Mr. Turner expressed the view that apparently the house would be ready to prorogue on Thursday, but the matter could be definitely known to-morrow evening.

"W'at did Dewey do to 'em?"
Said Fyles on parade.
"'E didn't do a thing to 'em,"
The color-sergeant said.
"'E socked 'em in th' daytime, an' 'e
socked 'em in th' night,
'E hammed 'em right an' lef' t' show 'is
seamen 'e could fight;
An' w'en th' smoke 'ad cleared away th'
Spaniards weren't in sight—
An' that's w'at Dewey did on Sunday
mornin'."

PLACING NEW BUOY.

Dominion Government Str. Quadra Returns From a Busy Trip Up the Gulf.

Four Sealers Back From Their Coast Cruise—Umbrina's Lost Crew.

Joining the fleet of sealers in port on Friday night and yesterday morning were the schooners Umbrina, Capt. Peppett, with 286 skins; the Dora Sieward, Capt. Sieward, with 648 skins; the Walter L. Rich, Capt. Anderson, with 238 skins, and the Mary Ellen, Capt. Searle, with 276 skins. The Umbrina it will be remembered is the schooner which lost a boat's crew with Chris McLean and two others in it. These other missing men are now learned to be Augustus Anderson and J. McLaren, the former having for long engaged in the sealing business, and the latter having been new to the work. Capt. Peppett fears the trio have been lost, although schooners lay all around in the same locality and there is a possibility of them being picked up. A squall sprang up on the day the boat disappeared and this adds to the theory that the men lost their lives.

NEW BUOYS AND LIGHTS.

The Dominion government steamer Quadra returned yesterday from a short cruise in the Gulf of Georgia. During the trip a triangle, painted white, was fixed on the easternmost of the Parthia shoal fairway marks on Brockton point, to distinguish the marks more readily from each other. A spar buoy, painted red, was moored on the southern shore of the first narrows, Burrard Inlet, to show the extent of the spit in that vicinity, and another spar buoy, also painted red, was moored off Welcome point, eastern entrance of Welcome Pass, Secchelt peninsula, to show the extent of the reef off that point. The buoy is in six fathoms and a short distance inside the buoy is a small shoal mark at low water. An examination was also made by Captain Walbran of Sturdies Bay, Active Pass, as to the suitability of this bay as the site for a wharf at which vessels can readily call on Galiano island—a good wharf at which vessels can readily call being much needed by the settlers in the neighborhood. It is understood Captain Walbran has reported favorably of the bay for this purpose. Very fine weather was experienced during the trip. Whilst at Vancouver, Colonel Anderson, who went up in the Quadra from Victoria, selected a site for Prospect Bluff lighthouse, work on which will be commenced without delay.

THE AMUR'S TRIP.

The steamer Amur of the R. M. T. & T. Corporation, last evening completed another successful trip to Alaskan ports, bringing down some fifty passengers, principally men who have been working in the northern cities. She left Skagway on Wednesday last and with the exception of some fog which detained her for a few hours off Bella Bella, encountered fine weather.

MARINE NOTES.

The C. P. R. bulletin announces the arrival at New York at 11 a.m. yesterday of the Cunard liner Campania.

The steamer Umatilla sailed for San Francisco last evening with the following saloon passengers from this city: Miss Josephine Molloy, J. Barash, J. C. Bauer, E. D. Ladue, Alice Ladue, Jas. Hanley, C. W. Kyle, W. E. Webb, John Patterson and wife, H. Good and wife, B. C. Silver, J. A. Gayler, Mrs. A. Manuel and W. Haben and wife.

The steamer Centennial, like the Pakshan, has been chartered to carry troops from San Francisco to the Philippines.

The N. P. R. steamer Columbia arrived from Tacoma yesterday and will not leave for Yokohama until after the arrival of the Tacoma, whose master will take the Columbia across the Pacific, Capt. Gow being ill.

PRESENTS NO DIFFICULTIES.

Mr. J. A. Mahood, Who Explored the Alice Arm Route, Returns to the City.

The Alice Arm route to the Yukon is declared by Mr. J. A. Mahood, the civil engineer and provincial land surveyor, to be practicable.

Since the agitation for a railway from Teslin Lake to a seaport on the British Columbia coast has been under way, there has been considerable controversy as to the best port on the coast as a terminus for the railway. To settle the matter the provincial government sent out engineers to explore the different passages, and the result of these exploratory surveys shows that there is no scarcity of available routes from the seaboard to the wide valley running from the Skeena to the Stikine. The result of the trip of the party sent out to explore the Kitimaat route has already been published, while Mr. Marhood has just returned from his trip through the passes leading from Portland inlet. Observatory and Hastings arms are, he says, out of the question, but Alice arm, the other big stretch of water extanding in land from Portland inlet, is, in his opinion, the best terminus for the all-Canadian railway from the Yukon. For several miles back from salt water there is a stretch of flat country, the delta of the mountain streams emptying into the arms, while further in there are no physical conditions which are not met with in everyday railway building.

Mr. Mahood could not go into details; his report being for the government, but he had no hesitation in expressing the opinion that the route through to Alice arm was the most practicable one.

It is understood that some 8,000 tons of Comox coal recently purchased by E. E. Cane, of Seattle, will be used for coaling United States warships on Puget Sound. Comox coal has been used by the United States navy for some years because of the high percentage of heating power obtainable from it in comparison with the coals of Washington state. There is a difference of from 25 to 30 per cent. in favor of Comox coal. In a five thousand mile run for instance, there would be over a thousand miles difference in favor of the Comox as against the Seattle coal. Uncle Sam is not likely to place his warships at a disadvantage on the sea because of a little sentiment about the locality in which coal is produced. The Seattle coal is very much inferior in other respects to the Comox than that of heating quality, it being productive of heavier smoke and a greater percentage of refuse.

Biggs—I'm all broken up.

Diggs—Then it is about time you mended your ways.—Harlem Life.

"Our amateur dramatic club plays for charity only."

"So I judged. Nothing else could keep the audience in their seats."—Philadelphia Bulletin.